

TEXAS DEPARTMENT OF TRANSPORTATION

STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM

STIP 2015-2018

TYLER DISTRICT 2015-2018 TIP

HIGHWAY



Initial 2015-2018 STIP

TRANSPORTATION IMPROVEMENT PROGRAM

2015-2018



LONGVIEW METROPOLITAN PLANNING
ORGANIZATION

ADOPTED APRIL 17, 2014

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INTRODUCTION

The Longview Metropolitan Planning Organization, acting through the City of Longview Development Services Division, is responsible for coordinated, comprehensive, and continuing transportation planning in the Longview Metropolitan Area as required by the Moving Ahead for Progress in the 21st Century Act (MAP-21). As an urbanized area with a population of over 50,000, the City of Longview was designated as a Metropolitan Planning Organization by the Governor in the 1970's. The MPO staff includes a Transportation Planning Manager serving as the MPO Planning Director, and a Transportation Planner. Federal metropolitan planning funds and state matching funds for transportation planning are provided to the MPO through the Texas Department of Transportation.

The Longview MPO is governed by a Transportation Policy Board comprised of elected and non-elected officials from the cities of Longview, White Oak, and Gladewater, Gregg, Upshur, and Harrison County, the Texas Department of Transportation, the Federal Highway Administration, and the Federal Transit Administration. The Policy Board is the top-level transportation planning board providing review, policy guidance, and decision making for transportation planning efforts in the Longview Metropolitan Area. A Policy Board membership list can be found at the bottom of the page. The primary planning document, the Longview Metropolitan Transportation Plan (MTP), based on a 2002 base year travel demand model and 2035 projections, was adopted November 12, 2009 and revised May 15, 2013.

LONGVIEW MPO POLICY BOARD

Hon. Jay Dean*
Longview Mayor

Hon. Rick May*
White Oak Mayor

James Greer*
Harrison County Commissioner

Randy Hopmann*
TxDOT Tyler District Engineer

David Willard*
Longview City Manager

Rolin McPhee*
Longview Public Works Director

David Simpson & Chris Paddie
Texas State Representatives

Hon. Harold Wells*
Gladewater Mayor

Hon. Bill Stoudt*
Gregg County Judge

Hon. Dean Fowler*
Upshur County Judge

Robert Ratcliff*
TxDOT Atlanta District Engineer

Kevin Cummings*
Longview Development Services Director

Tammy Marlow
TxDOT Field Representative

Genevieve Bales
Federal Highway Administration

*voting member

PURPOSE

The Transportation Improvement Program (TIP) identifies and schedules transportation projects to be implemented in the Longview Metropolitan Area for the upcoming four fiscal years. In accordance with the Moving Ahead for Progress in the 21st Century Act (MAP-21) which was passed on July 6, 2012 and 23 U.S.C. 134(i) (4) and 23 U.S.C. 135(f) (2) (D), the TIP is updated at least every two years. The projects can be implemented and existing transportation facilities maintained with current and expected revenue sources. These projects come from the financially constrained Metropolitan Transportation Plan and are financially constrained at the state level. The TIP includes all transportation projects, including major street and highways, public transportation, pedestrian walkways, bicycle transportation facilities, and transportation enhancement projects proposed for federal funding. Projects must be consistent with the adopted transportation plan, reflect the investment priorities established in the current metropolitan transportation plan, and once implemented, is designed to make progress toward achieving the performance targets established under MAP-21 §1203; 23 USC 150.

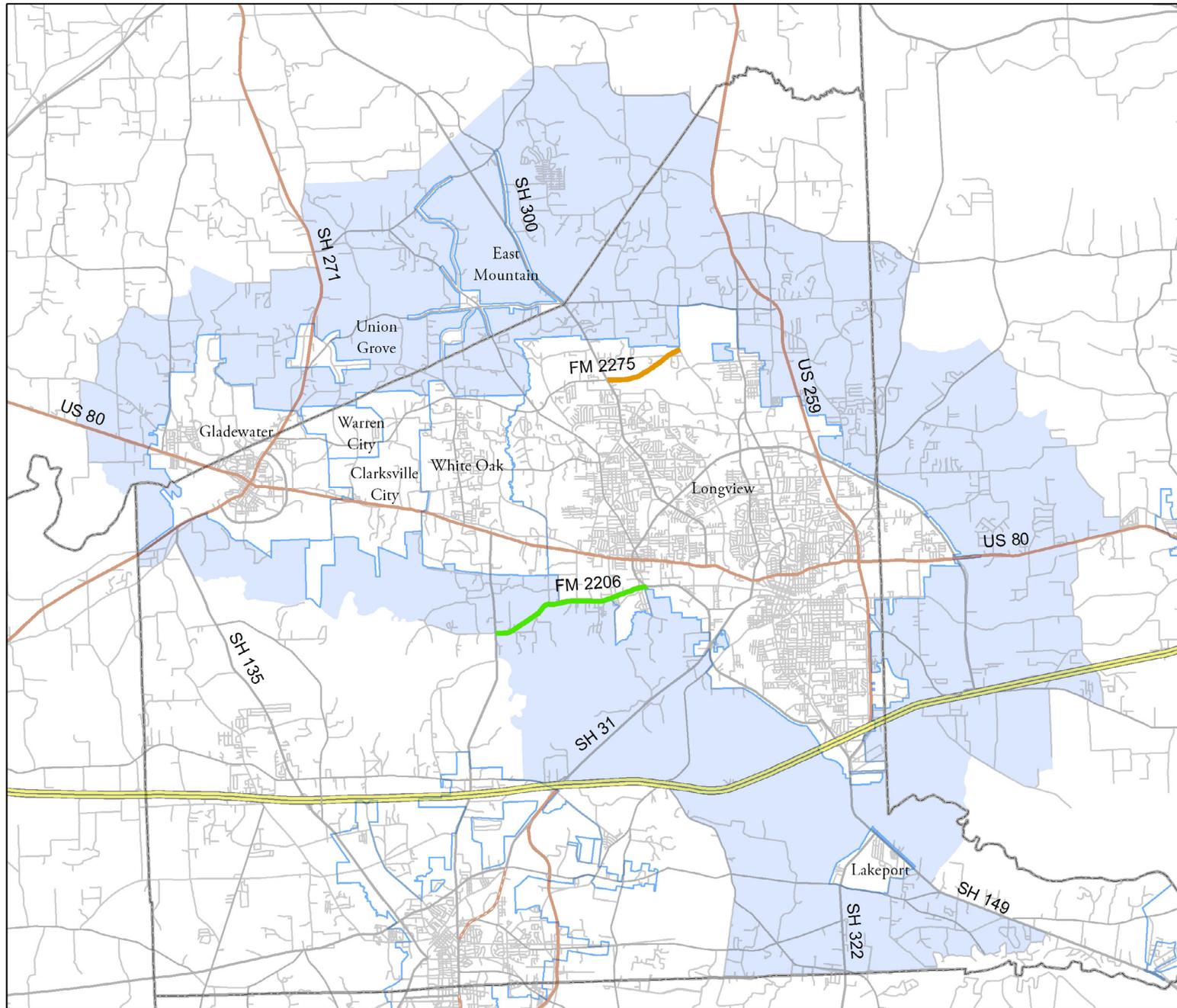
MAP-21 requires that Metropolitan Planning Organization planning take into consideration the following eight planning factors.

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

DEFINITION OF PLANNING AREA

The Longview Metropolitan Area includes the cities of Longview, White Oak, Gladewater, Clarksville City, Warren City, Union Grove, East Mountain, and Lakeport, and portions of Gregg, Upshur, and Harrison Counties.

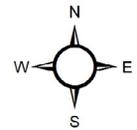




**Longview MPO
TIP
Project Locations**
FY 2015 - 2018

Legend

- Environmental Review
- Mobility Project
- 2013 Metropolitan Planning Area
- City Limits
- County Boundaries
- Roads



PUBLIC INVOLVEMENT PROCESS

The 2015-2018 Transportation Improvement Program (TIP) was developed in accordance with the Public Participation Plan of the Longview MPO. It is the intent of the Metropolitan Planning Organization to provide every opportunity for the involvement of citizens, as well as, elected officials during the planning process and creation of the Transportation Improvement Program. Recognizing the importance of public involvement, the Longview MPO implements the procedures outlined below to insure that the public is fully informed about transportation issues and that the public has multiple opportunities and forums to express their opinions and concerns about transportation issues. Public participation shall be available through the following formats: public notification, public meetings, public review, public comment and public appearances. Public comment and ideas were solicited during the development of the draft TIP.

The Longview MPO Technical Committee met, reviewed and revised the Transportation Improvement Program (TIP) during a committee meeting held April 1st, 2014. Two public meetings were held to present the TIP on April 1st in Longview and April 3rd in Gladewater. Official notices announcing the public meetings were posted in the courthouses of Gregg and Harrison counties and in the cities of Longview, Gladewater, and White Oak's respective municipal buildings according to the MPO's Public Participation Plan. Two laminated posters were created by MPO staff and placed in the older Longview Transit buses as well as the new, larger El-Dorado bus. The posters varied in size to fit both types of buses. In addition, flyers were posted in Gladewater to advertise the April 3rd meeting. These were intended to let the public know about the upcoming public meeting and how to contact MPO staff with questions or comments. A copy of the TIP was available for public review at the Longview Public Library, the MPO office, and online at mpo.longviewtexas.gov. A 10-day public comment and review period was held April 1st through April 11th. The block ad notifying the citizens of the public comment period and meetings was published in two area newspapers: the Longview News-Journal on March 30th in the first section, and in the weekly Gladewater Mirror on April 2nd on page twelve. An ad identifying the public comment period was sent to East Texas Review, the free area newspaper, and was run on April 10th. The MPO attempted to contact La Opinion on several occasions but no correspondence was received from the Spanish newspaper.

In conjunction with advertising the April 1st and April 3rd public meetings and the 10-day public comment period, an expanded consultative letter was sent to elected officials, transportation agencies, freight shippers, bicycle and pedestrian interest groups, transit agencies, historical preservation groups, and Native American tribal councils. The letter encouraged participation in the TIP development process and included a notice regarding public meetings. Public notices for the two TIP public meetings were mailed to the MPO's Public Distribution List consisting of interested citizens, major employers, and schools and universities. The MPO Policy Board adopted the 2015-2018 Transportation Improvement Program on April 17, 2014.

PROGRESS FROM PREVIOUS YEAR

Highway, transit, bridge, pedestrian, and other projects annually let to contract can be found at the MPO's website at www.mpo.longviewtexas.gov. To request a copy, please contact the MPO at P.O. Box 1952 Longview, Texas, 75606, by phone at 903-237-1005, or by email at mpo@longviewtexas.gov.

PROJECT SELECTION PROCESS

Federal and state funded capacity expansions are selected from the Metropolitan Transportation Plan. Projects in the Metropolitan Transportation Plan advance to the ten-year Statewide Mobility Plan, then to the Transportation Improvement Program (TIP) based on funding availability. Each project is assigned to a specific fiscal year in the TIP and is expected to be implemented in that year. If for any reason a project cannot be implemented in the assigned fiscal year, a project from the succeeding year may be selected in its place.

AIR QUALITY

ISSUES

Currently, the Longview Metropolitan Area is in attainment or in compliance with the National Ambient Air Quality Standard (NAAQS) for ground level ozone as established by the Environmental Protection Agency (EPA). Compliance with the 8-hour NAAQS standard for ozone is determined by averaging three years of the fourth highest 8-hour ozone level at a single monitoring station. The average must be lower than 75 parts per billion (ppb) to meet the standard. Maintaining regulatory compliance protects the health of the area's citizens, makes the region nationally competitive in attracting new development, and promotes a sound economy, growth, new jobs and a better quality of life for Longview's residents.

It is important to note that the Longview fourth highest 8 hour ozone design value steadily decreased from 2005 to 2008, spiked in 2011, and then began a decrease to 2008 levels. The Longview value has decreased from 82 in 2011, to 78 in 2012, and 71 in 2013. In future years, this downward trend will help Longview maintain its attainment status. However, with new ozone standards on the horizon, Longview and the surrounding cities may still have ozone values that are too high to be considered attainment. Air quality is measured at three monitoring stations: near Longview at the East Texas Regional Airport in Gregg County, at the Tyler airport in Smith County and at Karnack in Harrison County.

Annual 4th Highest 8-Hour Ozone Value Northeast Texas Monitoring Sites

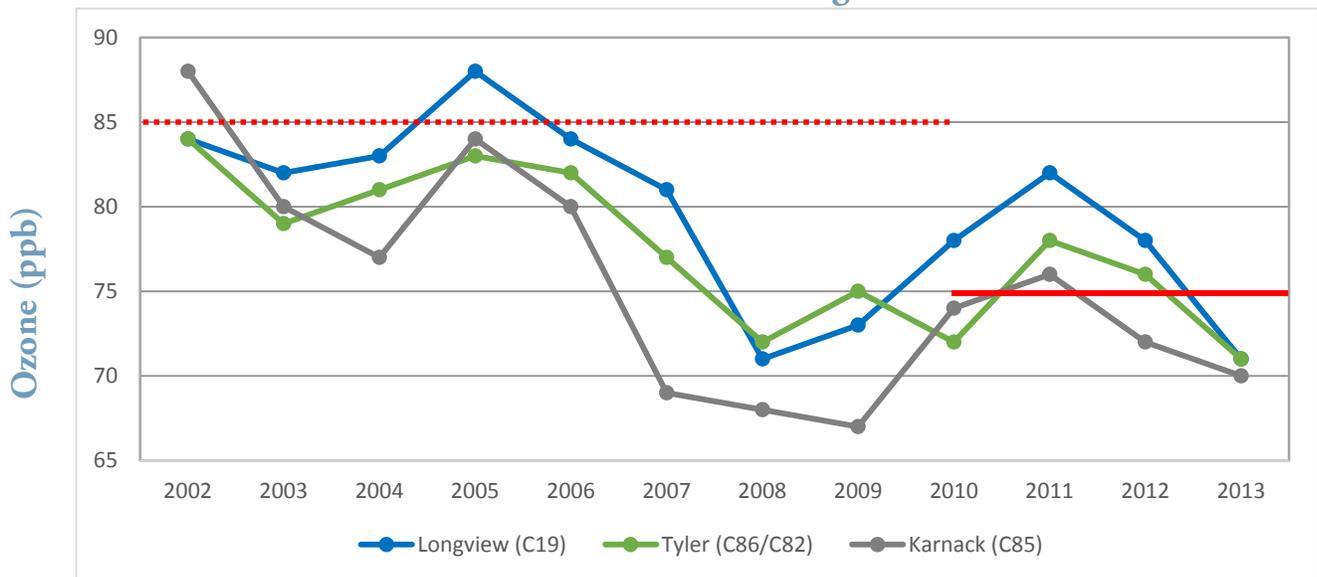


FIGURE 1. Trends in the annual 4th highest 8-hour ozone design values at Longview, Tyler and Karnack monitors are illustrated by year. The dashed red line shows the 1996 85 parts per billion (ppb) standard. The solid red line shows the 2008 75 ppb ozone standard.

The EPA is set to announce a new standard in 2015 and will not name areas to be in non-attainment until this is established. In 2016 & 2017, the EPA will conduct designations based on the new standard. Until designation is made, the Longview MPO and surrounding MPO's will retain their existing status of attainment. If designation is made, the Longview MPO will be required to show transportation conformity in 2018.

The northeast Texas area, especially Longview, has a bulk of the energy production to the area. Due to sometimes drastic weather conditions seen in the winter and summer months, the city can produce vast amounts of energy for the area. Ozone pollution is a by-product of this production. Years that experience severe weather conditions are typically more polluted.

