



FY 2021-2024

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

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INTRODUCTION

In accordance with the Fixing America's Surface Transportation Act (FAST Act), the Tyler Area Metropolitan Planning Organization (TAMPO), in cooperation with the State of Texas and affected transit operators, has developed this Transportation Improvement Program (TIP) for the Tyler Area Metropolitan Area. The purpose of this document is to provide the public, Federal Highway Administration (23 Code of Federal Regulations (CFR) Part 450) and Federal Transit Administration (49 CFR Part 613), and other interested parties with a priority list of projects and project segments to be carried out within a four-year period after the adoption of the TIP. A financial plan is part of this document. This financial plan demonstrates how the TIP can be implemented and indicates resources from public and private sources that are reasonably expected to be made available to carry out the program. This document covers the four-year fiscal period of 2021-2024.

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

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

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

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

PURPOSE

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

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

DEFINITION OF AREA

The Tyler Metropolitan Planning Area includes the entire urbanized area of Tyler as defined by the 2010 Census. It includes the immediate and contiguous urban area surrounding the City of Tyler most likely to be impacted by urban development during the next 25 years. The total area encompassed by the boundary is approximately 640 square miles and includes the cities of Tyler, Whitehouse, Lindale, New Chapel Hill, Noonday, Hideaway and a portion of Bullard within Cherokee County. Please see Appendix B for the Metropolitan Area Boundary Map as approved by the TAMPO Policy Committee in 2018.

PUBLIC PARTICIPATION PROCESS

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

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

PROJECT SELECTION PROCESS

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

TRANSPORTATION PERFORMANCE MANAGEMENT

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

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

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

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

Safety (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	Source
Total Number of traffic fatalities	2018	3,648	FARS
	2019	3,615	ARF
	2020	3,896	CRIS
	2021	3,384	Target
	2022	3,272	Target
	5-Year Average	3,563	Target
Total number of serious injuries	2018	14,975	CRIS
	2019	15,855	CRIS
	2020	14,656	CRIS
	2021	18,835	Target
	2022	19,065	Target
	5-Year Average	16,677	Target
Fatalities per 100 million vehicle miles traveled	2018	1.29	FARS
	2019	1.25	ARF
	2020	1.33	CRIS
	2021	1.24	Target
	2022	1.23	Target
	5-Year Average	1.27	Target
Serious Injuries per 100 million vehicle miles traveled	2018	5.31	CRIS
	2019	5.50	CRIS
	2020	5.00	CRIS
	2021	6.51	Target
	2022	6.47	Target
	5-Year Average	5.76	Target
Total number of non-motorized fatalities and serious injuries	2018	2,104	FARS-CRIS
	2019	2,291	ARF-CRIS
	2020	2,238	CRIS
	2021	2,560	Target
	2022	2,642	Target
	5-Year Average	2,367	Target

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 May 25, 2021, the Transportation Policy Committee adopted the 2022 statewide safety targets established by TxDOT. TAMPO commits to supporting, planning and programming projects that contribute to the goals and accomplishments of said targets, and the MPO staff will continue to monitor the established targets and report performance to the Transportation Policy Committee when data is available.

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

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	2018 Baseline Target	2020 Statewide Performance	2022 Statewide Target
Percent of pavement on the interstate National Highway System in good condition	-	66.6%	66.5% or higher
Percent of pavement on the interstate National Highway System in poor condition	-	0.1%	0.2% or lower
Percent of pavement on the non-interstate National Highway System in good condition	54.5%	55.2%	54.1% or higher
Percent of pavement on the non-interstate National Highway System in poor condition	14.0%	13.5%	14.2% or lower
Percent of National Highway System bridges in good condition	50.7%	50.7%	50.4% or higher
Percent of National Highway System bridges in poor condition	0.9%	1.3%	1.50% or lower

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

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

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	2018 Baseline Target	2020 Statewide Performance	2022 Statewide Target
Percent of person-miles on the interstate National Highway System that are reliable	79.5%	81.2%	70.0% or higher
Percent of person-miles on the non-interstate National Highway System that are reliable	-	83.0%	70.0% or higher
Truck Travel Time Reliability (TTTR) Index	1.40	1.4%	1.76

On November 18, 2018, the Transportation Policy Committee adopted the 2022 roadway system performance targets established by TxDOT. The targets were reviewed in 2020 to compare the targets with the latest performance data. The targets were then revised to better match the available data. 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% or better by fiscal year 2021;
2. Facilities State of Good Repair: maintained as adequately as possible and if there are any major repairs required, Tyler Transit will seek new plans to move forward with planning an assessment of repairs and transition to a temporary location owned by the city if possible.

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

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

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 2010 Census.

Minority Census Block Groups

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

Low-Income Census Block Groups

The Department of Housing and Urban Development's definition of low-income in Title 24 Code of Federal Regulations 5.603(b) is adopted to determine which census blocks in the county have high concentrations of low-income households. The Department of Housing and Urban Development defines low-income as "a family whose annual income does not exceed 80 percent of the median income for the area." The distribution of median household incomes (in 2013 dollars) across all census block groups in Smith County is about \$41,607. The criteria for determining a low-income census block group is determined as those census block groups with household median income of 80% of \$34,700 or \$33,285 and below. Of the planning area's 124 census block groups, 26 census block groups have median incomes less than \$33,285 and therefore qualify as low-income environmental justice areas. The census block groups selected for environmental justice analysis are shown in Figure 1. As observed on the map, census block groups having high low-income population also are generally located in Tyler inside Loop 323.

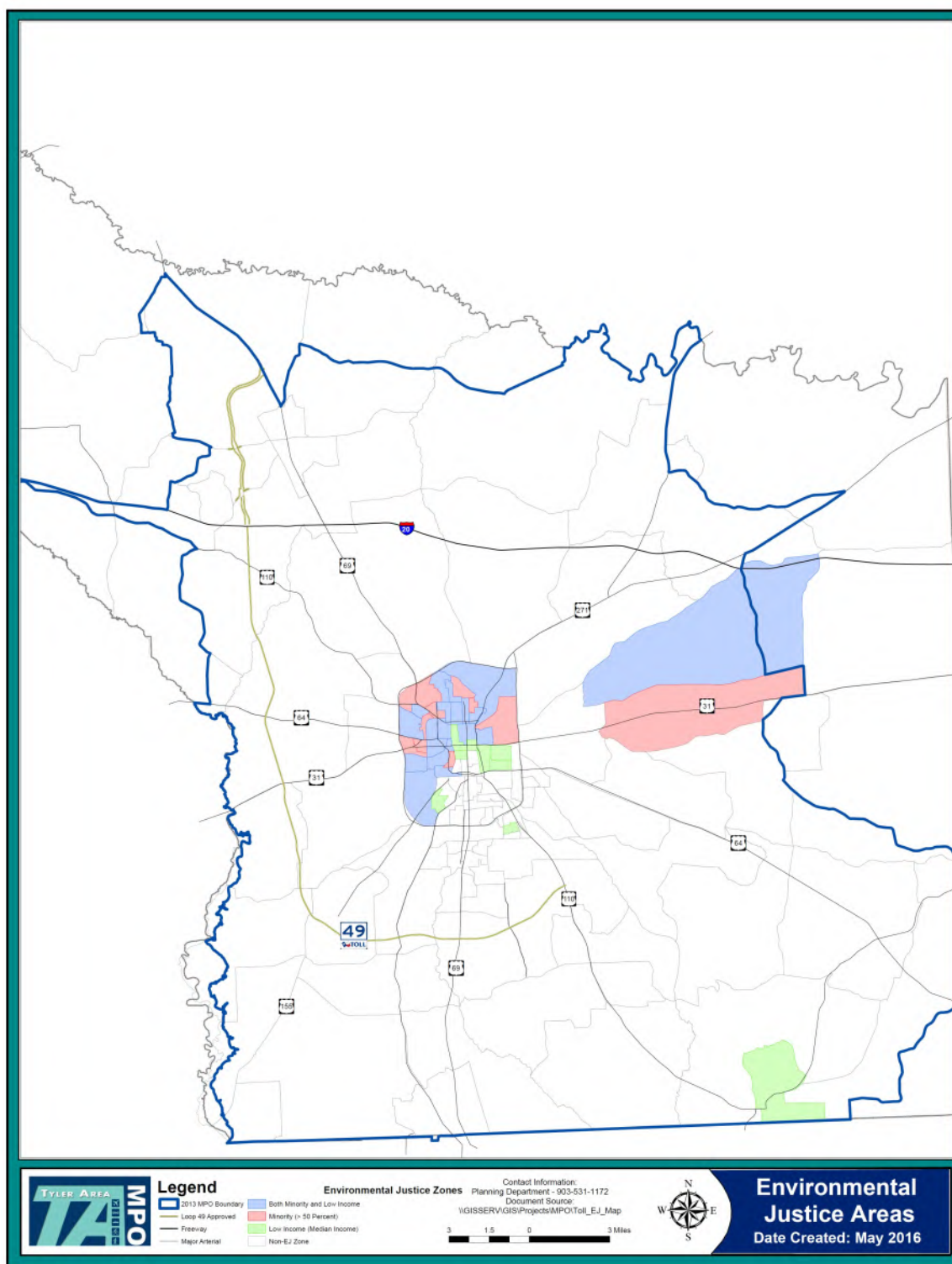
Environmental Justice Analysis

Looking at Figure 1, one can observe that the minority and low-income census block groups are closely related. That is, they are concentrated in Tyler largely inside Loop 323. The Tyler planning area follows the trend in the majority of

United States cities in having a low-income and high minority city core with more affluent and mostly white suburbs. TAMPO is committed to avoiding disproportionately adverse impacts on minority and low-income populations, as well as disproportionate adverse impacts on the elderly, persons with disabilities, and those without private automobiles for inclusion in public involvement efforts and for transportation needs assessments. TAMPO uses several techniques to ensure underserved populations are involved in the transportation planning process. Techniques include staff presentations to community groups, providing public notices, and advertising in newspapers that serve minority populations.

ENVIRONMENTAL JUSTICE AREAS

FIGURE 1



PROGRESS FROM PREVIOUS YEARS

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

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

AIR QUALITY ISSUES

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

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

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

Early Action Compact

Ozone concentrations measured at the Gregg County Airport near Longview have exceeded both the 1-hour and 8-hour National Ambient Air Quality Standards for ozone. In 1996, the Tyler/Longview/Marshall area became a Flexible Attainment Region and a mechanism for developing strategies to attain the 1-hour ozone standard was implemented under a Memorandum of Agreement (Flexible Attainment Region Memorandum of Agreement, September 16, 1996). The Tyler/Longview/Marshall area receives funding from the Texas legislature to address ozone air quality issues. These resources have funded studies through the East Texas Council of Governments under the technical and policy direction of the North East Texas Air Care organization. In 1999, the consulting firm ENVIRON completed an ozone modeling study for two 1-hour ozone episodes that included future year modeling for 2007 and an evaluation of local emission reduction strategies. In May 2002, a State Implementation Plan for Northeast Texas that demonstrated attainment of the 1-hour ozone standard by 2007 was submitted.

