



2027-2030 Statewide Transportation Improvement Program



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TxDOT Tyler District

Highway Projects

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Introduction

Transportation impacts the lives of every Texas citizen and is a vital component of the Texas economy. It is the Texas Department of Transportation's (TXDOT's) mission to work with others to provide safe and reliable transportation solutions for Texas. The challenge faced by TXDOT in continuing to provide safe and reliable transportation is one of balancing the needs of transportation system users with the limited funding available to meet those needs.

A series of plans and programs developed by TXDOT, Metropolitan Planning Organizations (MPOs), and partner agencies effectively guide the department's and local officials' planning and programming activities to ensure that we plan and develop projects that best address state, regional, and local transportation needs (Table 1).

Table 1 Transportation Plans and Programs

Plan/Program	Developed By	Approved By	Time Period	Content	Update Cycle
TXDOT Strategic Plan	TXDOT	Texas Transportation Commission	5 YEARS	TXDOT's operational goals and strategies	Every 2 Years
Texas Transportation Plan (Statewide Long-Range Plan)	TXDOT	Texas Transportation Commission	20+ YEARS	Future goals, strategies, and performance measures for the multimodal transportation system	Every 4 Years
Metropolitan Transportation Plan (MTP) Attainment	MPO	MPO Policy Board	20+ YEARS	Plan Policies, programs, and projects for development that respond to adopted goals and expenditures for state and federal funds over the next 20+ years	Every 5 Years
Metropolitan Transportation Plan (MTP) non-Attainment	MPO	MPO Policy Board	20+ YEARS	Plan Policies, programs, and projects for development that respond to adopted goals and expenditures for state and federal funds over the next 20+ years	Every 4 Years
Unified Transportation Program (UTP)	TXDOT	Texas Transportation Commission	10 YEARS	Multi-modal projects to be funded/implemented in a 10-year period	Annual
Transportation Improvement Programs (TIPs) – TxDOT Rural	TXDOT District	Governor (delegated to TXDOT)	4 YEARS	Multi-modal transportation projects/investments	Every 2 Years
Transportation Improvement Programs (TIPs) – MPO	MPOS	MPO Policy Board	4 YEARS	Multi-modal transportation projects/investments	Every 2 Years
Statewide Transportation Program (STIP)	TXDOT	USDOT (FHWA/FTA)	4 YEARS	Multi-modal transportation projects/investments	Every 2 Years
State Implementation Plan (SIP)	TCEQ & <u>Non-Attainment</u> MPOs	EPA	N/A	Plan/Program A description of control strategies, or measures to deal with pollution for areas that fail to achieve national ambient air quality standards (NAAQS)	Revised as needed
* Update / approval dependent on a Transportation Conformity Determination that demonstrates projects meet all air quality conformity requirements of the Clean Air Act					

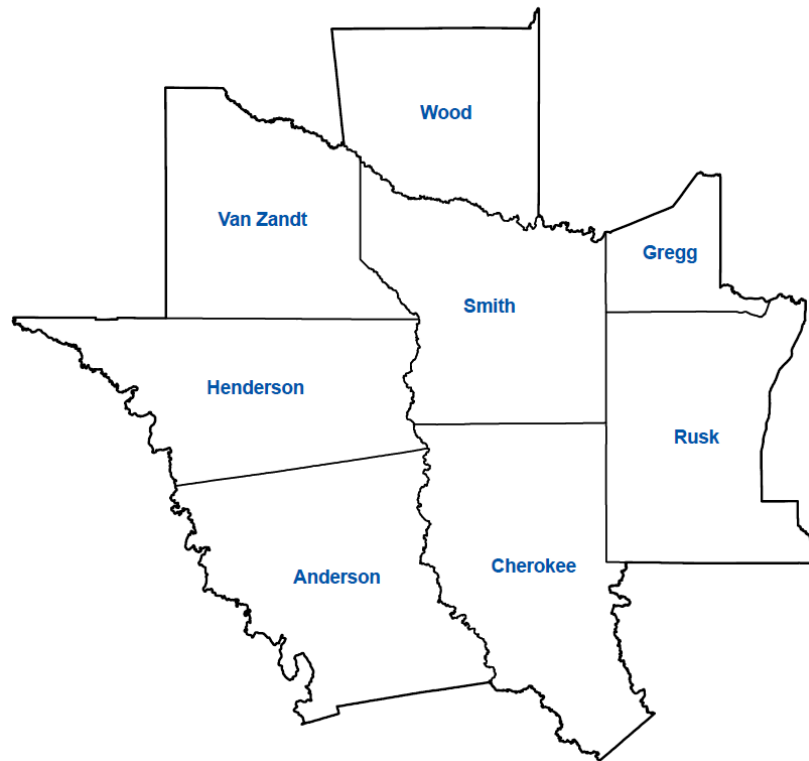
Rural Transportation Improvement Program