8-hour Ozone Design Value Trends

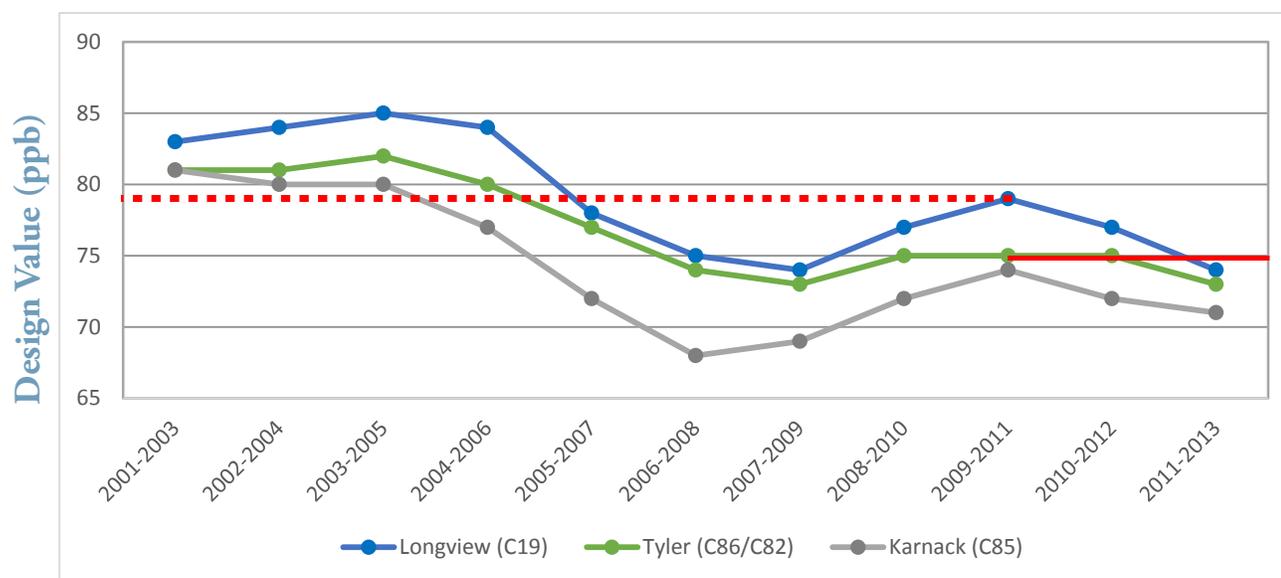


FIGURE 2. Trends in the annual 4th highest 8-hour ozone values at Longview, Tyler and Karnack monitors are illustrated by 3-year periods. The dashed red line shows the 1996 85 parts per billion (ppb) standard. The solid red line shows the 2008 75 ppb ozone standard.

NORTHEAST TEXAS AIR CARE

In 1996, the northeast Texas region's leaders created an organization called the Northeast Texas Air Care (NETAC) to address ozone air quality concerns in Gregg, Harrison, Rusk, Smith and Upshur counties. NETAC has a long history of working to improve its air quality through voluntary measures. As a voluntary association of governmental agencies, businesses and citizens, NETAC promotes clean air in the area through an ozone action program. Since 1996, NETAC has worked with the Texas Commission on Environmental Quality (TCEQ) and the Environmental Protection Agency (EPA) to address ozone air quality concerns in Northeast Texas through two separate voluntary emission reduction agreements: a Flexible Attainment Region (FAR) agreement executed in 1996 and the Early Action Compact in 2002. These voluntary efforts, undertaken without any designation of nonattainment under the Federal Clean Air Act, have resulted in significant air quality improvements that have brought the five county NETAC areas into attainment with EPA's 1-hour ozone standard, the 0.08 ppm 8-hour ozone standard adopted in 1997, and the 75 ppb ozone standard adopted in 2008. In 2013, the NETAC area was approved as a participant in the Ozone Advance Program. Ozone Advance is a collaborative effort by EPA, states, and local communities to encourage reductions in ozone attainment areas to maintain the 2008 ozone standard. While participation in the program is not a guarantee that an area will avoid a future nonattainment designation, it can better position the area to comply with the requirements associated with such designations. NETAC provides technical assistance to local industry and public education. FIGURE 1 & FIGURE 2 illustrate the significant air quality improvements achieved within the NETAC area over the past decade. For more information about NETAC, go to www.netac.org.

CLEAN AIR ACTION PLAN

A Clean Air Action Plan (CAAP) consists of recommendations of air quality strategies that could be considered for implementation if the five-county region is designated non-attainment of the ground level ozone standard. The CAAP is an area's official voluntary air quality improvement plan with quantified emission reduction measures. Clean Air Action Plans protect the health of the region's residents and reduces ozone precursor emissions earlier than required under regulations in order that region will stay in compliance with the 8 hour ground level ozone standard. The CAAP includes all necessary elements of a comprehensive air quality plan, but is tailored to local needs and driven by local decisions. If required, the CAAP will be incorporated into the formal State Implementation Plan (SIP) and the region will be legally required to carry out this plan just as in nonattainment areas.

TRANSPORTATION CONFORMITY

Should the northeast Texas region be designated as nonattainment, new highways or highway widening projects would be subject to the Transportation Conformity determination rule. This rule stipulates that the Metropolitan Planning Organization is responsible for proving that the mobile source emissions from future widening projects would not increase the allowable estimated on-road mobile source emissions listed in the State Implementation Plan (SIP). Areas designated as nonattainment are required to demonstrate model-based transportation conformity at least every four years. Failure to meet these requirements can have grave consequences, such as withdrawal of federal funds for highway widening projects. Should nonattainment designation occur, it would have a profound impact on the new highway and highway widening projects contained in this programming document. The East Texas Council of Governments (ETCOG) functions in an administrative role for the North East Texas Air Care activities. ETCOG receives Air Quality Assessment and Planning funds from Rider 8, which are appropriated by the Texas Legislature. The Longview Metropolitan Planning Organization, in conjunction with the Texas Department of Transportation, has the responsibility of demonstrating transportation conformity, should the area be designated as nonattainment of air quality standards.

AMERICANS WITH DISABILITIES ACT (ADA)

Longview Transit buses are wheelchair accessible in compliance with the Americans with Disabilities Act. Curb to curb paratransit service is offered to citizens who are unable to utilize the fixed route service. Eligible passengers meet criteria that include mental, visual, or physical impairments. Longview transit operators are able to provide manual assistance, but are not trained to provide medical assistance to passengers. Future highway projects will be constructed according to the ADA Act with handicap ramps and other ADA requirements.

ENVIRONMENTAL JUSTICE

Title VI of the 1964 Civil Rights Act (42 U.S.C. 2000d-1) states that “No person in the United States shall, on the ground of race, color or nation origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance.” President Clinton’s Executive Order on Environmental Justice in 1999 further amplifies Title VI by providing that “each federal agency shall make achieving environmental justice part of its mission by identifying, as appropriate, disproportionately high and adverse human health or environmental effects of its programs, policies, and activities on minority populations and low-income populations.” MPO staff, in several ways, accomplished compliance with Environmental Justice. When advertising for the public meetings to present the 2015-2018 Transportation Improvement Program, public notices and newspaper advertisements were placed in the local Longview News Journal, the Gadewater Mirror, and a free community newspaper, the East Texas Review. To improve access of this document to the special populations the MPO distributed and made the TIP publically available at several locations; the MPO office and public library. To improve outreach to special populations MPO staff created advertisement posters which were placed in 8 Longview Transit buses the week prior to the public meeting. The draft TIP was available on the City of Longview’s website, the Longview Public Library and MPO offices. MPO Staff produced two maps identifying the projects in the 2015-2018 Transportation Improvement Program overlaid on a map showing income and ethnic group dispersion by Census blocks and block groups. Income data and ethnic information was obtained from the Census Bureau. The maps illustrate where these groups are geographically located in relation to the projects in the 2015-2018 TIP. These maps were used to identify low income and minority populations. The Technical Committee reviewed the income and ethnic/race maps and the public involvement techniques and found compliance with the principles of Environmental Justice relating to transportation planning.

TOTAL PROJECT COST AND YEAR OF EXPENDITURE DOLLARS

In accordance with the Moving Ahead for Progress in the 21st Century Act (MAP-21), the Transportation Improvement Program (TIP) contains Total Project Costs and Year of Expenditure dollars for each project. The Year of Expenditure, or simply stated, the year in which construction or a transit project is anticipated, has been identified for each of the projects. An annual inflation rate of 4% was applied to all projects. The Total Project Costs are provided to detail the parts of each project such as: preliminary engineering, right of way, utility relocation and in the case of transit projects: operating, planning, maintenance and capital. The Total Project Cost and Year of Expenditure provide the public with a complete description of the components which make up each of the projects. The revenues and expenditure address the construction or implementation of transportation projects while also addressing the operation and maintenance needs. The expenditures for the Transportation Improvement Program are financially constrained by the Year of Expenditure requirements of MAP-21. This financial constraint is based on an analysis of past funding, expected funding and expected needs. For incoming federal, state and local sources of revenues used to estimate total future revenues, a Rate of Growth of 4% per year was utilized for all projects and is consistent with a 4% annual inflation rate. The Rate of Growth was based on consultations with the Texas Department of Transportation (TxDOT). Projects in this document are reasonably expected to be funded by federal, state and local sources. The planning staff must account for cost escalation as part of the fiscal constraint determination. With respect to the public transportation or transit program, current funding apportionments, which have stayed relatively the same during the previous five years, are not increasing enough to cover the ever-increasing rate of inflation. Strategies to address the funding gaps might be to reduce service hours and routes, to reduce the rate at which buses are replaced or to generate additional revenue through advertising, fare increases, explore other revenue generation methods or increase local funding to the transit program.

MPO AND TRANSIT AGENCY COORDINATION

The Longview MPO and the administrative personnel of Longview Transit regularly meet to discuss transportation issues and updates. Consultation and coordination activities are an ongoing process. The operating, capital and maintenance costs for TIP inclusion are discussed and reviewed by the MPO and Longview Transit staff. The manager of Longview Transit is a member of the MPO Technical Committee and the Longview MPO Director is a member of the Public Transportation Advisory Committee. EasTexConnects (formerly known as the East Texas Transportation Planning Steering Committee) was formed in June 2005 as the vehicle for implementing the goals of Chapter 461 of HB 3588. Following its creation, EastTexConnects identified its mission “to create and connect a comprehensive, flexible and sustainable public transportation service throughout and beyond the 14 counties of State Planning Region 6,” hereafter referred to as East Texas. The public and stakeholder involvement undertaken in association with the preparation of the Transportation Coordination Plan has identified numerous areas of need related to the provision of public transportation in East Texas. The purpose of the coordination plan is to identify the needs of health and human service agencies, public and private transportation providers, and the public so that the utilization of available resources is as efficient as possible. The Plan is also intended to identify a set of concrete actions and projects that will fulfill the mission of EasTexConnects by creating a framework to implement the committee’s six priorities. The need for coordination among the numerous health and human service agencies and public and private transportation providers in East Texas is derived from the varied needs of the people they serve. The Longview Metropolitan Planning Organization’s Director and the Manager of Longview Transit are members and have been regular participants of EasTexConnects.

Other regional coordination efforts are reflected in the recent maintenance agreement with Longview Transit and East Texas Council of Governments. The agreement allows Longview Transit to perform routine maintenance services for the fleet of East Texas Rural Transit, also known as GoBus.

FEDERALLY FUNDED MOBILITY PROJECTS

LONGVIEW METROPOLITAN PLANNING ORGANIZATION FY 2015

DISTRICT	COUNTY	CSJ	HWY	LET DATE	PHASE	CITY	PROJECT SPONSOR	YOE COST
10- TYLER	GREGG	2158-01-011	FM 2275	Apr-15	E,R,C	LONGVIEW	TXDOT - TYLER	\$16,820,925
LIMITS FROM: SH 300 (GILMER RD) N							REVISION DATE:	14-Jul
LIMITS TO: MCCANN RD, 0.1 MI N OF GRAYSTONE							MPO PROJECT ID:	F 245
TIP DESCRIPTION CONSTRUCT 4 LANE DIVIDED ROADWAY ON NEW LOCATION							FUNDING CATEGORY	2U, LOCAL
							PROJECT HISTORY: CONSTRUCT 4 LANE DIVIDED ROADWAY ON NEW LOCATION (PH 1OF 3) THIS PROJECT ALSO LISTED IN THE 2013 - 2016 STIP	

TOTAL PROJECT COST INFORMATION			Authorized Funding by Category/ Share:						
		Cost of Approved Phases:	LOCAL	Federal	State	Regional	Local	LC	Total
Construction	\$12,337,508			\$0	\$0	\$0	\$2,560,000	\$0	\$2,560,000
Preliminary Engineering	\$370,125		2U-URBAN CORRIDOR	\$11,408,740	\$2,852,185	\$0	\$0	\$0	\$14,260,925
Right of Way	\$1,660,000								
Construction Engineering	\$739,017	\$16,820,925							
Contingencies	\$320,775								
Indirects	\$493,500								
Utility Relocation	\$900,000								
Total Project Cost (YOE)	\$16,820,925	Total Funding by Share:		\$11,408,740	\$2,852,185	\$0	\$2,560,000	\$0	\$16,820,925

PHASE: C = CONSTRUCTION, E = ENGINEERING, R = ROW, T = TRANSFER
* FUNDING NOT FIXED

**FY 2015 TRANSIT PROJECT LISTING
LONGVIEW TRANSPORTATION IMPROVEMENT PROGRAM**

Tyler District

YOE = Year of Expenditure

<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor	City of Longview	Federal Funding Category	5307
MPO Project/Reference Number	F402	Federal Share	\$944,320
Apportionment Year	2015	State Funds from TxDOT	\$194,480
Project Phase		Local Funds	\$198,640
Brief Project Description	Capital - Equipment, Preventive Maintenance, Rolling Stock	Fiscal Year Cost	\$1,337,440
		Total Project Cost	\$1,337,440
		Trans. Dev. Credits Requested	28,669
		Trans. Dev. Credits Awarded	0
Sec 5309 ID # if applicable		(Date & Amount)	
Amendment Date & Action			

<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor	City of Longview	Federal Funding Category	5307
MPO Project/Reference Number	F403	Federal Share	\$70,720
Apportionment Year	2015	State Funds from TxDOT	\$0
Project Phase		Local Funds	\$17,680
Brief Project Description	Planning - Technical Study	Fiscal Year Cost	\$88,400
		Total Project Cost	\$88,400
		Trans. Dev. Credits Requested	0
		Trans. Dev. Credits Awarded	0
Sec 5309 ID # if applicable		(Date & Amount)	0
Amendment Date & Action			

<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor	City of Longview	Federal Funding Category	5307
MPO Project/Reference Number	F401	Federal Share	\$312,000
Apportionment Year	2015	State Funds from TxDOT	\$280,800
Project Phase		Local Funds	\$31,200
Brief Project Description	Operating - Public Transit	Fiscal Year Cost	\$624,000
		Total Project Cost	\$624,000
		Trans. Dev. Credits Requested	0
		Trans. Dev. Credits Awarded	0
Sec 5309 ID # if applicable		(Date & Amount)	0
Amendment Date & Action			

<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor	City of Longview	Federal Funding Category	5307
MPO Project/Reference Number	F402	Federal Share	\$125,377
Apportionment Year	2015	State Funds from TxDOT	\$0
Project Phase		Local Funds	\$31,348
Brief Project Description	Capital - ADA	Fiscal Year Cost	\$156,725
		Total Project Cost	\$156,725
		Trans. Dev. Credits Requested	0
		Trans. Dev. Credits Awarded	0
Sec 5309 ID # if applicable		(Date & Amount)	0
Amendment Date & Action			

<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor	City of Longview	Federal Funding Category	5311(f)
MPO Project/Reference Number	F405	Federal Share	\$0
Apportionment Year	2015	State Funds from TxDOT	\$312,000
Project Phase	Demolition of building at 902 E Pacific Ave. for driveway & parking at Multimodal Center	Local Funds	\$0
Brief Project Description	Intercity Bus	Fiscal Year Cost	\$312,000
		Total Project Cost	\$312,000
		Trans. Dev. Credits Requested	60,000
		Trans. Dev. Credits Awarded	60,000
Sec 5309 ID # if applicable		(Date & Amount)	05/2013
Amendment Date & Action			