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

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

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

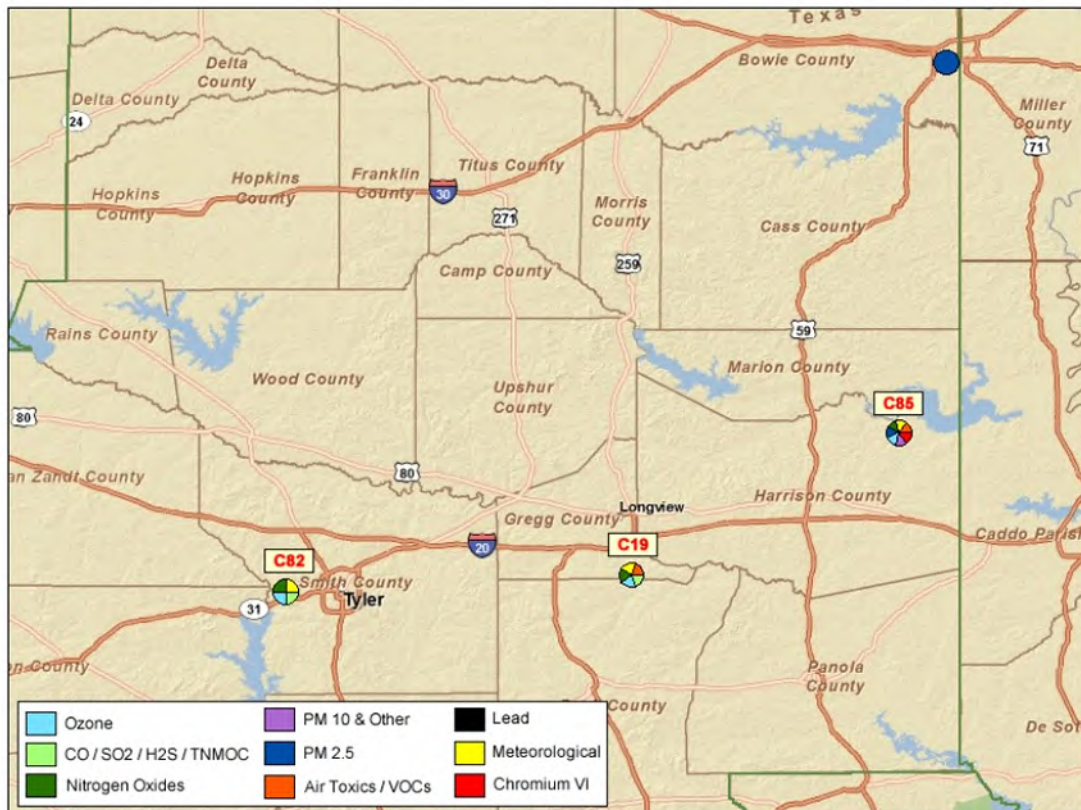
Ambient Air Quality Standards for ozone. Northeast Texas was recommended for attainment by the Governor Rick Perry on October 31, 2011 and declared in attainment by the Environmental Protection Agency on April 30, 2012.

Ozone Status and Trends

Figure 2 shows the locations of three active Continuous Air Monitoring Stations (CAMS-19, CAMS-82, and CAMS-85) in the Tyler/Longview/Marshall area of Northeast Texas. The Texas Commission on Environmental Quality operates these stations to monitor compliance with the National Ambient Air Quality Standards for ozone. Historically, the highest ozone concentrations have been recorded at the Longview monitor (CAMS-19) located at the Gregg County airport. Ozone monitoring commenced in 1995 at Tyler Airport (CAMS-86) although the monitor was relocated within the airport in 2000 due to construction and assigned a new number (CAMS-82).

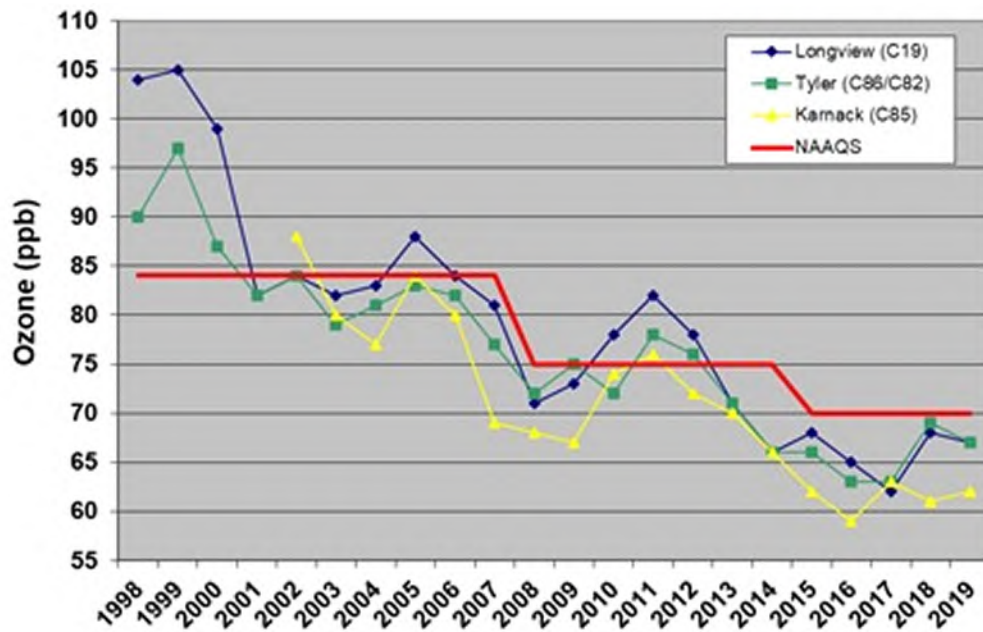
**CONTINUOUS AIR MONITORING STATIONS
FIGURE 2**

Northeast Texas CAMS Monitors



The annual 4th highest 8-hour ozone values at monitors in Northeast Texas for recent years are shown in graphical form in Figure 3. Figure 3 shows that since 2011, ozone levels have shown an overall decrease at all three Northeast Texas monitors. Ozone levels in Longview and Tyler spiked in 2018 yielding the highest concentrations in five years. In 2019, the ozone levels decreased to 62 ppb in Karnack and decreased to 67 ppb in Longview and Tyler.

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



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

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

Transportation Planning and Air Quality

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

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

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

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

- The Department of Energy "Clean Cities Program" voluntary on-road vehicle emission reductions, the East Texas Clean Cities Coalition, coordinated by the East Texas Council of Governments, has successfully obtained a Clean Cities Designation for the region from Department of Energy. East Texas Clean Cities Coalition promotes the use of alternative fuels to gasoline and diesel, such as propane, natural gas, ethanol, and biodiesel.
- Public awareness program: The Northeast Texas Air Care runs an annual public education and ozone awareness program for the five county Tyler/Longview/Marshall area. The program includes the following elements: an ozone watch and warning communications network between local governments and industries to communicate ozone action day forecasts issued by the Texas Commission of Environmental Quality; a North East Texas Air Care website (<http://www.netac.org>); production and distribution of public service announcements; school programs and

teacher training workshops; distribution of public information and educational materials; and an annual ozone season kick-off meeting for northeast Texas.

AMERICANS WITH DISABILITIES ACT

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

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

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

GLOSSARY

Federal Funding Categories:

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

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

Control Section Job (CSJ):

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

MPO Project ID:

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

Year Of Expenditure (YOE) Cost:

Anticipated project cost taking into account forecasted inflation.

**HIGHWAY PROJECTS:
MOBILITY**

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

No Projects Listed For This Year

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

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST	
TYLER	SMITH	0910-16-153	VA	E, C	LINDALE	CITY OF LINDALE	\$ 1,044,555	
LIMITS FROM:	FM 849							
LIMITS TO:	EJ MOSS INTERMEDIATE SCHOOL					REVISION DATE:	07/2020	
PROJECT	ADD 1.25 MILES OF SIDEWALK ALONG FM 849 FROM PERRYMAN RD TO WOOD SPRINGS RD					MPO PROJ NUM:	BIKE #2	
DESC:	TO EAGLE SPIRIT DR TO EJ MOSS					FUNDING CAT(S):	9	
REMARKS	LINDALE SRTS 2019; INKIND=\$122,602			PROJECT	2019 TA/SRTS STATE-SELECTED; COMMISSION APPROVED 1/30/2020			
P7:				HISTORY:	MO 115662			
TOTAL PROJECT COST INFORMATION				AUTHORIZED FUNDING BY CATEGORY/SHARE				
PRELIMINARY ENG:	\$ 158,678	COST OF APPROVED PHASES:	CATEGORY	FEDERAL	STATE	LOCAL	LC	TOTAL
ROW PURCHASE:	\$ -		9TAP	\$ 835,644	\$ -	\$ 208,911	\$ -	\$ 1,044,555
CONSTRUCTION COST:	\$ 873,852							
CONSTRUCTION ENG:	\$ 12,025		TOTAL	\$ 835,644	\$ -	\$ 208,911	\$ -	\$ 1,044,555
CONTINGENCY:	\$ -		\$ 1,044,555					
INDIRECT COSTS:	\$ -							
BOND FINANCING:	\$ -							
CHANGE ORDER:	\$ -							
TOTAL PRJ COST:	\$ 1,044,555							

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST	
TYLER	SMITH	0522-04-032	FM 16	C	LINDALE	TxDOT - TYLER	\$ 24,730,000	
LIMITS FROM:	4 MI W OF FM 849 (CR481-E), E							
LIMITS TO:	US 69 IN LINDALE					REVISION DATE:	07/2020	
PROJECT	WIDEN 2 LNS TO 4 LNS W/FLUSH MEDIAN,US69 TO TOLL 49 EXTNSN THEN CONSTRUCT					MPO PROJ NUM:	HWY #2	
DESC:	CENTER TURN LANE FOR REST OF THE 2 LN SECTN					FUNDING CAT(S):	2U	
REMARKS				PE, ROW PHASES INCLUDED IN GROUPED PROJECT LIST				
P7:				HISTORY:				
TOTAL PROJECT COST INFORMATION			AUTHORIZED FUNDING BY CATEGORY/SHARE					
PRELIMINARY ENG:	\$ 1,350,000	COST OF APPROVED PHASES:	CATEGORY	FEDERAL	STATE	LOCAL	LC	TOTAL
ROW PURCHASE:	\$ 9,000,000		2U	\$ 19,784,000	\$ 4,946,000	\$ -	\$ -	\$ 24,730,000
CONSTRUCTION COST:	\$ 24,730,000							
CONSTRUCTION ENG:	\$ 1,366,300		TOTAL	\$ 19,784,000	\$ 4,946,000	\$ -	\$ -	\$ 24,730,000
CONTINGENCY:	\$ 548,200							
INDIRECT COSTS:	\$ -							
BOND FINANCING:	\$ -							
CHANGE ORDER:	\$ 1,030,000							
TOTAL PRJ COST:	\$ 38,024,500							

