



AGENDA

TRANSPORTATION PLANNING COMMITTEE (TPC) MEETING

JEFFERSON-ORANGE-HARDIN REGIONAL TRANSPORTATION STUDY (JOHRTS) AREA

Thursday, May 23, 2024
HOMER E. NAGEL ROOM
10:00 a.m.

1. ROLL CALL OF VOTING MEMBERS AND CERTIFICATION OF A QUORUM
2. ADOPTION OF THE AGENDA
3. PUBLIC COMMENTS
4. MINUTES OF THE LAST MEETING (February 29, 2024)
5. REPORT ON THE STATUS OF TRANSPORTATION PLANNING ACTIVITIES
Bob Dickinson – Director, Transportation and Environmental Resources, SETRPC
Lisa Collins, P.E., Director, Transportation Planning and Development, TxDOT– Beaumont District
6. PRESENTATION ON TXDOT SOUTH EAST TEXAS TRUCK PARKING IMPLEMENTATION PLAN
Bob Dickinson – Director, Transportation and Environmental Resources, SETRPC
Brian Cormer – Associate Vice-President, HNTB Corporation, Kansas City, Missouri
Kale Driemeier – Project Manager, TxDOT TP&P, Austin
7. PRESENTATION ON TXDOT FUNDED SS4T AND VISION ZERO TRAINING OPPORTUNITY FOR BEAUMONT DISTRICT
Bob Dickinson – Director, Transportation and Environmental Resources, SETRPC
David Fouts – Safe Streets Training Coordinator, Farm & City

8. REVIEW AND APPROVAL OF RESOLUTION ADOPTING THE "DRAFT" JJOHRTS METROPOLITAN PLAN (MTP-2050)
Bob Dickinson – Director, Transportation and Environmental Resources, SETRPC
9. REVIEW AND APPROVAL OF RESOLUTION ADOPTING THE "DRAFT" JJOHRTS FY 2025-2028 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)
Bob Dickinson – Director, Transportation and Environmental Resources, SETRPC
10. REVIEW AND APPROVAL OF RESOLUTION ADOPTING THE TRANSPORTATION CONFORMITY DETERMINATION FOR THE JJOHRTS METROPOLITAN PLAN (MTP-2050) AND THE JJOHRTS FY 2025-2028 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)
Bob Dickinson – Director, Transportation and Environmental Resources, SETRPC
11. OTHER BUSINESS
Bob Dickinson – Director, Transportation and Environmental Resources, SETRPC
12. SET NEXT MEETING DATE – July 25, 2024
13. ADJOURNMENT



**TRANSPORTATION
PLANNING COMMITTEE
MINUTES OF THE
JEFFERSON-ORANGE-HARDIN
REGIONAL TRANSPORTATION STUDY (JOHRTS) AREA**

DATE: February 29, 2024

TIME: 10:00 a.m.

PLACE: South East Texas Regional Planning Commission (SETRPC)
(Hybrid Meeting)

1. ROLL CALL OF VOTING MEMBERS AND CERTIFICATION OF QUORUM

Commissioner L.W. Cooper, Hardin County, called the meeting to order, welcomed guests and requested introductions.

2. ADOPTION OF THE AGENDA

Commissioner Cooper called for a motion to adopt the agenda as presented. Mr. Don Surratt, Mayor, City of Lumberton, made the motion. Mr. Robert Woods, Public Works Director, City of Nederland, seconded the motion which was carried unanimously.

3. PUBLIC COMMENTS

No public comments.

4. MINUTES OF THE LAST MEETING – November 16, 2023 & February 1, 2024

Commissioner Cooper called for a motion to adopt the minutes of the last meeting as presented. Commissioner Johnny Trahan, Orange County, made the motion. Mr. Mike Lund, Public Works Director, City of Bridge City, seconded the motion which was carried unanimously.

5. REPORT ON THE STATUS OF TRANSPORTATION PLANNING ACTIVITIES

Bob Dickinson, Director, Transportation and Environmental Resources

Lisa Collins, Director of Transportation Planning & Development, TxDOT - Beaumont District

The South East Texas Regional Planning Commission – Metropolitan Planning Organization (SETRPC-MPO) staff continued work on the following activities:

1. SETRPC staff is continuing to work with the TxDOT Beaumont District and TxDOT Transportation Planning and Programming Division (TP&P), the Texas Commission on Environmental Quality, the Environmental Protection Agency-Dallas Regional Office, the Federal Highway Administration-Austin Division, and the Federal Transit Administration-Fort Worth Regional Office for completing the Pre-Analysis Consensus Plan on the JJOHRTS MTP-2050 and the JJOHRTS FY 2025-2028 TIP.
2. SETRPC staff continues to work with TxDOT-Beaumont District, TxDOT TP&P staff, WSP-USA Inc., and Texas A&M Transportation Institute to develop the JJOHRTS MTP-2050 and the JJOHRTS FY 2024-2028 TIP.
3. SETRPC staff attended the TEMPO Executive Director Fall Meeting in Austin from November 30 to December 1, 2023.
4. SETRPC staff participated in a virtual Technical Working Group (TWG) Meeting on Thursday, December 7, 2023.
5. SETRPC staff participated in a Technical Working Group Virtual Advisory Committee meeting on Thursday, January 4, 2024.
6. SETRPC staff met with Beaumont Municipal Transit and Port Arthur Transit staff to discuss the development of the JJOHRTS Metropolitan Transportation Plan 2050 and the JJOHRTS FY 2025-2028 Transportation Improvement Program document in early January.

Lisa Collins, Director of Transportation Planning & Development, TxDOT – Beaumont District, updated the members on their progress:

- The US 69 Lumberton/Kountze Relief Route project is getting ready for public meetings. This should happen in the first week of April.
- The 10/69 Eastex Interchange will let in May, and construction will likely be underway by Fall.
- There is a project coming to widen US 69 from just north of Tram Rd up toward Lumberton in FY 2025.
- The district traffic office and several TxDOT division offices are working on various improvements all over the district coming over the next year. These include flashing LED stop signs in certain areas, upgraded signage and striping at railroad crossings, median cable barrier, and various other safety improvements.

- There are a ton of off-system bridges slated for replacement over the next couple of years, and the district is currently working to procure a consultant to assist in the design efforts for those structures.

6. ELECTION OF THE NEW JOHRTS TRANSPORTATION PLANNING COMMITTEE OFFICERS FOR 2024-2025

Bob Dickinson – Director, Transportation and Environmental Resources, SETRPC

Mr. Dickinson explained that the JOHRTS TPC Urban Planning Region by-laws require a new slate of officers to be elected every two years. The officers revolve between Jefferson, Orange, and Hardin counties; therefore, a representative of Jefferson County will serve as Chairman, a representative from Hardin County will serve as Vice-Chairman, and a representative from TxDOT will serve as Secretary. The recommended new officers for the 2024-2025 TPC are as follows:

Chairman: Vernon Pierce, Commissioner, Jefferson County
Vice-Chairman: LD Cooper, Commissioner, Hardin County
Secretary: Martin Gonzalez P.E., District Engineer, TxDOT - Beaumont District

7. REVIEW PRESENTATION ON TXDOT SOUTH EAST TEXAS TRUCK PARKING IMPLEMENTATION PLAN

Bob Dickinson – Director, Transportation and Environmental Resources, SETRPC

Mr. Dickinson, Director, Transportation & Environmental Resources, SETRPC, introduced Mr. Brian Comer, HNTB Consultant Project Manager, and invited him to begin his presentation.

Mr. Comer gave a detailed overview of the Southeast Texas Truck Parking Action Plan. His main points were:

- Why truck parking matters
- Stakeholder Engagement
- Truck Parking Implementation – Southeast Texas
- TxDOT – Led Infrastructure Improvements
- TxDOT – Supported
- Next Steps

8. REVIEW AND ADOPTION OF RESOLUTION ADOPTING SETRPC (MPO) SUPPORT OF SAFETY TARGETS ESTABLISHED BY THE TEXAS DEPARTMENT OF TRANSPORTATION IN ACCORDANCE WITH REQUIREMENTS IDENTIFIED AS PART OF THE FIXING AMERICA’S SURFACE TRANSPORTATION (FAST) ACT

Bob Dickinson – Director, Transportation and Environmental Resources, SETRPC

The Fixing America’s Surface Transportation (FAST) Act requires the Metropolitan Transportation Plan (MTP) and the Transportation Improvement Program (TIP) to demonstrate a performance based decision process that ties back to regional performance targets. The FAST Act requires MPOs to establish regional performance standards and to meet subsequent reporting requirements. These standards can be to support those adopted by either the State DOT or regional transit agencies, whichever is applicable.

TxDOT adopted the 2024 safety performance targets for Texas November 2023 for five federally required safety performance measures. These targets are applicable to all public roads in Texas regardless of ownership. By supporting TxDOT targets, the MPO would evaluate projects within the MTP and TIP based on whether they assist TxDOT in achieving their safety targets.

Commissioner Trahan, Orange County, called for a motion to adopt the resolution adopting SETRPC (MPO) support of safety targets established by the Texas Department of Transportation in accordance with requirements identified as part of the Fixing America’s Surface Transportation (FAST) act, as presented. Mr. Mark Allen, County Judge, Jasper County, made the motion; Commissioner L.W. Cooper, Hardin County, seconded the motion which was carried unanimously.

9. REPORT ON DEVELOPMENT OF THE JOHRTS METROPOLITAN TRANSPORTATION PLAN (MTP-2050)

Bob Dickinson – Director, Transportation and Environmental Resources, SETRPC

As an information item, Mr. Dickinson included an updated project timeline and stated that we are on track with federal transportation planning requirements to develop our JJOHRTS MTP-2050

10. OTHER BUSINESS

As an information item, Mr. Dickinson presented the February Planning Map.

Mr. Dickinson informed the members that there will be 5 public meetings starting Thursday, April 11, 2024, regarding the MTP-2050, FY 2025-2028 TIP and the Conformity Document.

11. SET NEXT MEETING DATE

The next TPC meeting date has been set for Thursday, May 23, 2024, at 10:00 a.m.

12. ADJOURNMENT

Commissioner Trahan adjourned the meeting at 11:55 a.m.

MEMBERS PRESENT

Clint Fore	Public Works Director, City of Port Neches
Don Surratt	Mayor, City of Lumberton
John Cannatella	Capital Improvement Projects Engineer, City of Port Arthur
Johnny Trahan	Commissioner, Orange County
Kelvin Knauf	Dir. Of Planning & Community Dev., City of Orange
L.W. Cooper	Commissioner, Hardin County
Martin Gonzalez	District Engineer, TxDOT
Mike Lund	Interim City Manager, City of Bridge City
Robert Woods	Public Works Director, City of Nederland

GUESTS PRESENT

Brian Comer	Consultant Project Manager, HNTB
Dan Anderson	Senior Analyst, Camsys
Jeremy Upchurch	HNTB
Kale Driemeir	TxDOT Project Manager, TxDOT - TPP
Kari Sutton	Sr. Environmental Scientist, Poznecki-Camarillo, LLC
Lisa Collins	Dir. of Trans. Planning & Dev., TxDOT – Beaumont District
Mansour Shiraz	Planner, TxDOT
Mark Allen	County Judge, Jasper County
Nancy Peron	Planning Director, TxDOT
Raymond Sanchez	Field Rep TxDOT TP&P, TxDOT
Sarah Dupre	Public Information Officer, Tx DOT
Todd Carlson	Research Scientist, Texas A&M – TTI

SETRPC STAFF PRESENT

Bob Dickinson	Director, SETRPC
James Moore	Senior GIS Analyst, SETRPC
Lucie Michaud	Administrative Assistant, SETRPC
Rachael Robinson	Transportation Planner, SETRPC



May 23, 2024

STATUS ON SETRPC-MPO PLANNING ACTIVITIES

The South East Texas Regional Planning Commission – Metropolitan Planning Organization (SETRPC-MPO) staff continued work on the following activities:

1. SETRPC staff is continuing to work with the TxDOT Beaumont District and TxDOT Transportation Planning and Programming Division (TP&P), the Texas Commission on Environmental Quality, the Environmental Protection Agency-Dallas Regional Office, the Federal Highway Administration-Austin Division, and the Federal Transit Administration-Fort Worth Regional Office for completing the Pre-Analysis Consensus Plan on the JJOHRTS MTP-2050 and the JJOHRTS FY 2025-2028 TIP.
2. SETRPC staff continues to work with TxDOT-Beaumont District, TxDOT TP&P staff, WSP-USA Inc., and Texas A&M Transportation Institute to develop the JJOHRTS MTP-2050 and the JJOHRTS FY 2025-2028 TIP.
3. SETRPC staff participated in a virtual Technical Working Group (TWG) Meeting on Thursday, March 7, 2024.
4. SETRPC participated in a virtual Technical Working Group Advisory Committee on Thursday, April 4, 2024.
5. SETRPC staff held a series of public meetings in mid-April 2024 to give the public an opportunity to review and comment on the draft JJOHRTS MTP-2050, the draft JJOHRTS FY 2025-2028 TIP and the draft Transportation Conformity Document.

President – Wayne McDaniel, Hardin County | 1st VP – Johnny Trahan, Orange County | 2nd VP – Mark Allen, Jasper County
3rd VP – Glenn Johnson, Port Neches | 4th VP – Kimberly Cline, Lumberton | 5th VP – Amanda Gates, Kirbyville
Treasurer – Cathy Nagel, Pine Forest | Secretary – Vernon Pierce, Jefferson County

Executive Director – Shanna Burke

2210 Eastex Freeway Beaumont, Texas 77703-4929

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setrpc@setrpc.org | <https://www.setrpc.org>



Southeast Texas Truck Parking Action Plan Update

SETRPC Transportation Planning Committee



May 23, 2024

Agenda

- Overview of Truck Parking Action Plan.
- What we have heard to date.
- Potential projects, policies and programs.
- Schedule and next steps.





Overview of Truck Parking Action Plan



May 23, 2024

Southeast Texas Truck Parking Action Plan

TxDOT Transportation Planning and Programming Division

- Recommendation from the **2020 Statewide Truck Parking Study (TPS)**
- TxDOT-led and supported local action plans
- Study Area: TxDOT Houston and Beaumont Districts, H-GAC, Southeast Texas Regional Planning Commission, and ports
- Stakeholder engagement
- Outcomes: conceptual action plans, preliminary cost estimates, short, mid, and long-term phasing concepts



**Summer 2024
Final Action Plan**

Why to truck drivers need to park?



Federal Hours of Service (HOS) regulations include strict provisions on driving limits and rest breaks, enforced by in-cab electronic logging devices.



Local community regulations/ordinances restrict parking locations and duration.

Types of Truck Parking



10-hour Rest
Challenge:

Drivers on roads for days and weeks for cross-country trips.



30-Minute Break
Challenge:

Off-duty drivers cannot move the truck for any reason.



Time Off
Challenge:

Off-duty independent drivers need a place to park their truck.



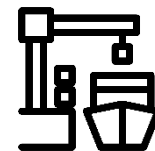
2+ Hour Staging
Challenge:

Drivers pick up and deliver freight at manufacturing plants, warehouses, and distribution centers.



Emergency
Challenge:

Incidents that close or congest the roadway result in drivers needing a place to park.



Intermodal (Ports)
Challenge:

Truck staging/parking needs near ports.



Stakeholder Engagement

What We've Heard

Feedback from Virtual Agency and Industry Stakeholder Workshops

- Curbside truck parking is not allowed by bulk chemical transport company for safety reasons.
- Drivers are nervous to park in areas without lighting and security and need showers and restrooms.
- Shipper of Choice program is favored.
- An educational campaign is important as well as sharing positive examples of truck parking locations.
- LaPorte has no truck parking as city ordinances prevent truck parking.
- TxDOT should consider mitigative measures for truck traffic/accidents during construction.
- Underutilized commercial retail property should be considered.
- Jefferson County has off-site contractor parking for petrochemical refineries that could be partnership opportunities.
- Questions were asked about old TxDOT rest areas and ROW and the team explained that the Maintenance Division is looking at ROW for opportunities.

April 23-24, 2024; 98 participants.

Online Commercial Truck Driver Survey

- Launched on April 22, 2024.
- Closed on May 20, 2024.
- TxDOT needs help from commercial truck drivers to find solutions for safe truck parking.
- 152 responses.





Potential projects, policies, and programs



May 23, 2024

Potential Projects, Policies, Programs, and Technologies

TxDOT - Led

- New parking capacity
- Technology (TPAS, ConnectSmart, data)
- Truck parking guidance
- Education campaign
- Integrate truck parking into project development process



TxDOT - Supported

- New parking capacity
- Innovative funding partnerships
- Industry-provided truck parking





TxDOT-Led Infrastructure Improvements

Truck Parking Implementation

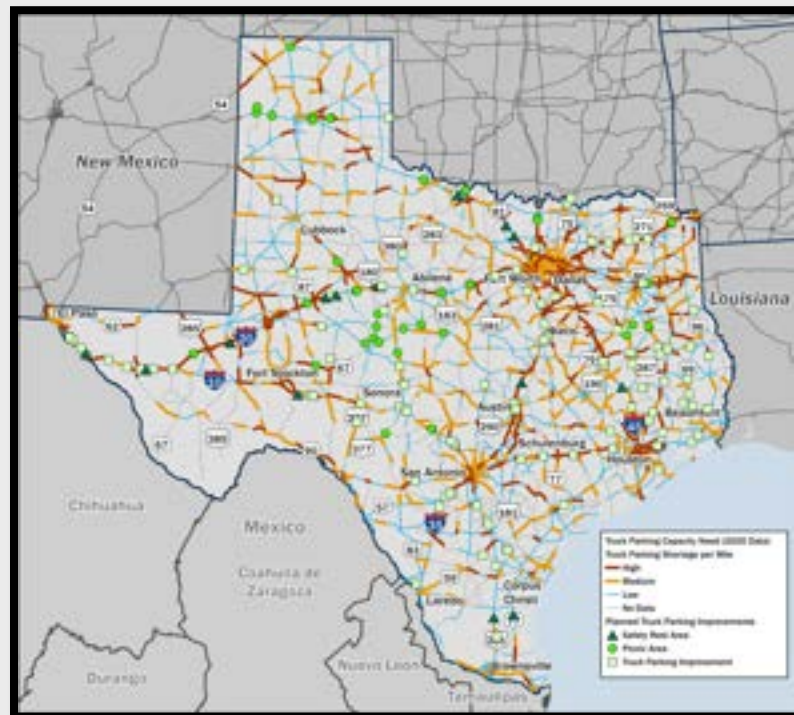
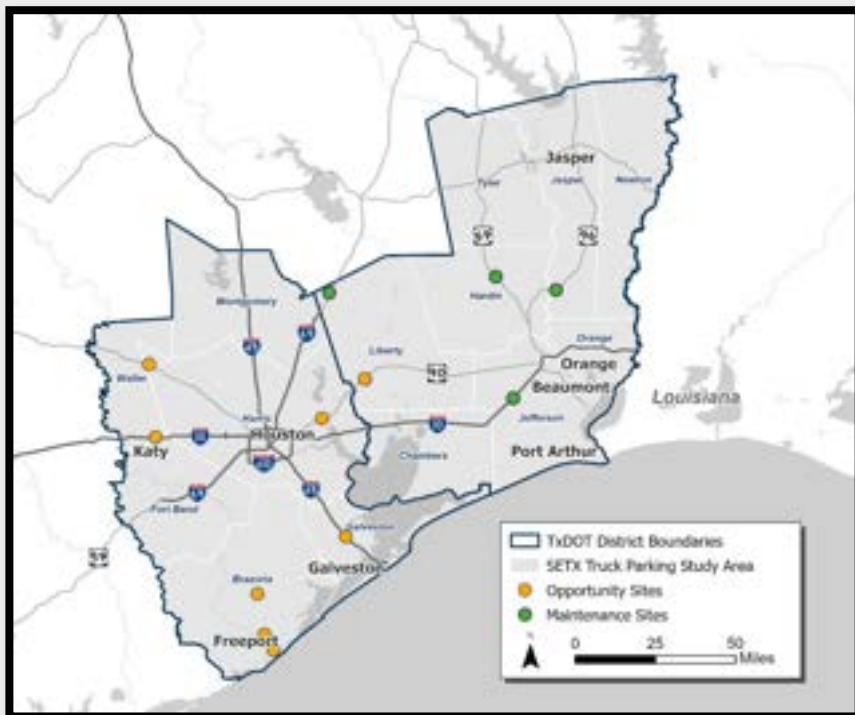
I-10 Corridor Coalition Technology Truck Parking Availability System (TPAS)



NM DMS sign on I-10 west of Las Cruces
(Source: NMDOT)

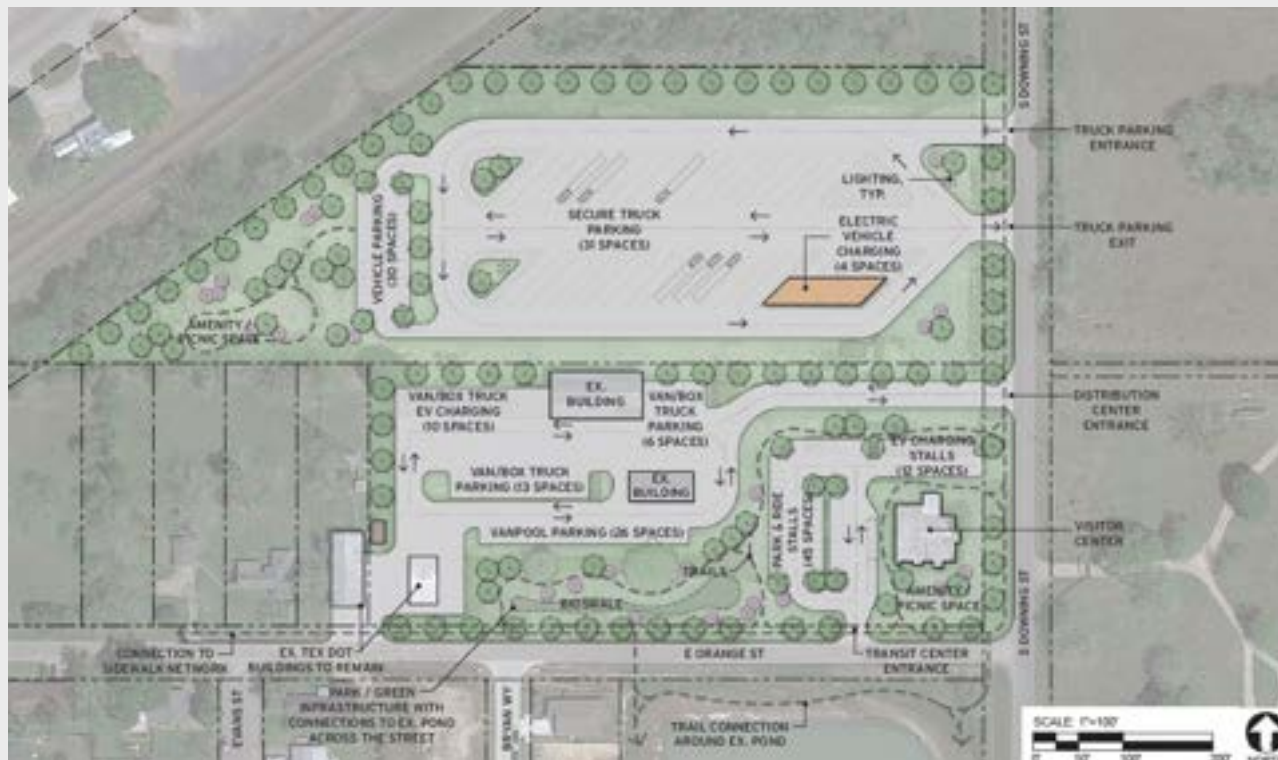


Planned Truck Parking Improvements



Parking Capacity on TxDOT ROW

- Lighting
- Restrooms
- Picnic areas
- Trail and sidewalk connections
- EV Charging
- Park and ride



Port Freeport Site

- Grew out of an innovative partnership between TxDOT and Port Freeport where TxDOT will build the truck parking infrastructure and Port Freeport will operate and maintain it.
- Provides staging area truck parking spaces with an office building for Port Freeport operations staff.
- Provides EV charging stations for trucks and passenger vehicles and aligns with TxDOT's NEVI Plan.