A Rural Transportation Improvement Program (Rural TIP) is a short-range program developed by the department in cooperation with rural planning organizations (RPO) that covers a four-year period and contains a prioritized listing of all projects proposed for federal funding and regionally significant projects proposed for state, federal, and local funding in all areas of the state outside of metropolitan planning areas. Projects may include planning, engineering, design, right of way acquisition, construction, and maintenance. The Rural TIP also contains an estimate of available state, federal, and local funding and the estimated project expenditures. A project's inclusion in the Rural TIP and Statewide Transportation Improvement Program (STIP) generally represents a commitment that it is programmed for implementation in the near term. (43 TAC §16.4)

Explanation of Process

An effective transportation planning and programming process requires continuous cooperation among many state, local, and federal transportation entities and the integration of numerous requirements imposed by state and federal law. It is a multi-step process that is more dynamic than static and more circular than linear. The process includes development by the department, metropolitan planning organizations (MPO), and rural planning organizations (RPO) of separate but interrelated planning documents. These documents identify short-, mid-, and long-term projects, strategies, and transportation needs; Short-range programming documents contain a listing of prioritized projects that are likely to be implemented, mid-range to long-term programming documents contain a listing of prioritized projects expected to be ready for implementation future years. Underlying the planning and programming process is the need to develop reliable financial assumptions and forecasts for common use by all participants at all levels of the process. Finally, there is the allocation of available state and federal resources by the department and MPOs to fund individual projects that will address the long-range needs and goals. Strategic performance measures are used to monitor and evaluate the effectiveness of the process and its participants and to identify areas that need improvement.

The Tyler District



The Tyler District plans, designs, builds, operates and maintains the state transportation system in the following counties: Anderson, Cherokee, Gregg, Henderson, Rusk, Smith, Van Zandt and Wood. The district primarily conducts asset preservation and mobility projects to ensure the safety of the traveling public. The district covers an area of 6,596 miles with roadway transportation network of 8,845 miles. With a population of 696,846 residents in the area, the estimated miles driven in the district daily is 16,883,154.

Funding

Federal planning rules under 23 CFR 135 require that the TIP include projects, or an identified phase of a project, only if full funding can reasonably be anticipated to be available for the project within the time contemplated for completion of the project. The state rule under 43 TAC 16.103(c) requires that projects be consistent with funding reasonably expected to be available during the relevant period as provided under the UTP. (STIP)

Budgeting and Fiscal Constraint

TxDOT's budget is determined by TxDOT's Finance Division which publishes forecasted and anticipated revenues the department receives from fuel taxes, vehicle registration fees, bonds, federal reimbursements, local matching funds, and other state and local funds. Forecasted revenue numbers are then provided to the districts and MPOs for allocation to projects that are listed in the Rural TIPs and MPO TIPs. The TIPs must be fiscally constrained to the funding forecasted in the UTP. The shifting of projects between fiscal years allows for the flexibility essential to efficient program management. The maximum transfer of funding among categories and programs will be accomplished to ensure TxDOT

does not lose federal apportionments and obligation authority. Should federal apportionments be reduced by obligation authority, state and local dollars that would no longer be required to match federal funds will allow TxDOT to advance projects with state funds, seek advanced construction funds, or defer projects until federal obligation authority is available. Any source of funding that is reduced or eliminated will be represented in revisions to the applicable TIP and STIP funding summaries, and the TIP/STIP project listing to ensure fiscal constraint. (STIP)