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

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST	
TYLER	SMITH	0191-03-083	FM 2493	C	BULLARD	TxDOT - TYLER	\$ 32,640,000	
LIMITS FROM:	FM 346 IN FLINT							
LIMITS TO:	0.3 MI SOUTH OF FM 344 (CHEROKEE COUNTY LINE)					REVISION DATE:	07/2020	
PROJECT	WIDEN FROM 2 LANES TO 4 LANES WITH FLUSH MEDIAN					MPO PROJ NUM:	HWY #3	
DESC:						FUNDING CAT(S):	2U	
REMARKS					PROJECT	PE, ROW PHASES INCLUDED IN GROUPED PROJECT LIST		
P7:					HISTORY:			
TOTAL PROJECT COST INFORMATION			AUTHORIZED FUNDING BY CATEGORY/SHARE					
PRELIMINARY ENG:	\$ 1,810,400	COST OF APPROVED PHASES:	CATEGORY	FEDERAL	STATE	LOCAL	LC	TOTAL
ROW PURCHASE:	\$ 7,000,000		2U	\$ 26,112,000	\$ 6,528,000	\$ -	\$ -	\$ 32,640,000
CONSTRUCTION COST:	\$ 32,640,000							
CONSTRUCTION ENG:	\$ 1,832,000		TOTAL	\$ 26,112,000	\$ 6,528,000	\$ -	\$ -	\$ 32,640,000
CONTINGENCY:	\$ 735,000							
INDIRECT COSTS:	\$ -							
BOND FINANCING:	\$ -							
CHANGE ORDER:	\$ -							
TOTAL PRJ COST:	\$ 44,017,400							

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST	
TYLER	SMITH	0910-16-162	VA	E, C	TYLER	CITY OF TYLER	\$ 3,544,823	
LIMITS FROM:	STEWART PARK							
LIMITS TO:	PEETE ELEMENTARY					REVISION DATE:	07/2021	
PROJECT	CONSTRUCT 12 FEET WIDE MULTIPURPOSE TRAIL					MPO PROJ NUM:	BIKE #3	
DESC:						FUNDING CAT(S):	9	
REMARKS	THIS PROJECT IS PHASE 2 OF THE LEGACY TRAILS PROJECT.			PROJECT	2021 TA/SRTS STATE-SELECTED; COMMISSION APPROVED 4/29/2021			
P7:				HISTORY:	MO 116003			
TOTAL PROJECT COST INFORMATION				AUTHORIZED FUNDING BY CATEGORY/SHARE				
PRELIMINARY ENG:	\$ -	COST OF APPROVED PHASES:	CATEGORY	FEDERAL	STATE	LOCAL	LC	TOTAL
ROW PURCHASE:	\$ -		9TAP	\$ 2,863,464	\$ -	\$ 681,359	\$ -	\$ 3,544,823
CONSTRUCTION COST:	\$ 2,962,429							
CONSTRUCTION ENG:	\$ -		TOTAL	\$ 2,863,464	\$ -	\$ 681,359	\$ -	\$ 3,544,823
CONTINGENCY:	\$ 90,631							
INDIRECT COSTS:	\$ 491,763							
BOND FINANCING:	\$ -							
CHANGE ORDER:	\$ -							
TOTAL PRJ COST:	\$ 3,544,823	\$ 3,544,823						

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

*FUNDING NOT FIXED

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

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST		
TYLER	SMITH	0492-04-034	FM 756	C		TxDOT - TYLER	\$ 23,720,000		
LIMITS FROM:	JEFF DAVIS DR (CR 1167), S								
LIMITS TO:	FM 346								
PROJECT						WIDEN 2 LN ROAD TO 4 LANE DIVIDED ROADWAY W/FLUSH MEDIAN			
DESC:						REVISION DATE:	07/2020		
REMARKS						MPO PROJ NUM:	HWY 5		
P7:						FUNDING CAT(S):	2U		
						PE, ROW PHASES INCLUDED IN GROUPED PROJECT LIST			
TOTAL PROJECT COST INFORMATION						AUTHORIZED FUNDING BY CATEGORY/SHARE			
PRELIMINARY ENG:		\$ 1,200,000	COST OF APPROVED PHASES:	CATEGORY	FEDERAL	STATE	LOCAL	LC	TOTAL
ROW PURCHASE:		\$ 3,500,000		2U	\$ 18,976,000	\$ 4,744,000	\$ -	\$ -	\$ 23,720,000
CONSTRUCTION COST:		\$ 23,720,000							
CONSTRUCTION ENG:		\$ 1,176,500		TOTAL	\$ 18,976,000	\$ 4,744,000	\$ -	\$ -	\$ 23,720,000
CONTINGENCY:		\$ 172,000							
INDIRECT COSTS:		\$ 1,362,000							
BOND FINANCING:		\$ -							
CHANGE ORDER:		\$ 887,000							
TOTAL PRJ COST:		\$ 32,017,500							

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

*FUNDING NOT FIXED

TRANSIT PROJECTS

FY 2021 TRANSIT PROJECT DESCRIPTIONS
TYLER AREA MPO TRANSPORTATION IMPROVEMENT PROGRAM

Tyler

YOE = Year of Expenditure

<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor	Tyler Transit	Federal Funding Category	5307
MPO Project Information (reference number, etc)		Federal (FTA) Funds	\$120,922
		State Funds from TxDOT	
		Other Funds	\$30,231
Apportionment Year	2021	Fiscal Year Cost	\$151,153
Project Phase			
Brief Project Description	Planning/Technical Study such as short term planning administrative cost.	Total Project Cost	\$151,153
		Trans. Dev. Credits Requested	
		Trans. Dev. Credits Awarded (Date & Amount)	
Sec 5307 ID Number	NA		
Amendment Date & Action			

<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor	Tyler Transit	Federal Funding Category	5307
MPO Project Information (reference number, etc)		Federal (FTA) Funds	\$929,377
		State Funds from TxDOT	
		Other Funds	\$147,346
Apportionment Year	2021	Fiscal Year Cost	\$1,076,723
Project Phase			
Brief Project Description	Capital and preventative maintenance expenses such as buses, bus maintenance.	Total Project Cost	\$1,161,723
		Trans. Dev. Credits Requested	\$85,000
		Trans. Dev. Credits Awarded (Date & Amount)	
Sec 5307 ID Number	NA		
Amendment Date & Action			

<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor	Tyler Transit	Federal Funding Category	5307
MPO Project Information (reference number, etc)		Federal (FTA) Funds	\$683,274
		State Funds from TxDOT	
		Other Funds	\$683,274
Apportionment Year	2021	Fiscal Year Cost	\$1,366,548
Project Phase			
Brief Project Description	Operating expenses such as personnel salaries, fuel, utilities, etc.	Total Project Cost	\$1,366,548
		Trans. Dev. Credits Requested	
		Trans. Dev. Credits Awarded (Date & Amount)	
Sec 5307 ID Number	NA		
Amendment Date & Action			

<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor	Tyler Transit	Federal Funding Category	5307
MPO Project Information (reference number, etc)		Federal (FTA) Funds	\$181,857
		State Funds from TxDOT	
		Other Funds	\$45,465
Apportionment Year	2021	Fiscal Year Cost	\$227,322
Project Phase			
Brief Project Description	Capital expense related to ADA paratransit, bus maintenance/bus purchases	Total Project Cost	\$227,322
		Trans. Dev. Credits Requested	
		Trans. Dev. Credits Awarded (Date & Amount)	
Sec 5307 ID Number			
Amendment Date & Action			

FY 2021 TRANSIT PROJECT DESCRIPTIONS
TYLER AREA MPO TRANSPORTATION IMPROVEMENT PROGRAM

Tyler

YOE = Year of Expenditure

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

<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor	Tyler Transit	Federal Funding Category	5339
MPO Project Information (reference number, etc)		Federal (FTA) Funds	\$179,925
		State Funds from TxDOT	
		Other Funds	
Apportionment Year	2021	Fiscal Year Cost	\$179,925
Project Phase			
Brief Project Description	Capital Expense for bus purchase/bus equipment and dispatching software	Total Project Cost	\$239,899
		Trans. Dev. Credits Requested	\$59,974
		Trans. Dev. Credits Awarded (Date & Amount)	
Sec 5339 ID Number			
Amendment Date & Action			

FY 2022 TRANSIT PROJECT DESCRIPTIONS
TYLER AREA MPO TRANSPORTATION IMPROVEMENT PROGRAM

Tyler		YOE = Year of Expenditure	
<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor	Tyler Transit	Federal Funding Category	5307
MPO Project Information (reference number, etc)		Federal (FTA) Funds	\$124,550
		State Funds from TxDOT	
		Other Funds	\$31,138
Apportionment Year	2022	Fiscal Year Cost	\$155,688
Project Phase			
Brief Project Description	Planning/Technical Study such as short term planning administrative cost.	Total Project Cost	\$155,688
		Trans. Dev. Credits Requested	
		Trans. Dev. Credits Awarded (Date & Amount)	
Sec 5307 ID Number	NA		
Amendment Date & Action			

<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor	Tyler Transit	Federal Funding Category	5307
MPO Project Information (reference number, etc)		Federal (FTA) Funds	\$957,258
		State Funds from TxDOT	
		Other Funds	\$151,766
Apportionment Year	2022	Fiscal Year Cost	\$1,109,024
Project Phase			
Brief Project Description	Capital and preventative maintenance expenses such as buses, bus maintenance.	Total Project Cost	\$1,196,574
		Trans. Dev. Credits Requested	\$87,550
		Trans. Dev. Credits Awarded (Date & Amount)	
Sec 5307 ID Number	NA		
Amendment Date & Action			

<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor	Tyler Transit	Federal Funding Category	5307
MPO Project Information (reference number, etc)		Federal (FTA) Funds	\$703,772
		State Funds from TxDOT	
		Other Funds	\$703,772
Apportionment Year	2022	Fiscal Year Cost	\$1,407,544
Project Phase			
Brief Project Description	Operating expenses such as personnel salaries, fuel, utilities, etc.	Total Project Cost	\$1,407,544
		Trans. Dev. Credits Requested	
		Trans. Dev. Credits Awarded (Date & Amount)	
Sec 5307 ID Number	NA		
Amendment Date & Action			

<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor	Tyler Transit	Federal Funding Category	5307
MPO Project Information (reference number, etc)		Federal (FTA) Funds	\$187,313
		State Funds from TxDOT	
		Other Funds	\$46,829
Apportionment Year	2022	Fiscal Year Cost	\$234,142
Project Phase			
Brief Project Description	Capital expense related to ADA paratransit, bus maintenance/bus purchases	Total Project Cost	\$234,142
		Trans. Dev. Credits Requested	
		Trans. Dev. Credits Awarded (Date & Amount)	
Sec 5307 ID Number			
Amendment Date & Action			