**FY 2016 TRANSIT PROJECT LISTING
LONGVIEW TRANSPORTATION IMPROVEMENT PROGRAM**

Tyler District

YOE = Year of Expenditure

<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor	City of Longview	Federal Funding Category	5307
MPO Project/Reference Number	F402	Federal Share	\$899,891
Apportionment Year	2016	State Funds from TxDOT	\$0
Project Phase		Local Funds	\$224,973
Brief Project Description	Capital - Equipment, Preventive Maintenance, Rolling Stock	Fiscal Year Cost	\$1,124,864
		Total Project Cost	\$1,124,864
		Trans. Dev. Credits Requested	0
		Trans. Dev. Credits Awarded	
Sec 5309 ID # if applicable		(Date & Amount)	0
Amendment Date & Action			

<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor	City of Longview	Federal Funding Category	5307
MPO Project/Reference Number	F403	Federal Share	\$77,875
Apportionment Year	2016	State Funds from TxDOT	\$0
Project Phase		Local Funds	\$19,469
Brief Project Description	Planning - Technical Study	Fiscal Year Cost	\$97,344
		Total Project Cost	\$97,344
		Trans. Dev. Credits Requested	0
		Trans. Dev. Credits Awarded	
Sec 5309 ID # if applicable		(Date & Amount)	0
Amendment Date & Action			

<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor	City of Longview	Federal Funding Category	5307
MPO Project/Reference Number	F401	Federal Share	\$324,480
Apportionment Year	2016	State Funds from TxDOT	\$292,032
Project Phase		Local Funds	\$32,448
Brief Project Description	Operating - Public Transit	Fiscal Year Cost	\$648,960
		Total Project Cost	\$648,960
		Trans. Dev. Credits Requested	0
		Trans. Dev. Credits Awarded	
Sec 5309 ID # if applicable		(Date & Amount)	0
Amendment Date & Action			

<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor	City of Longview	Federal Funding Category	5307
MPO Project/Reference Number	F402	Federal Share	\$130,392
Apportionment Year	2016	State Funds from TxDOT	\$0
Project Phase		Local Funds	\$32,602
Brief Project Description	Capital - ADA	Fiscal Year Cost	\$162,994
		Total Project Cost	\$162,994
		Trans. Dev. Credits Requested	0
		Trans. Dev. Credits Awarded	
Sec 5309 ID # if applicable		(Date & Amount)	0
Amendment Date & Action			

FY 2017 TRANSIT PROJECT LISTING
LONGVIEW TRANSPORTATION IMPROVEMENT PROGRAM

Tyler District

YOE = Year of Expenditure

<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor	City of Longview	Federal Funding Category	5307
MPO Project/Reference Number	F402	Federal Share	\$913,390
Apportionment Year	2017	State Funds from TxDOT	\$0
Project Phase		Local Funds	\$228,347
Brief Project Description	Capital - Equipment, Preventive Maintenance, Rolling Stock	Fiscal Year Cost	\$1,141,737
		Total Project Cost	\$1,141,737
		Trans. Dev. Credits Requested	0
		Trans. Dev. Credits Awarded	
Sec 5309 ID # if applicable		(Date & Amount)	0
Amendment Date & Action			

<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor	City of Longview	Federal Funding Category	5307
MPO Project/Reference Number	F403	Federal Share	\$85,490
Apportionment Year	2017	State Funds from TxDOT	\$0
Project Phase		Local Funds	\$21,372
Brief Project Description	Planning - Technical Study	Fiscal Year Cost	\$106,862
		Total Project Cost	\$106,862
		Trans. Dev. Credits Requested	0
		Trans. Dev. Credits Awarded	
Sec 5309 ID # if applicable		(Date & Amount)	0
Amendment Date & Action			

<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor	City of Longview	Federal Funding Category	5307
MPO Project/Reference Number	F401	Federal Share	\$337,459
Apportionment Year	2017	State Funds from TxDOT	\$309,338
Project Phase		Local Funds	\$28,122
Brief Project Description	Operating - Public Transit	Fiscal Year Cost	\$674,919
		Total Project Cost	\$674,919
		Trans. Dev. Credits Requested	0
		Trans. Dev. Credits Awarded	
Sec 5309 ID # if applicable		(Date & Amount)	0
Amendment Date & Action			

<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor	City of Longview	Federal Funding Category	5307
MPO Project/Reference Number	F402	Federal Share	\$140,608
Apportionment Year	2017	State Funds from TxDOT	\$0
Project Phase		Local Funds	\$35,152
Brief Project Description	Capital - ADA	Fiscal Year Cost	\$175,760
		Total Project Cost	\$175,760
		Trans. Dev. Credits Requested	0
		Trans. Dev. Credits Awarded	
Sec 5309 ID # if applicable		(Date & Amount)	0
Amendment Date & Action			

**FY 2018 TRANSIT PROJECT LISTING
LONGVIEW TRANSPORTATION IMPROVEMENT PROGRAM**

Tyler District

YOE = Year of Expenditure

<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor	City of Longview	Federal Funding Category	5307
MPO Project/Reference Number	F402	Federal Share	\$949,925
Apportionment Year	2018	State Funds from TxDOT	\$0
Project Phase		Local Funds	\$237,481
Brief Project Description	Capital - Equipment, Preventive Maintenance, Rolling Stock	Fiscal Year Cost	\$1,187,406
		Total Project Cost	\$1,187,406
		Trans. Dev. Credits Requested	0
		Trans. Dev. Credits Awarded	
Sec 5309 ID # if applicable		(Date & Amount)	0
Amendment Date & Action			

<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor	City of Longview	Federal Funding Category	5307
MPO Project/Reference Number	F403	Federal Share	\$90,781
Apportionment Year	2018	State Funds from TxDOT	\$0
Project Phase		Local Funds	\$22,695
Brief Project Description	Planning - Technical Study	Fiscal Year Cost	\$113,476
		Total Project Cost	\$113,476
		Trans. Dev. Credits Requested	0
		Trans. Dev. Credits Awarded	
Sec 5309 ID # if applicable		(Date & Amount)	0
Amendment Date & Action			

<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor	City of Longview	Federal Funding Category	5307
MPO Project/Reference Number	F401	Federal Share	\$350,958
Apportionment Year	2018	State Funds from TxDOT	\$322,881
Project Phase		Local Funds	\$28,077
Brief Project Description	Operating - Public Transit	Fiscal Year Cost	\$701,916
		Total Project Cost	\$701,916
		Trans. Dev. Credits Requested	0
		Trans. Dev. Credits Awarded	
Sec 5309 ID # if applicable		(Date & Amount)	0
Amendment Date & Action			

<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor	City of Longview	Federal Funding Category	5307
MPO Project/Reference Number	F402	Federal Share	\$146,817
Apportionment Year	2018	State Funds from TxDOT	\$0
Project Phase		Local Funds	\$36,704
Brief Project Description	Capital - ADA	Fiscal Year Cost	\$183,521
		Total Project Cost	\$183,521
		Trans. Dev. Credits Requested	0
		Trans. Dev. Credits Awarded	
Sec 5309 ID # if applicable		(Date & Amount)	0
Amendment Date & Action			



Longview MPO - Districts 10 & 19
 FY 2015 - 2018 Transportation Improvement Program

Funding by Category

Category	Description	FY 2015		FY 2016		FY 2017		FY 2018		Total FY 2015 - 2018	
		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	\$14,260,925	\$14,260,925	\$0	\$0	\$0	\$0	\$0	\$0	\$14,260,925	\$14,260,925
3	Non-Traditionally Funded Transportation Project	\$2,560,000	\$2,560,000	\$0	\$0	\$0	\$0	\$0	\$0	\$2,560,000	\$2,560,000
4	Statewide Connectivity Corridor Projects	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
5	CMAQ	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
5 Flex	Map21 Flex	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
6	Structures	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
7	Metro Mobility & Rehab	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
8	Safety	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
9	Enhancements	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
9 Flex	TAP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
10	Supplemental Transportation	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
11	District Discretionary	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
12	Strategic Priority	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
12C	Strategic Priority RECON	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
12S	Strategic Priority RECON	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
SBPE	Strategy Budget PE	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
SB 102	Strategy 102	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total		\$16,820,925	\$16,820,925	\$0	\$0	\$0	\$0	\$0	\$0	\$16,820,925	\$16,820,925

Funding Participation Source

Source	FY 2015	FY 2016	FY 2017	FY 2018	Total
Federal	\$11,408,740	\$0	\$0	\$0	\$11,408,740
State	\$2,852,185	\$0	\$0	\$0	\$2,852,185
Local Match	\$0	\$0	\$0	\$0	\$0
CAT 3 - Local Contributions	\$2,560,000	\$0	\$0	\$0	\$2,560,000
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	\$16,820,925	\$0	\$0	\$0	\$16,820,925

TRANSIT FINANCIAL SUMMARY

Longview MPO - Districts 10 & 19

FY 2015 - 2018 Transportation Improvement Program

All Figures in Year of Expenditure (YOE) Dollars

Transit Program		FY 2015			FY 2016			FY 2017		
		Federal	Match	Total	Federal	Match	Total	Federal	Match	Total
1	Sec. 5307 - Urbanized Formula >200K			\$0			\$0			\$0
2	Sec. 5307 - Urbanized Formula <200K	\$1,452,417	\$754,148	\$2,206,565	\$1,432,638	\$601,524	\$2,034,162	\$1,476,947	\$622,331	\$2,099,278
3	Sec. 5309 - Fixed Guideway Investment			\$0			\$0			\$0
4	Sec. 5337 - State of Good Repair			\$0			\$0			\$0
5	Sec. 5339 - Bus & Bus Facilities >200k			\$0			\$0			\$0
6	Sec. 5310-Seniors&People w/Disabilities >200k			\$0			\$0			\$0
7	Sec. 5316 - JARC >200K			\$0			\$0			\$0
8	Sec. 5317 - New Freedom >200K			\$0			\$0			\$0
9	Other FTA		\$312,000	\$312,000			\$0			\$0
10	Regionally Significant or Other (incl FHWA transfers)			\$0			\$0			\$0
Total Funds		\$1,452,417	\$1,066,148	\$2,518,565	\$1,432,638	\$601,524	\$2,034,162	\$1,476,947	\$622,331	\$2,099,278
Transportation Development Credits Requested				\$88,669			\$0			\$0
Awarded				\$60,000			\$0			\$0

All Figures in Year of Expenditure (YOE) Dollars

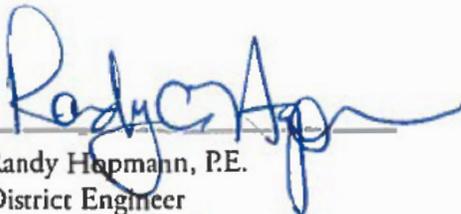
Transit Programs		FY 2018			Total		
		Federal	Match	Total	Federal	Match	Total
1	Sec. 5307 - Urbanized Formula >200K			\$0	\$0	\$0	\$0
2	Sec. 5307 - Urbanized Formula <200K	\$1,538,481	\$647,838	\$2,186,319	\$5,900,483	\$2,625,841	\$8,526,324
3	Sec. 5309 - Fixed Guideway Investment			\$0	\$0	\$0	\$0
4	Sec. 5337 - State of Good Repair			\$0	\$0	\$0	\$0
5	Sec. 5339 - Bus & Bus Facilities >200k			\$0	\$0	\$0	\$0
6	Sec. 5310-Seniors&People w/Disabilities >200k			\$0	\$0	\$0	\$0
7	Sec. 5316 - JARC >200K			\$0	\$0	\$0	\$0
8	Sec. 5317 - New Freedom >200K			\$0	\$0	\$0	\$0
9	Other FTA			\$0	\$0	\$312,000	\$312,000
10	Regionally Significant or Other (incl FHWA transfers)			\$0	\$0	\$0	\$0
Total Funds		\$1,538,481	\$647,838	\$2,186,319	\$5,900,483	\$2,937,841	\$8,838,324
Transportation Development Credits Requested				\$0			\$88,669
Awarded				\$0			\$60,000

MPO SELF-CERTIFICATION FOR NON-ATTAINMENT AREAS

In accordance with the federal legislation, 23 Code of Federal Regulations 450.334 and the Moving Ahead for Progress in the 21st Century Act (MAP-21), the TEXAS DEPARTMENT OF TRANSPORTATION, and the LONGVIEW METROPOLITAN PLANNING ORGANIZATION for the Longview urbanized area hereby certify that the transportation planning process is addressing the major issues in the metropolitan planning area and is being conducted in accordance with all applicable requirements of:

1. 23 U.S.C. 134, 49 U.S.C. 5303, and this subpart;
2. In nonattainment and maintenance areas, sections 174 and 176 (c) and (d) of the Clean Air Act, as amended (42 U.S.C. 7504, 7506 (c) and (d)) and 40 CFR part 93;
3. Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21;
4. 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
5. Section 1101(b) of MAP-21 (Pub. L. 112-141) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in USDOT funded projects;
6. 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
7. The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and 49 CFR parts 27, 37, and 38;
8. The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
9. Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender; and
10. Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.

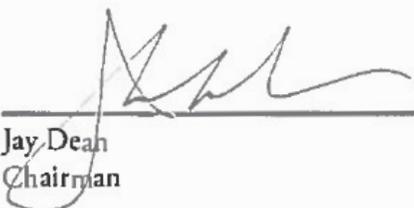
TEXAS DEPARTMENT OF
TRANSPORTATION
TYLER DISTRICT



Randy Hopmann, P.E.
District Engineer

4/17/14
Date

LONGVIEW METROPOLITAN
PLANNING ORGANIZATION



Jay Dean
Chairman

4-24-14
Date

GLOSSARY

PROJECT LISTINGS

- CSJ** Control Section Job Number - TxDOT assigned number for projects entered into the Unified Transportation Plan (UTP).
- PROJ ID** Project Identification – Code assigned by the MPO for local tracking/identification. Used to track projects to the Metropolitan Transportation Plan.
- F. CLASS** Federal Functional Class – Federal classification of streets and highways into functional operating characteristics. Categories are:
- Interstate
 - Other Urban Freeways and Expressways
 - Other Principal Arterials
 - Minor Arterials
 - Urban Collectors and Rural Major Collectors
 - Rural Minor Collectors
 - Urban and Rural Local Streets and Roads

FEDERAL & STATE CATEGORIES

1	Preventative Maintenance
2	Metropolitan & Urban Area Corridor Projects
3	Non- Traditionally Funded Transportation Projects
4	Statewide Connectivity Corridor Projects
5	Congestion Mitigation Air Quality (CMAQ)
6	Bridges
7	Metropolitan Mobility/ Rehabilitation
8	Safety
9	Transportation Enhancements & Transportation Alternatives Program
10	Supplemental Transportation Projects
11	District Discretionary
12	Strategic Priority

- PHASE** Project Phase for Federal Funding (PE - Preliminary Engineering, R - Right of Way Acquisition & C - Construction)

CATEGORIES FOR STATEWIDE PLANNING

LONGVIEW METROPOLITAN PLANNING ORGANIZATION TYLER & ATLANTA DISTRICTS FY 2015 - 2018

Listed below are the categories for projects which can be grouped together and used to track projects statewide. There may be statewide grouping projects which may be completed in the Longview Metropolitan Area during the fiscal years of 2015-2018. Construction costs are constrained statewide. Grouping projects by these categories provides an efficient and streamlined method of programming and implements these projects. These projects are financially constrained at the state level.

Proposed CSJ#	Grouped Project Category	Definition
5000-00-950	PE - Preliminary Engineering	Preliminary Engineering for any project that is not added capacity in a non-attainment area. Includes activities which do not involve or lead directly to construction such as planning and technical studies, grants for training and research programs.
5000-00-951	Right of Way Acquisition	Right of Way acquisition for any project that is not added capacity in a non-attainment area. Includes relocation assistance, hardship acquisition and protective buying.
5000-00-952 5000-00-957 5000-00-958	Preventative 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).
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 replace and/or rehabilitate functionally obsolete or structurally deficient bridges.
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, 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 and the Federal Railroad Signal Safety Program.
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 Systems Delivery	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.

APPENDIX D

PROJECTS UNDERGOING ENVIRONMENTAL ASSESSMENT

Appendix D contains projects that are scheduled for implementation beyond the four years of the TIP time frame, and it in no way implies these projects are programmed in the TIP. Cost estimates are preliminary and do not represent any commitment of construction funding. The costs are expressed in future dollars out to the year they are expected to be implemented.