US 90 & Grand Parkway

- BNSF and UP logistics center
- Planned commercial development

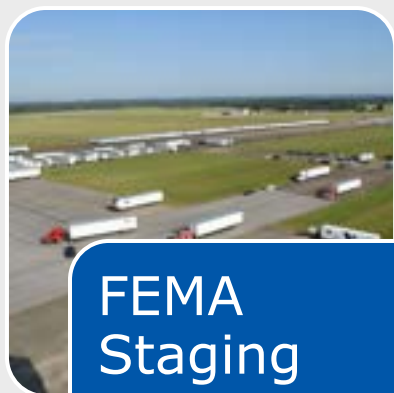


Parking Capacity on TxDOT ROW

- Overnight, staging and owner-operator truck parking
- Lighting
- Restrooms
- Detention
- Trail connections
- Transit and Park and ride



Dual Usage: Emergency Staging and Truck Parking



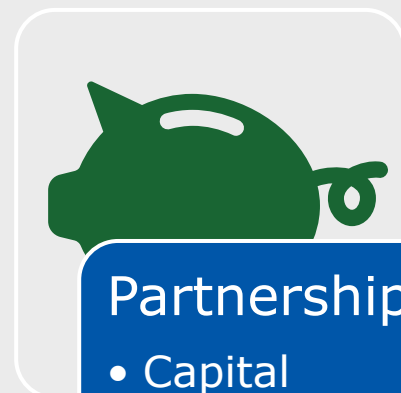
FEMA Staging

- Distribution hub for affected regions



Truck Parking

- Operational asset for supply chain



Partnership

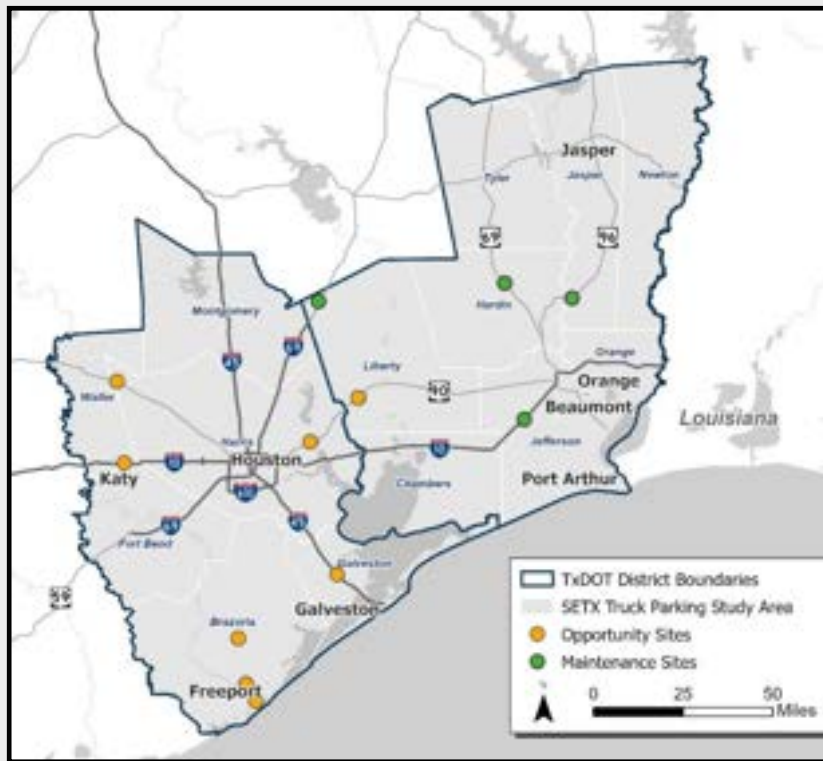
- Capital Funding
- O&M Costs

Photos:

FEMA Staging Area at Montgomery, AL Chambers County Safety Rest Area, TX

Criteria for Selecting Dual Usage Sites

Assess opportunity sites for effectiveness as emergency staging areas



Criteria for selecting truck parking opportunity sites as dual-purpose emergency staging area:

- Located outside of Special Flood Hazard Area (SFHA)
- Paved acreage, a min of five acres
- Site distance to communities in flood zones for potential to serve as evacuation points
- Trucking access and capacity for ingress and egress routes
- Amenity accessibility
- Truck parking demand

Additional Policies and Programs (TxDOT Led)

Integrate truck parking
into project
development process

Evaluate excess ROW
for truck parking
viability

Allow truck-parking in
auto-designated areas
at existing public
facilities during off-
hours

Integrate truck parking
into the Strategic
Highway Safety Plan
(SHSP)



TxDOT-Supported

Truck Parking Implementation

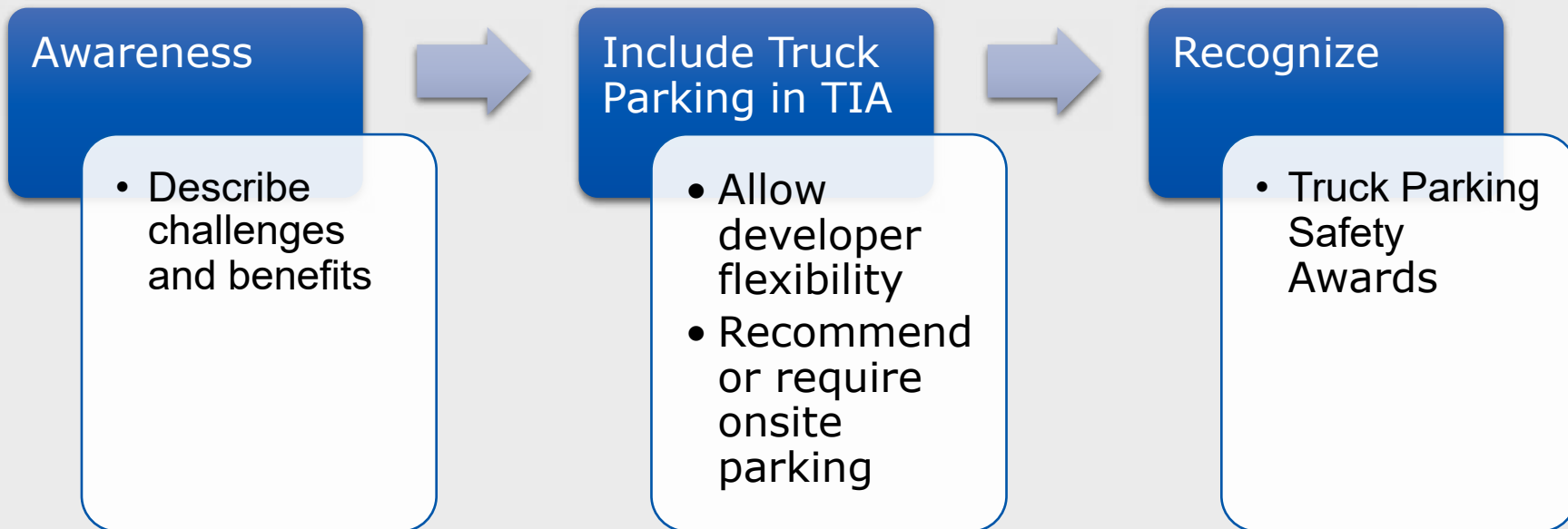
Truck Parking Policy Considerations

Incorporate Truck Parking planning:

- Metropolitan/ Long Range Transportation Plans
- State and Regional Freight Plans
- Comprehensive Plans
- Land Use and Zoning Maps
- Programs, Policies, and Ordinances
- Development and Permitting Review



Onsite Truck Parking



Onsite Truck Parking: Recognize

Shippers of Choice* are manufacturers, distributors, and retailers who:

- **Value and respect** drivers
- Improve **driver detention**
- Provide amenities (like **truck parking**) and accessible facilities
- Work with drivers to **build partnerships** and accelerate the movement of goods

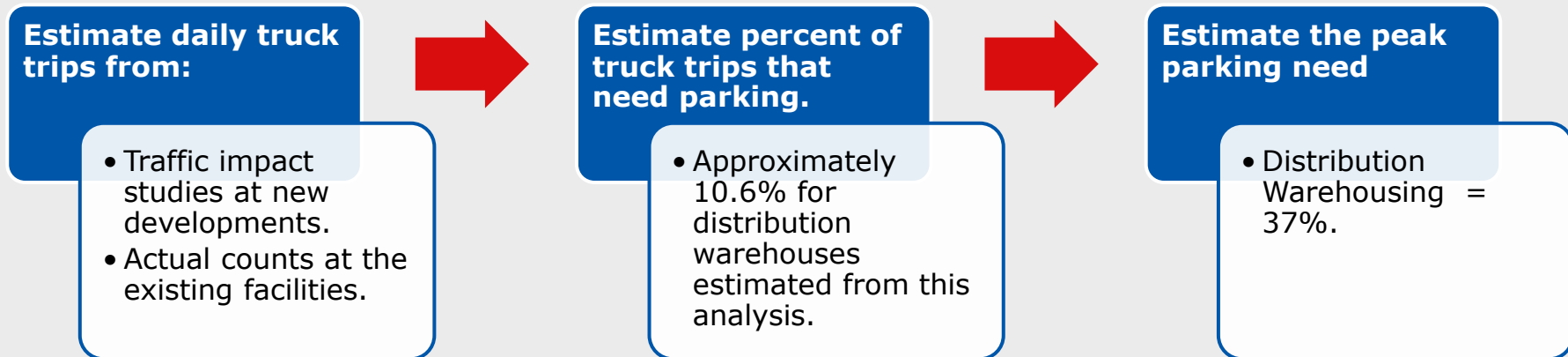
*Shipper of Choice originates from FreightWaves



Daikin Texas Technology Park (DTTP) in Waller, TX

Onsite Truck Parking: Include Truck Parking in TIA

Online Tool for Estimating Number of Truck Parking Spaces Needed

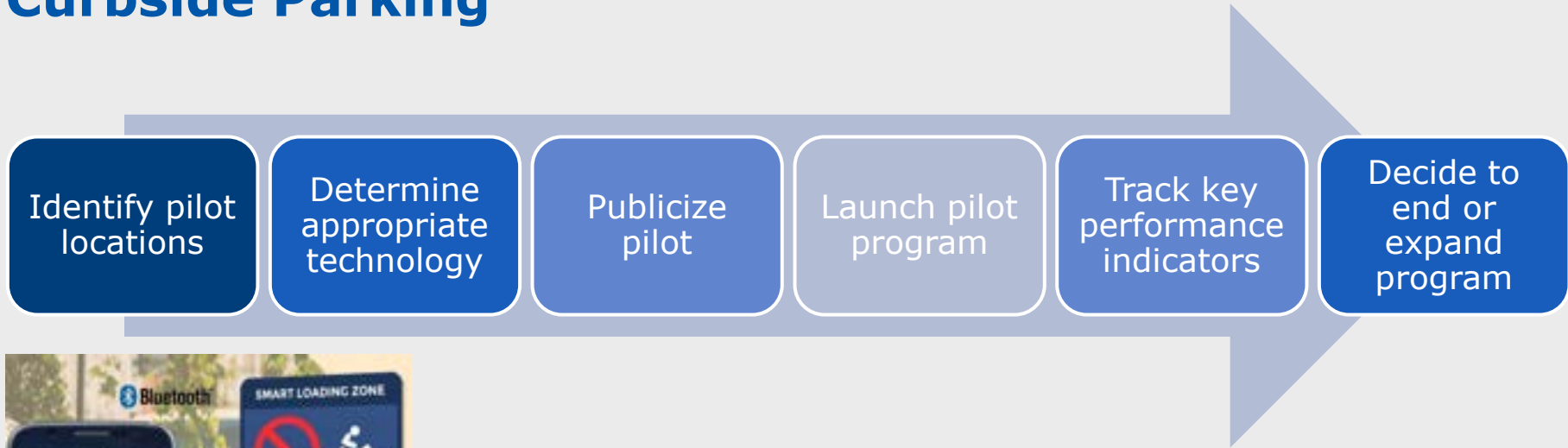


A warehouse that generates 300 daily truck Trips will have:

- 32 trucks (10.6%) that need parking throughout an average day.
- 12 trucks (37%) will need parking at the same time.

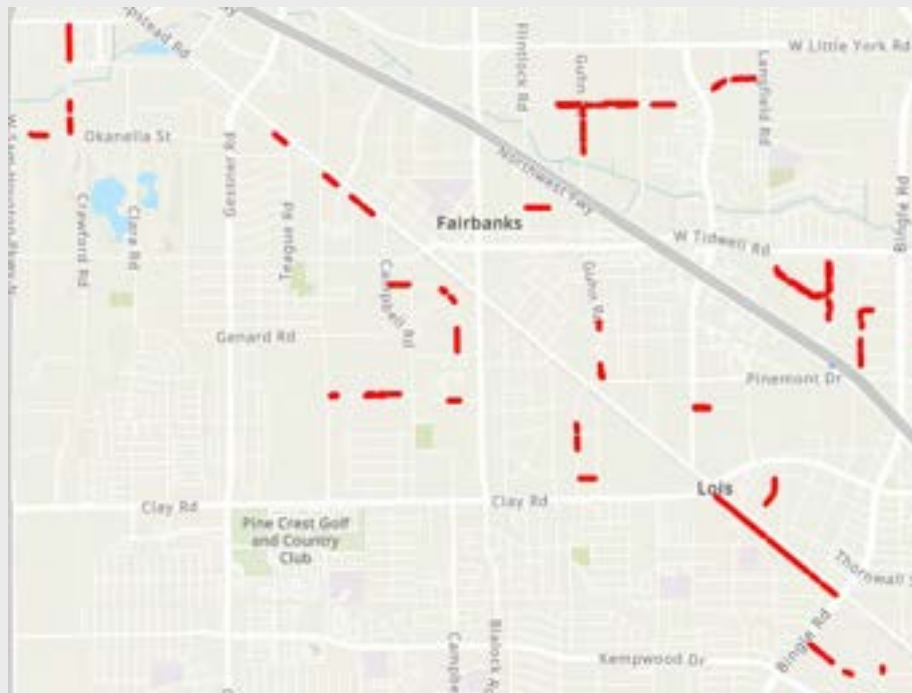
Therefore, 12 truck parking spaces are needed.

Curbside Parking



Curbside Parking: Methodology for Identifying Potential Locations

- Low speed limits
- Undivided roads
- Minimum of two lanes wide with shoulders on at least one side
- Ample setback from curb cuts
- Non-residential/non-retail land uses



Example: Northwest Houston outside of 610 Loop W and near US 290 and Hempstead Hwy.

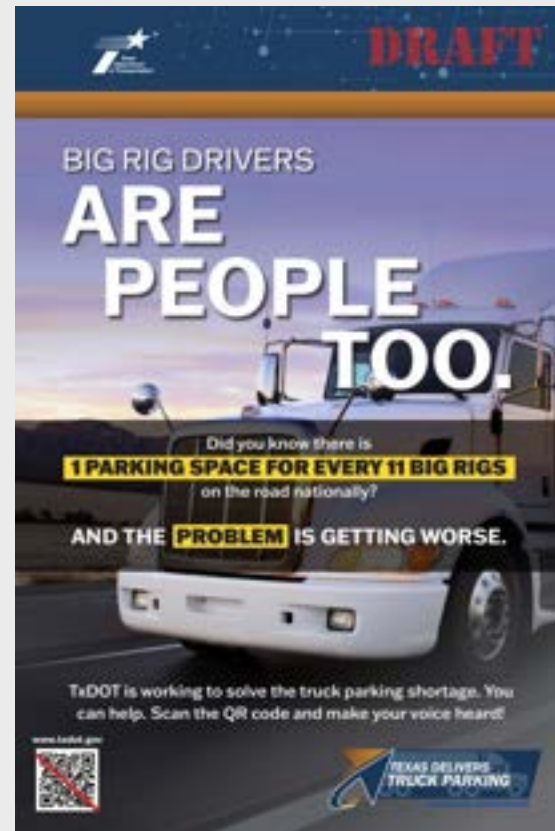
Public Awareness Campaign

Educational Toolkit – Help raise awareness about why truck parking matters

- Social media resources
- Fact sheets
- Posters
- Graphics
- PowerPoint slides

Policy Toolkit – Peruse ideas and suggestions for implementing change

- Local government resources
- Private industry resources



Partnerships/Coordination with the Private Sector

Agencies and Organizations

- SETRPC
- H-GAC
- Maritime ports
- BAYTRAN

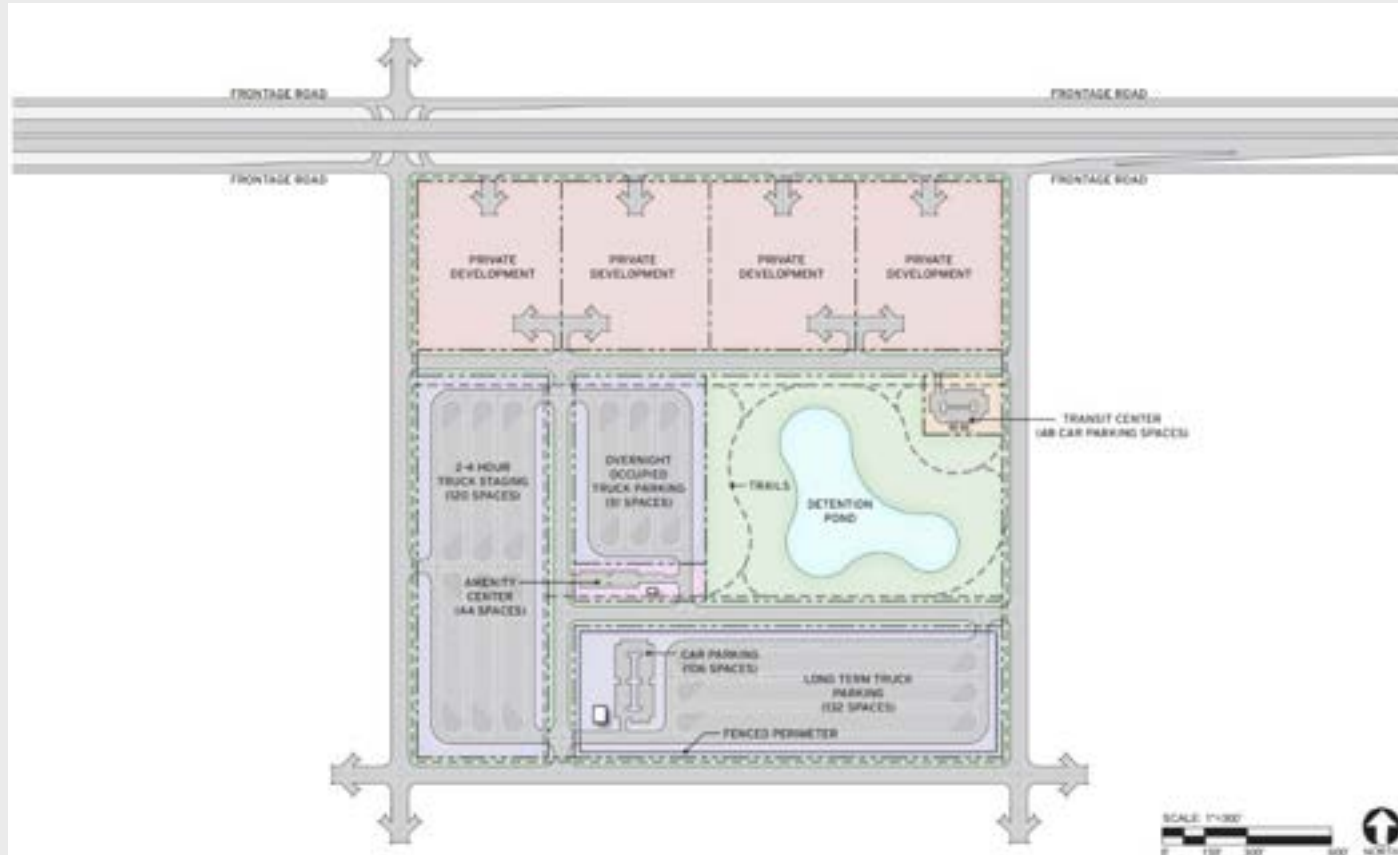
Cities and Counties

- Local ordinances
- Public opposition to truck parking

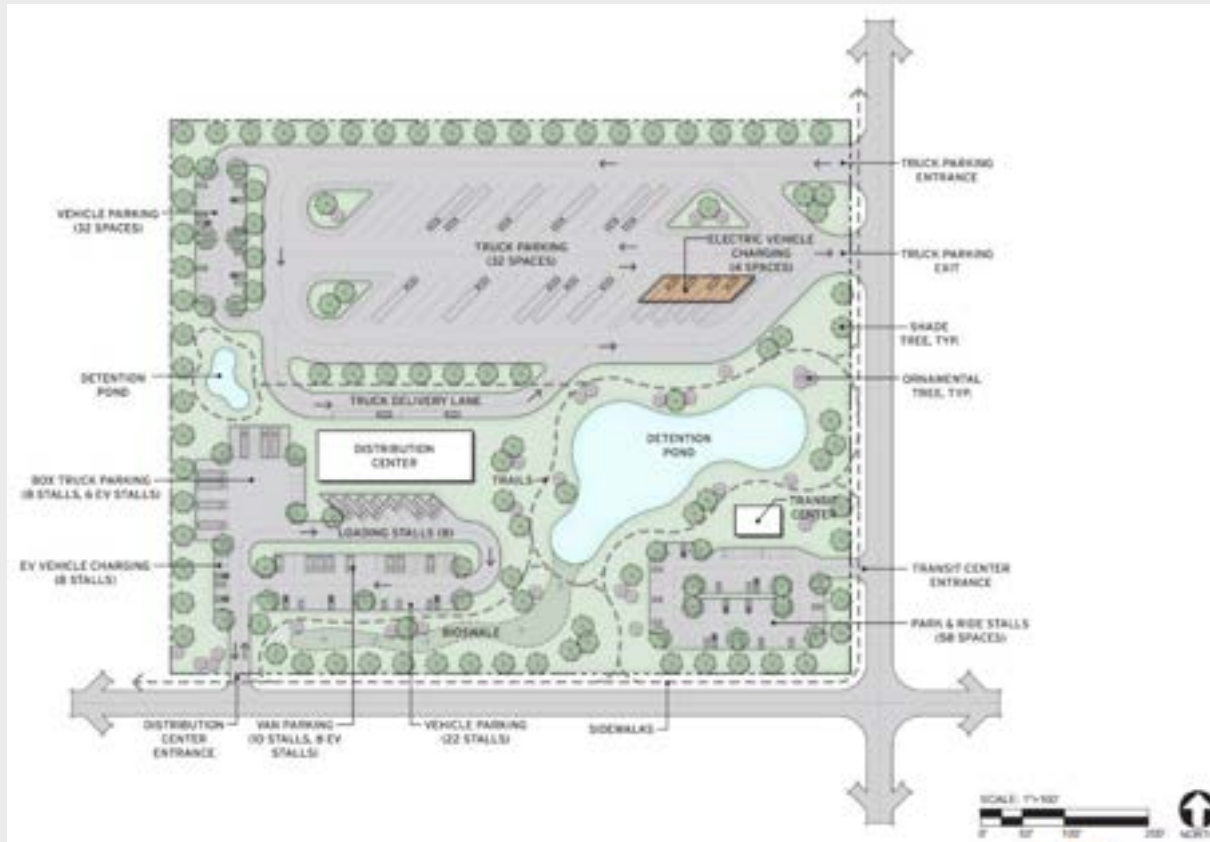
Public/Private

- Freight Village

Local Partnership Example: Freight Village



Local Partnership Example: Freight and Multimodal Hub







Schedule and Next Steps



May 23, 2024

Any questions?

Thank you for participating. Your input helps TxDOT deliver truck parking to the southeast Texas region.



Contacts

- TxDOT
 - Kale Driemeier
kale.driemeier@txdot.gov
- HNTB Consultant
 - Brian Comer, AICP
bcomer@HNTB.com

VISION ZERO TEXAS

WE CAN END TRAFFIC DEATHS IN TEXAS



AUGUST 21, 2024

9:00 AM - 3:00 PM

**TXDOT OFFICE AT 8350 EASTEX FWY,
BEAUMONT, TX 77708**

ROOM 108 (CHECK IN AT FRONT DESK)

YOU'RE INVITED

Farm&City is offering training sessions on how local governments can improve traffic safety and secure federal funding for doing so.

WHAT WE'LL DO

- Walk audit activity
- Demos on tools, maps, and techniques for improving safety
- Group activities
- Have lunch and coffee on us!

WHAT WE'LL DISCUSS

- What the federal Safe Streets & Roads for All grant is and how you can apply.
- How to align action plans with USDOT priorities to receive these grants.
- What are Vision Zero goals and action plans and why are they important?
- The many ways to manage speed using engineering and human behavior.
- Your most dangerous roads and how to make them safe for all road users.
- Data tools, maps, and resources for improving safety in your community.

For more information, email:
david@farmandcity.org



WHO WE ARE

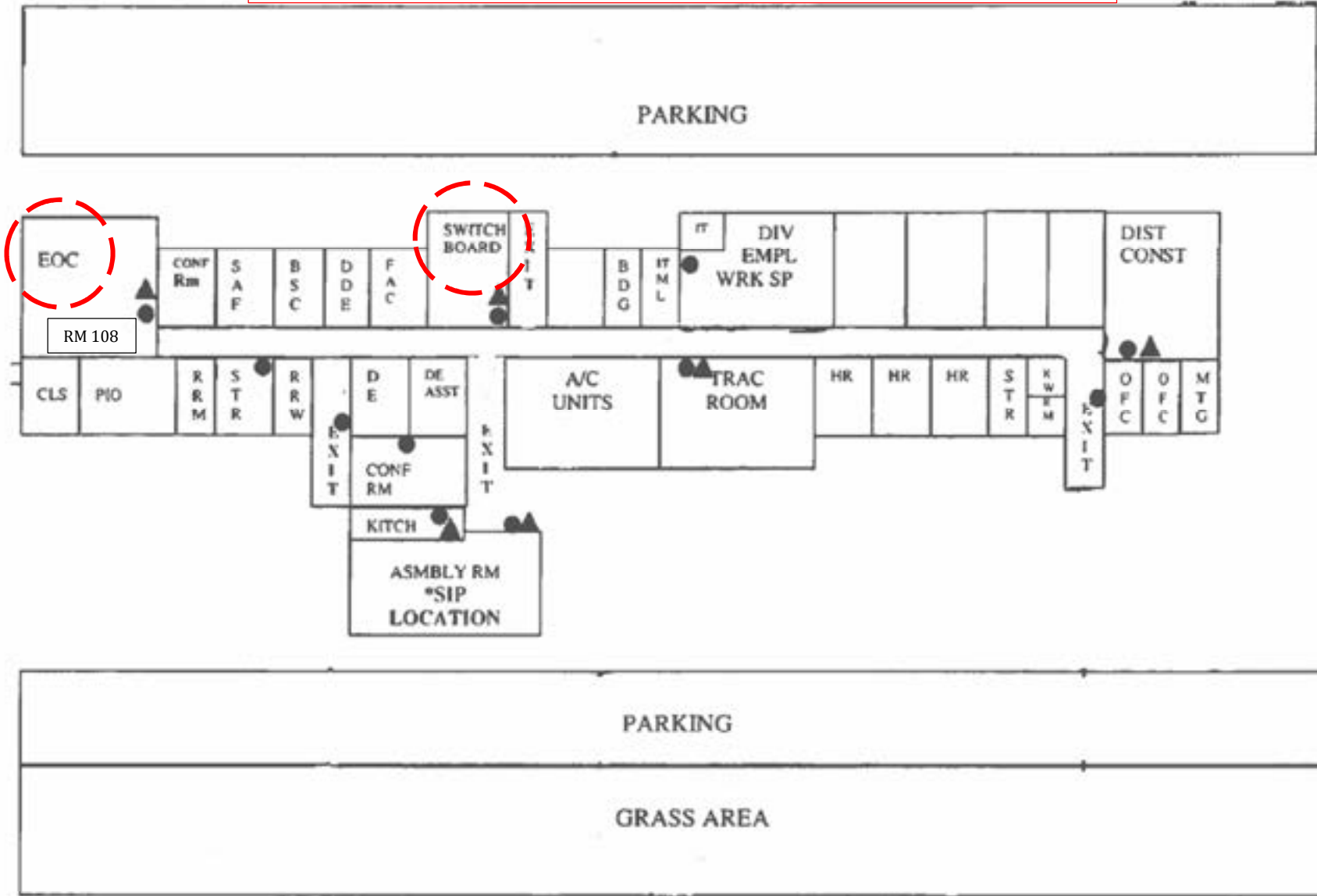
Farm&City is an independent 501(c)(3) nonprofit organization dedicated to high-quality urban and rural human habitat in Texas in perpetuity. Our biggest project is Vision Zero Texas, leading the advocacy movement to end traffic deaths in Texas, and working with all levels of government across the state to support solutions to reduce severe crashes and give Texans the freedom of safe, multimodal options.

www.visionzerotexas.org/adopt/ss4t/

TXDot Beaumont District Office Map

Eastex Freeway

Entrance Gate



Rev. 06/28/2021

● FIRE EXTINGUISHER

▲ 1ST AID KIT

*SIP - SHELTER IN PLACE



DATE: MAY 23, 2024

TO: TRANSPORTATION PLANNING COMMITTEE (TPC)

FROM: BOB DICKINSON, DIRECTOR
TRANSPORTATION & ENVIRONMENTAL RESOURCES

SUBJECT: REVIEW AND APPROVAL OF RESOLUTION AUTHORIZING THE APPROVAL
OF THE JJOHRTS MTP-2050 FOR THE SOUTH EAST TEXAS REGIONAL
PLANNING COMMISSION METROPOLITAN PLANNING ORGANIZATION
(MPO)

Enclosed for your review and approval is the "DRAFT" resolution authorizing the approval for the "DRAFT" JJOHRTS Metropolitan Transportation Plan (MTP-2050)

If any questions arise, please feel free to contact me at (409) 899-8444, ext. 7520.