FY 2022 TRANSIT PROJECT DESCRIPTIONS
TYLER AREA MPO TRANSPORTATION IMPROVEMENT PROGRAM

Tyler

YOE = Year of Expenditure

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

<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor	Tyler Transit	Federal Funding Category	5339
MPO Project Information (reference number, etc)		Federal (FTA) Funds	\$174,400
		State Funds from TxDOT	
		Other Funds	
Apportionment Year	2022	Fiscal Year Cost	\$174,400
Project Phase			
Brief Project Description	Capital Expense for bus purchase/bus equipment	Total Project Cost	\$218,000
		Trans. Dev. Credits Requested	\$43,600
		Trans. Dev. Credits Awarded (Date & Amount)	
Sec 5339 ID Number			
Amendment Date & Action			

FY 2023 TRANSIT PROJECT DESCRIPTIONS
TYLER AREA MPO TRANSPORTATION IMPROVEMENT PROGRAM

Tyler

YOE = Year of Expenditure

<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor	Tyler Transit	Federal Funding Category	5307
MPO Project Information (reference number, etc)		Federal (FTA) Funds	\$128,287
		State Funds from TxDOT	
		Other Funds	\$32,072
Apportionment Year	2023	Fiscal Year Cost	\$160,359
Project Phase			
Brief Project Description	Planning/Technical Study such as short term planning administrative cost.	Total Project Cost	\$160,359
		Trans. Dev. Credits Requested	
		Trans. Dev. Credits Awarded (Date & Amount)	
Sec 5307 ID Number	NA		
Amendment Date & Action			

<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor	Tyler Transit	Federal Funding Category	5307
MPO Project Information (reference number, etc)		Federal (FTA) Funds	\$957,258
		State Funds from TxDOT	
		Other Funds	\$151,766
Apportionment Year	2023	Fiscal Year Cost	\$1,109,024
Project Phase			
Brief Project Description	Capital and preventative maintenance expenses such as buses, bus maintenance.	Total Project Cost	\$1,196,574
		Trans. Dev. Credits Requested	\$87,550
		Trans. Dev. Credits Awarded (Date & Amount)	
Sec 5307 ID Number	NA		
Amendment Date & Action			

<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor	Tyler Transit	Federal Funding Category	5307
MPO Project Information (reference number, etc)		Federal (FTA) Funds	\$724,885
		State Funds from TxDOT	
		Other Funds	\$724,885
Apportionment Year	2023	Fiscal Year Cost	\$1,449,770
Project Phase			
Brief Project Description	Operating expenses such as personnel salaries, fuel, utilities, etc.	Total Project Cost	\$1,449,770
		Trans. Dev. Credits Requested	
		Trans. Dev. Credits Awarded (Date & Amount)	
Sec 5307 ID Number	NA		
Amendment Date & Action			

<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor	Tyler Transit	Federal Funding Category	5307
MPO Project Information (reference number, etc)		Federal (FTA) Funds	\$192,932
		State Funds from TxDOT	
		Other Funds	\$49,681
Apportionment Year	2023	Fiscal Year Cost	\$242,613
Project Phase			
Brief Project Description	Capital expense related to ADA paratransit, bus maintenance/bus purchases	Total Project Cost	\$242,613
		Trans. Dev. Credits Requested	
		Trans. Dev. Credits Awarded (Date & Amount)	
Sec 5307 ID Number			
Amendment Date & Action			

FY 2023 TRANSIT PROJECT DESCRIPTIONS
TYLER AREA MPO TRANSPORTATION IMPROVEMENT PROGRAM

Tyler

YOE = Year of Expenditure

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

<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor	Tyler Transit	Federal Funding Category	5339
MPO Project Information (reference number, etc)		Federal (FTA) Funds	\$179,632
		State Funds from TxDOT	
		Other Funds	
Apportionment Year	2023	Fiscal Year Cost	\$179,632
Project Phase			
Brief Project Description	Capital Expense for bus purchase/bus equipment	Total Project Cost	\$224,540
		Trans. Dev. Credits Requested	\$44,908
		Trans. Dev. Credits Awarded (Date & Amount)	
Sec 5339 ID Number			
Amendment Date & Action			

FY 2024 TRANSIT PROJECT DESCRIPTIONS
TYLER AREA MPO TRANSPORTATION IMPROVEMENT PROGRAM

Tyler

YOE = Year of Expenditure

<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor	Tyler Transit	Federal Funding Category	5307
MPO Project Information (reference number, etc)		Federal (FTA) Funds	\$128,287
		State Funds from TxDOT	
		Other Funds	\$33,034
Apportionment Year	2024	Fiscal Year Cost	\$161,321
Project Phase			
Brief Project Description	Planning/Technical Study such as short term planning administrative cost.	Total Project Cost	\$161,321
		Trans. Dev. Credits Requested	
		Trans. Dev. Credits Awarded	
Sec 5307 ID Number	NA	(Date & Amount)	
Amendment Date & Action			

<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor	Tyler Transit	Federal Funding Category	5307
MPO Project Information (reference number, etc)		Federal (FTA) Funds	\$985,976
		State Funds from TxDOT	
		Other Funds	\$156,319
Apportionment Year	2024	Fiscal Year Cost	\$1,142,295
Project Phase			
Brief Project Description	Capital and preventative maintenance expenses such as buses, bus maintenance.	Total Project Cost	\$1,232,472
		Trans. Dev. Credits Requested	\$90,177
		Trans. Dev. Credits Awarded	
Sec 5307 ID Number	NA	(Date & Amount)	
Amendment Date & Action			

<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor	Tyler Transit	Federal Funding Category	5307
MPO Project Information (reference number, etc)		Federal (FTA) Funds	\$746,632
		State Funds from TxDOT	
		Other Funds	\$746,632
Apportionment Year	2024	Fiscal Year Cost	\$1,493,264
Project Phase			
Brief Project Description	Operating expenses such as personnel salaries, fuel, utilities, etc.	Total Project Cost	\$1,493,264
		Trans. Dev. Credits Requested	
		Trans. Dev. Credits Awarded	
Sec 5307 ID Number	NA	(Date & Amount)	
Amendment Date & Action			

<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor	Tyler Transit	Federal Funding Category	5307
MPO Project Information (reference number, etc)		Federal (FTA) Funds	\$198,720
		State Funds from TxDOT	
		Other Funds	\$51,171
Apportionment Year	2024	Fiscal Year Cost	\$249,891
Project Phase			
Brief Project Description	Capital expense related to ADA paratransit, bus maintenance/bus purchases	Total Project Cost	\$249,891
		Trans. Dev. Credits Requested	
		Trans. Dev. Credits Awarded	
Sec 5307 ID Number		(Date & Amount)	
Amendment Date & Action			

FY 2024 TRANSIT PROJECT DESCRIPTIONS
TYLER AREA MPO TRANSPORTATION IMPROVEMENT PROGRAM

Tyler

YOE = Year of Expenditure

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

<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor	Tyler Transit	Federal Funding Category	5339
MPO Project Information (reference number, etc)		Federal (FTA) Funds	\$185,021
		State Funds from TxDOT	
		Other Funds	
Apportionment Year	2024	Fiscal Year Cost	\$185,021
Project Phase			
Brief Project Description	Capital Expense for bus purchase/bus equipment	Total Project Cost	\$231,276
		Trans. Dev. Credits Requested	\$46,255
		Trans. Dev. Credits Awarded (Date & Amount)	
Sec 5339 ID Number			
Amendment Date & Action			

FINANCIAL SUMMARY



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

Funding by Category

Category	Description	FY 2021		FY 2022		FY 2023		FY 2024		Total FY 2021-2024	
		Programmed	Authorized	Programmed	Authorized	Programmed	Authorized	Programmed	Authorized	Programmed	Authorized
1	Preventive Maintenance and Rehabilitation	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2M or 2U	Urban Area (Non- TMA) Corridor Projects	\$0	\$0	\$24,730,000	\$24,730,000	\$32,640,000	\$32,640,000	\$23,720,000	\$23,720,000	\$81,090,000	\$81,090,000
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	\$1,044,555	\$1,044,555	\$3,544,823	\$3,544,823	\$0	\$0	\$4,589,378	\$4,589,378
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	\$25,774,555	\$25,774,555	\$36,184,823	\$36,184,823	\$23,720,000	\$23,720,000	\$85,679,378	\$85,679,378

Funding Participation Source

Source	FY 2021	FY 2022	FY 2023	FY 2024	Total
Federal	\$0	\$20,619,644	\$28,975,464	\$18,976,000	\$68,571,108
State	\$0	\$4,946,000	\$6,528,000	\$4,744,000	\$16,218,000
Local Match	\$0	\$208,911	\$681,359	\$0	\$890,270
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	\$25,774,555	\$36,184,823	\$23,720,000	\$85,679,378



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

All Figures in Year of Expenditure (YOE) Dollars

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

All Figures in Year of Expenditure (YOE) Dollars

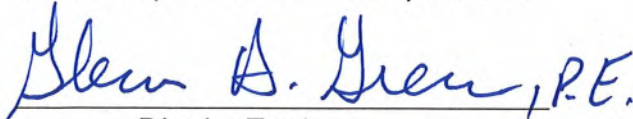
Transit Programs		FY 2023			FY 2024			Total		
		Federal	Match	Total	Federal	Match	Total	Federal	Match	Total
1	Sec. 5307 - Urbanized Formula >200K	\$1,265,298	\$701,298	\$1,966,596	\$1,518,357	\$791,157	\$2,309,514	\$6,792,116	\$3,581,108	\$10,373,224
2	Sec. 5307 - Urbanized Formula <200K			\$0			\$0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

MPO Self-Certification

In accordance with 23 Code of Federal Regulations (CFR) part 450.334, the Texas Department of Transportation and the Tyler Area Metropolitan Planning Organization for the Tyler urbanized area hereby certify that the metropolitan transportation planning process is being carried out in accordance with all applicable requirements including:

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

Tyler District
Texas Department of Transportation

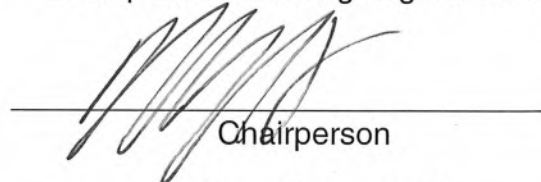


District Engineer

7/30/20

Date

Tyler Area
Metropolitan Planning Organization



Chairperson

7-30-20

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.