Highway Funding

Highway and highway-related projects and programs are funded under the following Unified Transportation Program (UTP) categories, refer to TxDOT UTP for additional information:

- Category 1 - Preventive Maintenance and Rehabilitation (usually grouped projects)
- Category 2 – Metropolitan and Urban Area Corridor Projects (usually MPO projects)
- Category 3 – Non-Traditionally Funded Transportation Projects
- Category 4 – Statewide Connectivity Corridor Projects
- Category 5 – Congestion Mitigation and Air Quality Improvement (MPO projects)
- Category 6 – Structures Replacement and Rehabilitation (usually grouped projects)
 - Highway Bridge Program
 - Bridge Maintenance and Improvement Program
 - Bridge System Safety Program
- Category 7 – Metropolitan Mobility and Rehabilitation (usually MPO projects)
- Category 8 – Safety (usually grouped projects)
 - Highway Safety Improvement Program
 - Systemic Widening Program
 - Rail-Highway Crossing Program
- Category 9 – Transportation Enhancements
 - Transportation Alternatives Program (TAP)
 - Transportation Alternatives Set-Aside (TA Set-Aside)

- Category 10 – Supplemental Transportation Projects (see UTP for various programs)
 - Texas Parks and Wildlife Department (TPWD)
 - Green Ribbon Program
 - ADA Pedestrian Program
 - Landscape Incentive Award
- Category 11 – District Discretionary
 - Cost Overruns / Change Orders
 - Energy Sector
 - Safety
- Category 12 – Strategic Priority
 - Texas Transportation Commission (TCC)
 - Texas Clear Lanes

Locally Funded Projects

Transportation projects or programs may also be locally-funded (either partially or fully), but the source of the local funds must be identified and reasonably be anticipated to be available for the project within the time period contemplated for completion of the project. (STIP)

Grouped Projects

In cooperation with the FHWA, TxDOT developed Grouped Project Control Section Job (CSJ) numbers for projects that are not determined to be regionally significant so that they may be grouped in one line item, as allowed for under 23 USC Section 135 and 43 TAC 16.101(d). Non-attainment areas will not

have any added- capacity projects, or phases of added-capacity projects, grouped under this provision. The grouping of projects that are not considered by the department and MPO to be of appropriate scale for individual identification (e.g., minor rehabilitation, preventive maintenance, and nonurbanized transit projects) allows for more efficient programming, and reduces the need for revisions to the RTIPs, MPO TIPs and STIP. Listing of grouped projects for the Tyler District is available in Appendix A.

Individually Listed Projects

Projects with the appropriate scale or reach to be considered regionally significant are listed as stand-alone projects in a given program year have their own category.

The following tables show the regionally significant projects for the Tyler District by Fiscal Year.

Appendix A

Individually Listed Projects

Tyler District RTIP 2027-2030

2027-2030 STIP		07/2026 Revision: Pending Approval								
DISTRICT	MPO	COUNTY	CSJ	TIP FY	HWY	PHASE	CITY	YOE COST		
TYLER		VAN ZANDT	0495-03-070	2027	IH 20	C	OTHER	\$	11,500,000	
LIMITS FROM SH 19 LIMITS TO SH 17								PROJECT SPONSOR	TXDOT-TYLER	
PROJECT CONSTRUCT NEW LOCATION 2 LANE CONTINUOUS FRONTAGE ROAD WEST BOUND (WB)								REVISION DATE	07/2026	
DESCR								MPO PROJ NUM		
REMARKS AA - CORRECT CSJ from 0945 to 0495 AA- CORRECT Cou								FUNDING CAT(S)	12, 1	
P7 nty from Smith to Van Zandt								PROJECT Correction to the CSJ from 0945-03-070. The correct CSJ	HISTORY s 0495-03-070. Correction to the County	
EST TOTAL PROJECT COST INFORMATION				PROPOSED FUNDING BY CATEGORY/SHARE						
PREL ENG \$	502,207	CATEGORY	FEDERAL	STATE	REGIONAL	LOCAL MATCH	LC	TOTAL		
ROW PURCH \$	3,837,671	12	\$ 7,862,400	\$ 1,965,600	\$ 0	\$ 0	0	\$	9,828,000	
CONSTR \$	11,500,000	1	\$ 1,337,600	\$ 334,400	\$ 0	\$ 0	0	\$	1,672,000	
CONST ENG \$	596,499	TOTAL	\$ 9,200,000	\$ 2,300,000	\$ 0	\$ 0	0	\$	11,500,000	
CONTING \$	752,159	PHASES								
INDIRECT \$	297,224									
BOND FIN \$	0									
PT CHG ORD \$	0									
TOTAL CST \$	17,485,760									