President – Wayne McDaniel, Hardin County | 1st VP – Johnny Trahan, Orange County | 2nd VP – Mark Allen, Jasper County
3rd VP – Glenn Johnson, Port Neches | 4th VP – Kimberly Cline, Lumberton | 5th VP – Amanda Gates, Kirbyville
Treasurer – Cathy Nagel, Pine Forest | Secretary – Vernon Pierce, Jefferson County

Executive Director – Shanna Burke
2210 Eastex Freeway Beaumont, Texas 77703-4929
(409) 899-8444 | (409) 347-0138 fax
setrpc@setrpc.org | <https://www.setrpc.org>

Resolution

NO. 2024-2

AUTHORIZING THE APPROVAL OF THE JJOHRTS MTP-2050 FOR THE SOUTH EAST TEXAS REGIONAL PLANNING COMMISSION METROPOLITAN PLANNING ORGANIZATION (MPO)

WHEREAS, the JOHRTS Metropolitan Transportation Plan MTP-2045 was adopted by the Transportation Planning Committee on July 18, 2019; and

WHEREAS, the JJOHRTS MTP must be updated every five years; and

WHEREAS, the JJOHRTS MTP-2050 for the SETRPC-MPO was adopted by the Transportation Planning Committee on May 23, 2024; and

WHEREAS, the JJOHRTS MTP-2050 was developed in compliance with the SETRPC-MPO Public Participation Plan; and

WHEREAS, the JJOHRTS MTP-2050 has been developed utilizing the following criteria:

- i. Uses the latest planning assumptions, and
- ii. Meets all consultative requirements, and
- iii. Meets fiscal constraint requirement in the development of the JJOHRTS Metropolitan Transportation Plan (MTP) - 2050

NOW, THEREFORE, BE IT RESOLVED BY THE TRANSPORTATION PLANNING COMMITTEE FOR THE SOUTH EAST TEXAS REGIONAL PLANNING COMMISSION-METROPOLITAN PLANNING ORGANIZATION, THAT THE JJOHRTS MTP-2050 BE ADOPTED AS IDENTIFIED IN THE MAY 23, 2024, TPC MEETING PACKET.

PASSED AND APPROVED this 23rd day of May 2024, at a regularly scheduled meeting of the Transportation Planning Committee.

APPROVED:

APPROVED:

Martin Gonzalez, P.E., Secretary
JOHRTS Transportation Planning Committee
TxDOT-Beaumont District Engineer

LW Cooper, Vice-Chairman
JOHRTS Transportation Planning Committee
Commissioner, Hardin County

Metropolitan Transportation Plan 2050

South East Texas Regional Planning Commission
Metropolitan Planning Organization

30-Day Public Comment Period April 4, 2024 through May 3, 2024

Adopted by the Transportation Planning Committee on **MONTH DAY, YEAR**

Prepared by WSP

DRAFT



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Chapter 1: Planning Context

1.0 Welcome

The purpose of this Metropolitan Transportation Plan (MTP) is to provide systematic, long-range planning for transportation projects and programs within the metropolitan planning area (MPA) comprising Jefferson, Jasper, Orange, and Hardin counties. The metropolitan transportation planning process is a federally regulated planning process that requires the development of an MTP that addresses at least a 20-year planning horizon that includes both long- and short- range strategies or actions for an integrated and intermodal transportation system. This MTP was developed through a continuing, cooperative, and comprehensive (3-C) planning process and identifies transportation needs, financial resources, and project or programming priorities for the South East Texas Regional Planning Commission (SETRPC) area from 2025 through the horizon year 2050. This MTP, the *SETRPC MTP-2050*, addresses and meets all *Moving Ahead for Progress in the 21st Century Act of 2012 (MAP-21)*, *Fixing America's Surface Transportation Act of 2015 (FAST Act)*, and the *Infrastructure Investment and Jobs Act (IIJA)*¹ planning requirements as provided by the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA).

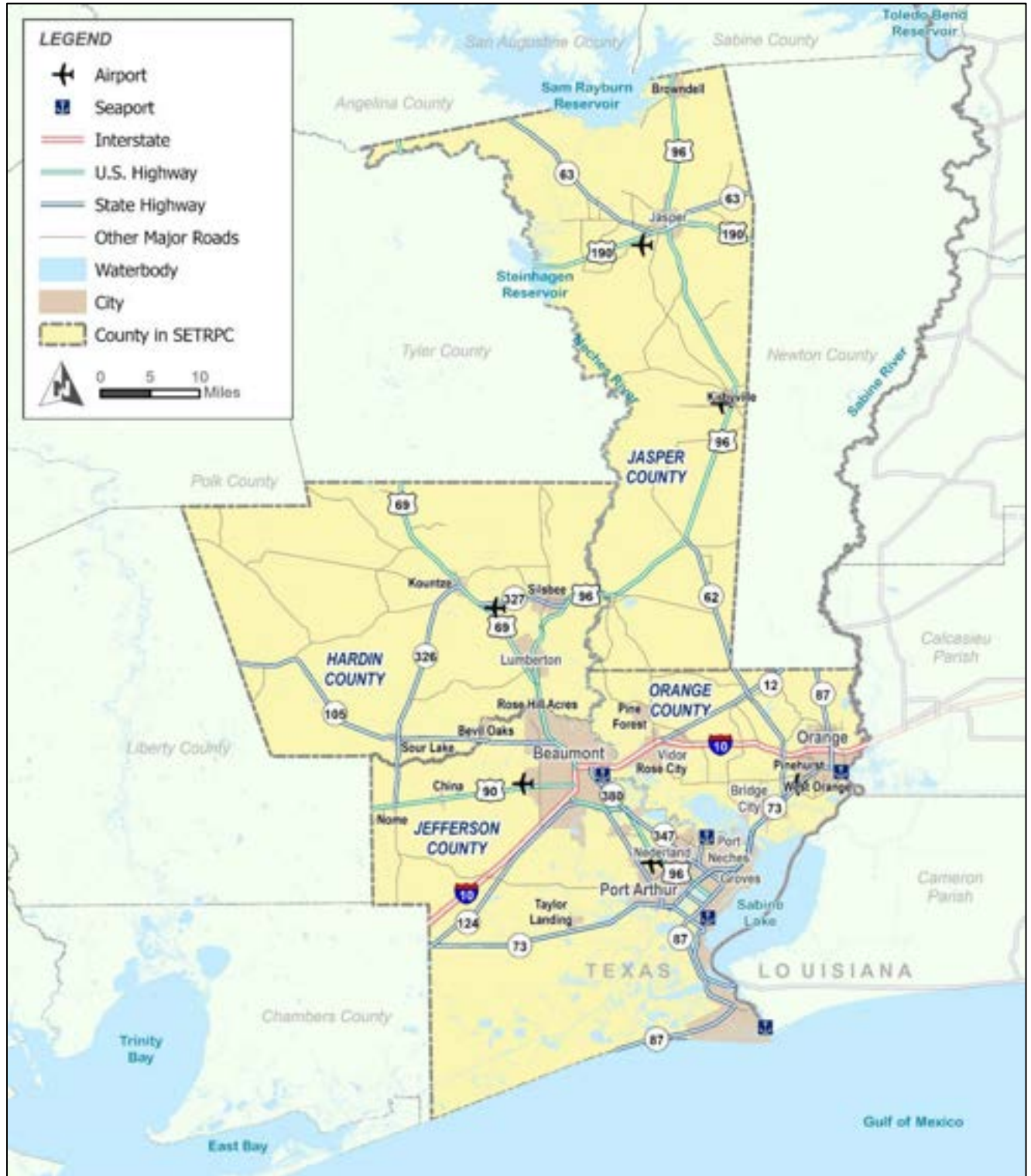
1.1 South East Texas Regional Planning Commission

The SETRPC is a voluntary association of local governments that serve the MPA comprising Hardin, Jasper, Jefferson, and Orange Counties (Figure 1-1). The SETRPC provides comprehensive planning services in community development, transportation, and environmental resources. The SETRPC, established in 1970 under the authority provided by the 1965 Texas Legislature, solves regional challenges by promoting intergovernmental cooperation and coordination, conducting comprehensive regional planning, and providing a forum for the discussion and study of regional challenges.

In 1974, the Governor of Texas designated the SETRPC as the Metropolitan Planning Organization (MPO) for the region to comply with the Federal Highway Act of 1962. Per federal law, an urban area with a population of 50,000 or more is required to establish an MPO. The MPO is responsible for conducting a 3C transportation planning process that results in plans and programs that consider all transportation modes and support metropolitan community development and social goals. MPOs receive federal funding for transportation planning and many also receive state and local funds to carry out mandated planning activities. As the MPO for the region, the SETRPC is responsible for the development of the region's MTP.

¹ Also referred to as the Bipartisan Infrastructure Law (BIL)

Figure 1-1: SETRPC Metropolitan Planning Area



1.1.1 SETRPC Structure

The standard MPO structure consists of the planning staff, a planning committee, and a technical advisory committee. The SETRPC maintains this standard MPO structure. The functions and responsibilities are summarized as follows:

- ➔ **Planning Staff:** Within the SETRPC, the MPO staff support is housed within the Transportation and Environmental Resources (TER) Division, which provides the technical support for the operations of the MPO. The TER Division administers federal and state funds for the planning and implementation of programs, projects, and policies related to various modes of transportation, air quality, solid waste management, and economic development for the three-county region.
- ➔ **Transportation Planning Committee:** The Transportation Planning Committee (TPC) serves as the planning committee and the MPO governing body. The TPC is comprised of elected officials from local government bodies in the region. The TPC usually meets on a quarterly basis to determine MPO policy.
- ➔ **Technical Committee:** The Technical Committee serves as the technical advisory committee and includes local professionals involved in various aspects of transportation infrastructure. Membership includes public works directors, traffic engineers, representatives of public transportation operations, and related private sector interests. The Technical Committee is responsible for interacting with the planning staff to review transportation plans and projects for recommendation to the TPC.

1.2 Purpose of the MTP

The MTP outlines the transportation goals, objectives, and performance measures for the region, and addresses transportation related issues and impacts over a 25-year planning horizon. The MTP is federally mandated and complies with the statewide and metropolitan transportation planning regulations issued by the US Department of Transportation (USDOT). This MTP is an update to the previous long-range transportation plan adopted in 2019.

The SETRPC MTP-2050 addresses and meets all MAP-21, FAST Act, and IIJA planning requirements as provided by the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) from 23 CFR § 450.306, *The Scope of the Metropolitan Transportation Planning Process*.

- 1) Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.
- 2) Increase the safety of the transportation system for motorized and non-motorized users.
- 3) Increase the security of the transportation system for motorized and non-motorized users.
- 4) Increase accessibility and mobility of people and freight.
- 5) Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns.

- 6) Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight.
- 7) Promote efficient system management and operation.
- 8) Emphasize the preservation of the existing transportation system.
- 9) Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation.
- 10) Enhance travel and tourism.

1.3 Related SETRPC Plans and Programs

Under federal and state mandates, the SETRPC-MPO is responsible for the development of several plans in addition to the MTP. These plans are as follows:

- ➔ **Unified Planning Work Program** – Most recently updated in 2021, the Unified Planning Work Program (UPWD) documents the metropolitan transportation planning activities performed with funds provided under Title 23 United States Code (U.S.C.) and Title 49 U.S.C. Chapter 53. The program is prepared annually and provides a statement of work with a budget identifying the planning priorities and activities that will be provided in the SETRPC area for the fiscal year (October 1 through September 30). The UPWD includes information on required planning tasks, resulting products from each associated task, denotes the responsible agency for the work tasks, provides a time frame for conducting the tasks, and identifies the sources of funds for each task.
- ➔ **Transportation Improvement Program** – The JOHRTS FY 2021-2024 Transportation Improvement Program (TIP) is the short-range transportation plan for the area. The TIP lists the highway and transit projects that are expected to be let for construction or implementation within the four-year timeframe covered by the document. The TIP is consistent with the MTP. All regional transportation projects and programs are required to be identified and prioritized in the TIP to be eligible for Federal Highway Administration (FHWA) and Federal Transit Authority (FTA) funds.
- ➔ **Public Participation Plan** – Most recently updated in September of 2020, the Public Participation Plan outlines the SETRPC process for providing all members of the general public, local governments, agencies, and special interest groups with fair, meaningful, and accessible opportunities to participate in the metropolitan transportation planning process. The fundamental purpose of the Public Participation Plan is to provide an inclusive approach in which citizens may participate during the 3C transportation planning process. The public participation process fosters better planning decisions and helps ensure that transportation plans address community needs.
- ➔ **Title VI/Environmental Justice Program** – The Title VI/Environmental Justice Program has been developed in accordance with requirements of the FHWA and the FTA and addresses the responsibilities of the SETRPC as a recipient of federal financial assistance as they relate to requirements of Title VI of the Civil Rights Act of 1964, The Civil Rights Restoration act of

1987, and Executive Order 12898. The program contains the SETRPC's formal Policy statement regarding Title VI/Environmental Justice (EJ), describes the SETRPC's Title VI and EJ general program elements, and includes a Title VI complaint form.

- **Limited English Proficiency Plan** – The Limited English Proficiency (LEP) Plan has been developed in accordance with requirements of the FHWA and the FTA and addresses the responsibilities of the SETRPC as a recipient of federal financial assistance as they relate to requirements of Title VI of the Civil Rights Act of 1964, The Civil Rights Restoration act of 1987, and Executive Order 13166. The LEP Plan helps identify reasonable steps for providing language assistance to persons with LEP who wish to participate effectively in the MPO's transportation planning process. Additionally, the plan outlines methods for identifying individuals who may need language assistance, staff training that may be required, and how to notify LEP persons that assistance is available.

1.4 MTP-2050 Goals and Objectives

The goals and objectives for the SETRPC MTP-2050 must be consistent and in alignment with recent and relevant federal, state, and MPO planning efforts. Based on the review of the goals and objectives of the recent and relevant federal, state, and MPO plans, a draft list of goals and objectives was developed, as shown in Table 1-1.

During the SETRPC MTP-2050 Kick-off Meeting held on October 5, 2022, MPO representatives presented and described these goals and objectives to regional transportation stakeholders. The stakeholders were given the opportunity to ask questions, react, and provide any vocal and written feedback on the draft goals and objectives. Their feedback was incorporated into the final goals and objectives for this MTP.

Table 1-1: Goals and Objectives for the SETRPC MTP-2050

Goal	Objective
Safety	Make our transportation system safer for all people. Advance a future without transportation-related serious injuries and fatalities.
Infrastructure Condition	Preserve and maintain the existing transportation system.
Congestion Reduction	Achieve a significant reduction in congestion within the transportation system.
System Reliability	Improve the efficiency of the surface transportation system
Freight Movement	Improve the regional freight network, improve the ability to access national and international trade markets.
Environmental Sustainability	Enhance the performance of the transportation system while protecting and enhancing the environment.
Economic Development	Support regional economic development and improve transportation access to resources, markets, and jobs.
Equity	Reduce inequities across our transportation systems and the communities they affect. Support and engage people and communities to promote safe, affordable, accessible, and multimodal access to opportunities and services while reducing transportation-related disparities, adverse community impacts, and health effects.
Innovation	Invest in research and innovation to meet the challenges of the present and the future.
Sustainable Funding	Maintain financial responsibility in the development and maintenance of the transportation system.
Resiliency	Tackle the climate crisis by ensuring that transportation plays a central role in the solution. Substantially reduce greenhouse gas emissions and transportation-related pollution and build more transportation systems to benefit and protect communities.
Security	Enhance the security of the transportation system for threats.

1.5 Consideration of State and Local Plans

The SETRPC MTP-2050 is the most current MTP for the SETRPC area. The MTP builds upon and incorporates the ideas, issues, and recommendations of past and current planning efforts. The following plans and studies completed since the MTP-2045 are integrated within the MTP-2050.

- **TxDOT 2023 – 2027 Strategic Plan.** The Texas Department of Transportation (TxDOT) 2023-2027 strategic plan details the goals and action plans that guide the organization. The plan provides insight into the factors driving the department and its operations over the five years it covers and identifies the high-level action items TxDOT will implement for the benefit of all Texans and those who use the state's transportation system.
- **Texas (TxDOT) Transportation Plan 2050.** The Texas Transportation Plan (TTP) 2050 is the state's long-range statewide transportation plan (SLRTP). It provides a federally and state mandated long range vision for transportation in Texas. The purpose of the TTP 2050 is to guide planning and programming decisions for the statewide multimodal transportation system. The TTP 2050 details roles and responsibilities for TxDOT; considers key trends and challenges likely to influence transportation in the future; sets goals, objectives, measures, and targets; evaluates long term investment priorities; identifies planned rural investments; analyzes the impact of emerging technologies and growing freight demand; and outlines plan implementation strategies.
- **Texas (TxDOT) Unified Transportation Plan 2023.** The Unified Transportation Plan (UTP) is TxDOT's 10-year plan that guides development of transportation projects across the state. The UTP is a part of TxDOT's comprehensive planning and programming process, which connects the state's transportation goals, performance measures, and targets to the transportation projects that will eventually be constructed. The UTP addresses highway projects, public transportation, maritime transportation, aviation, rail, and freight and international trade.
- **Texas (TxDOT) Freight Mobility Plan.** The Texas Freight Mobility Plan is TxDOT's plan to facilitate economic growth through a comprehensive, multimodal strategy for addressing freight transportation needs and moving goods efficiently and safely throughout the state. The plan identifies multimodal challenges, policies, programs, investment strategies and data needed to enhance mobility; to provide efficient reliable and safe freight transportation, and to improve the state's economic competitiveness.
- **Texas (TxDOT) Strategic Highway Safety Plan 2022-2027.** The Texas Strategic Highway Safety Plan 2022-2027 (SHSP) is intended as a comprehensive approach to reduce fatalities and serious injuries on Texas' state and local roads. The SHSP is a part of the Highway Safety Improvement Program, which is a core federal-aid program intended to reduce traffic fatalities and serious injuries.
- **Texas (TxDOT) Statewide Transportation Improvement Program (STIP).** The Texas STIP is a statewide prioritized listing/program of transportation projects covering a period of four years that is consistent with the SLRTP, MTPs and transportation improvement programs (TIPs). It is required for projects to be eligible for federal funding.
- **City of Beaumont Comprehensive Plan.** The City of Beaumont Comprehensive Plan comprises a Development Strategies Plan, Major Street and Highway Plan, and an Economic Development Plan. The Comprehensive Plan identifies general economic development and

- land use goals and policies. It serves as a guide for the Planning Commission and City Council in decision making to guide growth and development of the city.
- **City of Port Arthur Downtown Revitalization Plan.** The City of Port Arthur Downtown Revitalization Plan establishes a common image for Downtown Port Arthur. The plan provides a review of previous planning documents, an assessment of the physical environment, a market assessment, and an infrastructure assessment. The plan creates strategies and identifies specific projects for the future.
 - **City of Port Arthur Comprehensive Plan, Imagine Port Arthur.** The City of Port Arthur Comprehensive Plan builds upon the Downtown Revitalization Plan and provides recommendations for the entire City and other targeted areas.
 - **City of Port Arthur Disaster Recovery and Resiliency Plan.** The City of Port Arthur Disaster Recovery and Resiliency Plan provides guidance to the City’s decision makers on recovery plans following Hurricane Harvey in August 2018. The plan identifies target areas which were most impacted by Harvey and establishes a blueprint for restoring neighborhoods, strengthening the community, and building resiliency.
 - **City of Port Arthur Downtown Target Area Housing Plan** – The Downtown Target Area Housing Plan outlines a strategy plan for the development of new housing units in the Downtown Port Arthur area. The plan serves as a data reference and land acquisition guidance document for the development process, recommends City policy and regulatory changes, provides guidance in interpreting city, state, and federal regulations, and recommends strategies to encourage future housing and economic development.
 - **Master Plan for the Gulf Intracoastal Waterway in Texas** – The Master Plan for the Gulf Intracoastal Waterway in Texas presents challenges and recommendations for ongoing maintenance needs of the Texas portion of the Gulf Intracoastal Waterway.
 - **South East Texas Bike Plan** – The bike plan is a guiding document to help the region prioritize proposed bicycle routes along existing roads for Jefferson, Orange, and Harding counties.
 - **Regional Freight Mobility Plan 2045** – The Regional Freight Mobility Plan for the JOHRTS region aims to outline freight characteristics, related economic impacts and identification of freight needs.
 - **Regional Public Transportation Coordination Plan (2022)**– The Regional Public Transportation Coordination Plan provides projects from a “coordinated public transit-human services transportation plan” as required by the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU). The plan identifies efforts for regional service coordination, creates a transportation coordination plan, and establishes an action plan for priority projects.

Chapter 2: Socioeconomics

2.0 Introduction

Socioeconomic characteristics of a region provide key insights into the regional travel patterns. These characteristics include but are not limited to population, population distribution, demographics, employment, and income. Analyzing the current and future characteristics and trends within the region is an important step in determining transportation demand and making informed decisions in transportation planning.

2.1 Population

The region has experienced stagnant population growth from 2018 through 2022. Populations of all counties grew by less than 1%, except for Jasper County which saw a 7% decrease in this time period. Population growth in southeast Texas has paralleled the growth and decline of the petrochemical industry. Until the early 1980s, the region’s population grew rapidly. Jefferson County’s population grew rapidly until 1960, and Orange County until 1980. In the 1980s, Jefferson, Orange, and Hardin Counties experienced a decline in population and employment growth due to a downturn in the petrochemical industry. Since then, the population has remained stable except in Hardin County, which is continuing to grow. Table 2-1 show the population levels for the MPA from 2018 through 2022.

Table 2-1: Population

	2018	2019	2020	2021	2022	Percent Change
Hardin County	56,379	56,765	57,356	56,124	56,576	-0.35%
Jasper County	35,504	35,506	33,563	33,369	33,032	+6.96%
Jefferson County	255,210	254,340	253,136	256,755	254,942	+0.11%
Orange County	84,047	84,069	83,776	85,045	84,761	-0.85%
SETRPC MPA	431,140	430,680	427,831	431,293	429,311	+0.42%

Source: U.S. Census Bureau. 2016-2020, 2015-2019, 2014-2018, 2013-2017, and 2012-2016 American Community Survey 5-Year Estimates. Table B01003.

Understanding population distribution across a region is necessary in transportation planning as decisions will affect mobility. Smarter infrastructure investments, however, can be made by focusing transportation improvements in the most densely populated areas. This approach is especially helpful for public transit, as the efficiency and effectiveness of public transit is largely dependent on the number of people it can serve. Figure 2-1 shows the population density by Census Block Group. Greater population densities are shown to be within Beaumont and its surrounding areas as well as areas along the I-10 corridor within the region.

Figure 2-1: Population Density by Census Block Group, 2022



Source: U.S. Census Bureau. 2018-2022 American Community Survey 5-Year Estimates. Table B01003.

2.2 Households

The number and size of households affect the number of trips made within the region. Larger households generally tend to generate more trips than smaller households. Similar to an increase in population, an increase in the number of households correlates to increased demand on the transportation system. Table 2-2 shows the total number of households in each county and the region.

Table 2-2: Number of Households

	2018	2019	2020	2021	2022	Percent Change
Hardin County	24,345	24,752	25,111	23,980	24,345	-0.15%
Jasper County	17,147	17,280	17,375	16,307	17,147	-4.26%
Jefferson County	108,112	108,535	108,947	108,335	108,112	+0.60%
Orange County	36,987	37,404	37,883	37,111	36,987	+1.18%
SETRPC MPA	186,591	187,971	189,316	185,733	186,591	+0.17%

Source: U.S. Census Bureau. 2016-2020, 2015-2019, 2014-2018, 2013-2017, and 2012-2016 American Community Survey 5-Year Estimates. Table B09019.

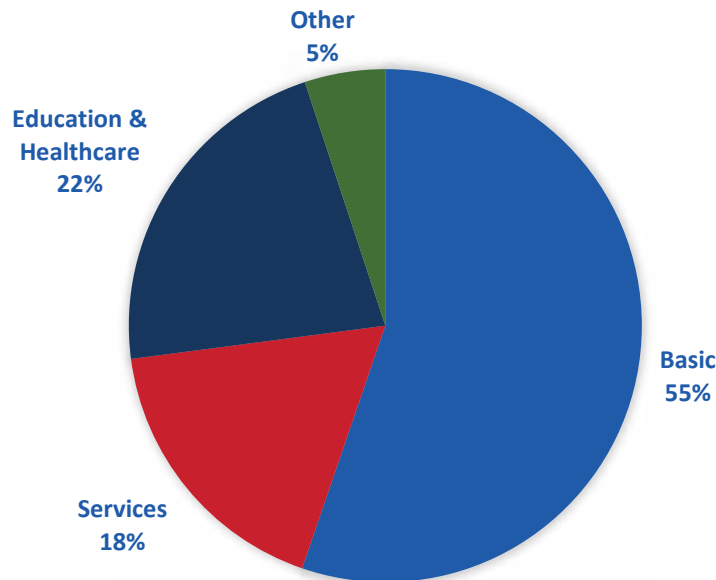
2.3 Employment

The regional economy is dependent on the ability of workers to travel to their places of work. The regional transportation system must meet the needs of the users by providing adequate access and connectivity. Regional employment generates a significant number of trips.