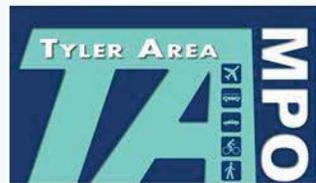
The purpose of Appendix D is to identify projects that are undergoing preliminary engineering and environmental analysis (PE/EA) consistent with early project development. These projects are referenced in the Transportation Improvement Program in order to facilitate the feasibility and PE/EA phases.

Project Name:	FM 2206	Fiscal Year	2019
From & To:	SH 42 TO SL 281	Remarks	
County:	GREGG	Revision Date:	6/2012
CSJ Number	2073-01-009 & 2073-01-010	Funding Category	Cat. 12 & 2U
Description	Widen 2 lane road to 4 lane divided	YOE inflated Total Project Cost:	\$23,790,436
Phase:	PE	Revision Date:	4/2014



FY 2015-2018

TRANSPORTATION IMPROVEMENT PROGRAM



TYLER AREA METROPOLITAN PLANNING ORGANIZATION

Prepared by the:

Tyler Area Metropolitan Planning Organization

In Cooperation with:

Texas Department of Transportation, Federal Highway
Administration, and the Federal Transit Administration

Adopted: March 27, 2014

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INTRODUCTION

In accordance with the Moving Ahead for Progress in the 21st Century Act (MAP 21), 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 2015-2018.

The projects included in this TIP originated from the Metropolitan Transportation Plan (MTP) 2035, or long-range plan. The TAMPO Policy Committee adopted the MTP on December 4, 2009. The MTP is updated every five years and now covers the planning period through the year 2035. The TIP is a four-year planning document, updated every two years; this TIP will cover the four-year period from October 2015 through September 2018.

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

1. Capital and non-capital surface transportation projects (or phases of projects) within the boundaries of the metropolitan planning area proposed for funding under 23 United States Code and 49 United States Code Chapter 53 (including transportation enhancements; Federal Land Highway program projects; safety projects included in the State's Strategic Highway Safety Plan; trails projects; pedestrian walkways; and bicycle facilities);
2. All regionally significant projects requiring action by the Federal Highway Administration or the Federal Transit Administration whether or not the projects are to be funded under title 23 United States Code Chapters 1 and 2 or title 49 United States Code Chapter 53 (e.g., addition of an interchange to the Interstate System with state, local, or private funds and congressionally designated projects not funded under 23 United States Code or 49 United States Code Chapter 53). For public information and conformity purposes, the TIP shall include all regionally significant projects proposed to be funded with federal funds other than those administered by the Federal Highway Administration or the Federal Transit Administration, as well as all regionally significant projects to be funded with nonfederal funds.;
3. Project or project phasing included in the TIP shall be consistent with the approved MTP;

4. A financial plan that demonstrates how the approved TIP can be implemented, indicates resources from public and private sources that are reasonably expected to be made available to carry out the TIP, and recommends any additional financing strategies for needed projects and programs.

PURPOSE

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

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

DEFINITION OF AREA

The Tyler Metropolitan Planning Area includes the entire urbanized area of Tyler as defined by the 2010 Census. It includes the immediate and contiguous urban area surrounding the City of Tyler most likely to be impacted by urban development during the next 25 years. The total area encompassed by the boundary is approximately 640 square miles and includes the cities of Tyler, Whitehouse, Lindale, New Chapel Hill, Noonday, Hideaway and a portion of Bullard within Cherokee County. Please see Appendix B for the Metropolitan Area Boundary Map as approved by the TAMPO Policy Committee in 2013.

PUBLIC PARTICIPATION PROCESS

The 2015-2018 TIP was developed in accordance with the Public Participation Plan of TAMPO. The Public Participation Plan requires one public meeting to be held to present the TIP and provides for a 10-day comment period prior to the adoption of the program. A legal notice was published in the Tyler Morning Telegraph newspaper at least 72 hours prior to the beginning of the 10 day comment period; notices were posted at least 72 hours before the comment period. Additional opportunities for public involvement will be provided when and if this document is revised.

Prior to the public meeting, notices and agendas were distributed to the Tyler-area news media and were posted at the Tyler Development Center, Smith County Courthouse, and Tyler City Hall. A copy of the draft TIP was made available at the City of Tyler City Clerk and Planning Department Offices, Tyler Public Library, Tyler Transit, and the Texas Department of Transportation Tyler District Office.

TAMPO also uses a website which can be accessed at www.tylerareampo.org. The draft TIP, final version, past TIPs, and other TAMPO documents also may be accessed on that website.

PROJECT SELECTION PROCESS

Federally funded capacity expansion and new location projects included in the TIP are selected from the adopted MTP. Those projects included in the MTP are approved by the TAMPO Policy Committee through a criteria based grading methodology developed for the 2035 update. The 2040 MTP update will follow this same process. 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 FY15 – FY18 Statewide Transportation Improvement Program will show a lump sum amount for projects listed with the statewide control section job number in non-mobility projects. See the non-mobility project listing.

ENVIRONMENTAL JUSTICE

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

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

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

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

In 1997, the United 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 2040 MTP will undertake the following processes to incorporate the three environmental justice principles:

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

Environmental Justice Populations

For environmental justice analysis, the whole of Smith County is included. The geographic unit of analysis used is the Census Block Group as defined by the United States Census Bureau. The analysis uses data from the 2010 Census.

Minority Census Block Groups

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

Low-Income Census Block Groups

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

Environmental Justice Analysis

Looking at Figure 1, one can observe that the minority and low-income census block groups are closely related. That is, they are concentrated in Tyler largely inside Loop 323. The Tyler planning area follows the trend in the majority of United States cities in having a low-income and high minority city core with more affluent and mostly white suburbs. TAMPO is committed to avoiding disproportionately adverse impacts on minority and low-income populations, as well as disproportionate adverse impacts on the elderly, persons with disabilities, and those without private automobiles for inclusion in public involvement efforts and for transportation needs assessments. TAMPO uses several techniques to ensure underserved populations are involved in the transportation planning process. Techniques include staff presentations to community groups, providing public notices, and advertising in newspapers that serve minority populations.

PROGRESS FROM PREVIOUS YEARS

Progress for TAMPO is shown through publishing a list of projects annually that were let in the previous fiscal year. The previous transportation improvement program included the fiscal years of 2013 through 2016. The Highway and Transit Projects that were let in FY 2013 are detailed in Table 1 in the Fiscal Year 2013 Annual Project Listing. All projects let in the 2014 and 2015 Fiscal Years will be published as the 2014 Annual Project Listing in December 2014 and the 2015 Annual Project Listing in December 2015.

PROJECT IMPLEMENTATION/PROGRESS FROM PREVIOUS YEARS

CSJ NUMBER	PROJECT ID	PROJECT LOCATION	FROM	TO	PROJECT TYPE	ORIGINAL LET DATE	REVISED LET DATE	LET	COMPLETED	DELAYED
3487-02-007	SM-29	Loop 49, Segment 5	FM 756	SH 110	Construct 2 lanes controlled access toll road on new location: ultimate 4 lane facility	2009	01/2010	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
0191-01-063	SM-27	US 69	At FM 346		Construct grade separated interchange	2009	12/2010	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
3487-02-010	SM-29	Loop 49, Segment 5	FM 756	SH 110	Install electronic toll gantries and equipment for new 2-lane toll road	2010	01/2010	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3487-01-004	SM-30	Loop 49, Segment 3A	SH 31	SH 155	Construct 2 lanes controlled access toll road on new location: ultimate 4 lane facility	2009	06/2009	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3487-01-900	SM-30	Loop 49, Segment 3A	SH 31	SH 155	Install electronic toll gantries and equipment for new 2-lane toll road	2009	06/2009	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3487-01-006	SM-30	Loop 49, Segment 3B	IH 20	SH 31	Construct 2 lanes controlled access toll road on new location: ultimate 4 lane facility	2010	07/2010	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

AIR QUALITY ISSUES

The Clean Air Act requires the United States Environmental Protection Agency to set limits on how much of a particular pollutant can be in the air anywhere in the United States. National Ambient Air Quality Standards 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.

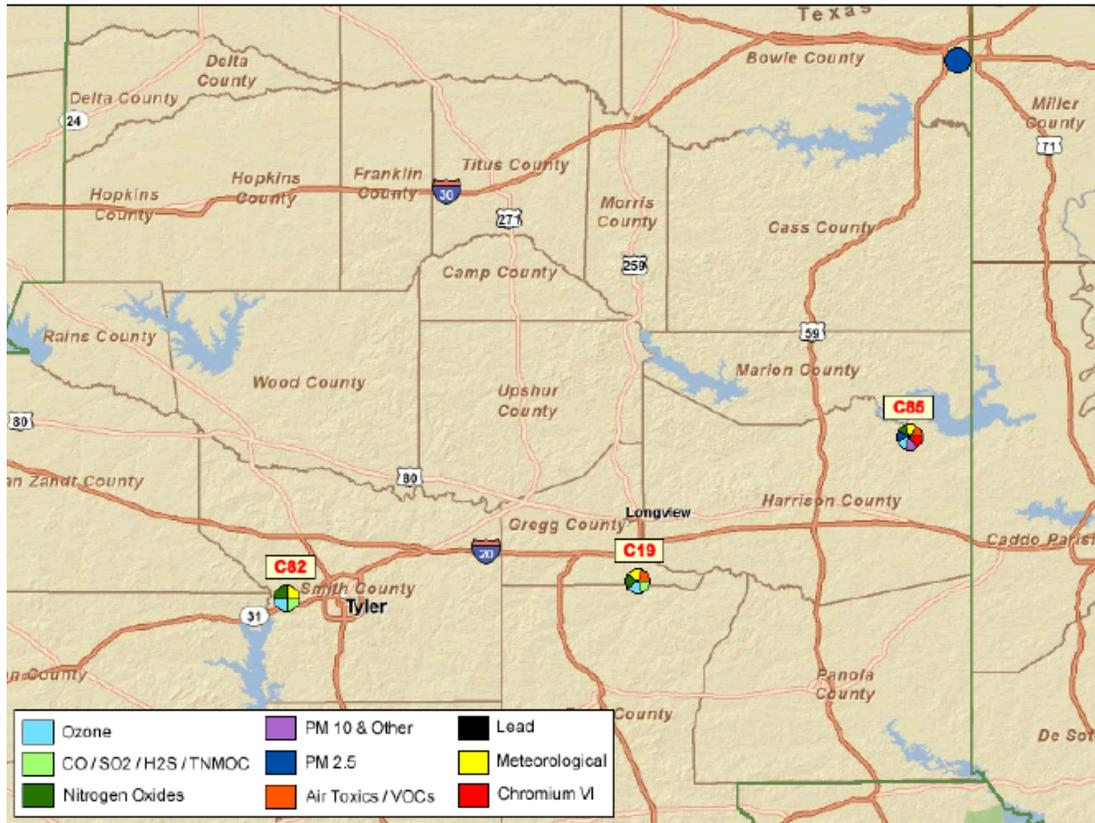
In exchange for early implementation action for the 8-hour ozone standard, Environmental Protection Agency deferred the effective dates of designation for those areas that would have been designated nonattainment for the 0.08 parts per million 8-hour ozone National Ambient Air Quality Standards. The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

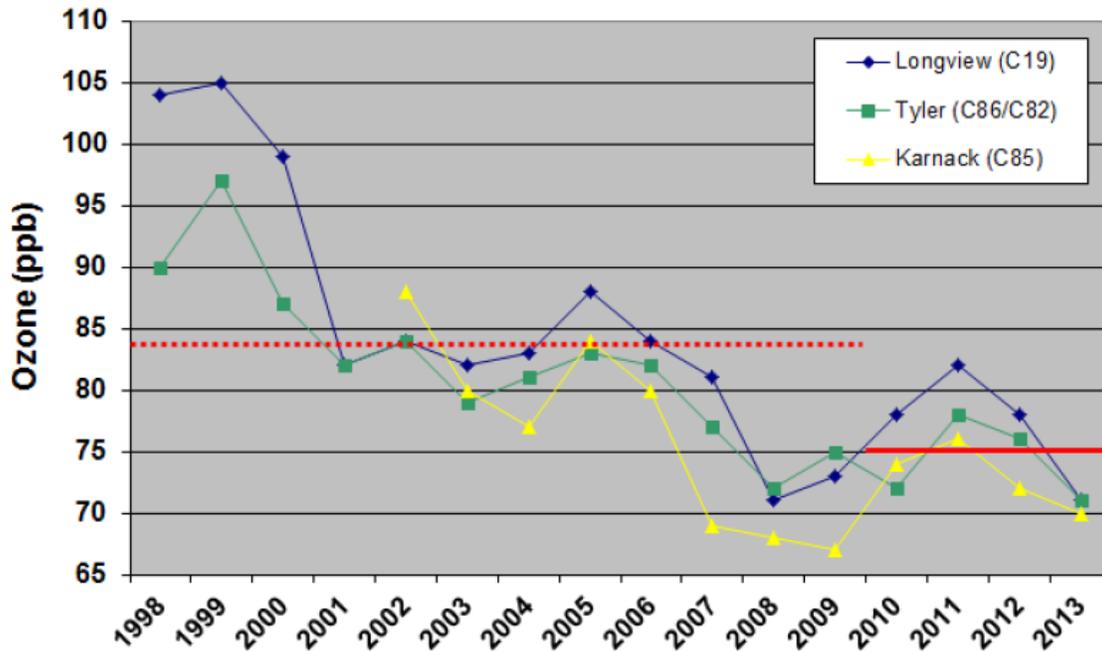
although the monitor was relocated within the airport in 2000 due to construction and assigned a new number (CAMS-82).

CONTINUOUS AIR MONITORING STATIONS FIGURE 2



The annual 4th highest 8-hour ozone values at monitors in Northeast Texas for recent years are shown in graphical form in Figure 3. Figure 3 shows that since the 2008-2010 period, ozone levels have shown an overall increase at all three Northeast Texas monitors. The design value for the Longview monitor exceeds the 2008 ozone standard if data from years following the 2008-2010 period are used. The Longview monitor in Gregg County currently has a design value of 77 ppb, which exceeds the NAAQS. The Tyler and Karnack monitors have design values of 75 ppb and 72 ppb, respectively.

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



Under the Clean Air Act, the EPA is required to review the NAAQS periodically. EPA's next review of the ozone standard is scheduled to be finalized in late 2014. During its previous review in 2010, the EPA announced its intention to reconsider the 75 ppb 2008 ozone standard and proposed to set the new standard in the range 60-70 ppb. In July 2011, the EPA completed its reconsideration of the standard, but did not release a final rule. In September 2011, President Obama announced his decision to let the 2008 ozone standard remain in effect. If the EPA decides to lower the NAAQS to the 60-70 ppb range following its current review, the Longview, Tyler and Karnack monitors will no longer attain the standard. Because failure to comply with the NAAQS carries adverse public health impacts and significant economic penalties, ozone air quality planning is important for Northeast Texas.

Northeast Texas Air Care (NETAC) is a voluntary association of governmental officials and representatives of industry and public interest groups working to address ozone air quality issues in the 5-county Northeast Texas area consisting of Gregg, Harrison, Rusk, Smith, and Upshur counties. As part of its air quality planning, NETAC is participating in EPA's Ozone Advance Program. This program is designed to foster collaboration between the EPA and local governments to reduce emissions of ozone precursors so that current attainment areas can continue to maintain compliance with the NAAQS. As part of its participation in Ozone Advance, NETAC plans to provide EPA a Path Forward Letter that describes the emissions reductions measures and/or programs that

have been and will be implemented in the 5-county area and sets a schedule for the implementation of each measure/program.

The design values of the three Northeast Texas monitors and the potential for a more stringent ozone standard in the near future underscore the need to prepare for the possibility of a non-attainment designation in Northeast Texas.

Development of the conceptual model for ozone formation in Northeast Texas is a critical step in the development of an appropriate State Implementation Plan (SIP), should this become necessary. The Conceptual Model will also guide the development of emissions reductions strategies to be documented under the Ozone Advance Program.