GROUPED PROJECTS - PRELIMINARY ENGINEERING AND RIGHT-OF-WAY

FY 2021

DISTRICT	COUNTY	CSJ	HWY	CITY	PROJECT SPONSOR	YOE COST
----------	--------	-----	-----	------	-----------------	----------

LIMITS FROM:

LIMITS TO:

NO PROJECTS LISTED IN FY 2021

PROJECT

DESCR:

REVISION DATE:

MPO PROJECT NUM:

FUNDING CAT(S):

FY 2022

DISTRICT	COUNTY	CSJ	HWY	CITY	PROJECT SPONSOR	YOE COST
----------	--------	-----	-----	------	-----------------	----------

TYLER	SMITH	0522-04-032	FM 16	LINDALE	TXDOT-TYLER	\$10,350,000
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LIMITS FROM: 4 MI W OF FM 849 (CR481-E), E

LIMITS TO: US 69 IN LINDALE

REVISION DATE: 07/2020

PROJECT WIDEN 2 LNS TO 4 LNS W/FLUSH MEDIAN,US69 TO TOLL 49 EXTNSN THEN CONSTRUCT

MPO PROJECT NUM: HWY #2

DESCR: CENTER TURN LANE FOR REST OF THE 2 LN SECTN

FUNDING CAT(S): 2U

DISTRICT	COUNTY	CSJ	HWY	CITY	PROJECT SPONSOR	YOE COST
----------	--------	-----	-----	------	-----------------	----------

TYLER	SMITH	0191-03-083	FM 2493	BULLARD	TXDOT-TYLER	\$8,810,400
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LIMITS FROM: FM 346 IN FLINT

LIMITS TO: 0.3 MI SOUTH OF FM 344 (CHEROKEE COUNTY LINE)

REVISION DATE: 07/2020

PROJECT WIDEN FROM 2 LANES TO 4 LANES WITH FLUSH MEDIAN

MPO PROJECT NUM: HWY #3

DESCR:

FUNDING CAT(S): 2U

FY 2023

DISTRICT	COUNTY	CSJ	HWY	CITY	PROJECT SPONSOR	YOE COST
----------	--------	-----	-----	------	-----------------	----------

LIMITS FROM:

LIMITS TO:

NO PROJECTS LISTED IN FY 2023

PROJECT

DESCR:

REVISION DATE:

MPO PROJECT NUM:

FUNDING CAT(S):

FY 2024

DISTRICT	COUNTY	CSJ	HWY	CITY	PROJECT SPONSOR	YOE COST
----------	--------	-----	-----	------	-----------------	----------

TYLER	SMITH	0492-04-034	FM 756	-	TXDOT-TYLER	\$4,700,000
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LIMITS FROM: JEFF DAVIS DR (CR 1167), S

LIMITS TO: FM 346

REVISION DATE: 07/2020

PROJECT WIDEN 2 LN ROAD TO 4 LANE DIVIDED ROADWAY W/FLUSH MEDIAN

MPO PROJECT NUM: HWY #5

DESCR:

FUNDING CAT(S): 2U

GROUPED PROJECTS - PREVENTIVE MAINTENANCE, BRIDGE REPLACEMENT AND SAFETY

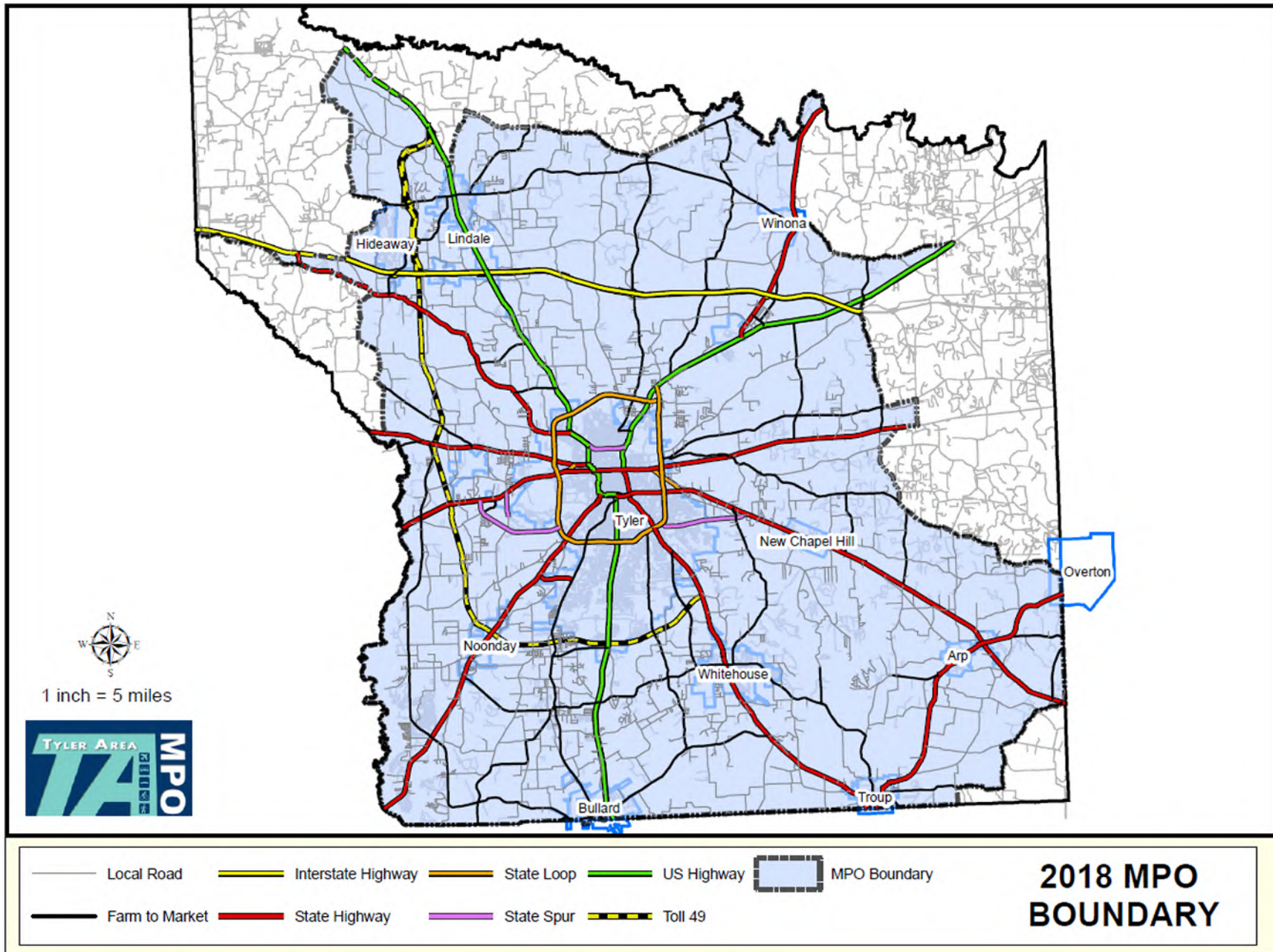
FY 2021						
DISTRICT	COUNTY	CSJ	HWY	CITY	PROJECT SPONSOR	YOE COST
TYLER	SMITH	0165-02-065	US 271	-	TXDOT-TYLER	\$9,410,000
LIMITS FROM: FM 16, SW					REVISION DATE:	07/2020
LIMITS TO: IH 20					MPO PROJECT NUM:	
PROJECT REHABILITATE ROADWAY					FUNDING CAT(S):	1
DESCR:						
DISTRICT	COUNTY	CSJ	HWY	CITY	PROJECT SPONSOR	YOE COST
TYLER	SMITH	0165-02-066	US 271	-	TXDOT-TYLER	\$2,044,713
LIMITS FROM: GREGG COUNTY LINE					REVISION DATE:	07/2020
LIMITS TO: FM 757					MPO PROJECT NUM:	
PROJECT IMPROVE GUARD RAIL & DRAINAGE CULVERTS FOR SAFETY					FUNDING CAT(S):	8
DESCR:						
DISTRICT	COUNTY	CSJ	HWY	CITY	PROJECT SPONSOR	YOE COST
TYLER	SMITH	0190-06-012	US 69	TYLER	TXDOT-TYLER	\$1,200,000
LIMITS FROM: SS 147 IN TYLER, S					REVISION DATE:	07/2020
LIMITS TO: SH 64 (ERWIN ST.)					MPO PROJECT NUM:	
PROJECT REPAIR AND RESURFACE ROADWAY					FUNDING CAT(S):	1
DESCR:						
DISTRICT	COUNTY	CSJ	HWY	CITY	PROJECT SPONSOR	YOE COST
TYLER	SMITH	0245-06-082	US 69	TYLER	TXDOT-TYLER	\$300,000
LIMITS FROM: SH 64 (ERWIN ST) IN TYLER, S					REVISION DATE:	07/2020
LIMITS TO: SH 31 (FRONT ST)					MPO PROJECT NUM:	
PROJECT REPAIR AND RESURFACE ROADWAY					FUNDING CAT(S):	1
DESCR:						
DISTRICT	COUNTY	CSJ	HWY	CITY	PROJECT SPONSOR	YOE COST
TYLER	SMITH	0495-05-055	IH 20	-	TXDOT-TYLER	\$2,276,150
LIMITS FROM: CR431/JIM HOGG, 1 MI E OF US69, E					REVISION DATE:	07/2020
LIMITS TO: FM 3311					MPO PROJECT NUM:	
PROJECT IMPROVE GUARD RAIL TO STANDARDS					FUNDING CAT(S):	8
DESCR:						
DISTRICT	COUNTY	CSJ	HWY	CITY	PROJECT SPONSOR	YOE COST
TYLER	SMITH	0520-06-043	SH 155	-	TXDOT-TYLER	\$7,000,000
LIMITS FROM: SL 323 IN TYLER, SW					REVISION DATE:	07/2020
LIMITS TO: .5 MI N OF TOLL49/ENDC&G IN NOONDAY					MPO PROJECT NUM:	
PROJECT REPAIR AND RESURFACE ROADWAY					FUNDING CAT(S):	1
DESCR:						
DISTRICT	COUNTY	CSJ	HWY	CITY	PROJECT SPONSOR	YOE COST
TYLER	SMITH	0520-06-045	SH 155	-	TXDOT-TYLER	\$11,000,000
LIMITS FROM: .5 mi N OF TOLL49/END C&G IN NOONDAY					REVISION DATE:	07/2020
LIMITS TO: 1 MI S OF FM 3506, S END OF BRG, S					MPO PROJECT NUM:	
PROJECT REPAIR AND RESURFACE ROADWAY					FUNDING CAT(S):	1
DESCR:						