It is essential to review economic indicators to properly plan future transportation investments. Figure 2-2 illustrates the distribution of employment in the region by economic sector – Basic, Retail, Service, and Education & Healthcare – from the 2016-2020 American Community Survey. Basic sector employment includes mining, construction, manufacturing, transportation, communications and public utilities, and wholesale trade. Service sector employment includes finance, insurance, real estate services, and governmental organizations. The education and healthcare sector also includes social assistance.

Table 2-3 displays major employers in the region by number of employees based on data from the Southeast Texas Economic Development Foundation. According to the Foundation, 182,300 in the region are employed. Of that total, 12,192 are self-employed and 3,906 work from home². The estimate unemployment rate for the region is 2.27%.

Figure 2-2: Employment Distribution



² Southeast Texas Economic Development Foundation. (2023). 2023 Demographic Overview. Accessed 11 January 2024, <https://www.animateddemographics.com/setedf/demographics>.

Table 2-3: Major Employers

Number of Employees	County	Businesses
1,000+	Jefferson	<ul style="list-style-type: none"> ▪ Baptist Hospitals of Southeast Texas ▪ Chevron Phillips ▪ CHRISTUS Southeast Texas Health System ▪ Total Petrochemicals USA ▪ Entergy Transfer Partners ▪ Exxonmobil Corporation ▪ Firestone ▪ Huntsman ▪ Jefferson County Courthouse ▪ Lamar University ▪ Sunoco ▪ Total Petrochemicals USA ▪ Valero Port Arthur Oil Refinery ▪ Walmart Supercenter
	Orange	<ul style="list-style-type: none"> ▪ Signal International LLC
500-999	Hardin	<ul style="list-style-type: none"> ▪ Walmart Supercenter
	Jefferson	<ul style="list-style-type: none"> ▪ Air Liquide ▪ Arkema ▪ Brock Enterprises ▪ Dow - Beaumont ▪ En Global Engineering ▪ Exxonmobil Chemical ▪ Flint Hills ▪ Hargrove Engineers + Constructors ▪ Helena Laboratories ▪ Honeywell ▪ Invista ▪ Jefferson Energy ▪ Lanxess ▪ Medical Center of Southeast Texas ▪ Ohi ▪ Ohmstede ▪ Optimus Stel ▪ Sanserve Building Service ▪ Shenzhen Boqiang International Electronic
	Orange	<ul style="list-style-type: none"> ▪ DuPont ▪ Invista ▪ Vidor Independent School District

Source: Southeast Texas Development Foundation, 2023

2.4 Income

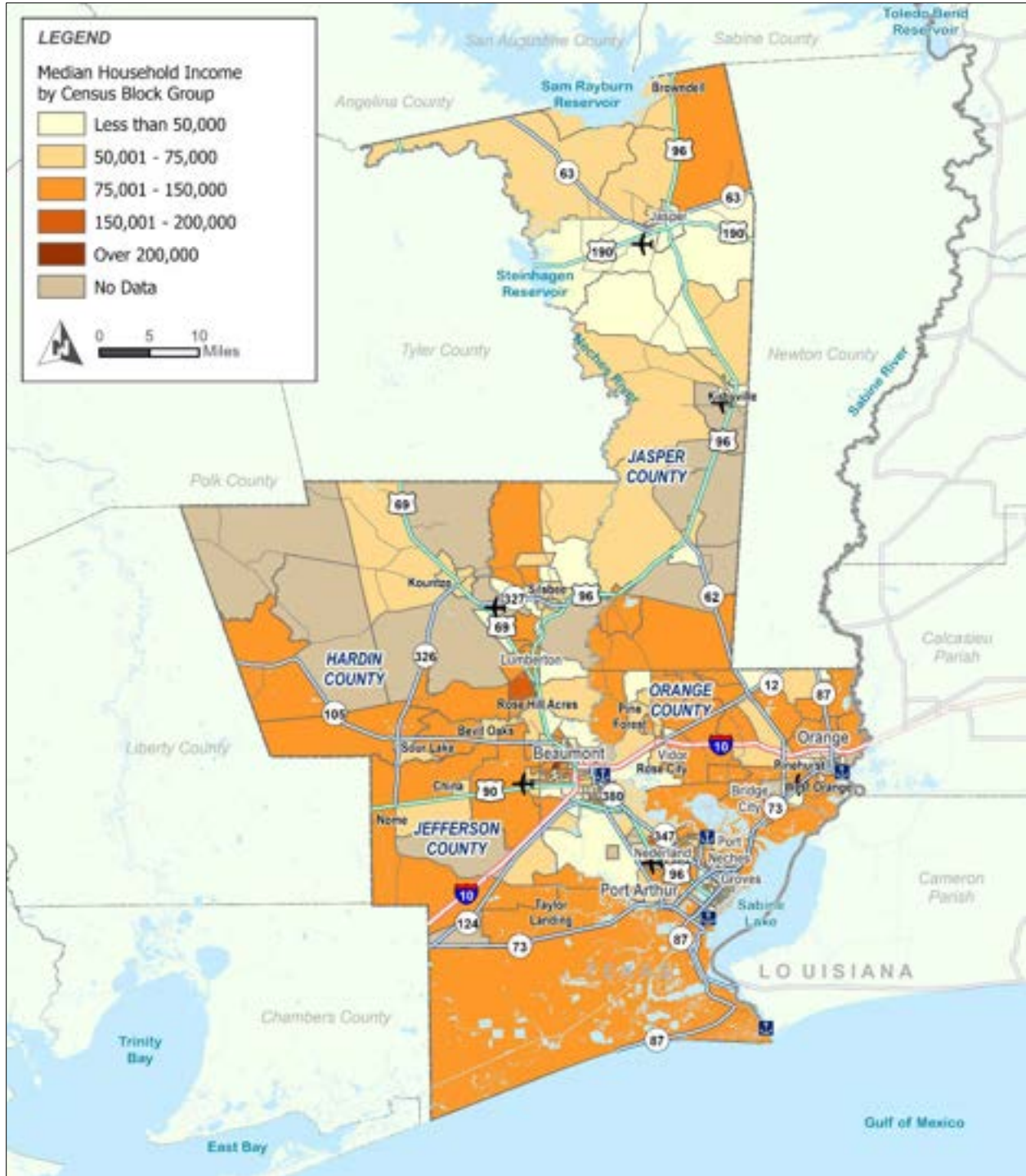
Income is an important socioeconomic attribute. It influences consumption power and travel behavior, which, in turn, affects the planning of transportation systems. Table 2-4 displays the median household income by county and the average for the full SETRPC MPA for the years 2018, 2019, 2020, 2021, and 2022. Figure 2-3 shows the spatial distribution of median household income for the 2022 across the SETRPC MPA.

Table 2-4: Median Household Income (in inflation adjusted dollars)

	2018	2019	2020	2021	2022
Hardin County	\$57,519	\$61,056	\$66,109	\$72,460	\$75,113
Jasper County	\$47,958	\$47,533	\$45,223	\$49,464	\$51,864
Jefferson County	\$50,844	\$53,608	\$55,595	\$58,656	\$63,264
Orange County	\$56,360	\$60,197	\$70,069	\$72,599	\$77,197
Average for SETRPC MPA	\$53,170	\$55,599	\$59,249	\$63,295	\$66,860

Source: U.S. Census Bureau. 2014-2018, 2015-2019, 2016-2020, 2017-2021, and 2018-2022 American Community Survey 5-Year Estimates. Table B19013.

Figure 2-3: Median Household Income, 2022



Source: U.S. Census Bureau. 2018-2022 American Community Survey 5-Year Estimates. Table B19013.

2.5 Environmental Justice

The SETRPC gives due consideration to environmental justice when making transportation planning decisions. Presidential Executive Order 12898, entitled Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations, promulgated on February 11, 1994, expanded the scope of previous guidance to include identifying and avoiding “disproportionately high and adverse” effects on minority and low-income populations. The United States Department of Transportation (USDOT) Order 6640.23 requires the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) to implement the principles of environmental justice in all programs, policies, and activities. SETRPC also considers the use of the FHWA Screening Tool for Equity Analysis of Projects (STEAP) Tool to address equity and Title VI/EJ issues as part of the next 2050 MTP update.

The three principles of environmental justice are:

- To avoid, minimize, or mitigate disproportionately high and adverse human health or environmental effects, including social and economic effects, on minority populations and low-income populations.
- To ensure the full and fair participation by all potentially affected communities in the transportation decision-making process.
- To prevent the denial of, reduction in, or significant delay in the receipt of benefits by minority populations and low-income populations.

Environmental justice must be considered in all phases of planning and focuses on enhanced public involvement and an analysis of the distribution of benefits and impacts. Environmental justice issues arise most frequently when certain communities:

- Receive the benefits of improved accessibility, faster trips, and congestion relief, while others experience fewer benefits.
- Suffer disproportionately from transportation programs’ negative impacts, like air pollution.
- Pay higher transportation taxes or higher fares than others in relation to the services received.
- Experience underrepresentation when policymaking bodies debate and decide allocations of transportation resources.

2.5.1 Minority Populations

Executive Order 12898 defines the protected population for environmental justice oversight as Minority Populations, Low-Income Populations, and the Native Indian Tribes. The SETRPC uses the Federal Transit Administration (FTA) and Federal Highway Administration (FHWA) definition of Minority Persons:

- ➔ **Black.** Persons having origins in any of the black racial groups of Africa.
- ➔ **Hispanic or Latino.** Persons having Mexican, Puerto Rican, Cuban, Central or South American, or other Spanish culture or origin, regardless of race.
- ➔ **Asian Americans.** Persons having origins in any of the original peoples of the Far East, Southeast Asia, or the Indian subcontinent.
- ➔ **American Indian and Alaskan Native.** Persons having origins in any of the original people of North America, South America (Including Central America), and who maintain cultural identification through tribal affiliation or community recognition.
- ➔ **Native Hawaiian and other Pacific Islanders.** Persons having origins in any of the original peoples of Hawaii, Guam, Samoa, or other Pacific Islands.

Identifying locations of minority and low-income populations and improving the public involvement process is key in accounting for environmental justice in the relation to transportation investments.

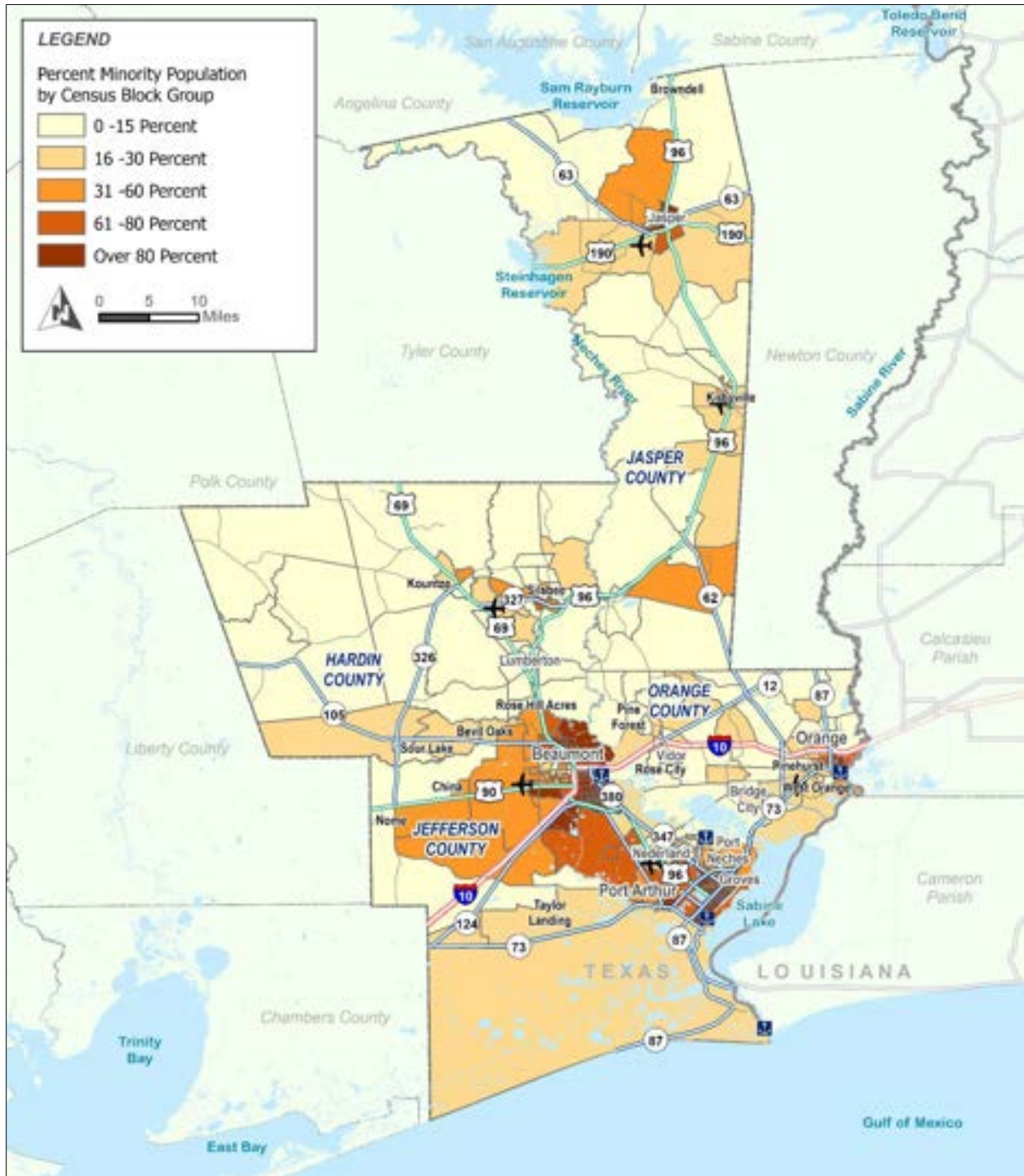
Data from the U.S. Census Bureau 2018-2022 American Community Survey (ACS) 5-Year Estimates provide the most recent official source for minority populations. The MPO has used this information to identify population characteristics and geographic distributions of environmental justice populations in the region. Table 2-5 displays the racial distribution within the region, and Figure 2-4 illustrates the percent minority population of the total population by Census Block Groups.

Table 2-5: Minority Populations

	Hardin County	Jasper County	Jefferson County	Orange County	SETRPC MPA
White alone*	84.03%	73.74%	38.39%	78.55%	55.05%
Black or African American alone*	5.7%	15.24%	33.05%	8.59%	23.24%
American Indian and Alaska Native alone*	0.02%	0.01%	0.14%	0.15%	0.12%
Asian alone*	0.46%	0.39%	3.78%	0.64%	2.46%
Native Hawaiian and Other Pacific Islander alone*	0.00%	0.02%	0.05%	0.06%	0.05%
Some other race alone*	0.13%	0.16%	0.11%	0.10%	0.12%
Two or more races*	3.15%	3.35%	1.89%	3.00%	2.39%
Hispanic or Latino	6.53%	7.09%	22.58%	8.91%	16.57%
Total Minority Population %	15.99%	26.26%	61.60%	21.45%	44.95%
<i>*White alone are individuals who are not Spanish/Hispanic/Latino and identify "White" as their only race</i>					

Source: U.S. Census Bureau. 2018-2022 American Community Survey 5-Year Estimates. Table B03002.

Figure 2-4: Percent Minority Population of Total Population, 2022



Source: U.S. Census Bureau. 2018-2022 American Community Survey 5-Year Estimates. Table B03002.

2.5.2 Low-Income Populations

SETRPC defines low-income households as those with income levels below the current Texas Health and Human Services (HHS) Supplemental Nutrition Assistance Program (SNAP) eligibility. Table 2-6 shows the amount of income that most people or families can earn to be eligible for SNAP.

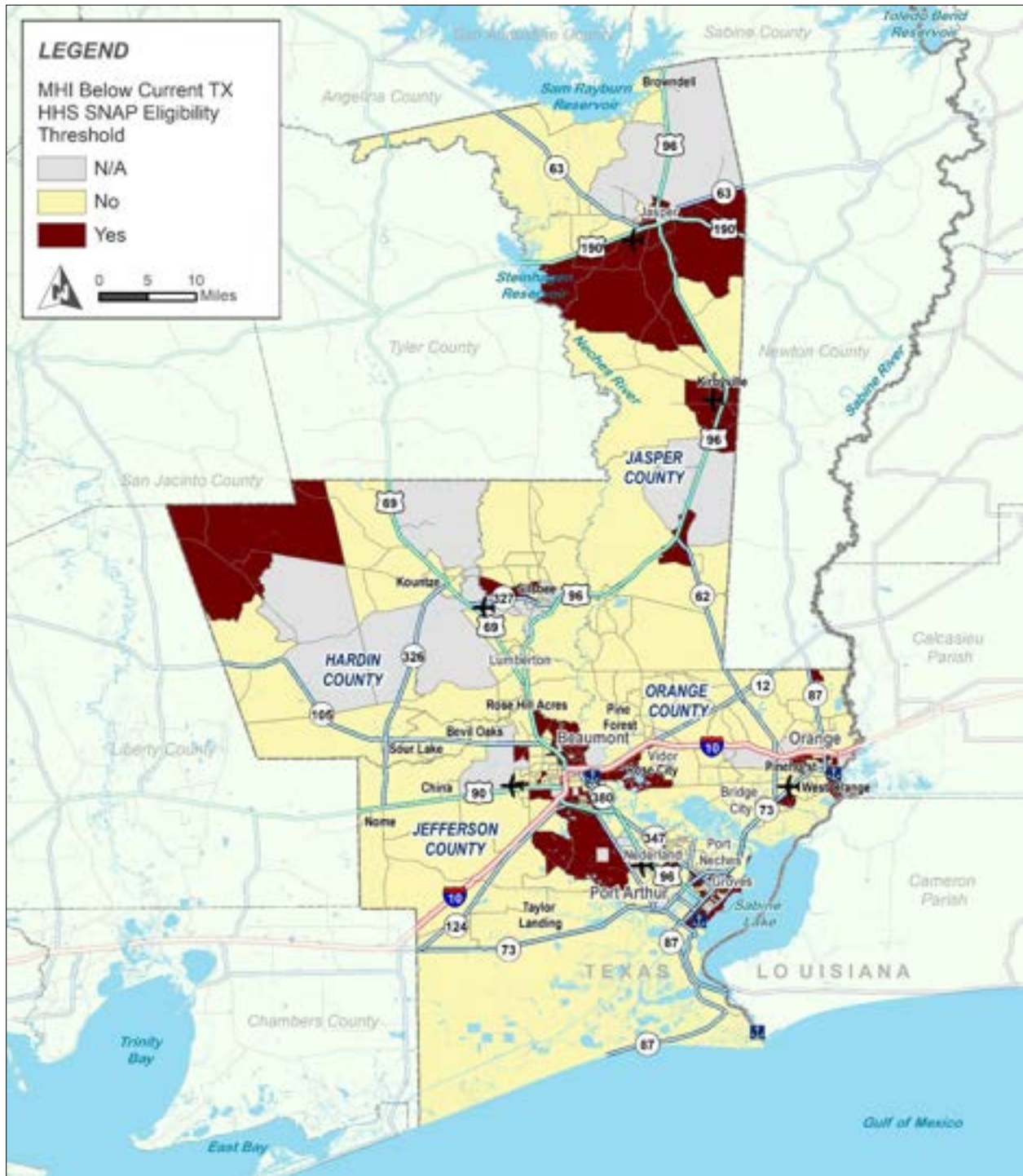
Table 2-6: SNAP Maximum Monthly Income Limits

Family Size	Maximum Monthly Income
1	\$1,869
2	\$2,518
3	\$3,167
4	\$3,816
5	\$4,465
For each additional person, add:	\$649

Source: Texas Health and Human Services. SNAP Food Benefits.

Figure 2-5 identifies Census Block Groups in the region where median household income is below the current Texas Health and Human Services (HHS) eligibility threshold for Supplemental Nutrition Assistance Program (SNAP).

Figure 2-5: Low Income Population - Median Household Income (MHI) Below Current Texas Health and Human Services (HHS) Supplemental Nutrition Assistance Program (SNAP) Eligibility Threshold



Source: U.S. Census Bureau. 2017-2021 American Community Survey 5-Year Estimates.

2.5.3 Limited English Proficiency and Senior Populations

Executive Order 13166 requires federal agencies and recipients of federal funds to provide special accommodations for persons with Limited English Proficiency (LEP). This ensures that linguistic barriers do not prevent meaningful access to the benefits and opportunities to participate in federally assisted programs. The LEP disadvantage is commonly associated with one’s race or national origin and is therefore related to individuals protected for environmental justice purposes.

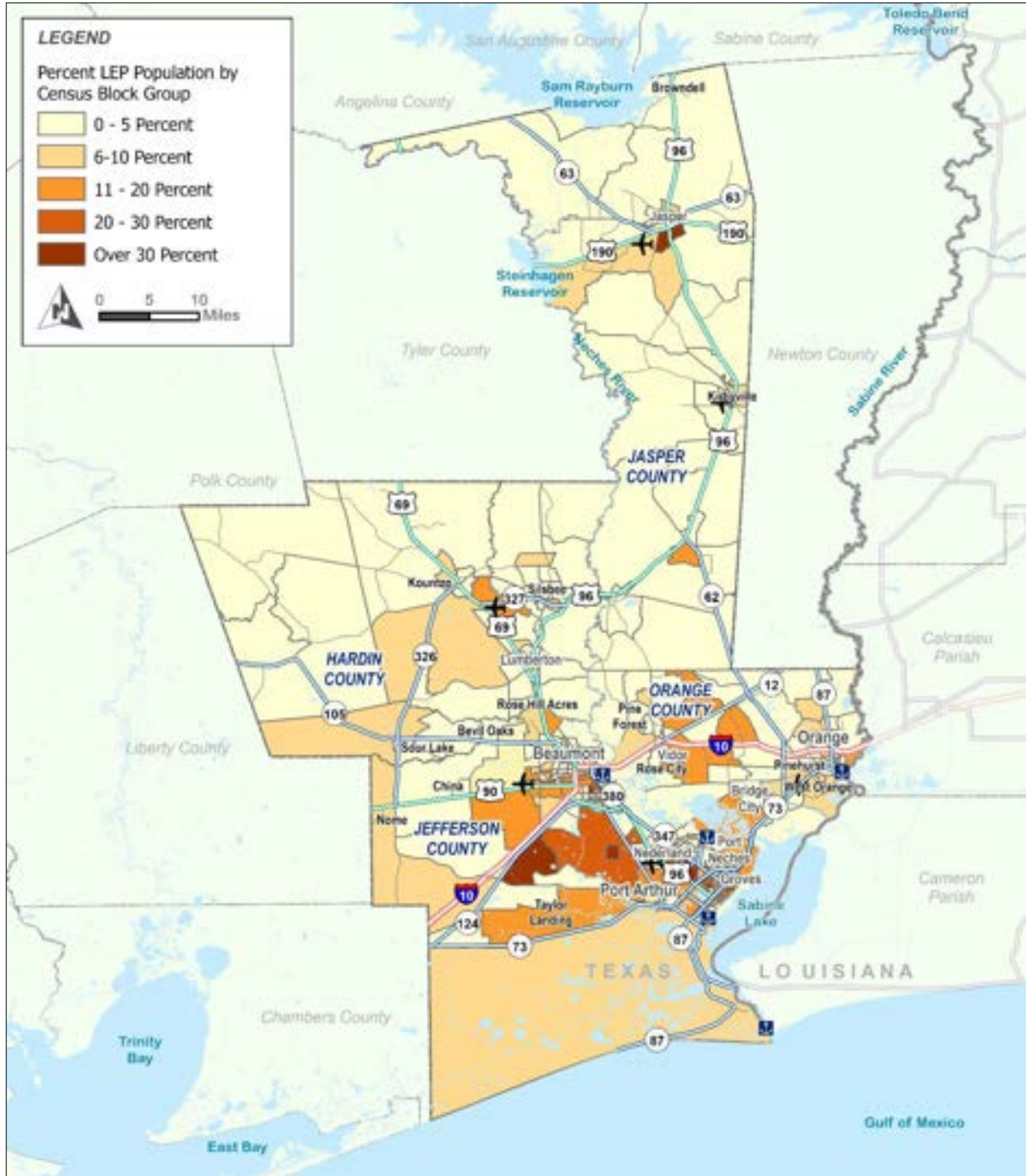
The total LEP population equals the sum of all individuals who speak a language other than English and speak English less than "very well." Table 2-7 the share of LEP individuals by tabulating LEP populations as a percentage of the total population of the statistical area. Figure 2-6 displays the percent LEP population by Census Block Group in the region.