Transportation Planning and Air Quality

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

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

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

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

- The Department of Energy "Clean Cities Program" voluntary on-road vehicle emission reductions, the East Texas Clean Cities Coalition, coordinated by the East Texas Council of Governments, has successfully obtained a Clean Cities Designation for the region from Department of Energy. East Texas Clean Cities Coalition promotes the use of alternative fuels to gasoline and diesel, such as propane, natural gas, ethanol, and biodiesel. Funding for clean-fueled propane vans for local transit agencies with 23 propane-fueled vans placed in service by the end of 2005.
- Eighteen new lower emitting propane heavy duty (Class 2b) vans were purchased in 2003 and 2004 for the East Texas Council of Governments' Rural Transportation Program (10 vans), the City of Longview (7 vans), and Tyler Transit (1 van). The average miles per year driven by these vehicles is 36,820.

- Public awareness program: The Northeast Texas Air Care runs an annual public education and ozone awareness program for the five county Tyler/Longview/Marshall area. The program includes the following elements: an ozone watch and warning communications network between local governments and industries to communicate ozone action day forecasts issued by the Texas Commission of Environmental Quality; a North East Texas Air Care website (<http://www.netac.org>); production and distribution of public service announcements; school programs and teacher training workshops; distribution of public information and educational materials; and an annual ozone season kick-off meeting for northeast Texas.

AMERICANS WITH DISABILITIES ACT

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

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

TAMPO has chosen to show both mobility and non-mobility projects for the area. The non-mobility or lump-sum categorized projects are included after the Highway Projects: Mobility section.

GLOSSARY

SUPPLEMENTING THE FOLLOWING PROJECT LISTING AND EXPLAINING TERMS AND ITEMS SHOWN

CATEGORY:

Federal Funding Category – Major categories of Federal funding as established by the Transportation Equity Act for the 21st Century. Categories are:

IC	Interstate Construction
IM	Interstate Maintenance
NH	National Highway System
STP	Surface Transportation Program
CM	Congestion Mitigation and Air Quality Funds
BR	On/Off System Bridge Rehabilitation
DSB	Donor State Bonus Funds
MA	Minimum Allocation Funds
FLHP	Federal Land Highway Program
FTA	Federal Transit Administration Funding
LET Date	Bid Let Date

STATEWIDE CONTROL SECTION JOB NUMBER:

Programming number utilized for statewide lump sum funded projects.

CSJ:

Control Section Job Number – Texas Department of Transportation assigned number for projects entered into the Unified Transportation Plan.

MAP KEY:

Identifies the project on the maps retained at the TAMPO office and GIS data files.

PROJECT ID:

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

**HIGHWAY PROJECTS
MOBILITY**

STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM
TIP FY 2015-2018
TYLER METROPOLITAN PLANNING ORGANIZATION
FY 2015

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST	
10 - TYLER	SMITH	0910-16-124	VA	C,E	TYLER		\$ 2,033,476	
LIMITS FROM VARIOUS LOCATIONS IN						REVISION DATE: 11/2013		
LIMITS TO: THE CITY OF TYLER						MPO PROJ NUM: SNM-44		
PROJECT CONSTRUCT SIDEWALKS AT 7 LOCATIONS IN THE CITY OF TYLER						FUNDING CAT(S): 9,LC		
DESCR:						PROJECT HISTORY:		
REMARKS								
P7:								
TOTAL PROJECT COST INFORMATION				AUTHORIZED FUNDING BY CATEGORY/SHARE				
PRELIM ENG:	\$ 91,590	COST OF APPROVED PHASES:						
ROW PURCHASE:	\$ C		9-ENHANCEMENTS:	\$ 1,648,322	\$ C	\$ 412,081	\$ C	\$ 2,060,403
CONST COST:	\$ 1,869,176		TOTAL:	\$ 1,648,322	\$ C	\$ 412,081	\$ C	\$ 2,060,403
CONST ENG:	\$ 72,711							
CONTING:	\$ 52,524							
IND COSTS:	\$ 90,281							
BND FINANCING:	\$ C							
TOTAL PRJ COST:	\$ 2,502,266							

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

* FUNDING NOT FIXED

STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM
TIP FY 2015-2018
TYLER METROPOLITAN PLANNING ORGANIZATION
FY 2016

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST	
10 - TYLER	SMITH	0910-16-120	PW	C,E			\$ 1,085,467	
LIMITS FROM WITHIN TYLER STATE PARK						REVISION DATE: 07/2014		
LIMITS TO:						MPO PROJ NUM:		
PROJECT CONSTRUCT NEW ENTRANCE ROAD & PARKING						FUNDING CAT(S): 10		
DESCR:						PROJECT HISTORY:		
REMARKS						P7:		
TOTAL PROJECT COST INFORMATION						AUTHORIZED FUNDING BY CATEGORY/SHARE		
PRELIM ENG:	\$ 47,799	COST OF APPROVED PHASES:						
ROW PURCHASE:	\$		10-MISC:	\$ 0	\$ 1,085,467	\$ C	\$ C	\$ 1,085,467*
CONST COST:	\$ 975,438		TOTAL:	\$ 0	\$ 1,085,467	\$ C	\$ C	\$ 1,085,467
CONST ENG:	\$ 62,233							
CONTING:	\$ 12,583							
IND COSTS:	\$ 47,114							
BND FINANCING:	\$							
TOTAL PRJ COST:	\$ 1,201,544							

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST	
10 - TYLER	SMITH	0910-16-121	PW	C,E			\$ 1,799,045	
LIMITS FROM VARIOUS LOCATIONS						REVISION DATE: 07/2014		
LIMITS TO: WITHIN TYLER STATE PARK						MPO PROJ NUM:		
PROJECT OVERLAY PARK ROADS, PARKING LOTS & CAMPSITE PULLOUTS						FUNDING CAT(S): 10		
DESCR:						PROJECT HISTORY:		
REMARKS						P7:		
TOTAL PROJECT COST INFORMATION						AUTHORIZED FUNDING BY CATEGORY/SHARE		
PRELIM ENG:	\$ 79,217	COST OF APPROVED PHASES:						
ROW PURCHASE:	\$		10-MISC:	\$ 0	\$ 1,799,045	\$ C	\$ C	\$ 1,799,045*
CONST COST:	\$ 1,616,683		TOTAL:	\$ 0	\$ 1,799,045	\$ C	\$ C	\$ 1,799,045
CONST ENG:	\$ 103,144							
CONTING:	\$ 20,855							
IND COSTS:	\$ 78,086							
BND FINANCING:	\$							
TOTAL PRJ COST:	\$ 1,991,430							

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

* FUNDING NOT FIXED

STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM
TIP FY 2015-2018
TYLER METROPOLITAN PLANNING ORGANIZATION
FY 2017

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST	
10 - TYLER	SMITH	0191-01-063	US 69	C,E	TYLER		\$ 10,634,867	
LIMITS FROM AT FM 346, E OF FLINT						REVISION DATE: 07/2014		
LIMITS TO:						MPO PROJ NUM: SM-27		
PROJECT CONSTRUCT GRADE-SEPARATED INTERCHANGE						FUNDING CAT(S): 1,11,12		
DESCR:								
REMARKS						PROJECT HISTORY: CONSTRUCT GRADE-SEPARATED INTERCHANGE		
P7:						GROUPED PE ONLY LMTTP		
TOTAL PROJECT COST INFORMATION				AUTHORIZED FUNDING BY CATEGORY/SHARE				
PRELIM ENG:	\$ 475,507	COST OF APPROVED PHASES:	1-PRVNT	\$ 2,507,894	\$ 626,973	\$ C	\$ C	\$ 3,134,867 *
ROW PURCHASE:	\$ 1,085,000		11-DIST DISC:	\$ 2,000,000	\$ 500,000	\$ C	\$ C	\$ 2,500,000
CONST COST:	\$ 9,704,231		12-STRAT PRIOR:	\$ 4,000,000	\$ 1,000,000	\$ C	\$ C	\$ 5,000,000
CONST ENG:	\$ 455,128		TOTAL:	\$ 8,507,894	\$ 2,126,973	\$ C	\$ C	\$ 10,634,867
CONTING:	\$ 290,157							
IND COSTS:	\$ 468,714							
BND FINANCING:	\$ C							
TOTAL PRJ COST:	\$ 12,914,458							

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

* FUNDING NOT FIXED

No Projects Listed For This Year

TRANSIT PROJECTS

**FY 2015 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	\$92,176
	SR-PT8	State Funds from TxDOT	\$0
Apportionment Year	2015	Other Funds	\$23,044
Project Phase		Fiscal Year Cost	\$115,220
Brief Project Description	Capital expenses related to Americans with Disability Act such as wheelchair ramps, bus repairs, etc.	Total Project Cost	\$115,220
		Trans. Dev. Credits Requested	\$0
Sec 5309 ID Number	NA	Trans. Dev. Credits Awarded (Date & Amount)	\$0
Amendment Date & Action			

<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor	Tyler Transit	Federal Funding Category	5307
MPO Project Information (reference number, etc)		Federal (FTA) Funds	\$608,834
	SR-PT8	State Funds from TxDOT	\$0
Apportionment Year	2015	Other Funds	\$152,209
Project Phase		Fiscal Year Cost	\$761,043
Brief Project Description	Capital and preventative maintenance expenses such as buses, bus maintenance.	Total Project Cost	\$761,043
		Trans. Dev. Credits Requested	\$0
Sec 5309 ID Number	NA	Trans. Dev. Credits Awarded (Date & Amount)	\$0
Amendment Date & Action			

<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor	Tyler Transit	Federal Funding Category	5307
MPO Project Information (reference number, etc)		Federal (FTA) Funds	\$16,000
	SR-PT8	State Funds from TxDOT	\$0
Apportionment Year	2015	Other Funds	\$4,000
Project Phase		Fiscal Year Cost	\$20,000
Brief Project Description	Planning - short term planning such as administrative costs.	Total Project Cost	\$20,000
		Trans. Dev. Credits Requested	\$0
Sec 5309 ID Number	NA	Trans. Dev. Credits Awarded (Date & Amount)	\$0
Amendment Date & Action			

<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor	Tyler Transit	Federal Funding Category	5307
MPO Project Information (reference number, etc)		Federal (FTA) Funds	\$8,000
	SR-PT8	State Funds from TxDOT	\$0
Apportionment Year	2015	Other Funds	\$2,000
Project Phase		Fiscal Year Cost	\$10,000
Brief Project Description	Security expenses such as cameras, personel, alarm systems.	Total Project Cost	\$10,000
		Trans. Dev. Credits Requested	\$0
Sec 5309 ID Number	NA	Trans. Dev. Credits Awarded (Date & Amount)	\$0
Amendment Date & Action			

FY 2015 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	\$533,830
	SR-PT8	State Funds from TxDOT	\$209,763
Apportionment Year	2015	Other Funds	\$324,067
Project Phase		Fiscal Year Cost	\$1,067,660
Brief Project Description	Operating expenses such as personnel salaries, fuel, utilities, etc.	Total Project Cost	\$1,067,660
		Trans. Dev. Credits Requested	\$0
		Trans. Dev. Credits Awarded	
Sec 5309 ID Number	NA	(Date & Amount)	\$0
Amendment Date & Action			

<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor	Tyler Transit	Federal Funding Category	5310
MPO Project Information (reference number, etc)		Federal (FTA) Funds	\$0
	SR-PT8	State Funds from TxDOT	\$100,000
Apportionment Year	2015	Other Funds	\$25,000
Project Phase		Fiscal Year Cost	\$125,000
Brief Project Description	Capital expenses related to ADA Bus Maintenance/Bus Purchases	Total Project Cost	\$125,000
		Trans. Dev. Credits Requested	\$0
		Trans. Dev. Credits Awarded	
Sec 5309 ID Number	NA	(Date & Amount)	\$0
Amendment Date & Action			

FY 2016 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	\$94,016
		State Funds from TxDOT	\$0
		Other Funds	\$23,504
Apportionment Year	2016	Fiscal Year Cost	\$117,520
Project Phase			
Brief Project Description	Capital expenses related to Americans with Disability Act such as wheelchair ramps, bus repairs, etc.	Total Project Cost	\$117,520
		Trans. Dev. Credits Requested	\$0
Sec 5309 ID Number	NA	Trans. Dev. Credits Awarded (Date & Amount)	\$0
Amendment Date & Action			

<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor	Tyler Transit	Federal Funding Category	5307
MPO Project Information (reference number, etc)		Federal (FTA) Funds	\$639,996
		State Funds from TxDOT	\$0
		Other Funds	\$159,999
Apportionment Year	2016	Fiscal Year Cost	\$799,995
Project Phase			
Brief Project Description	Capital and preventative maintenance expenses such as buses, bus maintenance.	Total Project Cost	\$799,995
		Trans. Dev. Credits Requested	\$0
Sec 5309 ID Number	NA	Trans. Dev. Credits Awarded (Date & Amount)	\$0
Amendment Date & Action			

<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor	Tyler Transit	Federal Funding Category	5307
MPO Project Information (reference number, etc)		Federal (FTA) Funds	\$8,000
		State Funds from TxDOT	\$0
		Other Funds	\$2,000
Apportionment Year	2016	Fiscal Year Cost	\$10,000
Project Phase			
Brief Project Description	Security expenses such as cameras, personel, alarm systems.	Total Project Cost	\$10,000
		Trans. Dev. Credits Requested	\$0
Sec 5309 ID Number	NA	Trans. Dev. Credits Awarded (Date & Amount)	\$0
Amendment Date & Action			

FY 2016 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	\$565,183
		State Funds from TxDOT	\$209,763
		Other Funds	\$355,420
Apportionment Year	2016	Fiscal Year Cost	\$1,130,366
Project Phase			
Brief Project Description	Operating expenses such as personnel salaries, fuel, utilities, etc.	Total Project Cost	\$1,130,366
		Trans. Dev. Credits Requested	\$0
		Trans. Dev. Credits Awarded (Date & Amount)	\$0
Sec 5309 ID Number	NA		
Amendment Date & Action			

<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor	Tyler Transit	Federal Funding Category	5310
MPO Project Information (reference number, etc)		Federal (FTA) Funds	\$0
		State Funds from TxDOT	\$100,000
		Other Funds	\$25,000
Apportionment Year	2016	Fiscal Year Cost	\$125,000
Project Phase			
Brief Project Description	Capital expenses related to ADA Bus Maintenance/Bus Purchases	Total Project Cost	\$125,000
		Trans. Dev. Credits Requested	\$0
		Trans. Dev. Credits Awarded (Date & Amount)	\$0
Sec 5309 ID Number	NA		
Amendment Date & Action			

<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor	Tyler Transit	Federal Funding Category	5304
MPO Project Information (reference number, etc)		Federal (FTA) Funds	\$0
		State Funds from TxDOT	120,000
		Other Funds	30,000
Apportionment Year		Fiscal Year Cost	\$150,000
Project Phase			
Brief Project Description	Planning-Review/evaluation of routes to include UZA Zones	Total Project Cost	\$0
		Trans. Dev. Credits Requested	\$0
		Trans. Dev. Credits Awarded (Date & Amount)	\$0
Sec 5309 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	\$300,000
		State Funds from TxDOT	0
		Other Funds	75,000
Apportionment Year		Fiscal Year Cost	\$375,000
Project Phase			
Brief Project Description	Capital Expense for bus purchase/bus equipment	Total Project Cost	\$0
		Trans. Dev. Credits Requested	\$0
		Trans. Dev. Credits Awarded (Date & Amount)	\$0
Sec 5309 ID Number			
Amendment Date & Action			