GROUPED PROJECTS - PREVENTIVE MAINTENANCE, BRIDGE REPLACEMENT AND SAFETY

FY 2022						
DISTRICT	COUNTY	CSJ	HWY	CITY	PROJECT SPONSOR	YOE COST
TYLER	SMITH	0495-04-076	IH 20	-	TXDOT-TYLER	\$4,000,000
LIMITS FROM: VAN ZANDT COUNTY LINE, E					REVISION DATE:	07/2020
LIMITS TO: SH 110					MPO PROJECT NUM:	
PROJECT PLANE AND RESURFACE ROADWAY, WEST BOUND LANES ONLY					FUNDING CAT(S):	1
DESCR:						
DISTRICT	COUNTY	CSJ	HWY	CITY	PROJECT SPONSOR	YOE COST
TYLER	SMITH	0910-16-147	WHITTLE ST	TYLER	TXDOT-TYLER	\$375,000
LIMITS FROM: WHITTLE AT W MUD CREEK TRIB					REVISION DATE:	07/2020
LIMITS TO: IN TYLER, EAST OF FM 2493					MPO PROJECT NUM:	
PROJECT REPLACE BRIDGE AND APPROACHES					FUNDING CAT(S):	6
DESCR:						
DISTRICT	COUNTY	CSJ	HWY	CITY	PROJECT SPONSOR	YOE COST
TYLER	SMITH	0910-16-148	CR 2110	-	TXDOT-TYLER	\$350,000
LIMITS FROM: CR 2110 AT KICKAPOO CREEK					REVISION DATE:	07/2020
LIMITS TO: SOUTH OF ARP, EAST OF SH 135					MPO PROJECT NUM:	
PROJECT REPLACE BRIDGE AND APPROACHES					FUNDING CAT(S):	6
DESCR:						
DISTRICT	COUNTY	CSJ	HWY	CITY	PROJECT SPONSOR	YOE COST
TYLER	SMITH	0910-16-149	CR 289	-	TXDOT-TYLER	\$350,000
LIMITS FROM: CR 289 AT PRAIRIE CREEK					REVISION DATE:	07/2020
LIMITS TO: BETWEEN SH 64 AND OLD OMEN RD					MPO PROJECT NUM:	
PROJECT REPLACE BRIDGE AND APPROACHES					FUNDING CAT(S):	6
DESCR:						
FY 2023						
DISTRICT	COUNTY	CSJ	HWY	CITY	PROJECT SPONSOR	YOE COST
TYLER	SMITH	0495-04-077	IH 20	-	TXDOT-TYLER	\$4,000,000
LIMITS FROM: VAN ZANDT COUNTY LINE, E					REVISION DATE:	07/2020
LIMITS TO: SH 110					MPO PROJECT NUM:	
PROJECT PLANE AND RESURFACE ROADWAY, EAST BOUND LANES ONLY					FUNDING CAT(S):	1
DESCR:						
DISTRICT	COUNTY	CSJ	HWY	CITY	PROJECT SPONSOR	YOE COST
TYLER	SMITH	2075-01-058	SL 323	TYLER	TXDOT-TYLER	\$4,000,000
LIMITS FROM: 0.3 MI N OF SH31, ELM ST IN WEST TYLER, N					REVISION DATE:	07/2020
LIMITS TO: 0.5 M W OF US 69 N					MPO PROJECT NUM:	
PROJECT PLANE, REPAIR & RESURFACE ROADWAY WITH PFC					FUNDING CAT(S):	1
DESCR:						
FY 2024						
DISTRICT	COUNTY	CSJ	HWY	CITY	PROJECT SPONSOR	YOE COST
LIMITS FROM:					REVISION DATE:	
LIMITS TO:					MPO PROJECT NUM:	
PROJECT					FUNDING CAT(S):	
DESCR:						

NO PROJECTS LISTED IN FY 2024

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 2493	CSJ NUMBER:	0191-03-084
LIMITS FROM:	SL 323 IN TYLER, S	DISTRICT:	TYLER
LIMITS TO:	FM 2813	COUNTY:	SMITH
DESCRIPTION:	WIDEN FROM 4 LANES TO 6 LANES WITH FLUSH OR RAISED MEDIAN. THE MPO STRONGLY EXPRESSES A PREFERENCE THAT A NEPA-APPROVED DESIGN BE ADOPTED AS PART OF THE PROJECT DESCRIPTION WHERE PROPERTY OWNERS ARE ASSURED SAFE INGRESS AND EGRESS INCLUDING BUT NOT LIMITED TO THE INSTALLATION OF APPROPRIATE TURN LANES AND TRAFFIC SIGNALS AT THE INTERSECTION OF OLD JACKSONVILLE HIGHWAY AND CAPITOL DRIVE TO ACCOMMODATE CROSS LANE TURNING REQUIREMENTS OF SEMI-TRACTOR-TRAILERS. THE MPO RESERVES THE RIGHT TO AMEND OR DELETE THE PROJECT DESCRIPTION SHOULD THAT PREFERENCE NOT BE APPROVED IN THE NEPA REVIEW AND TXDOT PROVIDE A DRAFT OF THE NEPA STUDY RESULTS BEFORE IT IS FINALIZED IN SUFFICIENT TIME FOR THE MPO TO ACT IN ACCORDANCE WITH ITS PREFERENCES AS STATED ABOVE.	PRELIMINARY PROJECT COST:	\$52,310,000
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:	\$25,000,000
SPONSOR:	TXDOT-TYLER	ESTMATE LET DATE:	2025

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:	\$20,000,000
SPONSOR:	TXDOT-TYLER	ESTMATE LET DATE:	2025

HIGHWAY:	FM 756	CSJ NUMBER:	0889-05-009
LIMITS FROM:	FM 346	DISTRICT:	TYLER
LIMITS TO:	FM 344	COUNTY:	SMITH
DESCRIPTION:	WIDEN 2 LN ROAD TO 4 LANE DIVIDED ROADWAY W/FLUSH MEDIAN	PRELIMINARY PROJECT COST:	\$7,730,000
SPONSOR:	TXDOT-TYLER	ESTMATE LET DATE:	2029

Projects Undergoing Environmental Assessment

HIGHWAY:	SH 31	CSJ NUMBER:	0424-01-054
LIMITS FROM:	SL 323, IN TYLER, E	DISTRICT:	TYLER
LIMITS TO:	CR236,MPO BNDRY,1.6 MI E OF FM 757	COUNTY:	SMITH
DESCRIPTION:	WIDEN 2 LANES TO 4 LANE DIVIDED HIGHWAY	PRELIMINARY PROJECT COST:	\$53,100,000
SPONSOR:	TXDOT-TYLER	ESTMATE LET DATE:	2026

HIGHWAY:	US 69	CSJ NUMBER:	0191-01-089
LIMITS FROM:	SOUTHTOWN BLVD IN TYLER, S	DISTRICT:	TYLER
LIMITS TO:	1 MI S OF FM 2813	COUNTY:	SMITH
DESCRIPTION:	ADDED MOBILITY WITH THE ADDITION OF AUXILIARY LANES AND OTHER INTERSECTION IMPROVEMENTS	PRELIMINARY PROJECT COST:	\$100,000,000
SPONSOR:	TXDOT-TYLER	ESTMATE LET DATE:	2028

HIGHWAY:	IH 20	CSJ NUMBER:	0495-04-072
LIMITS FROM:	VAN ZANDT C/L, E	DISTRICT:	TYLER
LIMITS TO:	1.4 MI E OF US 69	COUNTY:	SMITH
DESCRIPTION:	WIDEN CONTROLLED ACCESS FACILITY FROM 4 LANES TO 6 LANES	PRELIMINARY PROJECT COST:	\$182,733,000
SPONSOR:	TXDOT-TYLER	ESTMATE LET DATE:	2030

HIGHWAY:	IH 20	CSJ NUMBER:	0495-05-053
LIMITS FROM:	1.4 MI E OF US 69	DISTRICT:	TYLER
LIMITS TO:	0.9 MI E OF US 271	COUNTY:	SMITH
DESCRIPTION:	WIDEN CONTROLLED ACCESS FACILITY FROM 4 LANES TO 6 LANES	PRELIMINARY PROJECT COST:	\$174,805,000
SPONSOR:	TXDOT-TYLER	ESTMATE LET DATE:	2030

HIGHWAY:	IH 20	CSJ NUMBER:	0495-04-069
LIMITS FROM:	1 MI E OF TOLL 49 (HARVEY RD), E	DISTRICT:	TYLER
LIMITS TO:	US 69 IN LINDALE	COUNTY:	SMITH
DESCRIPTION:	REVERSE RAMPS & CONVERT TWO-WAY ACCESS ROADS TO ONE-WAY FRONTAGE ROADS	PRELIMINARY PROJECT COST:	\$2,789,920
SPONSOR:	TXDOT-TYLER	ESTMATE LET DATE:	2026

Appendix D – Public Involvement Documentation

FINAL ADOPTION

PUBLIC REVIEW AND COMMENT PERIOD

The Public Review and Comment Period ran from May 26 to July 30, 2021.

May 22:

- A press release was distributed notifying of the upcoming public review and comment period
- Notice of the public review and comment period published in the Tyler Morning Telegraph.
- Notice was emailed to persons on the Public Notification List.

May 26:

- Notice of the public review and comment period was posted on the MPO Website and City of Tyler Facebook.
- A draft copy of TIP amendments was placed on the MPO Website.

MEETINGS

March 5: Technical Advisory Committee met to review the draft FY2021-2024 Transportation Improvement Program.

July 24:

- A press release was distributed notifying of the upcoming Transportation Policy Committee meeting.
- Notice of the Policy Committee meeting was published in the Tyler Morning Telegraph.
- Notice was emailed to persons on the Public Notification List.
- The agenda was posted on the MPO website and notice was shared on the City of Tyler Facebook page.

July 30: Transportation Policy Committee met to consider adoption of the FY2021-2024 TIP.

COMMENTS RECEIVED

Stop the Overpass Folly
Coalition of Concerned Businesses and Residents
305 Ferrell Place, Tyler, Texas 75702
903-597-6192

June 26, 2020

Tyler Area Metropolitan Planning Organization
Via email to TAMPO Members (see attached list)
423 W. Ferguson Street
Tyler, Texas 75702

Ladies and Gentlemen:

Thank you for your service. The Tyler Area Metropolitan Planning Organization ("TAMPO") is important to the advancement of our community. It expresses the will of our community when it comes to highway infrastructure. In the words of Mohammad Alhweii, PE of TXDoT who narrates State project overviews, "... TXDoT will not deliver a project if we don't have community support ..." He goes further and states that "we ...must deliver the right project, at the right time, at the right place..." As you are aware, the TAMPO plan currently provides for the construction of an overpass at the intersection of Loop 323 and Old Jacksonville Highway. We believe that the overpass does not represent the will of the community but is a wrong being inflicted upon it for the reasons expressed below.

As if the pandemic and civil unrest in our Country are not enough to contend with, we want to share with you that the planned overpass is a significant threat to our businesses. TXDoT is in the early project planning stages. Classic Toyota and Brookshire Grocery Company have spent time and money over the last few months investigating the project and talking with TXDoT. With shifting design plans, lack of transparency and a failure by TXDoT to address fundamental operation and access issues, we have been painted into a corner to fight for our property rights, businesses and livelihoods. We ask for your help to do that.

The proposed overpass also has a detrimental impact on residential neighborhoods. For instance, going north on Old Jacksonville, do you really want to funnel six lanes of traffic to two through the Azalea District and past two schools on street surfaces that are not meant to handle the resulting weight and traffic of such a poorly planned design? Our conclusion is that it is at the wrong location at the wrong time. A coalition has been formed to oppose the construction of the overpass, now deemed the Stop the Overpass Folly, and on behalf of the Coalition, we ask that it be removed from the TAMPO plan.