Table 2-7: LEP Population

	Spanish LEP	Other Indo-European LEP	Asian and Pacific Islander LEP	Other LEP	Total LEP
Hardin County	1.68%	0.03%	0.15%	0.03%	1.90%
Jasper County	2.23%	0.38%	0.17%	0.00%	2.77%
Jefferson County	7.15%	0.51%	1.06%	0.09%	8.81%
Orange County	2.19%	0.55%	0.28%	0.00%	3.03%
SETRPC MPA	5.07%	0.44%	0.72%	0.06%	6.29%

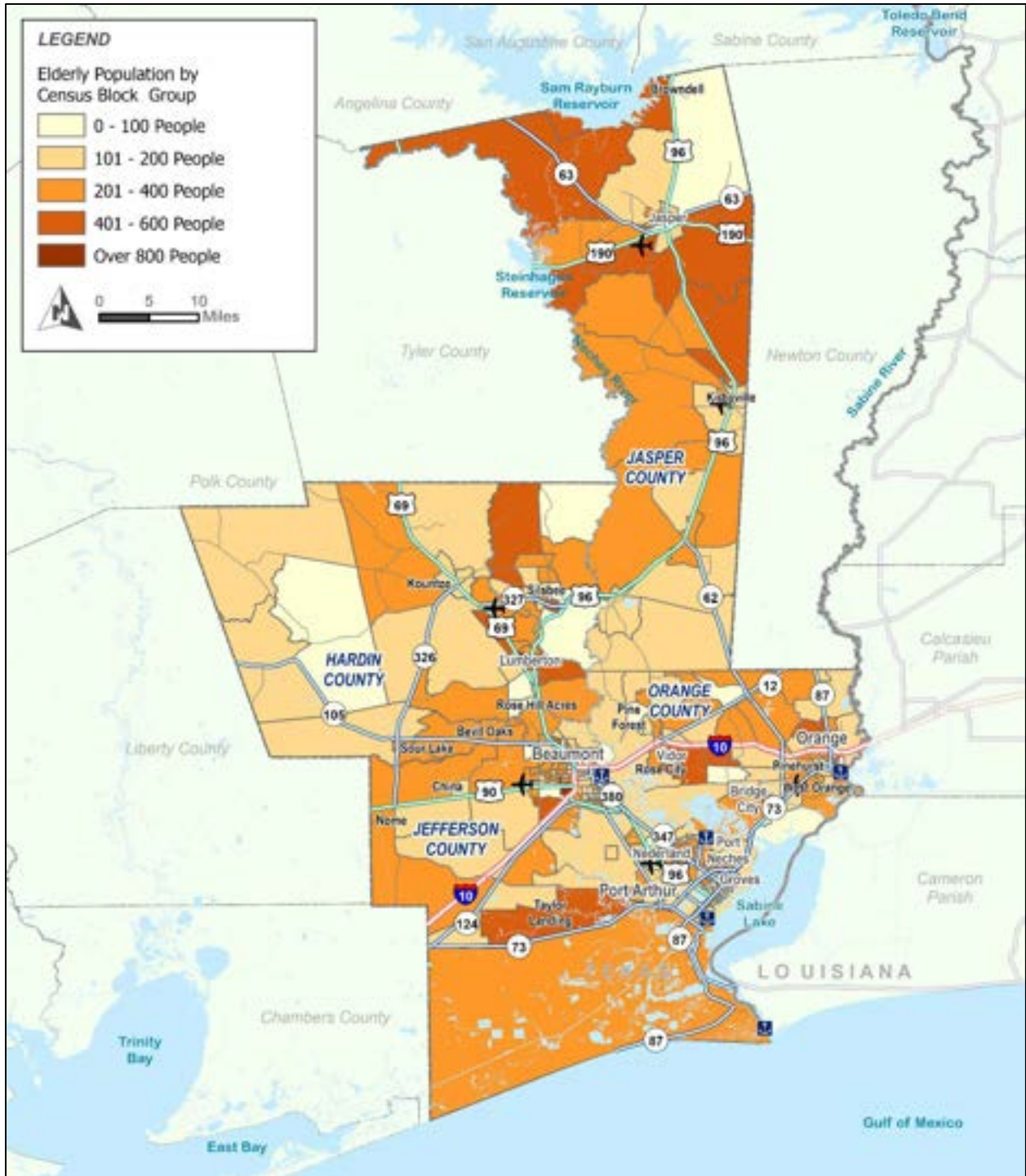
Senior population, defined as the population age 65 years and over, tend to have mobility challenges. The senior population is less likely to have the ability to drive a personal automobile and is more likely to be dependent on transit services or other people to travel the region. Senior status can be a disadvantage for minority populations, especially when coupled with a low-income status. Figure 2-7 the senior population by Census Block Group for the SETRPC area.

Figure 2-6: Percent LEP Population of Total Population, 2022



Source: U.S. Census Bureau. 2018-2022 American Community Survey 5-Year Estimates. Table B16004.

Figure 2-7: Elderly Population by Census Block Group



Source: U.S. Census Bureau. 2018-2022 American Community Survey 5-Year Estimates.

Chapter 3: Roadway and Bridge

3.0 Introduction

The SETPRC MPA contains 11,847.90 lane miles of public roadways. Of this amount, TxDOT maintains 4,021.48 lane miles, or 33.9% of the regional roadway system. Municipal or county governments in the region maintain 7,767.4 lanes miles or 65.6% of the system. The remaining 58.99 lane miles, or 0.5% of the system, are federal roads. Despite municipal or county governments holding the maintenance authority of most lane miles, 88.5% of daily vehicle miles traveled (DVMT) occur on TxDOT roadways.

3.1 Functional Classification

The MTP-2050 primarily addresses transportation improvements funded by federal funding sources, including roadways that will be constructed, expanded, or rehabilitated. These roadways are part of the “functionally classified roadway system”.

The concept of functional classification defines the role that a particular roadway segment plays in traffic flow throughout the network³. Roadways are assigned to one of several possible functional classifications within a hierarchy according to the character of travel service each roadway provides. Planners and engineers use this hierarchy of roadways to properly channel transportation movements through a highway network efficiently and cost effectively. Roadways serve two primary travel needs: access into and egress from specific locations and travel mobility. While these two functions lie at opposite ends of the continuum of roadway function, most roads provide some combination of both.

- **Roadway mobility function.** Provides few opportunities for entry and exit and therefore low travel friction from vehicle access/egress.
- **Roadway accessibility function.** Provides many opportunities for entry and exit, which creates potentially higher friction from vehicle access/egress.

Interstates or expressways provide maximum movement of vehicles but allow limited access to adjacent land uses. Arterial streets have lower vehicular capacity and speed but allow direct access to surrounding land uses. Collector and residential streets primarily provide direct access and connections to facilities and land uses. The functional classification system is described in Table 3-1. Figure 3-1 shows the functional classification of roadways in the SETRPC area.

³ United States Department of Transportation, Federal Highway Administration, Office of Planning, Environment, and Realty. (2013). “Highway Functional Classification: Concepts, Criteria and Procedures, 2013 Edition”. Retrieved 29 June 2022, [Highway Functional Classifications - Planning - FHWA \(dot.gov\)](https://www.fhwa.dot.gov/planning/functional_classification/).

Table 3-1: Functional Classification System Characteristics

Classification	Level of Mobility	Level of Accessibility	System Relationships
Interstate or Expressways	Connects urban and rural service, connects urban subregions, connects urban areas	No direct land access unless frontage roads are provided. Used for long trips at high speed	Other Interstates or Expressways, principal arterials
Principal Arterials	Connects two or more subregions, compliments expressways in high volume corridors	No direct land access except for major traffic generators. Used for medium to long distance trips at moderately high speeds. Access is subordinate to traffic movement.	Expressways, other principal arterials and high-volume minor arterials and collectors.
Minor Arterials	Connects adjacent subregions or activity centers within a subregion. Provides intracommunity continuity. Ideally does not penetrate neighborhoods.	Land access restricted to major and minor traffic generators in industrial and commercial uses. Used for moderate to short length trips at moderate speed.	Limited expressway interaction, principal arterials, other minor arterials, or facilities that place more emphasis on land access than higher classifications.
Collectors	Connects neighborhoods and connects land uses with the arterial system.	Unrestricted land access to neighborhoods, commercial or industrial areas. Used for collection and distribution to arterial facilities at moderate to low speeds.	Arterials, other collectors, local streets and private driveways providing direct land access.
Local Streets	Connects facilities within neighborhoods, or land uses within transportation facilities.	Unrestricted land access. Used for collection and distribution to collector facilities at low speeds.	Collectors, other local facilities, and private driveways providing direct land access.

Table 3-2: Functional Classification System Lane Miles and Daily Vehicle Miles Traveled (DVMT), 2020

Functional Classification	Lane Miles	Percent (%) of Total Lane Miles	Daily Vehicle Miles Traveled (DVMT)	Percent (%) of Total DVMT
Interstate	506.6	4%	8,499,945	37%
Other Freeway and Expressway	273.8	2%	3,533,465	15%
Principal Arterial	1,660.1	14%	6,395,480	28%
Minor Arterial	1,079.9	9%	2,041,598	9%
Major Collector	1,418.4	12%	1,489,115	6%
Minor Collector	217.4	2%	52,166	0%
Local	6,691.7	56%	1,130,039	5%
TOTAL	11,847.9	100%	23,141,807.9	100%

Source: Texas Department of Transportation, Transportation Planning and Programming Division. (18 January 2022). "TxDOT Roadway Inventory". Open Data Portal: Your Gateway to TxDOT GIS Data. Retrieved 06 June 2022, [TxDOT Open Data Portal \(arcgis.com\)](https://arcgis.com).

Figure 3-1: Functional Classification of Roadways in the SETRPC Area



Source: Texas Department of Transportation, Transportation Planning and Programming Division. (18 January 2022). "TxDOT Roadway Inventory". *Open Data Portal: Your Gateway to TxDOT GIS Data*. Retrieved 06 June 2022, <https://gis-txdot.opendata.arcgis.com>.

3.2 Regionally Significant Corridors

Regionally significant corridors within the jurisdiction of the SETRPC consists of interstate, freeway, arterial, collector, and local roadways. 700 miles of state roadways are maintained by TxDOT and provide regional mobility, while local entities maintain the remaining roadways which provide access within the region.

3.2.1 Interstate



I-10

Traversing the region in an east-west direction, I-10 is a limited access facility with between four and eight travel lanes. The FHWA and the States of Texas and Louisiana have identified the I-10 corridor from San Antonio to New Orleans as a strategic intermodal corridor for freight movement.

3.2.2 U.S. Highways



US69/287

This facility travels in a north-south direction through Hardin and Jefferson counties. It is primarily a four-lane divided, access-controlled facility, except for some portions in Hardin County which have only two lanes with a center turn lane. It connects the ports and intermodal facilities in the area.



US 90

Traveling in an east-west direction as a four-lane divided facility with partial access control on the west side of Beaumont, US 90 passes through Beaumont as College Street and a pair of one-way couplets before it connects to I-10 near the Jefferson/Orange County line.

3.2.3 State Highways

The following list of roadways is not a comprehensive list of all state highways within the region, but they play an important role in facilitating regional traffic movement.



SH 12

This roadway is a two-lane facility with a center turn lane and traverses in an east-west direction from Vidor to Louisiana.



SH 62

This two-lane, north-south roadway connects Orange County and Jasper County.



SH 73

Traversing east-west as a four-lane divided facility with partial access control, SH 73 acts as a vital transportation link between Port Arthur, Bridge City, and the City of Orange.



SH 347

This four-lane divided roadway connects SH 87 in Port Arthur to US 69 in Beaumont.



SH 87

This two-lane, east-west roadway connects Sabine Pass to the rest of the region. It is coaligned with SH 73 between Port Arthur and the City of Orange.



Spur 380

Known locally as Martin Luther King Jr. Parkway, this four-lane, divided and partially access-controlled roadway provides north-south mobility in southeastern Beaumont

3.3 Traffic Volume

Traffic volume is an important basis for determining the kinds of improvements needed on a highway or street facility. Traffic volumes are typically expressed in terms of average annual daily traffic (AADT). AADT estimates the average traffic volume across all days for a year for a given location along a roadway. AADT is a basic measurement that indicates vehicle traffic load along a roadway segment. The measure is an indication of how “busy” a given roadway is and is a critical consideration within the transportation planning process.

The AADT for roadways within the MPA were obtained from the TxDOT Roadway Inventory, a dataset maintained by the Transportation Planning and Programming Division. The most recent AADT data is from 2022. From this data, the top ten roadway segments with the greatest AADT within the SETRPC four-county region was determined (see Table 3-3). In the table, a rank of 1 indicates the greatest AADT and a rank of 10 represents the lowest AADT.

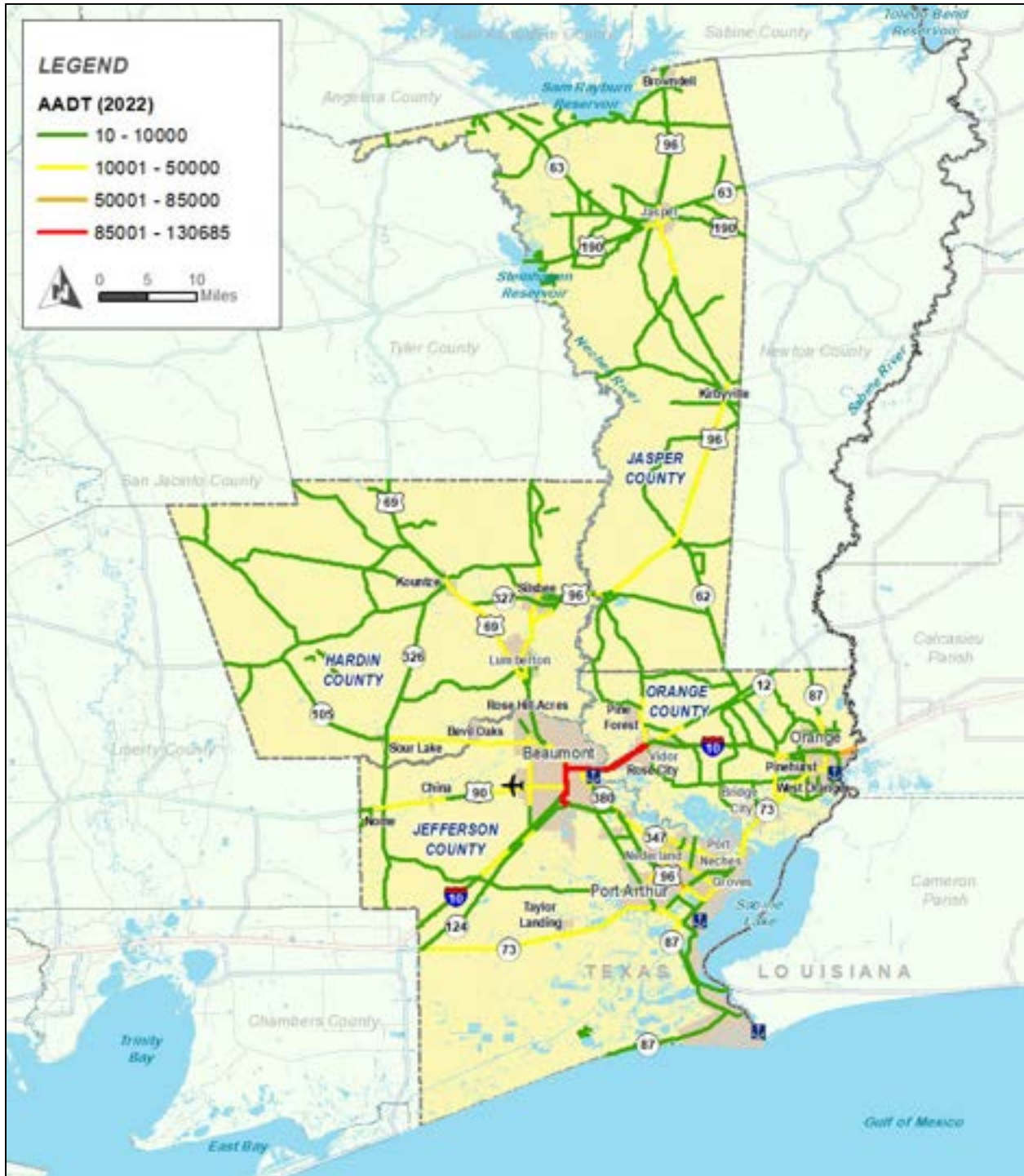
As shown in the table, the greatest AADT values in the region are along nine segments of the top ten are located along I-10, primarily in Beaumont and within the vicinity of Orange. Figure 3-2 shows the top 10 roadway segments in addition to AADT values for all major roadways in the MPA.

Table 3-3: Top 10 Roadway Segments with the Greatest AADT Values

Rank	Road	Limits	City	AADT (2022)
1	I-10	From US 69 to US 90	Beaumont	130,685
2	I-10	From US 90 (College St) to N 11 th St	Beaumont	111,265
3	I-10	From N 11 th St to Gulf St	Beaumont	85,825
4	I-10	From Harrison Ave to Delaware St	Beaumont & Rose City	81,672
5	I-10	From Helena St to N Main St	Beaumont	77,338
6	I-10	From I-10 to SH 124	Beaumont	74,563
7	US 69	From Delaware ST to W Lucas Dr	Beaumont	70,335
8	I-10	From SH 124 to W 4 th St	Beaumont	68,342
9	I-10	From FM 365 to SH 73	Port Arthur	64,527
10	I-10	From N Main St to S Timber Lane	Vidor	60,517

Source: Texas Department of Transportation, Transportation Planning and Programming Division. (06 November 2023). “TxDOT Roadway Inventory”. *Open Data Portal: Your Gateway to TxDOT GIS Data*. Retrieved 11 January 2024, <https://gis-txdot.opendata.arcgis.com>.

Figure 3-2: Regional Traffic Volumes, AADT (2022)



Source: Texas Department of Transportation, Transportation Planning and Programming Division. (06 November 2023). "TxDOT Roadway Inventory". *Open Data Portal: Your Gateway to TxDOT GIS Data*. Retrieved 12 January 2024, <https://gis-txdot.opendata.arcgis.com>.

3.4 Crash Analysis

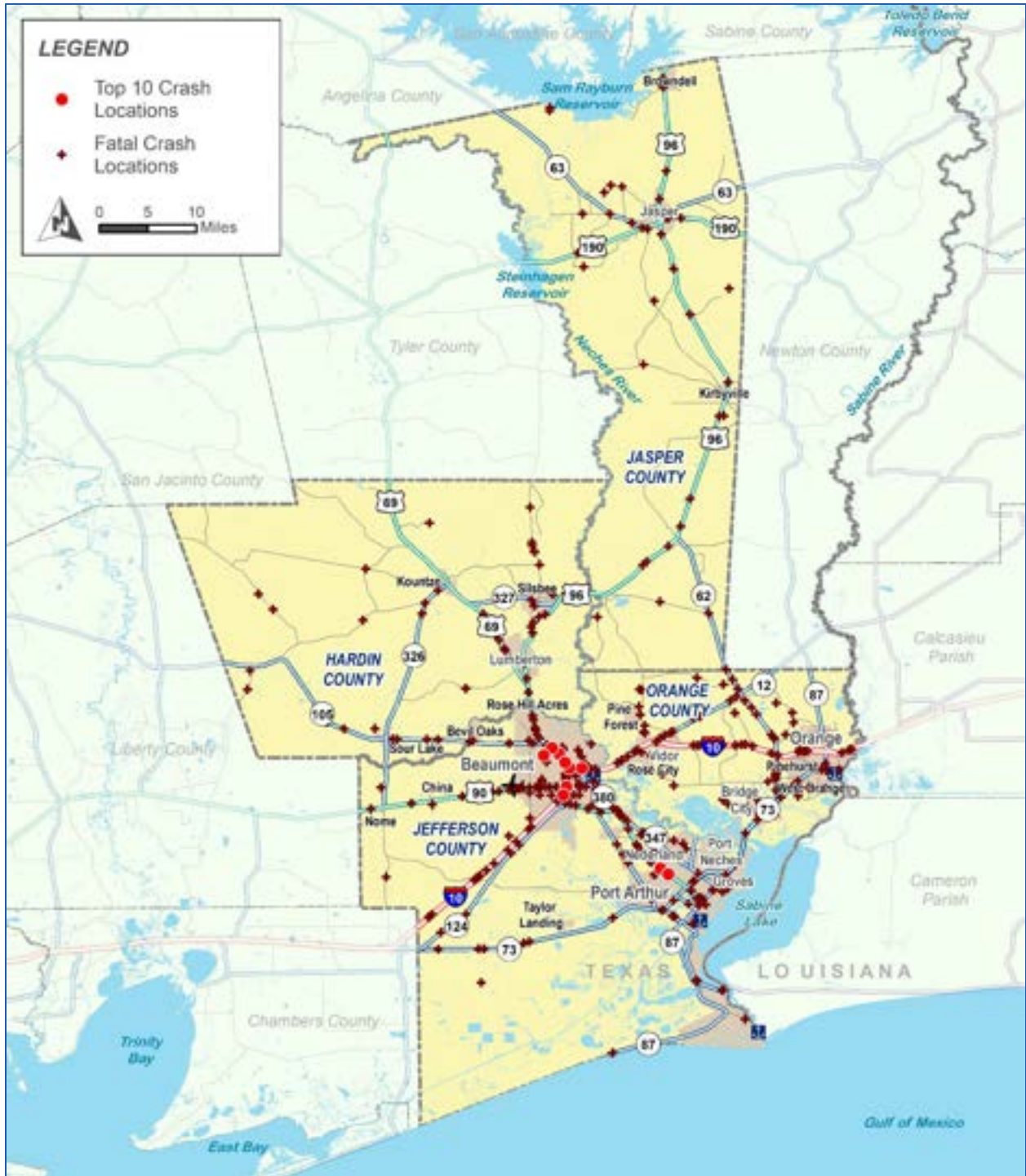
TxDOT’s Crash Records Inventory System (CRIS) was utilized to conduct a crash analysis for the SETRPC MPA. Table 3-4 identifies the top 10 locations with the highest number of crashes between 2017 and 2021. The most crashes occurred at the intersection of I-10 and US 90 (College Street) in Beaumont. Most of the high crash locations occur at intersections along I-10 and US 69. These top 10 locations with the highest crash counts plus all fatal crash locations for the years 2017-2021 are mapped in Figure 3-3.

Table 3-4: Top 10 Locations with Highest Crash Counts

Rank	Intersection	City	Crash Count
1	IH 10 and US 90 (College St)	Beaumont	590
2	US 69 and FM 365	Port Arthur	533
3	US 69 and Lucas Dr	Beaumont	331
4	IH 10 and SS 380 (Martin Luther King Jr Pkwy)	Beaumont	253
5	IH 10 and N 11th St	Beaumont	175
6	US 69 and Dowlen Road	Beaumont	159
7	US 69 and 75th St	Port Arthur	156
8	Dowlen Rd and Folsom Dr	Beaumont	156
9	US 69 and Delaware St	Beaumont	152
10	IH 10 and Washington Blvd	Beaumont	53

Source: Texas Department of Transportation, Crash Records Information System. (2022). Data retrieved for calendar years 2017, 2018, 2019, 2020, and 2021 for Jasper, Jefferson, and Orange Counties in Texas. Retrieved 13 July 2022, <https://cris.dot.state.tx.us>.

Figure 3-3: Top 10 Crash Locations and Fatal Crash Locations, 2022



Source: Texas Department of Transportation, Crash Records Information System. (2022). Data retrieved for calendar years 2017, 2018, 2019, 2020, and 2021 for Jasper, Jefferson, and Orange Counties in Texas. Retrieved 13 July 2022, <https://cris.dot.state.tx.us>.

3.4.1 Safety Performance Measures

Safety performance management is intended to ensure that safety improvements guide funding priorities to advance the national goal of safe roadways. The FHWA established the safety performance measures (PM1) in 2016 to carry out the Highway Safety Improvement Program (HSIP). The five safety performance measures evaluate fatalities and serious injuries on all public roads include:

- ➔ Number of Fatalities.
- ➔ Rate of fatalities per 100 million vehicle miles traveled.
- ➔ Number of serious injuries.
- ➔ Rate of serious injuries per 100 million vehicle miles traveled.
- ➔ Number of combined non-motorized fatalities and non-motorized serious injuries.

Safety performance targets are provided annually by the States to FHWA for each safety performance measure. Current statewide safety targets address calendar year 2019 and are based on an anticipated five-year rolling average (2015-2019). Texas statewide safety performance targets for 2019 are included in Table 3-5. The SETRPC-MPO adopted the Texas statewide safety performance targets on November 29, 2018.

Safety performance targets are provided annually by the States to FHWA for each safety performance measure. Current statewide safety targets address fiscal year 2024 and are based on an anticipated five-year rolling average (2020-2024). Texas statewide safety performance targets for 2024 are included in Table 3-5. The SETRPC adopted the Texas statewide safety performance targets on February 29, 2024.

Table 3-5: TxDOT Safety Targets

2024 Safety Targets	Number of Fatalities	Rate of Fatalities*	Number of Serious Injuries	Rate of Serious Injuries*	Number of Non-Motorized Fatalities and Serious Injuries
2020	3,874	1.49	14,659	5.63	2,206
2021	4,486	1.70	19,434	7.35	2,628
2022	3,272	1.25	17,539	6.70	2,321
2023	3,159	1.20	17,819	6.77	2,340
2023	3,046	1.14	18,242	6.77	2,360
2024 Target as a 5-year Average	3,567	1.36	18,096	6.64	2,371

* Rate per 100 million vehicle miles traveled

Source: United States Department of Transportation, Federal Highway Administration. (2022). *State Safety Performance Targets*. Retrieved 05 July 2022, [State Safety Performance Targets | FHWA \(dot.gov\)](https://www.fhwa.dot.gov/safety/state-safety-performance-targets/)

Table 3-6: SETRPC Safety Performance

Year	Number of Fatalities	Rate of Fatalities*	Number of Serious Injuries	Rate of Serious Injuries*	Number of Non-Motorized Fatalities and Serious Injuries
2017	80	1.66	354	7.35	33
2018	88	1.78	311	6.28	38
2019	73	1.49	263	5.36	48
2020	105	2.39	277	6.31	73
2021	106	2.14	350	7.05	52

* Rate per 100 million vehicle miles traveled

Source: United States Department of Transportation, Federal Highway Administration. (2022). *State Highway Safety Report*. Retrieved 05 July 2022, [State Highway Safety Report \(2021\) - Texas - State - Reporting - Transportation Performance Management - Federal Highway Administration \(dot.gov\)](https://www.fhwa.dot.gov/bridge/nbi.cfm).

3.5 Bridges

According to the National Bridge Inventory (NBI), the SETRPC MPA includes 963 bridges. Ownership of these bridges is shown in Table 3-7. TxDOT holds the maintenance responsibility for the majority of these bridges in the county, at 66%.

Table 3-7: Bridge Maintenance Responsibility in SETRPC MPA

Maintenance Responsibility	Number of Bridges	Percent (%) of Total
Texas Department of Transportation	636	66.0%
Hardin County	40	4.2%
Jasper County	37	3.8%
Jefferson County	70	7.3%
Orange County	28	2.9%
Cities	149	15.5%
Local Park, Forest, or Reservation Agency	1	0.1%
Bureau of Fish and Wildlife	2	0.2%
Total	963	100.0%

Source: United States Department of Transportation, Federal Highway Administration. (2022). *National Bridge Inventory (NBI)*. Retrieved 05 July 2022, <https://www.fhwa.dot.gov/bridge/nbi.cfm>.