Project Map - SH 19, SH 19 to FM 17 - CSJ 0495-03-070



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

STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM
TXDOT TYLER DISTRICT - HIGHWAY PROJECTS
FY 2029

2027-2030 STIP		07/2026 Revision: Revising							
DISTRICT	MPO	COUNTY	CSJ	TIP FY	HWY	PHASE	CITY	YOE COST	
TYLER		GREGG	0424-02-045	2029	SH 31	C		\$ 63,395,000	
LIMITS FROM 0.9 MI W OF FM 2767 (SMITH C/L), E						PROJECT SPONSOR TXDOT			
LIMITS TO FM 1639 (BEGIN 4-LN)						REVISION DATE 07/2026			
PROJECT RECONSTRUCT AND WIDEN FROM 2 TO 4 LANES DIVIDED HIGHWAY							MPO PROJ NUM		
DESCR							FUNDING CAT(S) 4R		
REMARKS				PROJECT HISTORY					
P7									
EST TOTAL PROJECT COST INFORMATION			PROPOSED FUNDING BY CATEGORY/SHARE						
PREL ENG \$	2,962,546	COST OF APPROVED PHASES \$ 63,395,000	CATEGORY	FEDERAL	STATE	REGIONAL	LOCAL MATCH	LC	TOTAL
ROW PURCH \$	6,894,900		4R	\$ 50,716,600	\$ 12,678,400	\$ 0	\$ 0	\$ 0	\$ 63,395,000
CONSTR \$	63,392,002		TOTAL	\$ 50,716,600	\$ 12,678,400	\$ 0	\$ 0	\$ 0	\$ 63,395,000
CONST ENG \$	3,869,448								
CONTING \$	3,869,448								
INDIRECT \$	1,753,343								
BOND FIN \$	0								
PT CHG ORD \$	0								
TOTAL CST \$	82,741,687								