FY 2017 TRANSIT PROJECT DESCRIPTIONS
TYLER AREA MPO TRANSPORTATION IMPROVEMENT PROGRAM

Tyler		YOE = Year of Expenditure	
<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor	Tyler Transit	Federal Funding Category	5307
MPO Project Information (reference number, etc)		Federal (FTA) Funds	\$60,000
		State Funds from TxDOT	\$0
		Other Funds	\$15,000
Apportionment Year	2017	Fiscal Year Cost	\$75,000
Project Phase			
Brief Project Description	Capital expenses related to Americans with Disability Act such as wheelchair ramps, bus repairs, etc.	Total Project Cost	\$75,000
		Trans. Dev. Credits Requested	\$0
		Trans. Dev. Credits Awarded (Date & Amount)	\$0
Sec 5309 ID Number	NA		
Amendment Date & Action			
<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor	Tyler Transit	Federal Funding Category	5307
MPO Project Information (reference number, etc)		Federal (FTA) Funds	\$660,000
		State Funds from TxDOT	\$0
		Other Funds	\$165,000
Apportionment Year	2017	Fiscal Year Cost	\$825,000
Project Phase			
Brief Project Description	Capital and preventative maintenance expenses such as buses, bus maintenance.	Total Project Cost	\$825,000
		Trans. Dev. Credits Requested	\$0
		Trans. Dev. Credits Awarded (Date & Amount)	\$0
Sec 5309 ID Number	NA		
Amendment Date & Action			
<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor	Tyler Transit	Federal Funding Category	5307
MPO Project Information (reference number, etc)		Federal (FTA) Funds	\$8,000
		State Funds from TxDOT	\$0
		Other Funds	\$2,000
Apportionment Year	2017	Fiscal Year Cost	\$10,000
Project Phase			
Brief Project Description	Security expenses such as cameras, personel, alarm systems.	Total Project Cost	\$12,000
		Trans. Dev. Credits Requested	\$0
		Trans. Dev. Credits Awarded (Date & Amount)	\$0
Sec 5309 ID Number	NA		
Amendment Date & Action			
<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor	Tyler Transit	Federal Funding Category	5307
MPO Project Information (reference number, etc)		Federal (FTA) Funds	\$635,993
		State Funds from TxDOT	\$0
		Other Funds	\$635,993
Apportionment Year	2017	Fiscal Year Cost	\$1,271,986
Project Phase			
Brief Project Description	Operating expenses such as personnel salaries, fuel, utilities, etc.	Total Project Cost	\$1,271,986
		Trans. Dev. Credits Requested	\$0
		Trans. Dev. Credits Awarded (Date & Amount)	\$0
Sec 5309 ID Number	NA		
Amendment Date & Action			

<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	\$120,000
		State Funds from TxDOT	0
		Other Funds	30,000
Apportionment Year	2017	Fiscal Year Cost	\$150,000
Project Phase			
Brief Project Description	Capital expenses related to ADA Bus Maintenance/Bus Purchases	Total Project Cost	\$150,000
		Trans. Dev. Credits Requested	\$0
		Trans. Dev. Credits Awarded	
Sec 5309 ID Number		(Date & Amount)	\$0
Amendment Date & Action			

FY 2018 TRANSIT PROJECT DESCRIPTIONS
TYLER AREA MPO TRANSPORTATION IMPROVEMENT PROGRAM

Tyler

YOE = Year of Expenditure

<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor	Tyler Transit	Federal Funding Category	5307
MPO Project Information (reference number, etc)		Federal (FTA) Funds	\$80,000
		State Funds from TxDOT	\$0
		Other Funds	\$20,000
Apportionment Year	2018	Fiscal Year Cost	\$100,000
Project Phase			
Brief Project Description	Capital expenses related to Americans with Disability Act such as wheelchair ramps, bus repairs, etc.	Total Project Cost	\$100,000
		Trans. Dev. Credits Requested	\$0
Sec 5309 ID Number	NA	Trans. Dev. Credits Awarded (Date & Amount)	\$0
Amendment Date & Action			

<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor	Tyler Transit	Federal Funding Category	5307
MPO Project Information (reference number, etc)		Federal (FTA) Funds	\$660,000
		State Funds from TxDOT	\$0
		Other Funds	\$165,000
Apportionment Year	2018	Fiscal Year Cost	\$825,000
Project Phase			
Brief Project Description	Capital and preventative maintenance expenses such as buses, bus maintenance.	Total Project Cost	\$825,000
		Trans. Dev. Credits Requested	\$0
Sec 5309 ID Number	NA	Trans. Dev. Credits Awarded (Date & Amount)	\$0
Amendment Date & Action			

<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor	Tyler Transit	Federal Funding Category	5307
MPO Project Information (reference number, etc)		Federal (FTA) Funds	\$12,000
		State Funds from TxDOT	\$0
		Other Funds	\$3,000
Apportionment Year	2018	Fiscal Year Cost	\$15,000
Project Phase			
Brief Project Description	Security expenses such as cameras, personel, alarm systems.	Total Project Cost	\$15,000
		Trans. Dev. Credits Requested	\$0
Sec 5309 ID Number	NA	Trans. Dev. Credits Awarded (Date & Amount)	\$0
Amendment Date & Action			

FY 2018 TRANSIT PROJECT DESCRIPTIONS
TYLER AREA MPO TRANSPORTATION IMPROVEMENT PROGRAM

Tyler

YOE = Year of Expenditure

<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor	Tyler Transit	Federal Funding Category	5307
MPO Project Information (reference number, etc)		Federal (FTA) Funds	\$513,298
		State Funds from TxDOT	\$209,763
		Other Funds	\$303,535
Apportionment Year	2018	Fiscal Year Cost	\$1,026,596
Project Phase			
Brief Project Description	Operating expenses such as personnel salaries, fuel, utilities, etc.	Total Project Cost	\$1,350,000
		Trans. Dev. Credits Requested	\$0
		Trans. Dev. Credits Awarded	
Sec 5309 ID Number	NA	(Date & Amount)	\$0
Amendment Date & Action			

<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor	Tyler Transit	Federal Funding Category	5310
MPO Project Information (reference number, etc)		Federal (FTA) Funds	\$0
		State Funds from TxDOT	\$140,000
		Other Funds	\$35,000
Apportionment Year	2018	Fiscal Year Cost	\$175,000
Project Phase			
Brief Project Description	Capital expense related to ADA paratransit, bus maintenance/bus purchases	Total Project Cost	\$175,000
		Trans. Dev. Credits Requested	\$0
		Trans. Dev. Credits Awarded	
Sec 5309 ID Number	NA	(Date & Amount)	\$0
Amendment Date & Action			

<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor	Tyler Transit	Federal Funding Category	5339
MPO Project Information (reference number, etc)		Federal (FTA) Funds	\$320,000
		State Funds from TxDOT	0
		Other Funds	80,000
Apportionment Year	2018	Fiscal Year Cost	\$400,000
Project Phase			
Brief Project Description	Capital Expense for bus purchase/bus equipment	Total Project Cost	\$0
		Trans. Dev. Credits Requested	\$0
		Trans. Dev. Credits Awarded	
Sec 5309 ID Number		(Date & Amount)	\$0
Amendment Date & Action			

FINANCIAL SUMMARY



Tyler Area Metropolitan Planning Organization
FY 2015 - 2018 Transportation Improvement Program

Funding by Category

Category	Description	FY 2015		FY 2016		FY 2017		FY 2018		Total FY 2015 - 2018	
		Programmed	Authorized	Programmed	Authorized	Programmed	Authorized	Programmed	Authorized	Programmed	Authorized
1	Preventive Maintenance and Rehabilitation	\$0	\$0	\$0	\$0	\$3,134,867	\$3,134,867	\$0	\$0	\$3,134,867	\$3,134,867
2M or 2U	Urban Area (Non- TMA) Corridor Projects	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
3	Non-Traditionally Funded Transportation Project	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
4	Statewide Connectivity Corridor Projects	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
5	CMAQ	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
5 Flex	Map21 Flex	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
6	Structures	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
7	Metro Mobility & Rehab	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
8	Safety	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
9	Enhancements	\$2,060,403	\$2,060,403	\$0	\$0	\$0	\$0	\$0	\$0	\$2,060,403	\$2,060,403
9 Flex	TAP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
10	Supplemental Transportation	\$0	\$0	\$2,884,512	\$2,884,512	\$0	\$0	\$0	\$0	\$2,884,512	\$2,884,512
11	District Discretionary	\$0	\$0	\$0	\$0	\$2,500,000	\$2,500,000	\$0	\$0	\$2,500,000	\$2,500,000
12	Strategic Priority	\$0	\$0	\$0	\$0	\$5,000,000	\$5,000,000	\$0	\$0	\$5,000,000	\$5,000,000
12C	Strategic Priority RECON	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
12S	Strategic Priority RECON	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
SBPE	Strategy Budget PE	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
SB 102	Strategy 102	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total		\$2,060,403	\$2,060,403	\$2,884,512	\$2,884,512	\$10,634,867	\$10,634,867	\$0	\$0	\$15,579,782	\$15,579,782

Funding Participation Source

Source	FY 2015	FY 2016	FY 2017	FY 2018	Total
Federal	\$1,648,322	\$0	\$8,507,894	\$0	\$10,156,216
State	\$0	\$2,884,512	\$2,126,973	\$0	\$5,011,485
Local Match	\$412,081	\$0	\$0	\$0	\$412,081
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 - Stragegy 102 Budget	\$0	\$0	\$0	\$0	\$0
Total	\$2,060,403	\$2,884,512	\$10,634,867	\$0	\$15,579,782



Tyler Area Metropolitan Planning Organization
FY 2015 - 2018 Transportation Improvement Program

All Figures in Year of Expenditure (YOE) Dollars

Transit Program		FY 2015			FY 2016			FY 2017		
		Federal	Match	Total	Federal	Match	Total	Federal	Match	Total
1	Sec. 5307 - Urbanized Formula >200K			\$0			\$0			\$0
2	Sec. 5307 - Urbanized Formula <200K	\$1,258,840	\$715,083	\$1,973,923	\$1,307,195	\$750,686	\$2,057,881	\$1,363,993	\$817,993	\$2,181,986
3	Sec. 5309 - Fixed Guideway Investment			\$0			\$0			\$0
4	Sec. 5337 - State of Good Repair			\$0			\$0			\$0
5	Sec. 5339 - Bus & Bus Facilities >200k			\$0			\$0			\$0
6	Sec. 5310-Seniors&People w/Disabilities >200k		\$125,000	\$125,000		\$125,000	\$125,000	\$120,000	\$30,000	\$150,000
7	Sec. 5316 - JARC >200K			\$0			\$0			\$0
8	Sec. 5317 - New Freedom >200K			\$0			\$0			\$0
9	Other FTA			\$0			\$0			\$0
10	Regionally Significant or Other (incl FHWA transfers)			\$0		\$150,000	\$150,000			\$0
Total Funds		\$1,258,840	\$840,083	\$2,098,923	\$1,307,195	\$1,025,686	\$2,332,881	\$1,483,993	\$847,993	\$2,331,986
Transportation Development Credits Requested				\$0			\$0			\$0
Transportation Development Credits Awarded				\$0			\$0			\$0

All Figures in Year of Expenditure (YOE) Dollars

Transit Programs		FY 2018			Total		
		Federal	Match	Total	Federal	Match	Total
1	Sec. 5307 - Urbanized Formula >200K			\$0	\$0	\$0	\$0
2	Sec. 5307 - Urbanized Formula <200K	\$1,265,298	\$701,298	\$1,966,596	\$5,195,326	\$2,985,060	\$8,180,386
3	Sec. 5309 - Fixed Guideway Investment			\$0	\$0	\$0	\$0
4	Sec. 5337 - State of Good Repair			\$0	\$0	\$0	\$0
5	Sec. 5339 - Bus & Bus Facilities >200k	\$320,000	\$80,000	\$400,000	\$320,000	\$80,000	\$400,000
6	Sec. 5310-Seniors&People w/Disabilities >200k		\$175,000	\$175,000	\$120,000	\$455,000	\$575,000
7	Sec. 5316 - JARC >200K			\$0	\$0	\$0	\$0
8	Sec. 5317 - New Freedom >200K			\$0	\$0	\$0	\$0
9	Other FTA			\$0	\$0	\$0	\$0
10	Regionally Significant or Other (incl FHWA transfers)			\$0	\$0	\$150,000	\$150,000
Total Funds		\$1,585,298	\$956,298	\$2,541,596	\$5,635,326	\$3,670,060	\$9,305,386
Transportation Development Credits Requested				\$0			\$0
Transportation Development Credits Awarded				\$0			\$0

MPO SELF-CERTIFICATION – ATTAINMENT AREA

In accordance with 23 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 transportation planning process is addressing the major issues in the metropolitan planning area and is being conducted in accordance with all applicable requirements of:

- (1) 23 U.S.C. 134, 49 U.S.C. 5303, and this subpart;
- (2) Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21;
- (3) 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
- (4) Section 1101(b) of MAP-21 (Pub. L. 112-141) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in USDOT funded projects;
- (5) 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
- (6) 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;
- (7) 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;
- (8) Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender; and
- (9) 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

4/9/14

Date

Tyler Area
Metropolitan Planning Organization
Policy Board Chairperson



Chairperson, MPO Policy Committee

4.10.14

Date

APPENDICES

APPENDIX A

HIGHWAY PROJECTS NON-MOBILITY

The following non-mobility projects are provided to reflect more accurately the total transportation system improvements planned for the Tyler Area Metropolitan Area. The Tyler Area MPO has opted to utilize the grouped projects category listing. Grouping projects by these categories provides an efficient and streamlined method of programming and implementing these projects. If additional funding becomes available at a later time, the funds can be advanced into these additional projects.

Grouped Project CSJs

Table 1

Definition of Grouped Projects for Use in the STIP

Revised May 18, 2005

PROPOSED CSJ	GROUPED PROJECT CATEGORY	DEFINITION
5000-00-950	PE – Preliminary Engineering	Preliminary Engineering for any project that is not added capacity in a non-attainment area. Includes activities which do not involve or lead directly to construction such as planning and technical studies, grants for training and research programs.
5000-00-951	Right of Way Acquisition	Right of Way acquisition for any project that is not added capacity in a non-attainment area. Includes relocation assistance, hardship acquisition and protective buying.
5000-00-952 5000-00-957 5000-00-958	Preventive Maintenance and Rehabilitation	Projects to include pavement repair to preserve existing pavement so that it may achieve its designed loading. Includes seal coats, overlays, resurfacing, restoration and rehabilitation done with existing ROW. Also includes modernization of a highway by reconstruction, adding shoulders or adding auxiliary lanes (e.g., parking, weaving, turning, climbing, non-added capacity).
5000-00-953	Bridge Replacement and Rehabilitation	Projects to replace and/or rehabilitate functionally obsolete or structurally deficient bridges.
5000-00-954	Railroad Grade Separations	Projects to construct or replace existing highway-railroad grade crossings and to rehabilitate and/or replace deficient railroad underpasses, resulting in no added capacity.
5800-00-950	Safety	Projects to include the construction or replacement/rehabilitation of guard rails, median barriers, crash cushions, pavement markings, skid treatments, medians, lighting improvements, 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 and the Federal Railroad Signal Safety Program.
5000-00-956	Landscaping	Project consisting of typical right-of-way landscape development, establishment and aesthetic improvements to include any associated erosion control and environmental mitigation activities.

Grouped Project CSJs

Table 1

Definition of Grouped Projects for Use in the STIP

Revised May 18, 2005

PROPOSED CSJ	GROUPED PROJECT CATEGORY	DEFINITION
5800-00-915	Intelligent Transportation Systems Deployment	Highway traffic operation improvement projects including the installation of ramp metering control devices, variable message signs, traffic monitoring equipment and projects in the Federal ITS/IVHS programs.
5000-00-916	Bicycle and Pedestrian	Construction or rehabilitation of bicycle and pedestrian lanes, paths and facilities.
5000-00-917	Safety Rest Areas and Truck Weigh Stations	Construction and improvement of rest areas and truck weigh stations.
5000-00-918	Transit Improvements	Projects include the construction and improvement of small passenger shelters and information kiosks. Also includes the construction and improvement of rail storage/maintenance facilities bus transfer facilities where minor amounts of additional land are required and there is not a substantial increase in the number of users.