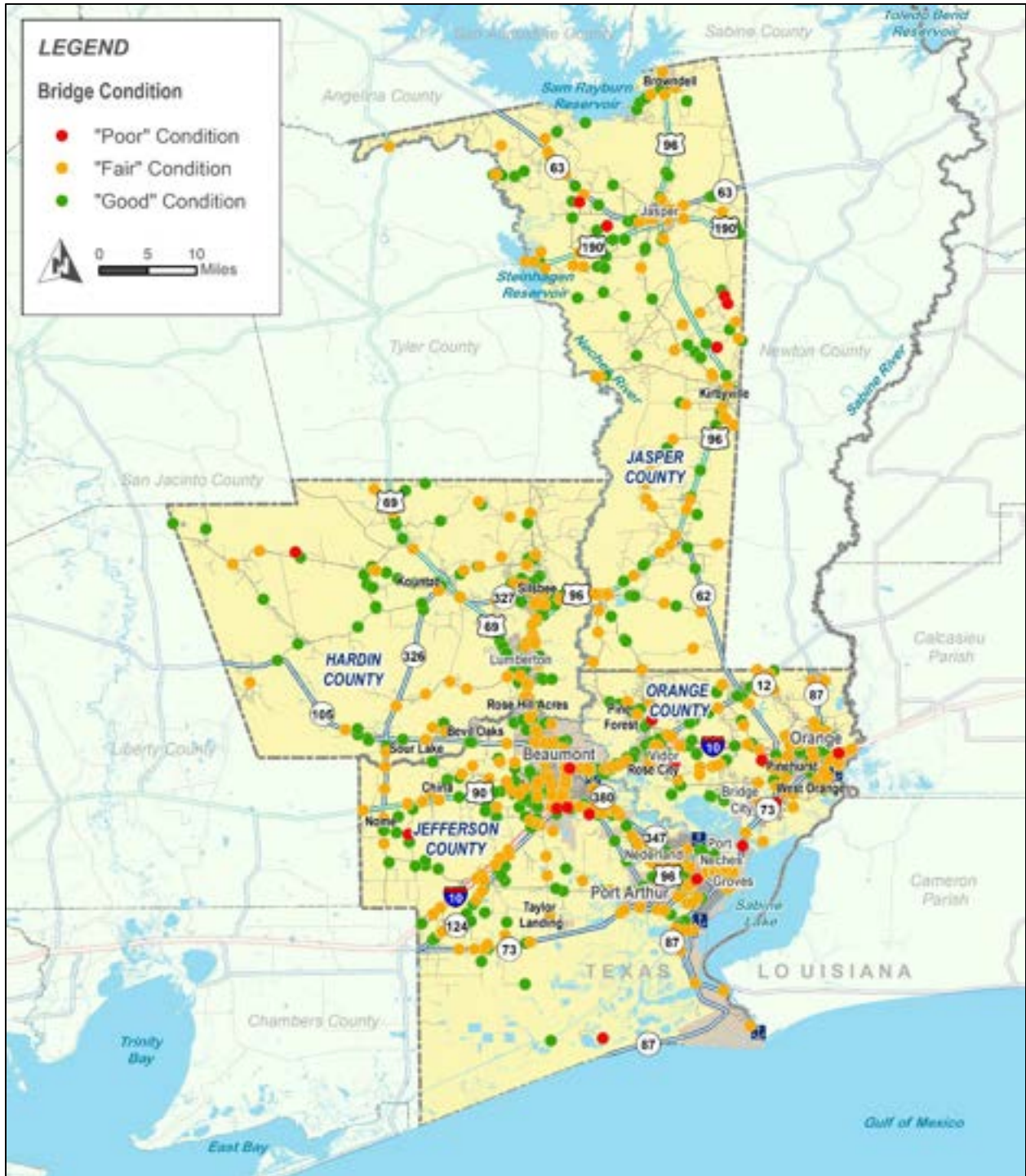
Bridge condition data was also collected from the NBI. The bridge condition by “good”, “fair”, or “poor” by maintenance responsibility for all 963 bridges across the SETRPC MPA is shown in Table 3-8. Over 97% of all bridges in the region are classified as “fair” or “good” condition. Only 2% of bridges are in “poor” condition. Bridges by condition are mapped in Figure 3-4.

Table 3-8: Bridge Condition in SETRPC MPA

Maintenance Responsibility	"Poor" Condition	"Fair" Condition	"Good" Condition	Total
Texas Department of Transportation	8	339	289	636
Hardin County	1	10	29	40
Jasper County	4	14	19	37
Jefferson County	2	24	44	70
Orange County	3	14	11	28
Cities	1	68	80	149
Local Park, Forest, or Reservation Agency	0	1	0	1
Bureau of Fish and Wildlife	1	0	1	2
Total	20	470	473	963

Source: United States Department of Transportation, Federal Highway Administration. (May 2022). *National Bridge Inventory (NBI)*. Retrieved 05 July 2022, <https://www.fhwa.dot.gov/bridge/nbi.cfm>.

Figure 3-4: Bridge Condition



Source: United States Department of Transportation, Federal Highway Administration. (May 2022). *National Bridge Inventory (NBI)*. Retrieved 05 July 2022, <https://www.fhwa.dot.gov/bridge/nbi.cfm>.

3.6 Recommendations and Strategies

Southeast Texans heavily rely on automobiles as their primary mode of transportation due to auto-oriented land use development patterns. As population increases, the regional roadway system needs substantial investment to sustain this growth in demand. Many roadways need rehabilitation and improvements due to declining pavement conditions and poor service. However, funding levels are not keeping pace with investment needs.

Strategies to relieve pressure on the system include preserving the system, increasing operational efficiency, enhancing safety, managing future travel demand, promoting alternative transportation, improving freight movement, enhancing travel and tourism, reducing stormwater effects, and improving reliability and resilience.

3.6.1 Roadway Construction

The SETRPC-MPO is committed to investing in regional roadway network projects to meet the demand for automobile use. These projects aim to preserve the existing system, enhance efficiency and safety, and improve overall quality. The focus is on improving traffic flow, safety, and economic development, particularly on key regional corridors like I-10 and US 69. However, limitations exist due to natural and man-made barriers, funding processes, environmental requirements, and government regulations.

TxDOT's Unified Transportation Program (UTP) is guiding the development and construction of transportation projects in the SETRPC area over a 10-year period. The program authorizes funding for twelve funding categories governed by Title 43, Texas Administrative Code, Chapter 16. Major priorities for the Beaumont District include preventative maintenance and rehabilitation, metropolitan and urban projects, and improved connectivity to local ports.

3.6.2 System Preservation

The MPO is committed to preserving the existing transportation system and maintaining it in good condition. Adequate resources are directed toward system preservation, which includes routine maintenance, preventive maintenance, and rehabilitation activities. The Maintenance Division of TxDOT oversees the preservation, upkeep, and restoration of state-owned roads in the SETRPC area, with much of its budget allocated to preventive maintenance and rehabilitation. Roadway maintenance activities can be categorized into routine, preventative, and special.

TxDOT monitors the surface condition of all roadways within its Pavement Management Information System, which is updated every two years to help prioritize maintenance projects. Bridges also require scheduled maintenance and inspection to ensure they can safely carry increasing traffic volumes and loaded trucks. TxDOT provides off-system bridge data to local engineering departments and low-rate loans through the State Infrastructure Bank, paying half the share of bridge rehabilitation and replacement through the Highway Bridge Program.

3.6.3 System Efficiency

Transportation System Management (TSM) strategies aim to enhance the safe and efficient movement of people and vehicles within the existing transportation system. These strategies often involve road improvements, traffic optimization, or traffic calming in residential areas.

TxDOT oversees the operations of major highways through its Transportation Management Center (TMC), which monitors and distributes information from various ITS technologies. Traffic calming efforts include traffic law enforcement, public awareness, and educational programs, as well as physical measures to calm traffic flows and encourage safer roadways.

Access management techniques improve roadway capacity, mobility, and safety by limiting vehicular traffic accessibility. Intermodal connectivity is also important, with international and domestic ports, petroleum refineries, and industrial parks playing a significant role in the regional economy.

The MPO will work with planning partners to explore the development of a regional truck route network with associated policies and guidelines.

3.6.4 Travel Demand Management

Travel Demand Management (TDM) is a strategy to reduce travel demand, particularly single-occupancy private vehicles, by promoting alternative transportation modes and redistributing trip timing. It can lead to better environmental outcomes, improve public health, and build stronger communities and more prosperous cities. Strategies like limiting driving, leaving cars at home, and combining trips can also promote TDM in the region.

Other strategies to reduce manage travel demand and reduce congestion include flexible work options, transit support, and bicycle and pedestrian facilities. Communication technologies and flexible work schedules can reduce vehicle usage on roadways during traditional peak hours. Transit should be reliable and accessible, with employer-provided passes and guaranteed rides. Bicycle and pedestrian facilities with safe pathways can encourage changes to non-automobile travel mode choices. Schools can reduce vehicular traffic by providing safe environments that are conducive walking and cycling.

3.6.5 Land Use and Urban Design

The integration of transportation improvements and land use development, especially mixed-use development, is crucial for a region's overall development. The MPO works with stakeholders to promote this integration. The FAST Act requires states and MPOs to consider the Urban Street Design Guide and the Highway Safety Manual when designing new streets and standards. The Urban Street Design Guide and Highway Safety Manual are tools for creating safer, more livable, and economically thriving streets. These guides help maintain local characteristics while reinforcing a safer environment for all users.

3.6.6 Travel and Tourism

The Beaumont area is a popular destination for tourists due to its unique natural resources, such as fishing opportunities, camping, and hiking facilities, bird watching, and cultural activities. The region also boasts over 15 museums, botanical gardens, and numerous historical sites. The MPO maintains a webpage with travel and tourism information at <https://www.setrpc.org/travel-and-tourism/>.

Tourism is crucial to the state of Texas and the southeast Texas region, with an estimated \$4.2 billion in taxes and \$74.4 billion in direct travel spending in 2017. The Beaumont region receives approximately \$719 million in direct travel spending annually, reducing taxes by \$360 for every household.

The region's visitor centers, the Ben J. Rogers Regional Visitors Center and the Texas Travel Information Center, support tourism by promoting smart transportation solutions and addressing traffic needs during peak tourism seasons and special events. In addition to fostering interagency cooperation, assessing travel demand, and generating solutions to meet the particular requirements of tourism and related travel demand, the SETRPC-MPO is working to establish strategies to solve infrastructure, access, and environmental challenges.

Chapter 4: Bicycle-Pedestrian

4.0 Introduction

The SETRPC region recognizes the importance of establishing a bicycle and pedestrian network suitable for people of all ages and abilities. A well connected and cohesive active transportation network provides a safe and convenient option for travel while advancing health, environmental, equity, and transportation goals. As the SETRPC region continues to grow, so will the demand for active transportation.

4.1 Bicycle Facilities

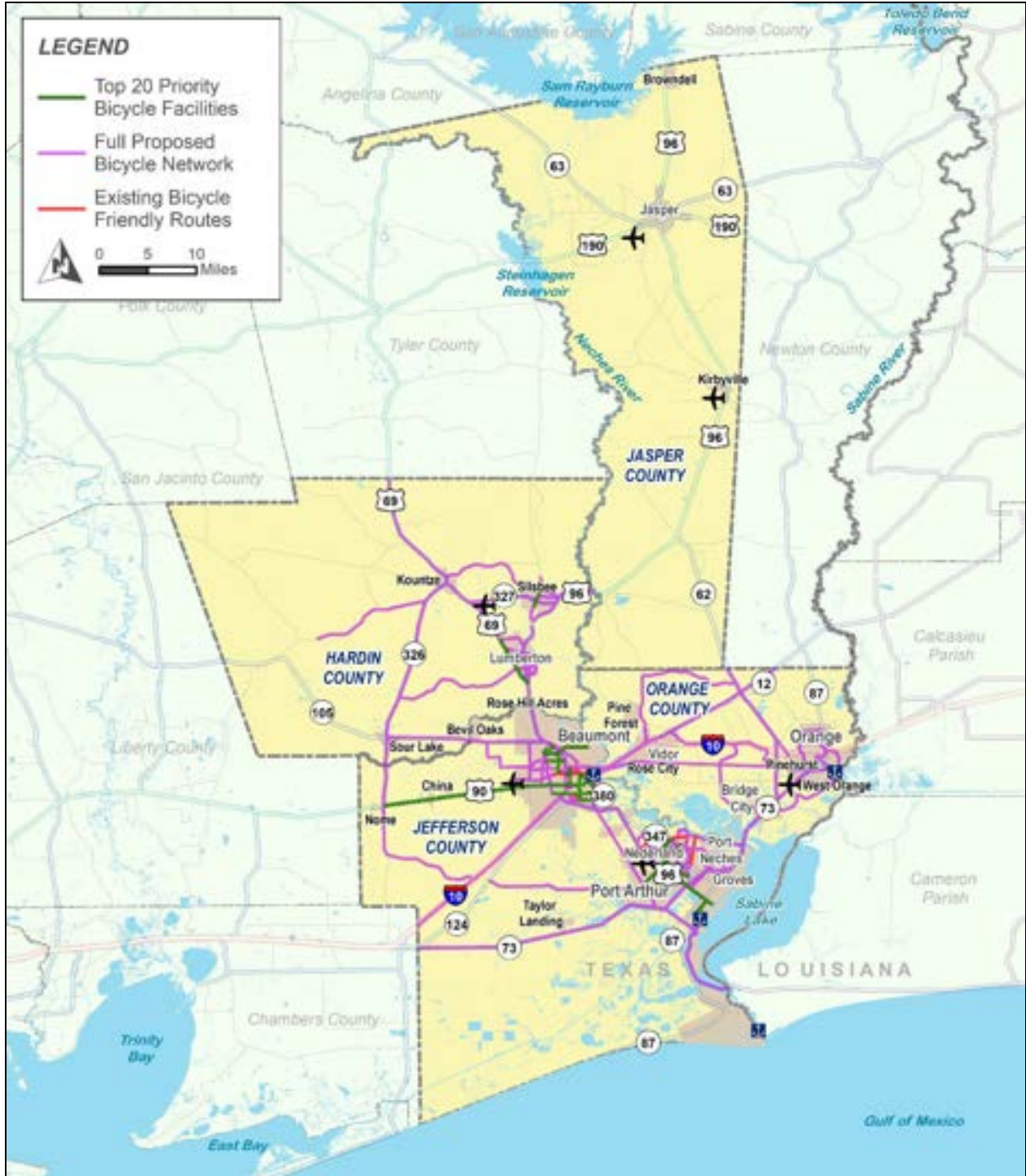
Bicycle infrastructure is limited in SETRPC counties. Within the four counties, there are 16.2 miles of bike-specific infrastructure, which includes 9.4 lane miles of bike lanes and 6.8 miles of off-street shared-use path⁴. In addition to this existing bicycle infrastructure, “bicycle-friendly” roads exist in the MPO. During public outreach meetings conducted for the SETRPC Southeast Texas Bicycle Plan (2040), members of the public identified roads within the MPO that are considered “bicycle friendly,” defined as “roads that have...light vehicular traffic, or potential for future bicycle facilities.” The identified bike friendly roads were chosen based on individual perception and experience. Figure 4-1 shows the location of the bicycle infrastructure across the MPO, bicycle friendly roads, and the proposed bike network.

Currently, bike infrastructure is only located within the urban areas of the MPO. Existing off street separated bikeways within the MPO include the approximately 6.8-mile Kountze Hike and Bike Trail. The MPO has approximately 9.4 miles of on-street striped bike lanes as listed below:

- ➔ Calder Avenue from W Circuit Drive to N 18th Street
- ➔ Calder Avenue from N 11th Street to N Main Street
- ➔ 7th Street from I-10 to Lauren Avenue
- ➔ Rolfe Christopher Drive from Jim Gilligan Way to S M L King Jr Parkway

⁴ Southeast Texas Regional Planning Commission. Southeast Texas Bicycle Plan (2040). Retrieved 20 June 2023. [SET-Bicycle-Plan.pdf \(setrpc.org\)](#)

Figure 4-1: Existing and Proposed Bicycle Facilities



Note: Figure 4-1 does not include bicycle facilities for Jasper County.

Currently, up to 1.2% of the SETRPC population commute via bicycle and 0.7% commute by walking. The small proportion of bike commuters could be partially attributed to the limited bicycle infrastructure, which exists only within the nonrural areas of the region. The use of bikes as a transportation mode is low in the proximity of Lamar University, located within Jefferson County.

Only 1.7% of residents within the four-county MPO have a commute time of less than ten minutes, while 66.1% commute longer than 30 minutes and 22.7% have a commute longer than an hour. Long commute times can partially explain the lack of bicycle infrastructure and bicyclists.

Users of bikes as a transportation mode who are vulnerable, including women, people aged 65 years and more, and younger than five should also be considered. A total of 49.7% of the SETRPC-MPO population is comprised of women. Overall, 15.4% of the population is 65 years of age or older, and 6.7% of the population is 5 years of age and younger.

Although infrastructure in the SETRPC-MPO primarily supports vehicle travel, 5.4% of households in the region do not have access to a vehicle and 12.5% of households are living under the poverty line. While bicycling is not a heavily used transportation mode in the SETRPC-MPO, some clusters within the MPO show a larger use of bicycling as a commuting mode. For example, between 10 and 17.6% of commutes within the two census tracts that include majority of the City of Jasper are completed by bicycle. About 19.6% of households in the same area do not have access to a vehicle, and between 53.6% and 88.0% of households are in poverty. The establishment of a safe and cohesive bicycle network would offer a more affordable and equitable transportation means for these households and others across the MPO.

4.2 Recommendations and Strategies

The SETRPC-MPO is promoting the development of underutilized transportation modes, such as walking and bicycling, to improve multimodal transportation networks. These low-cost, environmentally friendly modes offer relaxation, recreation, exercise, and nature enjoyment. The SETRPC region, which predominantly uses cars, has limited bicycle and pedestrian infrastructure investments. However, TxDOT and several cities are constructing new facilities to address this issue. Bicycle facilities include existing off-road trails, designated lanes or signed routes, and bicycle-friendly roadways.

Crashes

TxDOT's Highway Safety Performance Plan (HSPP) aims to reduce crashes, injuries, and property damage by focusing on performance measures, many of these measures are specific to bicycle and pedestrian safety. Strategies include increasing public education, improving road and street walkability, collecting data on pedestrian injuries, and identifying problem areas. However, no specific projects under HSPP are currently in place for SETRPC area.

Barriers in the Bicycle and Pedestrian Network

The Neches River presents a natural barrier and only three roadways, I-10, US 96, and SH 73, provides a means to cross the river. It can be hazardous for bicyclists and pedestrians to use these high-speed, car-dominated facilities. Bicycle and pedestrian connections across these barriers are recommended.

Land Use and Transportation

The MPO advises integrating land use planning and transportation planning in order to develop walkable and bicycle-friendly communities. The most favorable land uses are dense, compact, concentrated mixed-use developments that include a variety of services and facilities. Policies should include defined lanes for bicyclists, public rights-of-way for pathways, and specific requirements for pedestrian and bicycle facilities in town centers, transit corridors, and employment centers. Government entities should develop standards, policies, and guidelines to support a safe, walkable, and bicycle-friendly environment. The cities of Beaumont, Port Arthur, and Orange have already implemented such ordinances.

Complete Streets

Complete Streets are streets designed for everyone, ensuring safe access for pedestrians, bicyclists, transit riders, and motorists of all ages and abilities. It encourages street connectivity and applies to new and retrofit projects, requiring high-level approval for exceptions. Examples include sidewalks, bike lanes, special bus lanes, accessible public transportation stops, frequent crossings, median islands, pedestrian signals, curb extensions, narrower travel lanes, and roundabouts. Complete streets solutions complement the community's context and establish performance standards with measurable outcomes.

Connectivity and Accessibility

The MPO is working to address gaps in the pedestrian and bicycle network through connecting schools, transit stops, grocery stores, government offices, medical complexes, parks, and employment centers. Bicycle parking should be provided at all public buildings and encouraged at privately owned facilities. Neighborhood connections can be achieved using local and collector streets, trail connectors, and traffic control devices.

Link to Transit

Public transit facilities should be pedestrian-friendly, accommodating bicyclists, and accessible from nearby neighborhoods. Transit riders often walk a short distance to start or complete their trips, making pedestrian and transit modes essential for urban transportation. Increasing linkages between these modes is crucial, especially ensuring sidewalks connect to transit stops. Linking bicycle trips with bus trips expands service areas and enhances bicycle utility. BMT plans to install bicycle parking racks at shelter and busy stops, while PAT's buses have bicycle carrier racks.

Coordination

The SETRPC region requires coordinated bicycle and pedestrian planning among various entities, including counties, cities, school districts, and educational institutions, to improve infrastructure. Local governments and regional coordinators play crucial roles in coordinating issues and projects, ensuring a well-connected and high-quality network.

Rail-trails

Rail-trails are public paths created from former railroad corridors, ideal for various activities like biking, walking, inline skating, and horseback riding. These conversions can stimulate local economies by increasing tourism and generating local business. Abandoned rail corridors in central Hardin County, downtown Port Arthur, and along SH 124 in western Jefferson County are being explored for rail-trails conversion by the MPO.

Safe Routes to School

Schools can cause traffic congestion, especially when parents drive their children to school. Cities should collaborate with school districts to design improvements to minimize conflicts between pedestrians, bicyclists, and motorists. School districts should consult with local governments about transportation circulation and ensure safe pedestrian and bicycle access.

Safe Routes to School (SRTS) is a federal program aimed at promoting bicycle and pedestrian safety. The MPO will work with local cities and ISDs to develop Safe Routes to School projects.

Preservation and Maintenance

TxDOT and local municipalities allocate funds for routine maintenance of bicycle and pedestrian facilities, ensuring the state of good repair to maximize their use and ensure their smooth and debris-free surfaces.

Public Awareness and Safety

Educating motorists, bicyclists, and pedestrians about their rights and responsibilities on public roadways can encourage safe coexistence, particularly among youth. Public awareness programs can also educate motorists about sharing the road with nonvehicular traffic. The SETHBC hosts safe cycling events, such as a Bicycle Safety Rodeo and presentations, in local elementary schools.

Marketing

Marketing campaigns can encourage bicycling and walking by promoting reasons to use these modes, including safety reminders. A coordinated approach to public information and awareness programs, including events like bicycle- or walk-to-work days, fund-raising walks, and local events like the South East Texas Hike and Bike Coalition's (SETHBC's) regular rides, can yield the best results.

Materials like route maps and websites can also be created to inform people about bicycle-compatible roads, pedestrian-friendly areas, and other bicycle and pedestrian amenities.

Funding

Funding for bicycle and pedestrian facilities is crucial for their implementation. There are various federal, state, and local funding programs available to improve the non-motorized transportation system. Major funding programs include the National Highway System (NHS) Funds, Surface Transportation Program (STP), Congestion Mitigation and Air Quality Improvement (CMAQ) Program, National Recreational Trails Fund, National Scenic Byways Program, Surface Transportation Block Grant Program (STBGP), Texas Transportation Alternatives Program, State Bridge Program, and local funding sources.

- NHS funds are available for the construction of bicycle facilities on land adjacent to any highway on the NHS, while STP funds encompass a broader range of transportation projects.
- CMAQ funds are available for projects and programs in areas that are nonattainment or maintenance for the national ambient air quality standards according to the 1990 CAAA.
- The Surface Transportation Block Grant Program provides funding for planning and constructing new pedestrian and bicycle facilities.
- Local funding sources can also support the development of bicycle and pedestrian facilities, such as requiring developers to incorporate bicycle and pedestrian facilities in their proposed development or contributing to local projects as a condition for project development.

Chapter 5: Transit

5.0 Introduction

Public transportation is a vital part of the region's multimodal transportation system, providing essential services to the elderly, disabled, and individuals who are unable to or choose not to drive. Increased use of transit also has benefits for the environment by reducing air pollution and fuel consumption.

This chapter covers the existing public transportation system in the SETRPC region, including facilities, services, and gaps. In addition, this chapter identifies issues with the system and proposes strategies and policies to address these issues and the overall demand for public transportation in the area.

5.1 Existing Transit System

5.1.1 Fixed Route Service

Beaumont Municipal Transit (BMT), branded as Beaumont ZIP, operates ten local fixed bus routes throughout Beaumont. As shown in Figure 5-1, the routes converge at BMT's transfer facility in downtown Beaumont to provide easy transfers to other routes. Fares for adults are \$1.50 for all routes, with discounted fares of \$0.75 for senior citizens ages 65 and older, people with disabilities, and youth of ages 6 to 18. Children under 6 can ride for free, with up to three children per fare-paying adult. Monthly passes allowing unlimited rides each month are also available.

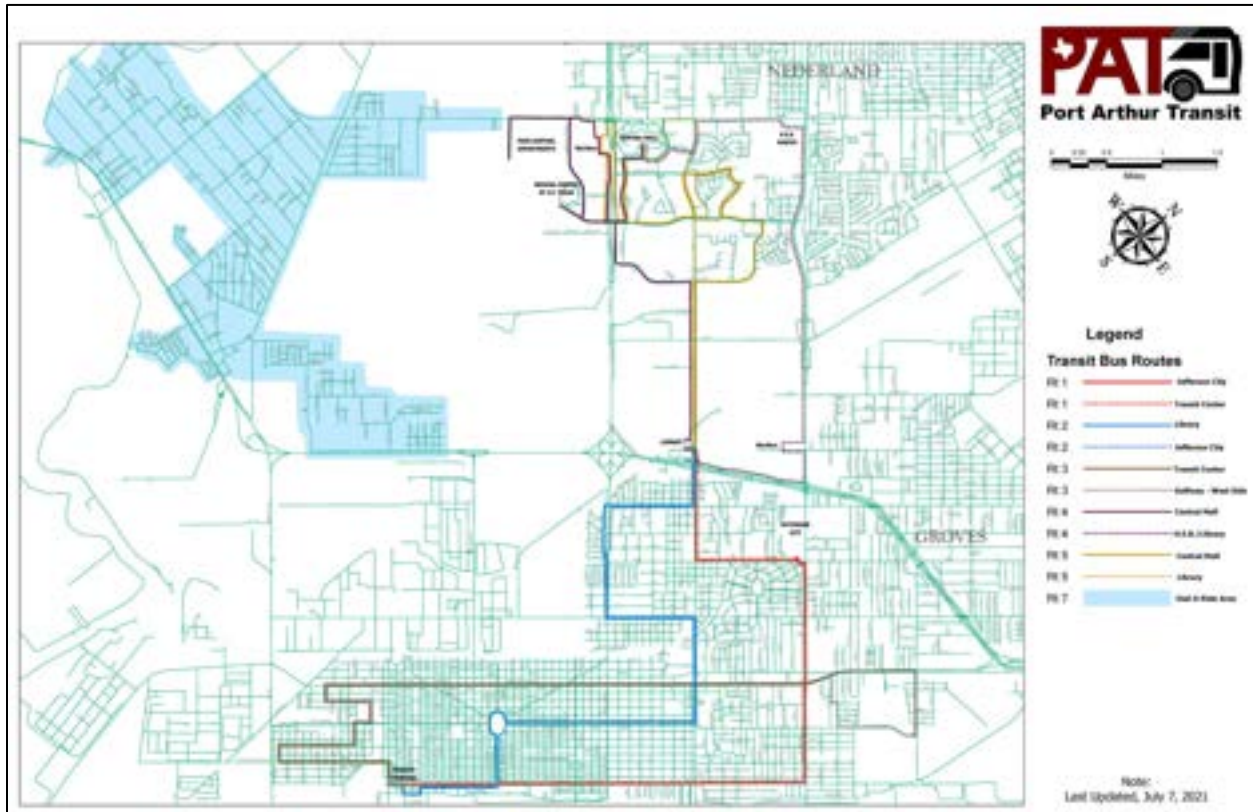
Port Arthur Transit (PAT) operates five local fixed bus routes in Port Arthur (Figure 5-2). Adult fares are \$1.50, and a discounted fare of \$0.75 is offered to senior citizens, people with disabilities, Medicare cardholders, and youth of ages 6 to 18. Children 5 years old and younger ride for free with a paid adult. Free transfers are available for 1.5 hours. PAT also offers daily, weekly, and monthly passes.