Project Map - SH 31, FM 2767 – FM 1639 – CSJ 0424-02-045

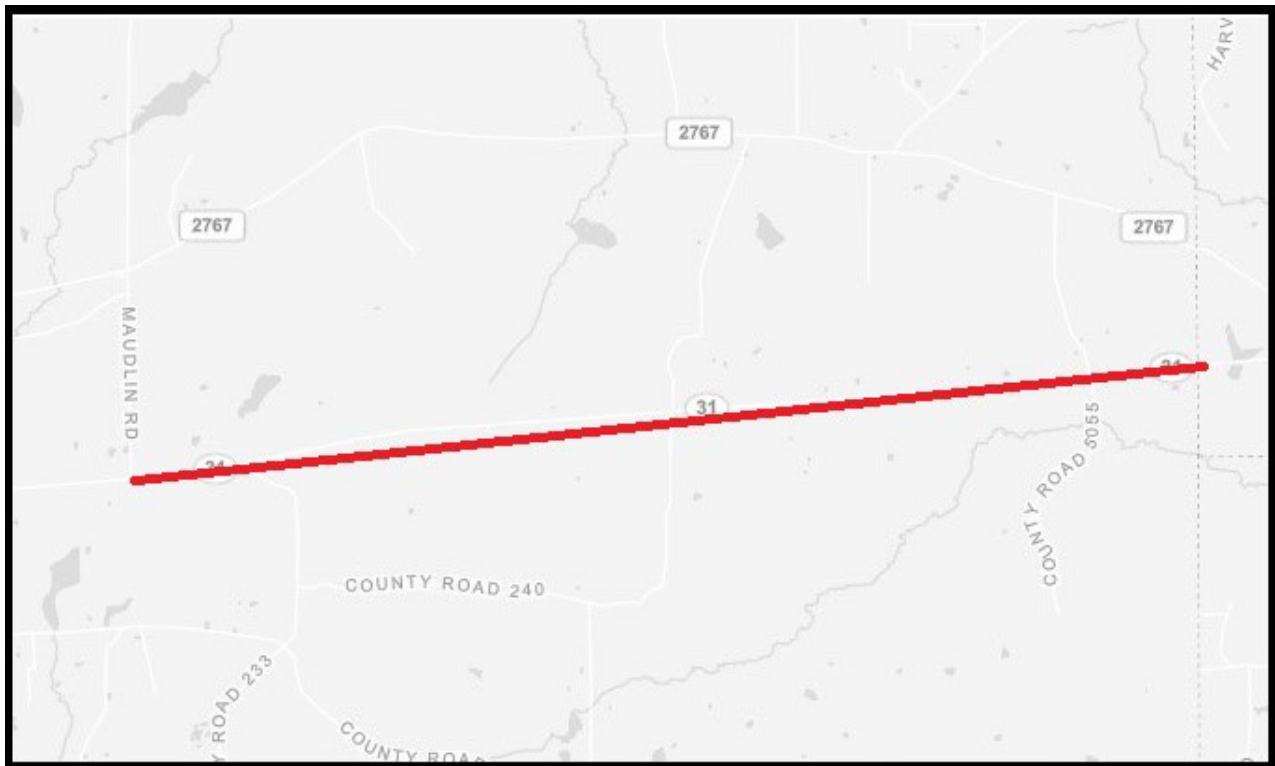


PHASE: C = CONSTRUCTION, E = ENGINEERING, R = ROW, T = TRANSFER

STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM
TXDOT TYLER DISTRICT - HIGHWAY PROJECTS
FY 2029

2027-2030 STIP		07/2026 Revision: Pending Approval									
DISTRICT	MPO	COUNTY	CSJ	TIP FY	HWY	PHASE	CITY	YOE COST			
TYLER		SMITH	0424-01-057	2029	SH 31	C		\$	125,440,000		
LIMITS FROM CR236, 1.6 MI E OF FM757,E LIMITS TO 0.9 MI W OF FM 2767 (GREGG CL)							PROJECT SPONSOR	TXDOT			
PROJECT RECONSTRUCT AND WIDEN FROM 2 TO 4 LANES DIVIDED HIGHWAY							REVISION DATE	07/2026			
DESCR							MPO PROJ NUM				
REMARKS							FUNDING CAT(S)	4R			
P7							PROJECT HISTORY				
EST TOTAL PROJECT COST INFORMATION		PROPOSED FUNDING BY CATEGORY/SHARE									
PREL ENG \$	5,862,282	CATEGORY	FEDERAL	STATE	REGIONAL	LOCAL MATCH	LC	TOTAL			
ROW PURCH \$	6,297,200	4R	\$ 100,352,000	\$ 25,088,000	\$ 0	\$ 0	0	\$ 125,440,000			
CONSTR \$	125,440,000	TOTAL	\$ 100,352,000	\$ 25,088,000	\$ 0	\$ 0	0	\$ 125,440,000			
CONST ENG \$	7,656,858	PHASES									
CONTING \$	7,638,400	\$ 125,440,000									
INDIRECT \$	3,469,513										
BOND FIN \$	0										
PT CHG ORD \$	0										
TOTAL CST \$	156,364,253										

Project Map - SH 31, CR 236 TO Gregg County Line - CSJ 0424-01-057



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

Image 1 – TIP Financial Summary Tyler District FY 2027-2030 Funding Categories

TIP Financial Summary

District/MPO: **Trl - Tyler** STIP Window: **2027-2030** STIP Revision: **7/1/2024**