File: PPD 24 (STIP)

W:\Final\Planning\STIP\General\Grouped Projects STIP Letter-revised Table 1 05-18-2005.jmc

STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM
TIP FY 2015-2018
GROUPED PROJECTS
TYLER METROPOLITAN PLANNING ORGANIZATION
FY 2015

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST	
10 - TYLER	SMITH	1163-01-021	FM 850	C,E	OVERTON		\$ 1,372,398	
LIMITS FROM FM 2607, SE						REVISION DATE: 07/2014		
LIMITS TO: RUSK C/L IN OVERTON						MPO PROJ NUM:		
PROJECT RESURFACE ROADWAY						FUNDING CAT(S): 1		
DESCR:						PROJECT HISTORY:		
REMARKS THIS PROJECT ALSO LISTED IN THE 2013 - 2016 P7:								
TOTAL PROJECT COST INFORMATION				AUTHORIZED FUNDING BY CATEGORY/SHARE				
PRELIM ENG:	\$ 62,048	COST OF APPROVED PHASES:		FEDERAL	STATE	LOCAL	LC	TOTAL
ROW PURCHASE:	\$ C		1-PRVNT	\$ 1,097,919	\$ 274,480	\$ C	\$ C	\$ 1,372,398*
CONST COST:	\$ 1,266,284		TOTAL:	\$ 1,097,919	\$ 274,480	\$ C	\$ C	\$ 1,372,398
CONST ENG:	\$ 44,067							
CONTING:	\$ 22,160							
IND COSTS:	\$ 81,162							
BND FINANCING:	\$ C							
TOTAL PRJ COST:	\$ 1,495,481							

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST	
10 - TYLER	SMITH	0591-01-007	FM 13	C,E	TROUP		\$ 43,152	
LIMITS FROM SH 135 IN TROUP, S						REVISION DATE: 07/2014		
LIMITS TO: CHEROKEE C/L						MPO PROJ NUM:		
PROJECT SEAL COAT & PAVEMENT MARKINGS						FUNDING CAT(S): 1		
DESCR:						PROJECT HISTORY:		
REMARKS P7:								
TOTAL PROJECT COST INFORMATION				AUTHORIZED FUNDING BY CATEGORY/SHARE				
PRELIM ENG:	\$ 1,968	COST OF APPROVED PHASES:		FEDERAL	STATE	LOCAL	LC	TOTAL
ROW PURCHASE:	\$ C		1-PRVNT	\$ 34,522	\$ 8,630	\$ C	\$ C	\$ 43,152*
CONST COST:	\$ 40,164		TOTAL:	\$ 34,522	\$ 8,630	\$ C	\$ C	\$ 43,152
CONST ENG:	\$ 1,020							
CONTING:	\$ 225							
IND COSTS:	\$ 1,940							
BND FINANCING:	\$ C							
TOTAL PRJ COST:	\$ 46,008							

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST	
10 - TYLER	SMITH	0679-01-011	FM 757	C,E			\$ 179,249	
LIMITS FROM IH 20, S						REVISION DATE: 07/2014		
LIMITS TO: SH 31						MPO PROJ NUM:		
PROJECT SEAL COAT & PAVEMENT MARKINGS						FUNDING CAT(S): 1		
DESCR:						PROJECT HISTORY:		
REMARKS P7:								
TOTAL PROJECT COST INFORMATION				AUTHORIZED FUNDING BY CATEGORY/SHARE				
PRELIM ENG:	\$ 8,175	COST OF APPROVED PHASES:		FEDERAL	STATE	LOCAL	LC	TOTAL
ROW PURCHASE:	\$ C		1-PRVNT	\$ 143,399	\$ 35,850	\$ C	\$ C	\$ 179,249*
CONST COST:	\$ 166,836		TOTAL:	\$ 143,399	\$ 35,850	\$ C	\$ C	\$ 179,249
CONST ENG:	\$ 4,238							
CONTING:	\$ 934							
IND COSTS:	\$ 8,058							
BND FINANCING:	\$ C							
TOTAL PRJ COST:	\$ 191,111							

PHASE: C = CONSTRUCTION, E = ENGINEERING, R = ROW, T = TRANSFER
* FUNDING NOT FIXED

STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM
TIP FY 2015-2018
GROUPED PROJECTS
TYLER METROPOLITAN PLANNING ORGANIZATION
FY 2015

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST	
10 - TYLER	SMITH	0889-03-010	FM 2868	C,E			\$ 101,796	
LIMITS FROM SH 155, E						REVISION DATE: 07/2014		
LIMITS TO: FM 346 NEAR FLINT						MPO PROJ NUM: SM-47		
PROJECT SEAL COAT & PAVEMENT MARKINGS						FUNDING CAT(S): 1		
DESCR:								
REMARKS						PROJECT HISTORY:		
P7:								
TOTAL PROJECT COST INFORMATION				AUTHORIZED FUNDING BY CATEGORY/SHARE				
PRELIM ENG:	\$ 4,643	COST OF APPROVED PHASES:	FEDERAL		STATE	LOCAL	LC	TOTAL
ROW PURCHASE:	\$ 0		1-PRVNT	\$ 81,436	\$ 20,359	\$ 0	\$ 0	\$ 101,796*
CONST COST:	\$ 94,746		TOTAL:	\$ 81,436	\$ 20,359	\$ 0	\$ 0	\$ 101,796
CONST ENG:	\$ 2,407							
CONTING:	\$ 531							
IND COSTS:	\$ 4,576							
BND FINANCING:	\$ 0							
TOTAL PRJ COST:	\$ 108,532							

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST	
10 - TYLER	SMITH	0910-16-117	CR	C,E			\$ 380,936	
LIMITS FROM CR 481 AT DUCK CREEK						REVISION DATE: 07/2014		
LIMITS TO: STR# AA06-54-001						MPO PROJ NUM:		
PROJECT REPLACE BRIDGE AND APPROACHES						FUNDING CAT(S): 6		
DESCR:								
REMARKS THIS PROJECT ALSO LISTED IN THE 2011 - 2014 STIP						PROJECT HISTORY: REPLACE BRIDGE AND APPROACHES THIS PROJECT ALSO LISTED IN THE 2013 - 2016 STIP		
P7:								
TOTAL PROJECT COST INFORMATION				AUTHORIZED FUNDING BY CATEGORY/SHARE				
PRELIM ENG:	\$ 16,614	COST OF APPROVED PHASES:	FEDERAL		STATE	LOCAL	LC	TOTAL
ROW PURCHASE:	\$ 0		6-STRUCT RHB:	\$ 304,749	\$ 76,187	\$ 0	\$ 0	\$ 380,936*
CONST COST:	\$ 339,062		TOTAL:	\$ 304,749	\$ 76,187	\$ 0	\$ 0	\$ 380,936
CONST ENG:	\$ 25,260							
CONTING:	\$ 0							
IND COSTS:	\$ 16,377							
BND FINANCING:	\$ 0							
TOTAL PRJ COST:	\$ 405,417							

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST	
10 - TYLER	SMITH	0191-03-081	FM 2493	E,R			\$ 4,889,922	
LIMITS FROM FM 2813 IN GRESHAM, S						REVISION DATE: 07/2014		
LIMITS TO: FM 346 IN FLINT						MPO PROJ NUM: LM-D6		
PROJECT WIDEN FROM 2 LANES TO 4 LANES WITH FLUSH MEDIAN						FUNDING CAT(S): 2U		
DESCR:								
REMARKS						PROJECT HISTORY: WIDEN FROM 2 LANES TO 4 LANES WITH FLUSH MEDIAN GROUP FOR PE ONLY		
P7:								
TOTAL PROJECT COST INFORMATION				AUTHORIZED FUNDING BY CATEGORY/SHARE				
PRELIM ENG:	\$ 621,159	COST OF APPROVED PHASES:	FEDERAL		STATE	LOCAL	LC	TOTAL
ROW PURCHASE:	\$ 3,640,000		2U-URBAN CRDR:	\$ 3,911,937	\$ 977,984	\$ 0	\$ 0	\$ 4,889,922*
CONST COST:	\$ 12,676,691		TOTAL:	\$ 3,911,937	\$ 977,984	\$ 0	\$ 0	\$ 4,889,922
CONST ENG:	\$ 628,764							
CONTING:	\$ 252,266							
IND COSTS:	\$ 612,284							
BND FINANCING:	\$ 0							
TOTAL PRJ COST:	\$ 18,905,272							

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

* FUNDING NOT FIXED

STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM
TIP FY 2015-2018
GROUPED PROJECTS
TYLER METROPOLITAN PLANNING ORGANIZATION
FY 2016

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST	
10 - TYLER	SMITH	0165-01-101	US 271	C,E	TYLER		\$ 3,151,933	
LIMITS FROM FM 2015, N OF TYLER, S						REVISION DATE: 07/2014		
LIMITS TO: 0.2 MI S OF SS 147 (BECKHAM ST O/P)						MPO PROJ NUM:		
PROJECT PLANE, REPAIR & RESURFACE ROADWAY						FUNDING CAT(S): 1		
DESCR:						PROJECT HISTORY:		
REMARKS								
P7:								
TOTAL PROJECT COST INFORMATION				AUTHORIZED FUNDING BY CATEGORY/SHARE				
PRELIM ENG:	\$ 141,200	COST OF APPROVED PHASES:		FEDERAL	STATE	LOCAL	LC	TOTAL
ROW PURCHASE:	\$ ()		1-PRVNT	\$ 2,521,547	\$ 630,387	\$ C	\$ C	\$ 3,151,933*
CONST COST:	\$ 2,881,636		TOTAL:	\$ 2,521,547	\$ 630,387	\$ C	\$ C	\$ 3,151,933
CONST ENG:	\$ 129,097							
CONTING:	\$ ()		\$ 3,151,933					
IND COSTS:	\$ 139,183							
BND FINANCING:	\$ ()							
TOTAL PRJ COST:	\$ 3,405,805							

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

* FUNDING NOT FIXED

STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM
TIP FY 2015-2018

GROUPED PROJECTS
TYLER METROPOLITAN PLANNING ORGANIZATION
FY 2017

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST	
10 - TYLER	SMITH	0245-05-047	SH 64	C,E	TYLER		\$ 2,352,431	
LIMITS FROM FM 724, E						REVISION DATE: 07/2014		
LIMITS TO: SL 323 IN TYLER						MPO PROJ NUM:		
PROJECT REPAIR & RESURFACE ROADWAY						FUNDING CAT(S): 1		
DESCR:								
REMARKS						PROJECT HISTORY:		
P7:								
TOTAL PROJECT COST INFORMATION				AUTHORIZED FUNDING BY CATEGORY/SHARE				
PRELIM ENG:	\$ 105,384	COST OF APPROVED PHASES:						
ROW PURCHASE:	\$		1-PRVNT	\$ 1,881,945	\$ 470,486	\$	C \$	C \$ 2,352,431*
CONST COST:	\$ 2,150,696		TOTAL:	\$ 1,881,945	\$ 470,486	\$	C \$	C \$ 2,352,431
CONST ENG:	\$ 96,351							
CONTING:	\$							
IND COSTS:	\$ 103,879							
BND FINANCING:	\$							
TOTAL PRJ COST:	\$ 2,541,907							

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST	
10 - TYLER	SMITH	0165-01-102	US 271	C,E	TYLER		\$ 372,750	
LIMITS FROM 0.7 M S OF SS 147 (ERWIN ST), S						REVISION DATE: 07/2014		
LIMITS TO: SH 31 (FRONT ST) IN TYLER						MPO PROJ NUM:		
PROJECT PLANE & RESURFACE ROADWAY						FUNDING CAT(S): 1		
DESCR:								
REMARKS						PROJECT HISTORY:		
P7:								
TOTAL PROJECT COST INFORMATION				AUTHORIZED FUNDING BY CATEGORY/SHARE				
PRELIM ENG:	\$ 16,699	COST OF APPROVED PHASES:						
ROW PURCHASE:	\$		1-PRVNT	\$ 298,200	\$ 74,550	\$	C \$	C \$ 372,750*
CONST COST:	\$ 340,784		TOTAL:	\$ 298,200	\$ 74,550	\$	C \$	C \$ 372,750
CONST ENG:	\$ 15,267							
CONTING:	\$							
IND COSTS:	\$ 16,480							
BND FINANCING:	\$							
TOTAL PRJ COST:	\$ 402,773							

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST	
10 - TYLER	SMITH	0165-01-103	SH 155	C,E	TYLER		\$ 1,491,000	
LIMITS FROM SH 31 (FRONT ST.), S						REVISION DATE: 07/2014		
LIMITS TO: SH 64 (5TH ST) IN TYLER						MPO PROJ NUM:		
PROJECT PLANE & RESURFACE ROADWAY						FUNDING CAT(S): 1		
DESCR:								
REMARKS						PROJECT HISTORY:		
P7:								
TOTAL PROJECT COST INFORMATION				AUTHORIZED FUNDING BY CATEGORY/SHARE				
PRELIM ENG:	\$ 68,794	COST OF APPROVED PHASES:						
ROW PURCHASE:	\$		1-PRVNT	\$ 1,192,800	\$ 298,200	\$	C \$	C \$ 1,491,000*
CONST COST:	\$ 1,363,137		TOTAL:	\$ 1,192,800	\$ 298,200	\$	C \$	C \$ 1,491,000
CONST ENG:	\$ 61,069							
CONTING:	\$							
IND COSTS:	\$ 65,840							
BND FINANCING:	\$							
TOTAL PRJ COST:	\$ 1,611,092							

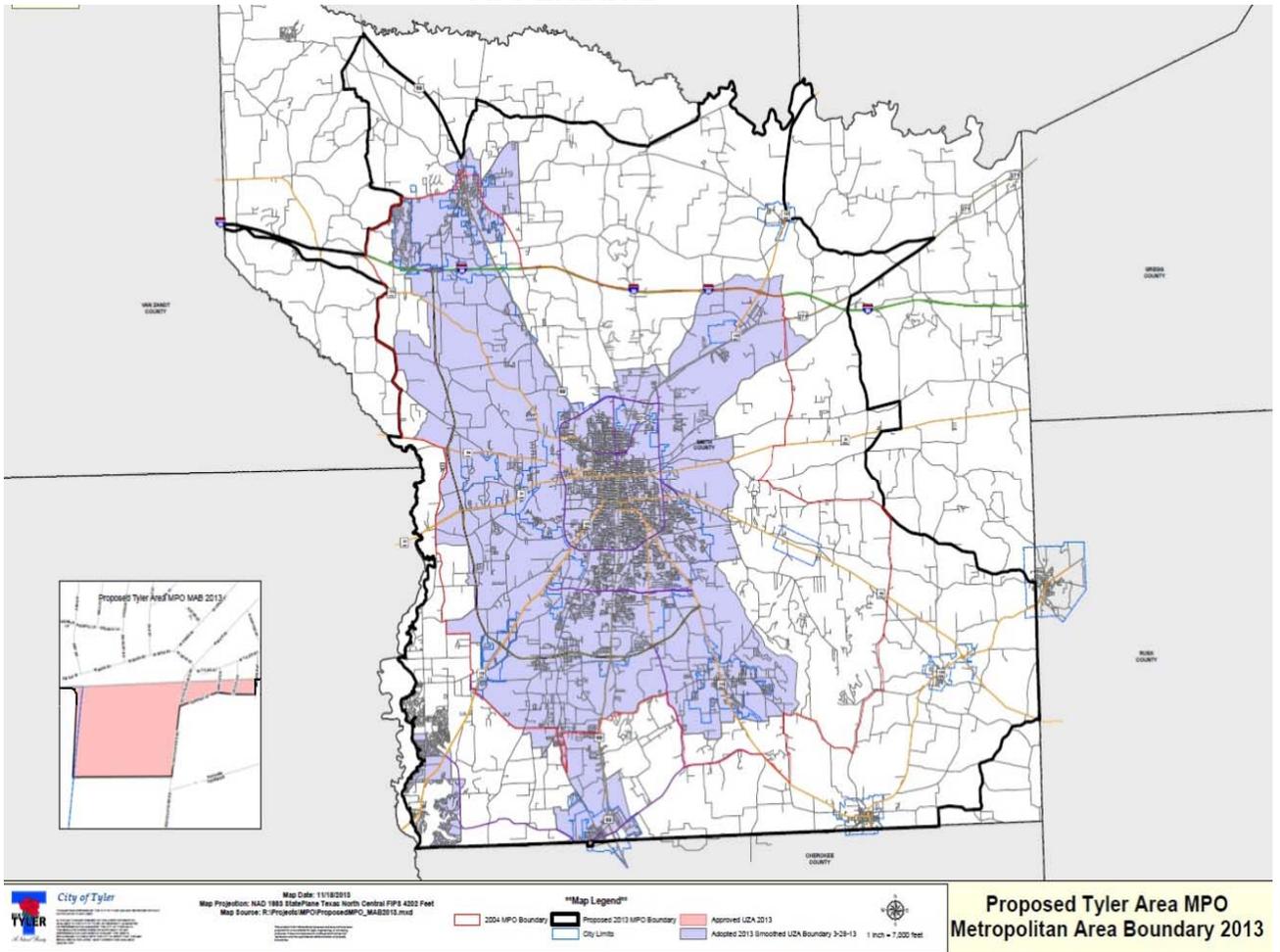
PHASE: C = CONSTRUCTION, E = ENGINEERING, R = ROW, T = TRANSFER

* FUNDING NOT FIXED

STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM
TIP FY 2015-2018
GROUPED PROJECTS
TYLER METROPOLITAN PLANNING ORGANIZATION
FY 2018

No Projects Listed For This Year

APPENDIX B



Appendix C

Projects Undergoing Environmental Assessment

This Appendix contains projects that are scheduled for implementation beyond the four years of the Transportation Improvement Program time frame, and it in no way implies that these projects are programmed in the Transportation Improvement Program. Cost estimates are preliminary and do not represent any commitment of construction funding. Consistency with the Metropolitan Transportation Plan will be verified as alternatives are examined in studies or environmental clearance efforts. Projects listed in Appendix C will include, at a minimum, Control Section Job Number, county, Texas Department of Transportation district, sponsoring entity, street name, project limits, project description, estimated let date and preliminary project cost.