Figure 5-1: BMT Transit Routes



Source: Beaumont Municipal Transit: Beaumont-Transit-Map.pdf (beaumonttransit.com)

Figure 5-2: PAT Transit Routes: PAT Transit Routes



Source: Port Arthur Transit

5.1.2 Demand Response Service

BMT and PAT provide curb-to-curb paratransit services to people with disabilities who are unable to use the fix-route system. These services are available within the BMT and PAT service areas. Residents outside the BMT and PAT service areas are served by the following agencies:

- ➔ **Nutrition and Services for Seniors (NSS).** A non-profit entity providing low-cost transportation for elderly residents in Hardin County and western Jefferson County.
- ➔ **Orange Community Action Association (OCAA).** A transportation service available to all residents in the City of Orange for shopping, medical appointments, work, education, and any other trip purposes.
- ➔ **Orange County Transit (OCT).** A curb-to-curb service offered to Orange County residents. Transportation is available to any location in Orange County and to destinations in Beaumont and Port Arthur.
- ➔ **South East Texas Transit (SETT).** A curb-to-curb service providing transit to residents in Hardin County, rural western Jefferson County, and Orange County. Service is also available in mid-Jefferson County for people with disabilities and seniors aged 60 and older.

5.1.3 Private Transportation Providers

Amtrak's Sunset Limited line runs from New Orleans, Louisiana to Los Angeles, California and includes a stop at the Beaumont Station in Beaumont, Texas. The line provides regular intercity passenger rail service to Beaumont and is accessible by BMT's services.

Greyhound offers intercity bus service to and from the Beaumont Vidor, Orange, and Port Arthur bus stations in the MPA. This service also allows residents to travel to destinations outside the region without having to drive or fly.

Private ridesharing services such as Uber and Lyft are available in the region. These services provide ride-hailing through a peer-to-peer model. Users can request rides to destinations across the region through a smartphone application. Ridesharing offers individuals another mode of travel throughout the region beyond traditional public or private transportation options.

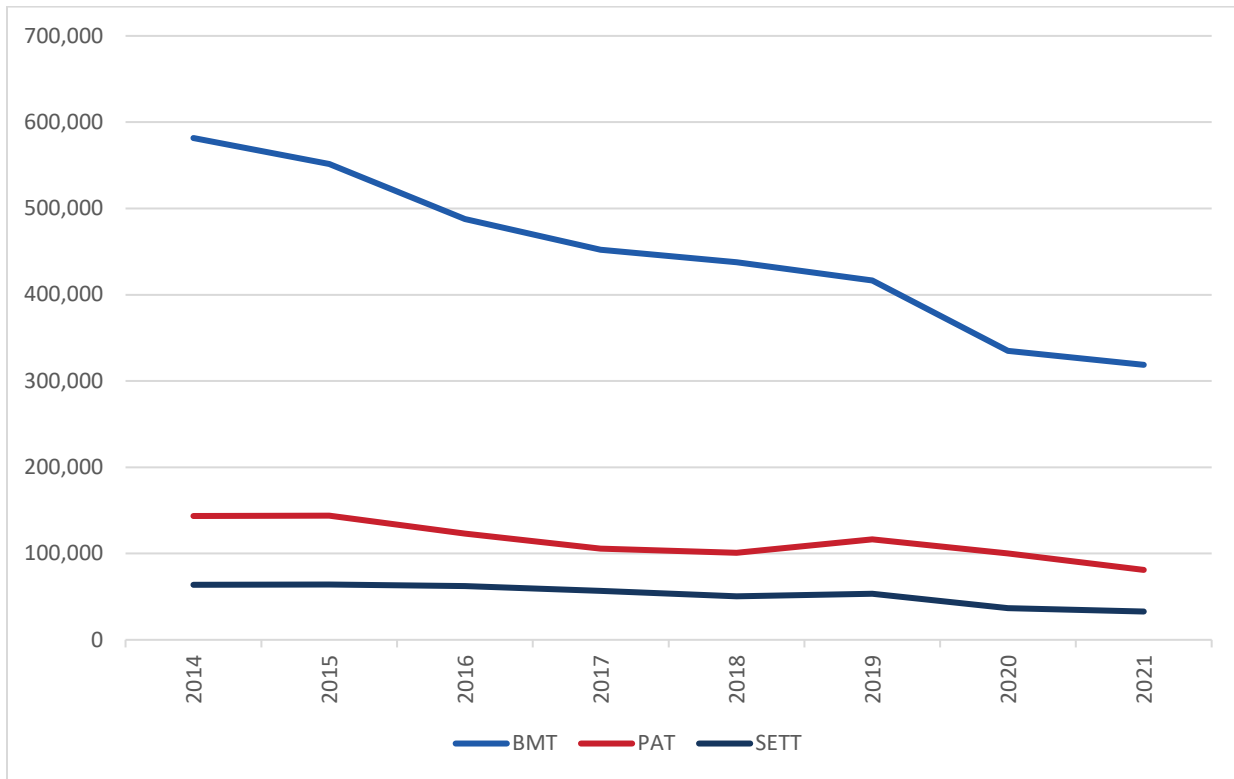
Sun Travel provides bus and limousine services through southeast Texas, including within the region. Sun Travel offers daily shuttles from Beaumont to airports, conferences, and regional events. Each shuttle can accommodate 56 passengers.

5.1.4 Ridership

Transit utilization is typically defined as the number of unlinked passenger trips served, which reflects the total number of passengers who board public transportation vehicles. In the SETRPC region, BMT, PAT, and SETT report their annual ridership data to the FTA’s National Transit Database (NTD).

From 2014 to 2021, ridership for BMT, PAT, and SETT declined by 45%, 44%, and 49%, respectively (Figure 5-3). This is likely due to several factors, including the availability of alternative transportation options, the cost of public transportation, and overall health of the economy as well as impacts from Hurricane Harvey in 2017 and the COVID-19 pandemic beginning in 2020. Transit agency ridership for the three agencies between 2014 and 2021 is shown in Figure 17.

Figure 5-3: Transit Ridership by Agency

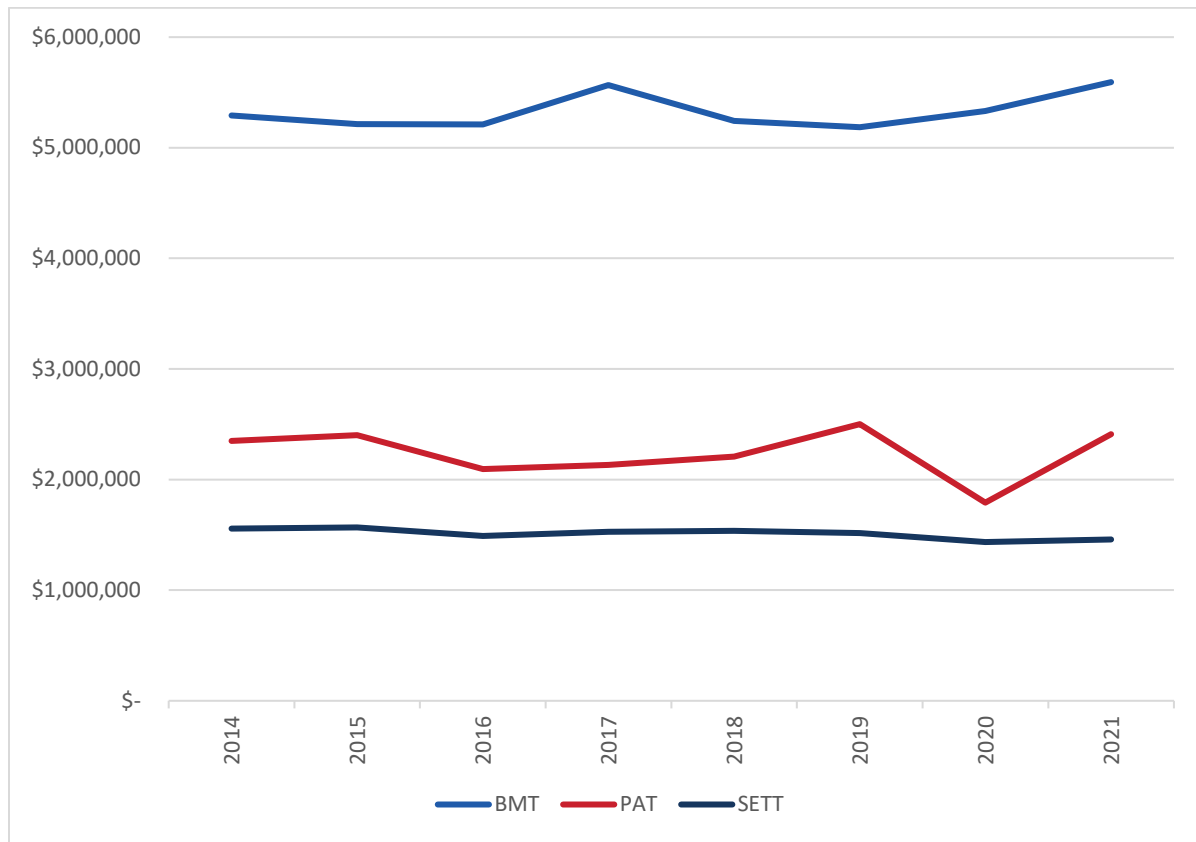


Source: Federal Transit Administration National Transit Database.. 2022. Retrieved 20 June 2023.. [The National Transit Database \(NTD\) | FTA \(dot.gov\)](#)

5.2 Operating Cost and Funding

Between 2014 and 2021, the annual cost of operating BMT’s and PAT’s fixed route and demand response services increased by approximately 6% and 3% respectively. The cost of operating SETT’s demand response service decreased by 6% (Figure 5-4). Operating costs for the three agencies are shown in Figure 20.

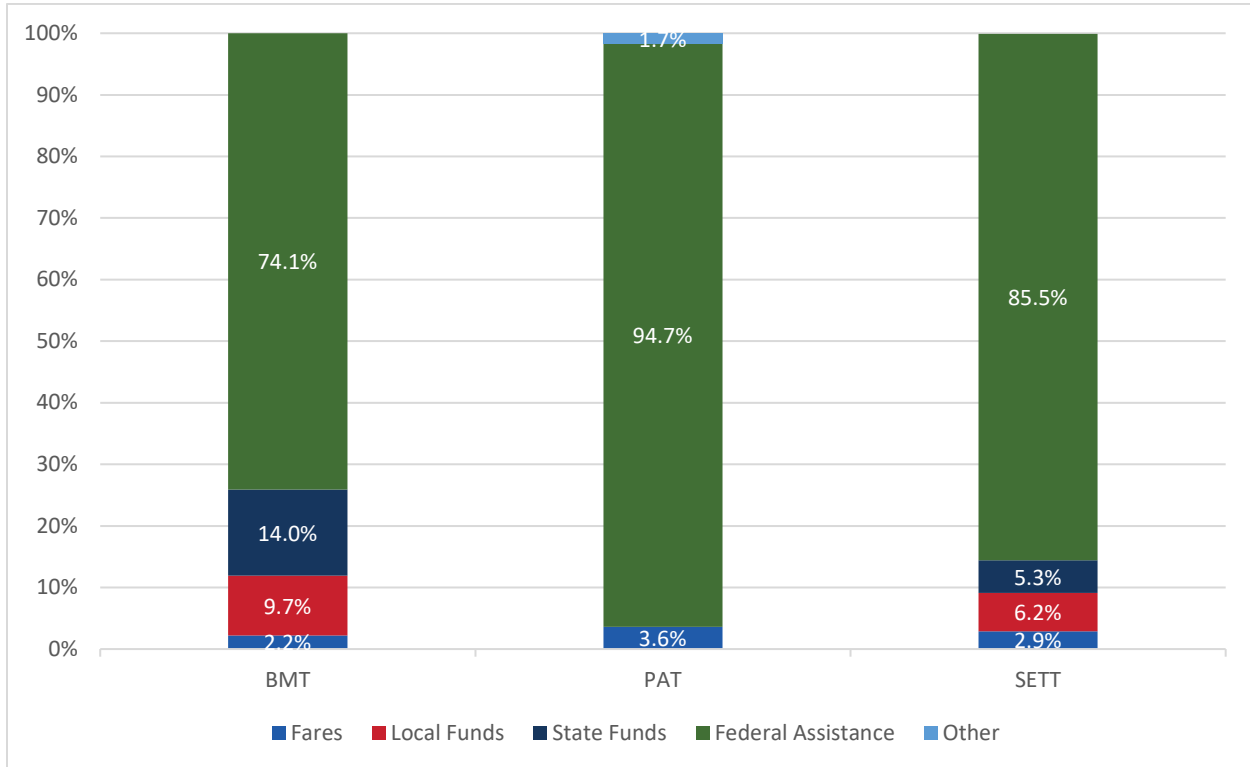
Figure 5-4: Transit Agency Operating Costs



Source: Federal Transit Administration National Transit Database 2022. Retrieved 20 June 2023. [The National Transit Database \(NTD\) | FTA \(dot.gov\)](https://www.fta.dot.gov/national-transit-database)

BMT, PAT, and SETT are primarily funded through federal funds. In 2021, approximately 74% of BMT’s operating expenses were supported by federal assistance, while state funds covered 14%, local funds covered 9.7%, and fares covered 2.2%. PAT received 94.7% of its operating expenses through federal assistance, with fare revenue accounting for 3.6% and other sources accounting for 1.7%. Federal assistance comprised 85.5% of SETT’s operating expenses in 2021. Of the remaining expenses for SETT, 5.3%, 6.2%, and 2.9% were covered by state funds, local funds, and fares, respectively as shown in Figure 5-5.

Figure 5-5: Transit Funding Sources by Agency



Source: Federal Transit Administration National Transit Database 2022. Retrieved 20 June 2023. [The National Transit Database \(NTD\) | FTA \(dot.gov\)](https://www.fta.dot.gov/national-transit-database)

5.3 Performance Measures

Performance measures are an important part of any successful transit system. These measures are tools that help us understand how well a system is performing. They can be used to track progress towards goals, identify areas for improvement, and make informed decisions about the future. To calculate performance measures, transit performance variables must first be collected. The following performance variables are used to calculate performance measures:

- ➔ **Annual passenger trips (APT):** The number of passengers who board operational revenue vehicles. Passengers are counted each time they board vehicles no matter how many vehicles they use to travel from origin to destination.
- ➔ **Passenger miles traveled (PMT):** The cumulative sum of distances travelled by each passenger who boards an operational revenue vehicle.
- ➔ **Vehicle revenue miles (VRM):** The total number of miles per year that all vehicles travel from the time they pull out to go into revenue service to the time they pull in from revenue service.
- ➔ **Vehicle revenue hours (VRH):** The total amount of time in hours for a year that all vehicles travel from the time they pull out to go into revenue service to the time they pull in from revenue service.

To monitor the service performance of the three transit providers, the following performance measures are assessed from the performance variables:

- ➔ **Service effectiveness:** Annual passenger trips (APT) per vehicle revenue mile (VRM) and vehicle revenue hour (VRH); the higher the ratio, the better the service effectiveness.
- ➔ **Service efficiency:** Operating expenses per VRH and VRM; the lower the ratio, the better the service efficiency.
- ➔ **Cost effectiveness:** Operating expenses per APT and passenger mile; the lower the ratio, the better the cost effectiveness.

5.3.1 Service Effectiveness

Service effectiveness is a measure of transit utilization describing the level of ridership on system. Increasing the number of riders per mile (or per hour) of service increases the overall service effectiveness. BMT, PAT, and SETT all experienced a decrease in ridership in both 2020 and 2021 due to the COVID-19 pandemic. Service effectiveness for BMT, PAT, and SETT for 2014-2021 is shown in Table 5-1,

Table 5-2, and Table 5-3 respectively. Service effectiveness for BMT, PAT, and SETT for 2014-2021 is shown in Tables 5-1 and 5-2.

Table 5-1: BMT Service Effectiveness

Year	BMT Fixed Route		BMT Demand Response	
	APT per VRM	APT per VRH	APT per VRM	APT per VRH
2014	0.76	10.27	0.25	2.76
2015	0.74	10.12	0.23	2.79
2016	0.65	8.85	0.24	2.79
2017	0.62	8.58	0.25	2.81
2018	0.59	8.02	0.16	2.02
2019	0.56	7.67	0.15	1.97
2020	0.46	6.31	0.13	1.54
2021	0.43	6.04	0.14	1.91

Source: Federal Transit Administration National Transit Database 2022. Retrieved 20 June 2023. [The National Transit Database \(NTD\) | FTA \(dot.gov\)](#)

Table 5-2: PAT Service Effectiveness

Year	PAT Fixed Route		PAT Demand Response	
	APT per VRM	APT per VRH	APT per VRM	APT per VRH
2014	0.50	7.69	0.15	1.88
2015	0.50	8.17	0.18	2.07
2016	0.40	6.49	0.18	2.15
2017	0.36	10.02	0.16	2.16
2018	0.37	6.02	0.15	2.00
2019	0.42	6.93	0.14	1.99
2020	0.35	5.70	0.15	1.86
2021	0.24	4.17	0.15	1.45

Source: Federal Transit Administration National Transit Database 2022. Retrieved 20 June 2023. [The National Transit Database \(NTD\) | FTA \(dot.gov\)](#)

Table 5-3: SETT Demand Response Service Effectiveness

Year	APT per VRM	APT per VRH
2014	0.12	2.12
2015	0.13	2.17
2016	0.13	2.22
2017	0.12	2.16
2018	0.18	2.91
2019	0.10	1.95
2020	0.09	1.69
2021	0.07	1.35

Source: Federal Transit Administration National Transit Database 2022. Retrieved 20 June 2023. [The National Transit Database \(NTD\) | FTA \(dot.gov\)](#)

5.3.2 Service Efficiency

Service efficiency is measured by dividing the operating expenses by revenue miles and by revenue hours. Decreasing the operating expenses per VRM or VRH indicates increasing efficiency of transit service. Between 2014 and 2021, the service efficiency of BMT has generally declined while the service efficiency of PAT has increased. SETT has generally had a consistent level of service efficiency from 2014 to 2021. The respective service efficiency of each transit agency is shown in Table 5-4, Table 5-5, and Table 5-6. Service efficiency for BMT and PAT is shown in Tables 5-4 and 5-5.

Table 5-4: BMT Service Efficiency

Year	BMT Fixed Route		BMT Demand Response	
	Operating Expense per VRM	Operating Expense per VRH	Operating Expense per VRM	Operating Expense per VRH
2014	\$5.82	\$78.91	\$12.83	\$140.60
2015	\$5.87	\$80.39	\$10.23	\$122.33
2016	\$5.78	\$78.75	\$11.04	\$128.80
2017	\$6.14	\$84.35	\$14.72	\$168.23
2018	\$5.75	\$78.47	\$8.12	\$104.13
2019	\$5.62	\$77.20	\$8.05	\$107.83
2020	\$6.00	\$83.10	\$9.06	\$105.97
2021	\$6.55	\$91.96	\$7.63	\$102.34

Source: Federal Transit Administration National Transit Database 2022. Retrieved 20 June 2023. [The National Transit Database \(NTD\) | FTA \(dot.gov\)](#)

Table 5-5: PAT Service Efficiency

Year	PAT Fixed Route		PAT Demand Response	
	Operating Expense per VRM	Operating Expense per VRH	Operating Expense per VRM	Operating Expense per VRH
2014	\$7.74	\$117.94	\$3.43	\$43.20
2015	\$7.16	\$116.18	\$5.68	\$65.04
2016	\$6.33	\$102.16	\$4.12	\$50.46
2017	\$7.11	\$197.88	\$3.46	\$47.91
2018	\$7.64	\$125.77	\$4.00	\$53.48
2019	\$8.58	\$141.93	\$3.84	\$53.40
2020	\$5.65	\$93.04	\$4.15	\$52.28
2021	\$6.52	\$113.73	\$7.24	\$70.50

Source: Federal Transit Administration National Transit Database 2022. Retrieved 20 June 2023. [The National Transit Database \(NTD\) | FTA \(dot.gov\)](#)

5.3.3 Cost Effectiveness

The cost effectiveness of a transit service is measured by the operating expense of the service per passenger mile or per passenger trip. Decreasing operating expenses per passenger mile or trip indicates an improvement in the cost effectiveness of service. The respective cost effectiveness of each transit agency is shown in Table 5-6, Table 5-7, and Table 5-8.

The cost effectiveness of a transit service is measured by the operating expense of the service per passenger mile or per passenger trip. Decreasing operating expenses per passenger mile or trip indicates an improvement in the cost effectiveness of service. Cost effectiveness for the three transit agencies is shown in Tables 5-6 through 5-8.

Table 5-6: BMT Cost Effectiveness

Year	BMT Fixed Route	BMT Demand Response
	Operating Expense per UPT	Operating Expense per UPT
2014	\$7.68	\$50.88
2015	\$7.94	\$43.84
2016	\$8.90	\$46.12
2017	\$9.83	\$59.77
2018	\$9.78	\$51.60
2019	\$10.06	\$54.87
2020	\$13.18	\$69.02
2021	\$15.22	\$53.48

Source: Federal Transit Administration National Transit Database 2022. Retrieved 20 June 2023. [The National Transit Database \(NTD\) | FTA \(dot.gov\)](#)

Table 5-7: PAT Cost Effectiveness

Year	PAT Fixed Route	PAT Demand Response
	Operating Expense per UPT	Operating Expense per UPT
2014	\$15.34	\$23.01
2015	\$14.22	\$31.38
2016	\$15.74	\$23.46
2017	\$19.74	\$22.21
2018	\$20.89	\$26.69
2019	\$20.48	\$26.80
2020	\$16.33	\$28.13
2021	\$27.26	\$48.65

Source: Federal Transit Administration National Transit Database 2022. Retrieved 20 June 2023. [The National Transit Database \(NTD\) | FTA \(dot.gov\)](#)

Table 5-8: SETT Cost Effectiveness

Year	Operating Expense per UPT
2014	\$24.45
2015	\$24.45
2016	\$23.99
2017	\$26.95
2018	\$30.38
2019	\$28.41
2020	\$39.23
2021	\$44.46

Source: Federal Transit Administration National Transit Database 2022. Retrieved 20 June 2023. [The National Transit Database \(NTD\) | FTA \(dot.gov\)](#)

5.4 Recommended Strategies

A variety of strategies and practices exist to support the successful operation of a public transit system. In order to address the transit-related challenges of the SETRPC region, the following “toolbox” of policies, strategies, and actions are recommended. These strategies should be better integrated into regular planning functions in order to strengthen the role of transit in the regional multimodal transportation environment.

5.4.1 Regional Public Transportation Coordination Plan

Transit service providers within the SETRPC region should coordinate and collaborate as much as possible to reduce the occurrence of repeated services. In cooperation with TxDOT, under the provision of Chapter 461 of House Bill (HB) 3588, the SETRPC created the Regional Public Transportation Coordination Plan (RPTCP). The RPTCP is a collaborative product that responded to the requirements laid out in MAP-21 (developed under previous federal transportation authorization bill) and is focused on eliminating waste in and ensuring efficiency and maximum coverage of the provision of public transportation services. SETRPC’s most recent RPTCP was developed in 2011 through a process that engaged the public and representatives of public, private, and non-profit transportation and human services providers within the southeast Texas region. The RPTCP identified efforts for regional service

coordination, created a transportation coordination plan, and established an action plan for priority projects.

A steering committee provides guidance to the SETRPC on the planning process, oversees transportation coordination planning activities, provides input for each member's respective agency/organization, and serves as an advocate for the regional public transportation coordination planning process. The steering committee members are representatives from public transportation providers, health and human services agencies, workforce agencies, interested organizations, local officials, and state agencies.

5.4.2 Marketing

Transit service providers should develop a comprehensive marketing program to promote transit usage and to attract additional riders. Even though multiple transit providers operate within the SETRPC region, their service may not be well known among residents and visitors. Marketing programs should advertise the extent of transit amenities and educate the region on the benefits of using mass transit. The program can target existing or potential rider groups like college students and residents of new developments. The SETRPC will continue to increase awareness of not only its rural transportation program, but also the other types of transit services offered in the region.

5.4.3 Continually Reevaluate Transit Operations

To maintain a healthy transit system, it is necessary to continually assess overall system and route-level performance. Understanding the tradeoffs involved in changing the location of routes, the frequency of service, and the extent of service hours is important in making strategic decisions about allocating resources. BMT and PAT should also continually evaluate transit coverage as it relates to growth from new development within their respective jurisdictions. As development occurs, BMT and PAT should determine the feasibility of providing coverage to newly developed areas. Expanding system coverage to new areas may attract additional riders, but at the same time may lower the level of service to areas or destinations in higher demand. As such, it is important to continually monitor the location of popular destinations and new residential, commercial, and civic development.

Providing a reliable service can greatly improve system operations and, in turn, increase ridership. Furthermore, simple concepts, such as longer spacing between bus stops and transit priority at signalized intersections, can help improve transit speed. Both BMT and PAT are constantly looking for opportunities to expand and improve their operations. The SETRPC-MPO will continue to work with all regional transit service providers to increase operational efficiency and to maximize services for transit patrons.