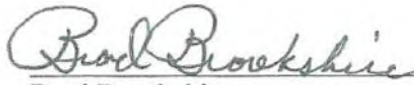
The project, if constructed, will unnecessarily disrupt vital operations and have a devastating economic impact on our businesses. It would be built under the pretense of

improving traffic mobility when, in fact, it would actually create a bigger problem by forcing even more traffic congestion in the direction of Loop 323 and South Broadway which is already identified as one of the top 100 most congested intersections in the State of Texas. With the traffic signal remaining at the Loop and Kinsey Lane, the overpass becomes increasingly nonsensical in the context of mobility. All of this occurs at a time when our State is grappling with a ballooning budget shortfall and a precipitous decline in revenue which is something we all can relate to.

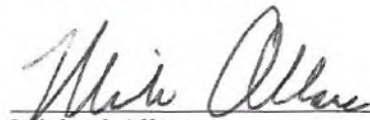
Our businesses and community are in a fight for survival, and this project is nothing more than an unnecessary distraction to what we must do to serve that end. Brookshire Grocery Company, Classic Toyota and the coalition members listed below are committed to putting a halt to an ill-advised State project that does nothing to advance our community's interests. On the contrary, this project is harmful and is disrespectful to our coalition members. We ask that a special meeting be called and you vote for us and our coalition members by removing the overpass from the TAMPO plans.

Thank you for your consideration.

Best regards,


Brad Brookshire




Michael Allare



Mercedes-Benz
of Tyler

cc: Coalition Members
Tyler City Council Members
Tom Mullins
Henry Bell
Lee Gibson
Bob Garrett

Stop the Overpass Folly to Nowhere
Coalition Members
Partial Listing at Time of Printing

BMW of Tyler



BMW Of Tyler

Bosworth & Associates



Brookshire Grocery Company



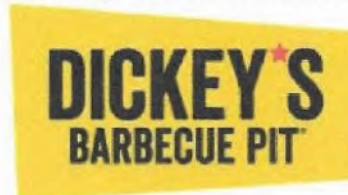
Cavender's Boot City



Classic Toyota



Dickey's Barbecue Pit - TX 648



Fresh by Brookshire's



Goodwill Industries of East Texas Inc



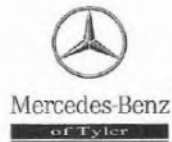
Herd Family Office



Hiway Towing Service Inc

HI-WAY TOWING—TYLER, TX
Professional Wrecker Service

Mercedes Benz of Tyler



Parker Empire LC

DON'T GET HURT TWICE
JCHADPARKER.COM

Peltier Chevrolet



Phoenix Commodities Inc
Phoenix Managed Properties
& Development Inc



RNR Tire Express of Texas



Solid Ground LLC/Aspen Creek Grill



The Grove Kitchen & Gardens



The Tile Shop



Velocity Mazda



Property located at 1401 WSW Loop 323

Property Owners

Copeland Gate LLC (Alan Wharton, Registered Agent)

David Dial

Harry Leatherwood

Tenant

Tyler Animal Emergency Clinic

Sherry Dixon



Property located at 2000 WSW Loop 323

Property Owner

Wynne Building Corp

Tenant

Attic Treasures

Property located at 2006 WSW Loop 323

Property Owner

Wynne Building Corp

Tenant

Rug Gallery

Property located at 2010 WSW Loop 323

Property Owner

Wynne Building Corp

Tenant

Floor Works



Property located at 2020 WSW Loop 323

Property Owner

Wynne Building Corp

Tenant

Impact Tint & Audio



Property located at 2100 WSW Loop 323

Property Owner

Wynne Building Corp

Tenant

Atlas Spas & Pools



Property located at 2103 WSW Loop 323

Property Owner

Wynne Building Corp

Tenant

Cash America Pawn



Residential property located at 4042 Post Oak Road

Property Owner

Tom Keith, Retired, The Southland Corporation

Residential property located at 1414 Caperton Boulevard

Property Owner

Cody & Jeremy Lemmons

GRASSROOTS AMERICA
WE THE PEOPLE
UNITE ★ EDUCATE ★ EMPOWER
Political Action Committee

July 29, 2020

Tyler Area Metropolitan Planning Organization
VIA email to Ms. Heather Nick, Executive Director, Tyler Area MPO

Re: Proposed Old Jacksonville Highway/323 Overpass & Interchange Project

Dear Ms. Nick and TAMPO Members:

First, thank you for your service to the community through the planning of transportation infrastructure to heighten the quality of life in our area.

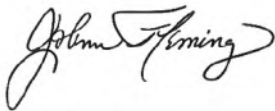
The purpose of transportation in a free society is to support the free association of people and free market commerce. These noble purposes should be accomplished by delivering *necessary* transportation projects via a **transparent planning process** constructed to **ensure delivery of the highest quality project, at the very best price, with the least injury to private property owners.**

The solution to any problem involving the expenditure of public funds should answer these three questions: **Is it necessary? Is it affordable? Does the solution actually solve the problem?**

Based on information we have gathered about the project, commonsense observations available to anyone who simply observes the affected area (including the nearby traffic light at Loop 323 and Kinsey Lane), the significant COVID-19-induced economic challenges facing the more than 30 businesses represented in the Coalition of Concerned Businesses and Residents, the negative impact on the residential area, and the rising State budget shortfall with deep declines in state revenues, **this overpass project fails on all counts!** We believe this overpass is unnecessary. It is not affordable. It clearly will not solve the problem but will make area congestion worse! Worst of all – this ill-conceived plan will absolutely destroy businesses. ***These taxpayers deserve better!***

Grassroots America strongly supports the position of the Coalition of Concerned Businesses and Residents, Smith County Judge Nathaniel Moran, and Smith County Commissioner Jeff Warr. We join them in asking that you remove the Old Jacksonville/323 Overpass from the TAMPO plans. We pledge to work with them to Stop the Overpass Folly!

Sincerely,



JoAnn Fleming
Executive Director, Grassroots America – We the People PAC

CC: Brad Brookshire, Chairman/CEO Brookshire Grocery Company on behalf of the Coalition



We live between old Jacksonville and 69 and are in favor of any construction to make Tyler traffic move faster. The light at the loop and old Jacksonville can take 3-4 times to get through during peak hours. Many people don't know how to use a merge lane and this causes wrecks and traffic. I lived in Texarkana for years and when they expanded one of our main roads and added over passes the traffic not only moved smoother but we saw a growth in businesses move into our town. I hope you will keep this in mind when the time comes.

Jessica Sharp Reams

Please get on board with this project. Most of the people in our community know this is a needed project. TxDOT is willing to invest the resources and also sees the need, we should feel lucky to have this opportunity. The end result will be good for the county, city and community and could lead to future needed projects with Tyler and TxDOT.

Thank You & Good Luck

Paul Howell



Paul Howell
Chief Engineer

Tyler Building Systems, LP
3535 Shiloh Rd / Tyler, TX 75707
P.O. Box 130819 / Tyler, TX 75713
Office: 903-561-3000, Ext. 214
Fax: 903-561-7686
www.tylerbuilding.com

After reviewing the MPO agenda I ask that you support MPO staff recommendation of wording changes on item concerning OJR projects. There is a solution to everyone's concerns somewhere to be had. These changes will allow TxDOT to have Public Meeting where the traveling public can have input as well as the concerned businesses. Citizens need to have a say in this issue Thanks

Gene Shull

ADDITIONAL COMMENTS RECEIVED AFTER ADOPTION



August 13, 2020

Tyler Area Metropolitan Planning Organization
Via email to TAMPO Members (see attached list)
423 W. Ferguson Street
Tyler, Texas 75702

Dear Tyler Area Metropolitan Planning Organization,

Thank you for your service. The Tyler Area Metropolitan Planning Organization ("TAMPO") serves an important role in the growth of our community. During the TAMPO meeting on July 30, 2020, the proposed construction of an overpass at Loop 323 and FM 2493 along with a letter of opposition from the Stop the Overpass Folly Coalition were discussed and the project description was changed from "Construct New Interchange" to "Construct Intersection Improvements". The TAMPO expresses the will of our community when it comes to highway infrastructure and it is our understanding that TXDOT will not deliver a project if they do not have community support. On behalf of our board of directors, we feel it is important to let you know why we oppose this overpass.

Southside Bank is proud to have served the needs of Smith County for 60 years. As a community bank, we have found our success is closely aligned with the success of our customers. We have reviewed the plans for the proposed overpass with several business owners and have determined that the detrimental impact to existing businesses and the individuals that work for these businesses, many of which are our customers, far outweigh any perceived benefits.

One of Tyler's oldest and largest employers, has publically stated, that if the overpass is built, they will move much of their operations to another location, more centrally located based on the stores they now operate, possibly outside of Smith County. This would result in a large number of unnecessary job losses for Smith County and a reduction in the overall tax base. Other business owners in close proximity to the proposed overpass are convinced the overpass will significantly harm their businesses and property values.

Proponents for the overpass claim it will improve traffic flow through this intersection at Loop 323 and Old Jacksonville Highway. After reviewing the plans, we do not understand how eastbound traffic flow on Loop 323 or northbound traffic flow on Old Jacksonville Highway will

Lee R. Gibson, CPA
President and CEO
P.O. Box 8444
Tyler, Texas 75711
903.531.7111

improve. Given that TXDOT, an agency we highly respect, says it will, we are willing to concede that point, however, that must be weighed against the detrimental impact this overpass will cause.

When we weigh the potential benefits of building this overpass against the large number of job losses likely to occur, harm to existing businesses, and the resulting overall negative economic impact for both Tyler and Smith County, it becomes obvious, the overpass should not be built. The negative economic impact of the COVID-19 pandemic has already resulted in increased job losses in Smith County and further intensified pressure on retail businesses. We do not need to further add to job losses and harm businesses by building this overpass.

Thank you for your consideration.

Sincerely,



Lee R. Gibson
President and CEO

Southside Bancshares, Inc. Board of Directors:

Bob Garrett, Chairman of the Board	
Don Thedford, Vice Chairman of the Board	
Lawrence Anderson, M.D.	Trey Henderson
Elaine Anderson	Mel Lovelady
Michael Bosworth	Tony Morgan
Herbert Buie	John Sammons, Jr.
Patricia Callan	Jay Shands
Shannon Dacus	William Sheehy
Lee R. Gibson	Preston Smith

cc: Stop the Overpass Folly Coalition
Tom Mullins
Henry Bell

FIRST AMENDMENT

PUBLIC REVIEW AND COMMENT PERIOD

The Public Review and Comment Period ran from November 9 to November 19, 2021

November 6:

- A press release was distributed notifying of the upcoming public review and comment period.
- Notice of the public review and comment period was published in the Tyler Morning Telegraph.
- Notice was emailed to persons on the Public Notification List.

November 9:

- Notice of the public review and comment period was posted on the MPO Website and City of Tyler Facebook.
- A draft copy of TIP amendments was placed on the MPO Website.

MEETINGS

November 5: Technical Advisory Committee met to review the draft amendments to the Transportation Improvement Program.

November 13:

- A press release was distributed notifying of the upcoming Transportation Policy Committee meeting.
- Notice of the Policy Committee meeting was published in the Tyler Morning Telegraph.
- Notice was emailed to persons on the Public Notification List.
- The agenda was posted on the MPO website and notice was shared on the City of Tyler Facebook page.