Funding Categories	Category	Description	FY 2027		FY 2028		FY 2029		FY 2030		Total FY 2027 - 2030		Notes
			Programmed FY 2027	Authorized FY 2027	Programmed FY 2028	Authorized FY 2028	Programmed FY 2029	Authorized FY 2029	Programmed FY 2030	Authorized FY 2030	Programmed FY 2027 - 2030	Authorized FY 2027 - 2030	
	1	Preventive Maintenance and Rehabilitation	\$1,872,000								\$1,872,000	\$0	
	2	Construction and other Area Construction Projects									\$0	\$0	
	3	Non-Traditional									\$0	\$0	
	4	3-28									\$0	\$0	
	5	Energy Fund									\$0	\$0	
	6	Localwide Connectivity Corridor Projects									\$0	\$0	
	7	Location, Innovation and Air Quality Improvement			\$100,000,000						\$100,000,000	\$0	
	8	Structure, Resurfacing and Rehabilitation Bridge									\$0	\$0	
	9	Connective Mobility and Rehabilitation									\$0	\$0	
	10	Other									\$0	\$0	
	11	Transportation Alternatives Set Aside Program									\$0	\$0	
	12	Statewide Capitalization Programs									\$0	\$0	
	13	Other									\$0	\$0	
	14	Statewide Priority	\$3,500,000								\$3,500,000	\$0	
	15	Other									\$0	\$0	
	16	Statewide Budget PE									\$0	\$0	
	17	Statewide Budget ROW									\$0	\$0	
	Funding Categories Total		\$11,500,000	\$0	\$0	\$0	\$100,000,000	\$0	\$0	\$0	\$115,000,000	\$0	

* Non-Traditional funding category will include the total of all non-traditional funding categories except 3 TDC, Category 10 funding will include the total of all Category 10 funding except 10 TPWD.

Image 2 – TIP Financial Summary Tyler District FY 2027-2030 Category 1 – 12 Founding Source Breakdown

Category 1- 12 Funding Source Breakdown

Source	Description	FY 2027	FY 2028	FY 2029	FY 2030	Total FY 2027 - 2030	Notes
		Programmed FY 2027	Programmed FY 2028	Programmed FY 2029	Programmed FY 2030	Total Programmed FY 2027 - 2030	
Federal		\$9,200,000		\$151,068,400		\$160,268,400	
State						\$0	
Local Match		\$2,300,000				\$2,300,000	
Regional				\$37,766,400		\$37,766,400	
Category 1-12 Funding Source Total		\$11,500,000	\$0	\$188,835,000	\$0	\$200,335,000	

Non-Traditional Funding Source Breakdown

Category	Description	FY 2027	FY 2028	FY 2029	FY 2030	Total FY 2027 - 2030	Notes
		Programmed FY 2027	Programmed FY 2028	Programmed FY 2029	Programmed FY 2030	Total Programmed FY 2027 - 2030	
3-LLC	Local Contributions					\$0	
3-RTN	Regional Toll Revenue					\$0	
3-TMP	Texas Mobility Fund					\$0	
Other						\$0	
SW PE	Statewide Budget PE					\$0	
SW ROW	Statewide Budget ROW					\$0	
Non-Traditional Funding Source Total		\$0	\$0	\$0	\$0	\$0	

Category 1 - 12 and Non-Traditional Breakdown Total \$11,500,000 \$0 \$188,835,000 \$0 \$200,335,000

* Category 1 - 12 and Non-Traditional Total will include all funding categories from Category 1-12 Funding Source and Non-Traditional Funding Source Tables. 3 TDC and 10 TPWD are excluded.

3 TDC & 10 TPWD

Category	Description	FY	FY 2028	FY 2029	FY 2030	Total FY 2027 - 2030	Notes
		Programmed FY	Programmed FY 2028	Programmed FY 2029	Programmed FY 2030	Total Programmed FY	
3 TDC	Transportation Development Credits					\$0	
10 TPWD	Texas Parks and Wildlife Department					\$0	
Total		\$0	\$0	\$0	\$0	\$0	

* Programmed funding may exceed the authorized amount in a given year, as long as the total programmed funding across the four-year cycle does not surpass the overall authorized funding.