The purpose of Appendix C is to identify projects that are undergoing preliminary engineering and environmental analysis consistent with early project development. The Federal Highway Administration allows these projects to be referenced in the current Transportation Improvement Program in order to facilitate the feasibility and preliminary engineering and environmental analysis phases.

STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM
TIP FY 2015-2018
TYLER METROPOLITAN PLANNING ORGANIZATION
FY 2015

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST	
10 - TYLER	SMITH	0190-04-033	US 69	E	LINDALE		\$ 5,566,295	
LIMITS FROM US 69, NORTH OF LINDALE, S						REVISION DATE: 07/2014		
LIMITS TO: IH 20 AT LP 49 (LP 49 EXTENSION)						MPO PROJ NUM: SM-30		
PROJECT CONSTRUCT 2-LNS CONTROLLED ACCESS TOLL ROAD ON NEW LOCATION AS EXTENSION OF						FUNDING CAT(S): LC		
DESCR: LP 49 (ULTIMATE 4-LANE FACILITY)_ (TOLL)								
REMARKS APPROVED IN APPENDX C OF TIP; PROJ LISTED IN 11-14 & 13-16 STIP P7:						PROJECT HISTORY: CONSTRUCT 2-LNS CONTROLLED ACCESS TOLL ROAD ON NEW LOCATION AS EXTENSION OF LP 49 (ULTIMATE 4-LANE FACILITY)_ (TOLL), SEG 4 POSS FUNDING SOURCES: TOLL REVENUE BACKED BONDS, LOCAL LEVERAGE		
TOTAL PROJECT COST INFORMATION				AUTHORIZED FUNDING BY CATEGORY/SHARE				
PRELIM ENG:	\$ 2,880,131	COST OF APPROVED PHASES:		FEDERAL	STATE	LOCAL	LC	TOTAL
ROW PURCHASE:	\$ C		LOCAL CONTR:	\$ 0	\$ 0	\$ C	\$ 5,566,295	\$ 5,566,295*
CONST COST:	\$ 58,778,189		TOTAL:	\$ 0	\$ 0	\$ C	\$ 5,566,295	\$ 5,566,295
CONST ENG:	\$ 2,686,163							
CONTING:	\$ 4,866,834							
IND COSTS:	\$ 2,838,987							
BND FINANCING:	\$ C							
TOTAL PRJ COST:	\$ 75,506,462							

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

* FUNDING NOT FIXED

**STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM
TIP FY 2015-2018
GROUPED PROJECTS
TYLER METROPOLITAN PLANNING ORGANIZATION
FY 2015**

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST			
10 - TYLER	SMITH	3487-01-016	SL 49	E	TYLER		\$ 0			
LIMITS FROM US 69, W						REVISION DATE: 07/2014				
LIMITS TO: FM 2493 IN TYLER						MPO PROJ NUM:				
PROJECT PRELIMINARY DESIGN & ENVIRONMENTAL DOCS FOR 10' BIKE PATH ON NORTH SIDE OF						FUNDING CAT(S): 8				
DESCR: ROADWAY ON EXISTING ROW										
REMARKS						PROJECT HISTORY:				
P7:										
TOTAL PROJECT COST INFORMATION				AUTHORIZED FUNDING BY CATEGORY/SHARE						
PRELIM ENG:	\$	C	COST OF APPROVED PHASES:	TOTAL:	FEDERAL	STATE	LOCAL	LC	TOTAL	
ROW PURCHASE:	\$	C		\$	0	\$	0	\$	0	\$
CONST COST:	\$	20,000		\$ 0						
CONST ENG:	\$	C								
CONTING:	\$	C								
IND COSTS:	\$	966								
BND FINANCING:	\$	C								
TOTAL PRJ COST:	\$	20,966								

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

* FUNDING NOT FIXED

STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM
TIP FY 2015-2018
TYLER METROPOLITAN PLANNING ORGANIZATION
FY 2016

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST	
10 - TYLER	SMITH	0191-03-083	FM 2493	E	TYLER		\$ 6,067,804	
LIMITS FROM FM 346 IN FLINT, S						REVISION DATE: 07/2014		
LIMITS TO: 0.3 MI S OF FM 344 (CHEROKEE C/L)						MPO PROJ NUM: LM-D6-2		
PROJECT WIDEN FROM 2 LANES TO 4 LANES WITH FLUSH MEDIAN						FUNDING CAT(S): Supplemental Plan Authority		
DESCR:						PROJECT HISTORY: WIDEN FROM 2 LANES TO 4 LANES WITH FLUSH MEDIAN		
REMARKS						P7:		
TOTAL PROJECT COST INFORMATION				AUTHORIZED FUNDING BY CATEGORY/SHARE				
PRELIM ENG:	\$ 3,015,440	COST OF APPROVED PHASES:	TOTAL:					
ROW PURCHASE:	\$		FEDERAL	STATE	LOCAL	LC	TOTAL	
CONST COST:	\$ 61,539,592		\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	
CONST ENG:	\$ 3,052,364							
CONTING:	\$ 1,224,638							
IND COSTS:	\$ 2,972,362		\$ 6,067,804					
BND FINANCING:	\$ 0							
TOTAL PRJ COST:	\$ 74,105,970							

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST	
10 - TYLER	SMITH	2558-01-015	SP 248	E	TYLER		\$ 880,669	
LIMITS FROM 1.75 MI W OF FM 848(OLD OMEN RD), E						REVISION DATE: 08/2013		
LIMITS TO: SH 64 SE OF TYLER						MPO PROJ NUM:		
PROJECT WIDEN 2 LN ROAD TO 4 LANE DIVIDED ROADWAY W/FLUSH MEDIAN						FUNDING CAT(S): 2U,11		
DESCR:						PROJECT HISTORY: WIDEN 2 LN ROAD TO 4 LANE DIVIDED ROADWAY W/FLUSH MEDIAN		
REMARKS						AUG.2013 REV. PE PHASE ONLY		
P7:								
TOTAL PROJECT COST INFORMATION				AUTHORIZED FUNDING BY CATEGORY/SHARE				
PRELIM ENG:	\$ 437,655	COST OF APPROVED PHASES:	2U-URBAN CRDR:					
ROW PURCHASE:	\$ 0		FEDERAL	STATE	LOCAL	LC	TOTAL	
CONST COST:	\$ 8,931,729		\$ 448,000	\$ 112,000	\$ 0	\$ 0	\$ 560,000	
CONST ENG:	\$ 443,014							
CONTING:	\$ 177,741							
IND COSTS:	\$ 431,403		\$ 880,669					
BND FINANCING:	\$ 0							
TOTAL PRJ COST:	\$ 10,755,588							

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

* FUNDING NOT FIXED

No Projects Listed For This Year

STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM
TIP FY 2015-2018
GROUPED PROJECTS
TYLER METROPOLITAN PLANNING ORGANIZATION
FY 2018

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST		
10 - TYLER	SMITH	0522-04-032	FM 16	E	LINDALE		\$ 7,886		
LIMITS FROM 0.3 MI W OF FM 849 (CR481), E						REVISION DATE: 07/2014			
LIMITS TO: US 69 IN LINDALE						MPO PROJ NUM:			
PROJECT FEASIBLTY STUDY FOR CAPACITY EXPANSION IN ANTICIPATION OF THE EXTENSION OF TOLL						FUNDING CAT(S): Supplemental Plan Authority			
DESCR: 49 FROM IH 20 TO US 69 N OF LINDALE									
REMARKS						PROJECT HISTORY:			
P7:									
TOTAL PROJECT COST INFORMATION				AUTHORIZED FUNDING BY CATEGORY/SHARE					
PRELIM ENG:	\$ 3,947	COST OF APPROVED PHASES:	\$ 7,886	FEDERAL	STATE	LOCAL	LC	TOTAL	
ROW PURCHASE:	\$			TOTAL:	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0
CONST COST:	\$ 80,552								
CONST ENG:	\$ 3,939								
CONTING:	\$ 910								
IND COSTS:	\$ 3,891								
BND FINANCING:	\$								
TOTAL PRJ COST:	\$ 96,590								

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST		
10 - TYLER	SMITH	3021-01-008	FM 2964	E			\$ 14,745		
LIMITS FROM SH110, 1.3 MI S OF LP323(SHILOH RD)S						REVISION DATE: 07/2014			
LIMITS TO: 0.3 MI S OF SH 110 (LIBBIE ST)						MPO PROJ NUM:			
PROJECT FEASIBILITY STUDY TO REALIGN ROADWAY &/OR IMPROVE INTERSECTM @ SH 110 IN RAPIDLY						FUNDING CAT(S): Supplemental Plan Authority			
DESCR: DEVELOPING COMMERCIAL & RESIDENTIAL AREA									
REMARKS						PROJECT HISTORY:			
P7:						JUNE 2012 REVISION			
TOTAL PROJECT COST INFORMATION				AUTHORIZED FUNDING BY CATEGORY/SHARE					
PRELIM ENG:	\$ 7,380	COST OF APPROVED PHASES:	\$ 14,745	FEDERAL	STATE	LOCAL	LC	TOTAL	
ROW PURCHASE:	\$			TOTAL:	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0
CONST COST:	\$ 150,614								
CONST ENG:	\$ 7,365								
CONTING:	\$ 1,702								
IND COSTS:	\$ 7,275								
BND FINANCING:	\$								
TOTAL PRJ COST:	\$ 180,601								

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

* FUNDING NOT FIXED

TEXAS DEPARTMENT OF TRANSPORTATION

STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM

STIP 2015-2018

TYLER DISTRICT 2015-2018 TIP

RURAL HIGHWAY



Initial 2015-2018 STIP

STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM
TIP FY 2015-2018
TXDOT TYLER DISTRICT
FY 2015

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
10 - TYLER	CHEROKEE	0199-03-028	US 69	E,R	WELLS		\$ 5,854,430
LIMITS FROM 2.0 MI N OF FM 1247, NEAR WELLS, S						REVISION DATE: 07/2014	
LIMITS TO: 0.9 MI S OF FM 1247 (ANGELINA C/L)						MPO PROJ NUM:	
PROJECT WIDEN 2 LANE ROADWAY TO 4 LANE DIVIDED CURB & GUTTER ROADWAY						FUNDING CAT(S): 10	
DESCR:						PROJECT HISTORY: CONSTRUCT TO 4-LN DIVIDED URBAN C&G ROADWAY WIDEN FROM 2 LANES TO 4 LANES	
REMARKS P7:							

TOTAL PROJECT COST INFORMATION			AUTHORIZED FUNDING BY CATEGORY/SHARE				
			FEDERAL	STATE	LOCAL	LC	TOTAL
PRELIM ENG:	\$ 697,955	COST OF APPROVED PHASES: \$ 5,854,430	10-MISC:	\$ 4,683,544	\$ 1,170,886	\$ 0	\$ 5,854,430
ROW PURCHASE:	\$ 4,449,974		TOTAL:	\$ 4,683,544	\$ 1,170,886	\$ 0	\$ 5,854,430
CONST COST:	\$ 14,243,969						
CONST ENG:	\$ 706,501						
CONTING:	\$ 283,455						
IND COSTS:	\$ 687,984						
BND FINANCING:	\$ 0						
TOTAL PRJ COST:	\$ 21,069,838						

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

* FUNDING NOT FIXED

STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM
TIP FY 2015-2018
TXDOT TYLER DISTRICT
FY 2016

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOY COST
10 - TYLER	RUSK	3421-01-004	SL 571	E			\$ 2,322,793
LIMITS FROM US 79, SW OF HENDERSON, SE & E						REVISION DATE: 07/2014	
LIMITS TO: US 259, S OF HENDERSON						MPO PROJ NUM:	
PROJECT CONSTRUCT 2 LANE ROADWAY ON NEW LOCATION (PH 1 OF 4 LN DIVIDED HIGHWAY)						FUNDING CAT(S): LC	
DESCR:							
REMARKS THIS PROJECT ALSO INCLUDED IN THE 2011 - 2014 STIP						PROJECT HISTORY: CONSTRUCT 2 LANE RURAL ON NEW LOCATION (PHASE 1 OF 4- LANE) ALSO IN 2013 - 16 STIP	
P7:							

TOTAL PROJECT COST INFORMATION			AUTHORIZED FUNDING BY CATEGORY/SHARE					
			FEDERAL	STATE	LOCAL	LC	TOTAL	
PRELIM ENG:	\$ 1,161,396	COST OF APPROVED PHASES: \$ 2,322,793	LOCAL CONTR:	\$ 0	\$ 0	\$ 0	\$ 9,000,000	\$ 9,000,000
ROW PURCHASE:	\$ 1,471,000		TOTAL:	\$ 0	\$ 0	\$ 0	\$ 9,000,000	\$ 9,000,000
CONST COST:	\$ 23,701,965							
CONST ENG:	\$ 1,161,396							
CONTING:	\$ 296,275							
IND COSTS:	\$ 1,144,805							
BND FINANCING:	\$ 0							
TOTAL PRJ COST:	\$ 30,230,964							

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

* FUNDING NOT FIXED



Tyler District - 10
FY 2015 - 2018 Transportation Improvement Program

Funding by Category

Category	Description	FY 2015		FY 2016		FY 2017		FY 2018		Total FY 2015 - 2018	
		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	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
3	Non-Traditionally Funded Transportation Project	\$0	\$0	\$9,000,000	\$9,000,000	\$0	\$0	\$0	\$0	\$9,000,000	\$9,000,000
4	Statewide Connectivity Corridor Projects	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
5	CMAQ	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
5 Flex	Map21 Flex	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
6	Structures	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
7	Metro Mobility & Rehab	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
8	Safety	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
9	Enhancements	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
9 Flex	TAP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
10	Supplemental Transportation	\$5,854,460	\$5,854,430	\$0	\$0	\$0	\$0	\$0	\$0	\$5,854,460	\$5,854,430
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
12C	Strategic Priority RECON	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
12S	Strategic Priority RECON	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
SBPE	Strategy Budget PE	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
SB 102	Strategy 102	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total		\$5,854,460	\$5,854,430	\$9,000,000	\$9,000,000	\$0	\$0	\$0	\$0	\$14,854,460	\$14,854,430

Funding Participation Source

Source	FY 2015	FY 2016	FY 2017	FY 2018	Total
Federal	\$4,683,544	\$0	\$0	\$0	\$4,683,544
State	\$1,170,886	\$0	\$0	\$0	\$1,170,886
Local Match	\$0	\$0	\$0	\$0	\$0
CAT 3 - Local Contributions	\$0	\$9,000,000	\$0	\$0	\$9,000,000
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	\$5,854,430	\$9,000,000	\$0	\$0	\$14,854,430