November 19: Transportation Policy Committee met to consider adoption of the TIP amendments.

COMMENTS RECEIVED

1400 CONGRESS AVENUE
ROOM E1.708
AUSTIN, TEXAS 78701
512.463.0101

110 NORTH COLLEGE AVENUE
SUITE 207
TYLER, TEXAS 75702
903.581.1776

THE TEXAS SENATE



BRYAN HUGHES

RECEIVED

OCT 28 2020

TYLER DEVELOPMENT CENTER

COMMITTEES ON:
ADMINISTRATION, CHAIR
STATE AFFAIRS, CHAIR
CRIMINAL JUSTICE
EDUCATION
NATURAL RESOURCES &
ECONOMIC DEVELOPMENT
REDISTRICTING

October 16, 2020

Tyler Area Metropolitan Planning Organization
423 West Ferguson Street
Tyler Texas 75702

Re: *Proposed Overpass at Loop 323 & FM 2493*

Dear Members of the Metropolitan Planning Organization:

Thank you for the work you do to coordinate and prioritize transportation projects for our region. In a community that is growing like ours, your service is especially important.

I write regarding the proposed Overpass at Loop 323 & FM 2493. The great quality of life and economic opportunity in Tyler continues to draw people here, and that is a blessing. Along with the blessing comes increased strain on infrastructure, and traffic infrastructure in particular. So I am always excited about opportunities to bring much needed transportation dollars here where they are much needed.

I was hopeful that this project could be built in a way that would keep traffic moving while respecting the property rights and the significant investments that have been made by the business owners who would be affected by the construction. I have been able to speak with many people on this topic: from affected businesses to TxDOT personnel and lots of other members of our community.

Based on all that I have learned, I do not believe the project should move forward. While the prospect of improved highway infrastructure is appealing, it must be developed in a way that wisely uses taxpayer funds and that honors the business owners – and their several hundred employees – who will be affected. I do not believe that this project meets these criteria, and I respectfully urge you to remove it from your plans.

If you have any questions, or if I may be of any help to you, please let me know.

Sincerely,

Bryan Hughes

DBH/cas

DISTRICT ONE

BOWIE, CAMP, CASS, FRANKLIN, GREGG, HARRISON, LAMAR, MARION, MORRIS, PANOLA, RED RIVER, RUSK, SMITH, TITUS, UPSHUR AND WOOD COUNTIES

SECOND AMENDMENT

PUBLIC REVIEW AND COMMENT PERIOD

The Public Review and Comment Period ran from May 13 to June 17, 2021.

May 10:

- A press release was distributed notifying of the upcoming public review and comment period.
- Notice of the public review and comment period published in the Tyler Morning Telegraph.
- Notice was emailed to persons on the Public Notification List.

May 13:

- Notice of the public review and comment period was posted on the MPO Website and City of Tyler Facebook.
- A draft copy of TIP amendments was placed on the MPO Website.

MEETINGS

June 3: Technical Advisory Committee met to review the draft amendments to the Transportation Improvement Program.

July 11:

- A press release was distributed notifying of the upcoming Transportation Policy Committee meeting.
- Notice of the Policy Committee meeting was published in the Tyler Morning Telegraph.
- Notice was emailed to persons on the Public Notification List.
- The agenda was posted on the MPO website and notice was shared on the City of Tyler Facebook page.

June 17: Transportation Policy Committee met to consider adoption of the TIP amendments.

COMMENTS RECEIVED

Full Name

Stella Jordan

Message

I am worried about noise pollution. My house backs up to old Jacksonville and the traffic noise is very loud. I think this will affect my property value.

Full Name

Paul Howell

Message

The Texas Dept. of Transportation is considering spending 30-50 million dollars to help solve present and future traffic issues at Loop 323 and Old Jacksonville as recommended by a consulting firm and the city of Tyler is considering adding red lights to destroy traffic flow? Please think about what you are doing to our community. Lets go forward with an overpass.

Full Name

Sherri MacCallum

Message

A traffic light at Old Jacksonville and Toll 49. No center median on Old Jacksonville so everyone has to do u-turns

Full Name

Felicity Reedy

Message

I think the widening of FM 2493 is good but I would not be in favor of a possible overpass at Grande. I live in Ashmore and can imagine the addition of elevated traffic noise to be lousy. Six lanes will generate plenty by itself. And I see a lot of curb cuts already in place. It seems like an overload with an overpass?

Full Name

Michala Ashley

Message

Regarding Old Jacksonville Hwy: * Reduce speed limit near residential areas, particularly between Stewart Funeral Home and Loop 49 * Extend Club Dr to Cumberland this year! Too many accidents! (Oak creek neighborhood) *Create turn lane (a long one) at Old Jacksonville (heading south) and Oak Creek subdivision *Ligh at Old Jacksonville and Loop 49 *Increase lanes only between Fresh and Grande, where there is always traffic congestion. It is not needed past Fresh and Loop 49

Full Name

Tracy Ainsworth

Message

I'd like to suggest extending Cumberland Road west of Old Jacksonville and also extend Club Drive north to tie in to Cumberland. This would alleviate issues with people in Oak Creek subdivision trying to turn left(north) on to Old Jacksonville as there seems to be more and more accident there. With more and more homes being built and Jonestown Rd. now tying into Oak Creek it appears that more and more people are occupying Oak Creek. Thanks for your consideration.

Full Name

vicky Ainsworth

Message

I live in the Oak Creek neighborhood. It is very dangerous to pull out of here. Also, hard to see cyclists & pedestrians around sign. would like to suggest Club drive to connect to Cumberland as soon as possible. Thank you for your consideration.

Full Name

Mechele Mills

Message

Regarding Old Jacksonville Hwy: * Reduce speed limit near residential areas, particularly between Stewart Funeral Home and Loop 49 * Extend Club Dr to Cumberland this year! Too many accidents! * Create turn lane (a long one) at Old Jacksonville (heading south) and Oak Creek subdivision * Light at Old Jacksonville and Loop 49 * Increase lanes only between Fresh and Grande, where there is always traffic congestion. It is not needed past Fresh and Loop 49

Full Name

James Huggler

Message

Old Jacksonville can be a valuable north south artery, but simply widening it in certain locations would not have much effect, like Old Bullard which is two lanes for a couple hundred feet north and south of the loop, but is in all other respects a 2 lane road. Old Jacksonville seems to have a greater area to allow for multi-lane expansion, and also that expansion should include pedestrian and bicycle traffic routes/paths.

Full Name

Debra Miller

Message

I think overpasses would help the traffic in Tyler. I think it would be a mess getting it done but Old Jacksonville and Broadway is awful. So is Hwy 110

Full Name

Mitch Henderson

Message

Do not do it. It will create feeder road backups just as bad as the main road is now. It will hurt the businesses there and indirectly hurt city revenues. Give 6 lanes a chance

Full Name

Jack Thompson

Message

I personally believe the best thing you can do to improve the intersection of Loop 323 and Old Jacksonville Hwy is an overpass. This has been a contention with Tyler residents for years is because overpasses were not built on the loop at all major intersections. Brookshires, Classic Toyota and others at this location will survive. The city is growing at a tremendous rate and if they do not do it now things will obviously get worse. I get so upset when our city leaders kiss the behinds of a few
Six lanes with (must have !) raised median is a very good plan. An overpass is definitely needed a Loop 323 & Old Jacksonville

Full Name

Matthew Porowski

Message

I'm in full favor of an overpass and widening on multiple roads in Tyler. It may take a few years to complete but the positive influence they would provide upon completion outweighs any negatives. Thru-traffic could continue on while traffic to businesses or streets could exit and use the service road(old loop/old jville) for daily shopping or business. Citizens such as myself are very upset with traffic sometimes taking 30min+ to get somewhere that usually takes 10min without traffic.

Full Name

Cody Rosenbalm

Message

I have never seen a city this large that didn't have any overpasses. I'm tired of seeing my city continue to be decades behind. It's time for us to grow up. Anyone opposing this progress is being selfish. They are thinking about the short term affects of their adjacent property or business, or their commute. They aren't thinking about what's good for this city as a whole. In Tyler, too often the loud few win because nobody has the balls to tell them "no". Don't let them stop our progress.

I am employed by Texas Department of Transportation (TxDOT), but submit the following comment(s) solely as a member of the public. My comments are in no way meant to represent the views or recommendations of TxDOT.

0191-03-084:

By stating "construction is expected to assure safe ingress and egress [of] property owners...", the proposed amendment unnecessarily uses specific language for which there is no realistic, quantifiable measure. What exactly is meant by safe ingress/egress? Any roadway improvement project would seek to improve safety. But the assurance of safety is bold and foolhardy. Indeed, for the MPO to categorically state publicly that they/TxDOT can positively and confidently dispel any doubt of potential exposure to danger or risk is not true and should be reworded, if not altogether removed. Also, the proposed statement reads as though the assured safety is for property owners only – not necessary the traveling public. At the absolute least I recommend removing the words "assure safe" and "property owners" from the proposed text and instead simply use something like "improve" (i.e. "Construction is expected to [improve] ingress and egress..."). But even that statement is unnecessarily redundant because the very nature of the project is to improve existing roadway conditions and safety for the travelling public, including the ingress and egress of property owners.

The second part of the proposed amendment states the same intersection improvements at FM 2493 and Capitol Drive that will assure safety to property owners will also, "accommodate cross-lane turning requirements of trucks." This specific accommodation for trucks at this singular location may not be in line with the broader purpose and need of the proposed project. And like the above 'assurance' to property owners, this accommodation to trucks is unnecessarily stated because intersection improvements would accommodate the entirety of the traveling public (including trucks, commuter vehicles, bicyclists and pedestrians alike).

2075-02-066:

Stating improvements, "shall not include...an overpass," is indeed another BOLD statement. The MPO should know that this statement, let alone its inclusion in planning documentation, is in direct opposition to the National Environmental Policy Act (NEPA) processes. If the proposed FM 2493 project receives any federal funding for development and/or construction, it is thereby bound by NEPA. Federal Highway Administration (FHWA) guidance codified in 23 CFR § 771.111 states actions evaluated under NEPA must not restrict consideration of alternatives. The proposed amendment put forth by the MPO clearly and unequivocally seeks to do just that -- by restricting an overpass alternative from consideration. It seems by including the proposed amendment into project planning documents, federal funds would no longer be available for further project development and construction of intersection improvements at Loop 323 and FM 2493.

Thank you for providing the public the opportunity to comment on the proposed amendments.

Dylan McCord

Full Name

ROBERT HOLMQUIST

Message

Your presentation seems to say most folks who drive on Old Jacksonville WANT an overpass at the loop. I'm one of those people. I think it should be done because it will impact many of us (And many more) in the many years to come. I have some idea that you are giving in to the wishes of businesses and DON'T like it. Their inconvenience for a short period of time should NOT outweigh the inconveniences of so many of us in the decades to come.