5.4.4 System Preservation and Maintenance

Maintenance is an important activity for the operation of a transit system because it extends the useful life of vehicles, equipment, and facilities. Such maintenance is also critical for passenger comfort and transit service reliability. Vehicles in poor condition (e.g., torn seats, broken wheelchair lifts, or poor temperature control) affect the comfort of transit riders. On-street boarding locations that fall into disrepair affect safety and accessibility. Vehicle breakdowns greatly inconvenience transit patrons. BMT and PAT perform regular interval maintenance to maintain their buses in good condition.

Even with regular, routine maintenance, transit vehicles reach the end of their useful service life. Although BMT and PAT preserve and maintain their bus fleets on a routine basis, they still must invest in new vehicles and equipment.

5.4.5 Transit Amenities

Offering certain amenities to transit users may greatly enhance the transit experience and further promote transit usage. Park-and-ride facilities in strategic locations can act as important anchors to the regional transit system, serving as satellite hubs for local, intercity, and regional transit services. Enhanced transit centers with amenities such as weather protection, passenger information, and vending machines provide additional incentives for regional and local riders. Furthermore, transit stops with bus shelters, signage, and passenger information enhance the attractiveness, comfort, and safety of the transit system. The MPO will work with local jurisdictions on improving existing facilities and identifying opportunities for the construction of new ones.

5.4.6 Intelligent Transportation Systems (ITS) for Transit

ITS enhancements should be considered when exploring ways to increase the service efficiency of the transit system. For example, technology that enables signal preemption for buses increases the speed of transit vehicles. Instant traveler information technology informs patrons about when the next bus will arrive. Such programs represent cost effective investment that increases the efficiency and attractiveness of the system.

5.4.7 Alternate Fuel Vehicles

By converting transit vehicles to run on alternate fuel, numerous benefits can be realized. Alternate Fuel Vehicles (AFVs) produce lower emissions and fewer toxic contaminants than gasoline and diesel vehicles. Alternate fuels like propane cost significantly less than gasoline or diesel, which helps to reduce vehicle and system operating costs. The MPO actively promotes the use of AFVs.

In 2005, PAT was the first transit agency in the region to convert its fleet to run on propane. However, one of the obstacles to converting to AFV is that vehicles can only be refueled at special service stations that require supporting fueling infrastructure. In 2009, the City of Port Arthur opened a propane refueling station in downtown Port Arthur on the southwest side of Dallas Ave, across the street from the Transit Terminal. This \$490,000 project, funded primarily by an FTA grant, replaces a one-pump fueling station that had led to bottlenecks as the city's propane-powered buses and trucks sought to refuel. The new station features a 6,500-gallon above ground propane tank, storage unit, three covered fueling stations, and a paved alley. BMT has converted a majority of its fleet to CNG fuel and recently received Congestion Mitigation and Air Quality Improvement (CMAQ) funding to convert the remaining buses to CNG fuel.

In August 2018, Port Arthur Transit was awarded \$2,225,000 in FTA funding to purchase battery-powered electric buses and charging equipment. The electric 10-vehicle fleet launched in August 2019.

5.4.8 Integrating Transit Improvements into Roadway Design

In a true multimodal transportation system, the transit system cannot be considered independently. Rather, it must be considered in a larger context and in conjunction with all other transportation modes. For example, a bus requires a roadway upon which to operate; these roadways require adequate surfaces, conditions, and other design features which can accommodate larger-sized transit vehicles.

Furthermore, transit users are also most likely pedestrians at some point during their trip, and therefore must also have adequate sidewalks, transit stops, safe street crossings, and proper lighting to conduct their travel safely and efficiently. The MPO will continue to coordinate with state and local entities to develop transit-friendly roadway improvements that accommodate efficient transit operations and transit amenities.

5.4.9 Land Use and Development Standards

Transit service requires pedestrian connections to and from transit stops, a reasonable density of activities, and applicable development design standards. To achieve transit productivity, all three elements should be provided. Pedestrian connections to transit must be direct and the sidewalk system must have continuity. Street crossings to transit stops must be safe. Productive transit service requires high-density land development patterns which link residential areas and employment, retail, and service centers. New developments need to be designed to be transit friendly by providing convenient access to transit services. BMT plans to install bike parking racks at all shelter stops and bus stops. All of PAT's buses have bike carrier racks to transport transit riders' bicycles.

Conventional commercial site designs often place barriers such as landscaping and parking lots between buildings and the sidewalk. Residential development patterns tend to be automobile-oriented and make pedestrian access to bus stops difficult. Discontinuous or poorly maintained sidewalks also contribute to the problem. The MPO will encourage and recommend local entities to develop pedestrian access standards for new development and redevelopment projects that provide better access to transit stops.



Chapter 6: Airports

6.0 Introduction

Airports constitute an important element of the regional intermodal transportation system. Air transportation provides a global reach for the fast movements of people and goods, offering significant advantages for long-distance travel and transport. The increasing importance of service industries in the southeast Texas economy contributes to the demand for air travel and package delivery. In addition, airports are essential during emergency situations when moving resources and people into and out of the region. This section discusses existing conditions of the region's airports, issues of concerns and needs, and strategies to improve these needs, so that the SETRPC area may fully benefit from airport services. Figure 6-1: Airports in SETRPC Region Figure 6-1 shows airports in the SETRPC area.

6.1 Jack Brooks Regional Airport

Jack Brooks Regional Airport (JBRA), formerly the Southeast Texas Regional Airport, located between Beaumont and Port Arthur along US Highway 69/96/287 in Jefferson County, serves as the regional commercial airport. JBRA is the only airport in the region that provides passenger transport. Table 6-1 shows detailed information about JBRA.

Figure 6-1: Airports in SETRPC Region



Source: Texas Department of Transportation, Transportation Planning and Programming Division. (18 January 2022). "Airports". Open Data Portal: Your Gateway to TxDOT GIS Data. Retrieved 06 June 2022, <https://gis.txdot.opendata.arcgis.com>.

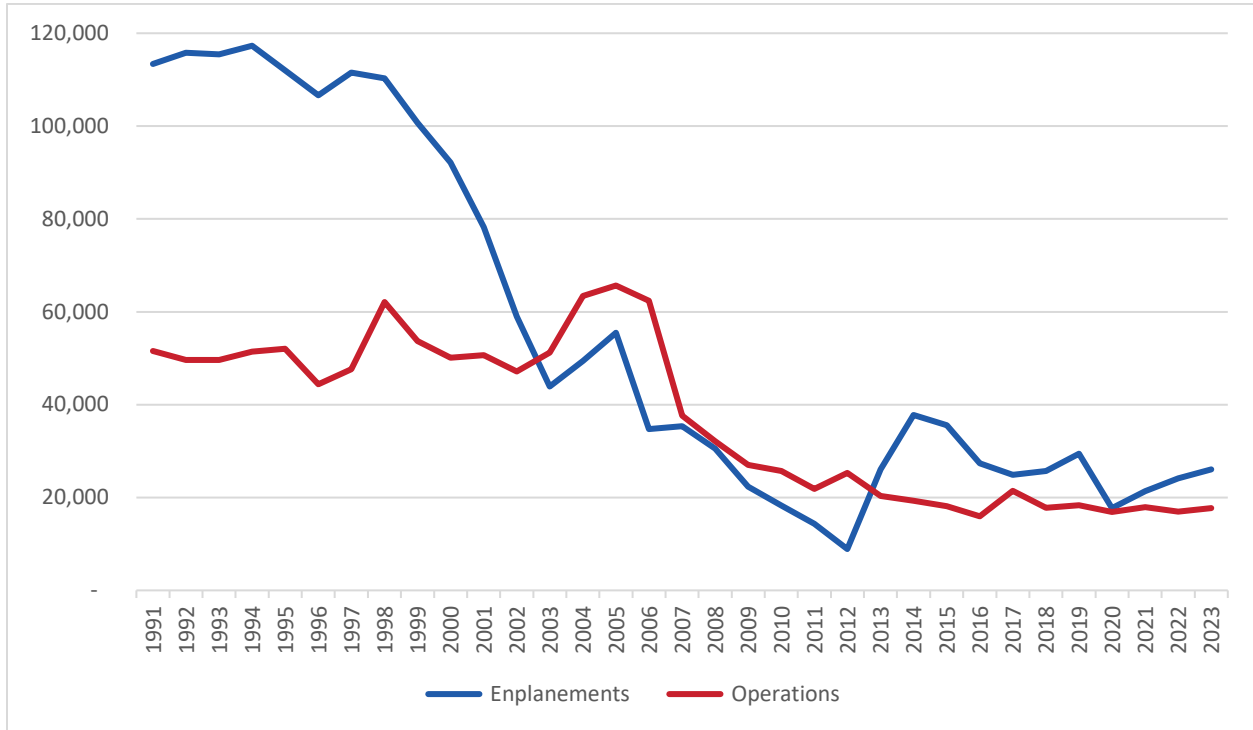
Table 6-1: Existing Conditions of Jack Brooks Regional Airport

CHARACTERISTICS	
Location ID	BPT
Year Established	1944
Type of Airport	Non-hub Primary
Land Area (Acres)	1799
Ownership	Jefferson County
Facility Use	Open to the Public
Operating Hours	4:00 AM - 11:00 PM (Sunday - Friday) 4:00 AM - 10:00 PM (Saturday)
Distance from Beaumont Central Business District	9 Miles
Roadway Access	Direct Access to US 69/96/287 from Jerry Ware Drive
Airlines	American Airlines (American Eagle)
Daily operations	2 Flights to and from Dallas, Texas
FACILITY INFORMATION	
Terminals	1 Commercial Terminal - 45,000 Square Feet 1 General Aviation Terminal - 20,000 Square Feet
Hangars	5
Runways	2
Taxiways	8
Parking Lots	3 lots, 1,250 available parking spaces for both terminals and general aviation area
OTHER INFORMATION	
Air Traffic Control Tower (FAA Operated)	Flight Instruction, Aircraft Rental
Aircraft Rescue and Fire Fighting (Index A)	Fueling 100L, Jet-A
Customs Landing Rights	Hangars, T-Hangars, and Tiedowns
Foreign Trade Zones	Car Rental Agencies Onsite 85+ Acres Available for Development

Source: FAA Airport Data and Information Portal. 2022. Retrieved 20 June 2023. [Airport Data and Information Portal \(faa.gov\)](https://www.faa.gov/airport-data)

The Federal Aviation Administration (FAA) updates its Terminal Area Forecast (TAF) every year to assist in planning, budgeting, and staffing requirements. The TAF data contains both historical and forecast data, which the Aviation Policy and Planning Office (APO) produces every year covering airports in the National Plan of Integrated Airport Systems (NPIAS). For each airport, the data are divided into historical and future enplanements, and local operations. Enplanements are the number of passengers boarding a plane and are usually related to commercial flights. An operation is either a landing or takeoff at an airport by fixed wing and rotary aircraft. Historical enplanements and operations have fluctuated at JBRA for the past decade, the most recent notable decline resulting from the COVID-19 pandemic in 2020. Historical enplanements and operations for JBRA are shown in Figure 6-2.

Figure 6-2: Jack Brooks Regional Airport Historical Enplanements and Operations



Source: FAA Airport Data and Information Portal. 2022. Retrieved 20 June 2023. [Airport Data and Information Portal \(faa.gov\)](https://www.faa.gov/airport-data)

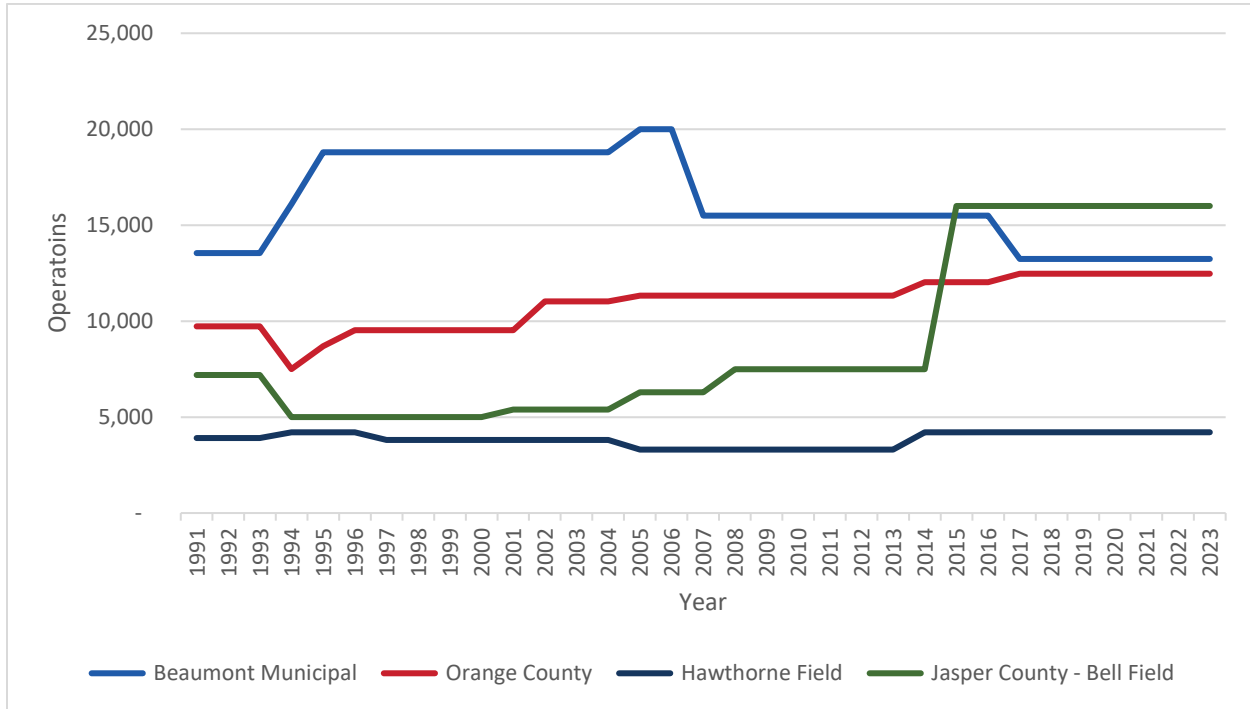
6.2 General Aviation Airports

The SETRPC Region has five general aviation airports, which do not offer passenger operations, including:

- ➔ **Beaumont Municipal Airport:** Owned by the City of Beaumont, the airport is located at 455 Keith Road on the west side of the City of Beaumont and is bounded by US 90 to the south and Phelan Boulevard to the north.
- ➔ **Orange County Airport:** Owned by Orange County, the airport is located about three miles southwest of the City of Orange along SH 87.
- ➔ **Hawthorne Field:** Owned by Harding County, the airport is located between Kountze and Silsbee at the junction of SH 327 and US 69/287.
- ➔ **Jasper County – Bell Field:** Owned by Jasper County, the airport is located about four miles southwest of the City of Jasper just off US 190.
- ➔ **Kirbyville:** Owned by Jasper County, the airport is located approximately 3 miles southwest of Kirbyville, TX.

Operations at the five general aviation airports have remained relatively stable since 1991; Jasper County – Bell Field has experienced an uptick in operations over the past 10 years. Historical operations are shown in Figure 6-3.

Figure 6-3: Historical Operations at General Aviation Airports



Source: FAA Source: FAA Airport Data and Information Portal. 2022. Retrieved 20 June 2023. [Airport Data and Information Portal \(faa.gov\)](https://www.faa.gov/airport-data)

6.3 Recommendations and Strategies

Continued investment in SETRPC area airports is necessary to maintain and enhance the region’s ability to attract businesses and general aviation customers. As such, this plan recommends the continued support, development, and operation of all the airports in the SETRPC region. Specifically, strategies related to accessibility, safety and security, system preservation, and land use can help enhance the existing airports and help promote economic development.

6.3.1 Accessibility

Without safe and efficient ground access to regional airports, the SETRPC area will not be able to take full advantage of available airport services. SETRPC area airports may also grow attractive to the region’s air cargo carriers, as the cost and time associated with nearby major airports in Houston, such as George Bush Intercontinental (IAH) and Houston Hobby (HOUS), increases. Future growth in demand for air cargo services may require roadway improvements to facilitate increased trucking activity to and from the airport. The MPO will continue to work with its regional planning partners to improve access to and from the airport to encourage and enhance passenger and freight movement.

6.3.2 Safety and Security

The Federal Aviation Administration (FAA) is responsible for overseeing and regulating all aspects of civil aviation in the United States, including private and commercial air transportation. The FAA enhances air transportation safety through such programs as their Aviation Safety Reporting System, an online database for voluntarily submitting aviation safety incidents, and the FAA Safety Team, which promotes safety principles and practices through training, outreach, and education. Additionally, the FAA actively

works with the Transportation Security Administration (TSA), which is responsible for screening passengers, air cargo, and baggage at airports.

As part of the Aviation and Transportation Security Act passed after the tragedies of September 11, 2001, the TSA was established to secure the nation's transportation system. TSA oversees and coordinates with state, regional, and local organizations to secure highways, railroads, buses, mass transit systems, ports, and airports. In addition to screening passengers, TSA officers must also screen all commercial luggage and packages for explosives and other threats before they can be placed aboard airplanes. Besides the more obvious TSA officers, other layers of security screening include intelligence gathering and analysis, checking passenger manifests against watch lists, random canine team searches at airports, federal air marshals, federal flight deck officers, as well as additional security measures that are both visible and invisible to the public. The SETRPC area's airports will continue to follow the rules, regulations, and safety measures set forth by the FAA.

Regional airports are essential during emergency response to natural and man-made disasters. During natural disaster events like Hurricane Harvey in 2017, resources were transported into the region by air as roadway transportation was disrupted by floodwaters.

6.3.3 Land Use

Airports and the land around them are sensitive and valuable resources. One of the greatest concerns that might arise in the future will be the pressure brought about by inappropriate land use that threatens and limits the operations of an airport. Individually, many incompatible land use decisions may appear to have a negligible impact, but collectively, and over time, poor land use decisions can lead to the restriction of airport activity, thereby reducing or eliminating associated benefits. When preparing future land use plans or planning future growth, it is important that the type and density of land use and its cumulative impacts be given careful consideration so that appropriate decisions are made for the airport, its context, and its environment. The MPO will work to stay aware of current and proposed land use and zoning near airports to ensure that they are compatible with airport operations.

6.3.4 System Preservation and Maintenance

Maintaining aviation infrastructure ensures that existing facilities perform at their best for as long as possible. Airports rely on a variety of public and private funding sources to finance their capital development, including airport bonds, federal and state grants, passenger facility charges (PFCs), and airport generated income. Airports in the region receive annual funding from the federal government. Funding through the "Airport Improvement Program" is available for a wide variety of airfield improvements, including preservation and maintenance. The JBRA recently received approval to impose a PFC of \$4.50 per enplaned passenger.

The Beaumont Municipal Airport also has a variety of improvements planned, including: the rehabilitation of runways, taxiways, and the north apron; reconstruction of the south apron; drainage improvements; and installation of an automated weather observation system, a rotating beacon, and a new landing light system. All these projects will be funded through the FAA and the City of Beaumont's capital improvement funds. In the SETRPC region, JBRA and the other general aviation airports will continue to follow the system preservation and maintenance procedures set forth by the FAA.

Chapter 7: Freight

7.0 Introduction

Transportation is a vital engine that drives every economy. Transportation systems link key regional economic centers with national and international markets which, in turn, improves regional economic competitiveness. Improvements in the freight system can lower the costs of transportation by decreasing the amount of time required for the movement of goods. Lower transportation costs can be passed on to consumers in the form of lower prices, to workers as higher wages, and to business owners in the form of increased profits. Additionally, convenient commutes for workers can lead to increased labor productivity in the workplace.

7.1 Freight Infrastructure

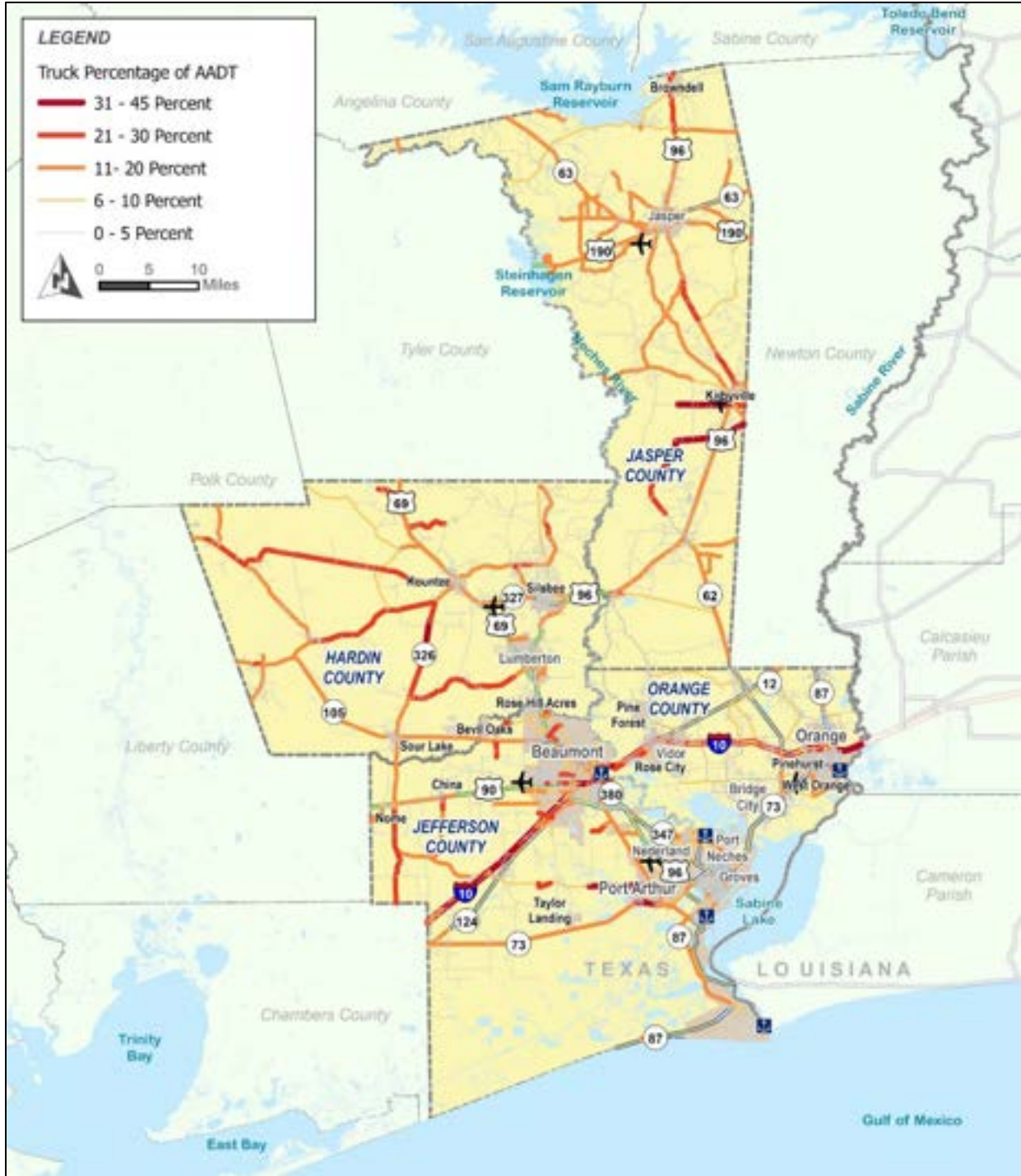
The SETRPC regional freight transportation system is a combination of highways, railroad, waterways, airports, and pipelines. Each of these freight modes is critical to the movement of goods and economic competitiveness of the region.

7.1.1 Trucks

The regional truck network is composed of one interstate highway, several state highways, several arterials and collectors, and local roads that provide last mile access to major freight generators. Key truck routes include I-10, US 69/96, and US 90. State routes such as SH 73, SH 347, and SH 87 provide access to the Port of Port Arthur and landside linkages to the Sabine-Neches Waterway. The regional truck network serves as a vital link between nodes of goods production, consumption, interchange, and re-handling locations such as ports, intermodal facilities, truck/pipeline terminals, industrial parks, warehouse and distribution centers, and manufacturing facilities.

Truck traffic represents a major contributor to the AADT for several designated truck routes within the SETRPC region. Figure 7-1 shows the percentage of AADT on roadways that is attributed to truck traffic. As shown in the map, a large percentage of the AADT of I-10 consists of trucks. This is to be expected because I-10's primary function is to facilitate long-distance travel and trade.

Figure 7-1: Truck Percentage of AADT



Source: Texas Department of Transportation, Transportation Planning and Programming Division. (06 November 2023). "TxDOT Roadway Inventory". *Open Data Portal: Your Gateway to TxDOT GIS Data*. Retrieved 12 January 2024, <https://gis-txdot.opendata.arcgis.com>.

7.1.2 Rail

Rail is the only freight mode that relies almost exclusively on private funding for both infrastructure and operations. Freight rail is an important mode for the SETRPC region as many of the commodities that are processed and shipped via the region are rail oriented. The Neches River rail bridge is the only rail crossing over the Neches River in the SETRPC region. The bridge is the second most congested railroad choke point in Texas.

Railroads are classified by the US Surface Transportation Board based on their annual operating revenues. The railroad classification is determined by the following operating revenue thresholds as of 2017:

- **Class 1:** \$477,621,226 or more
- **Class 2:** Less than \$447,621,226 and greater than \$35,809,698
- **Class 3:** \$35,809,698 or less

These revenue thresholds are periodically updated to account for inflation. The most recent update was in 2017. The five railroad companies operating in the region are listed below and shown in Figure 7-2.

- Burlington Northern Santa Fe (BNSF) Railroad.
- Kansas City Southern (KCS) Railroad
- Union Pacific (UP) Railroad
- Sabine River and Northern (SRN) Railroad
- Timber Rock Railroad (TIBR)

The railroads in the SETRPC area range from high-frequency, heavy-tonnage main lines to rarely serviced short line operations. Railway operations play a major role in the economy of southeast Texas, so an efficient and effective rail freight system is necessary for the continued economic success of the region. Railroads provide transportation to and from the ports of Beaumont and Port Arthur, where much of the commodity base is rail oriented (e.g. bulk liquids, grains, military cargo). An estimate of 90 percent of the region's port-related tonnage moves in and out by rail. This massive share of railroad transportation makes the railroad links to the ports vital to their operations.

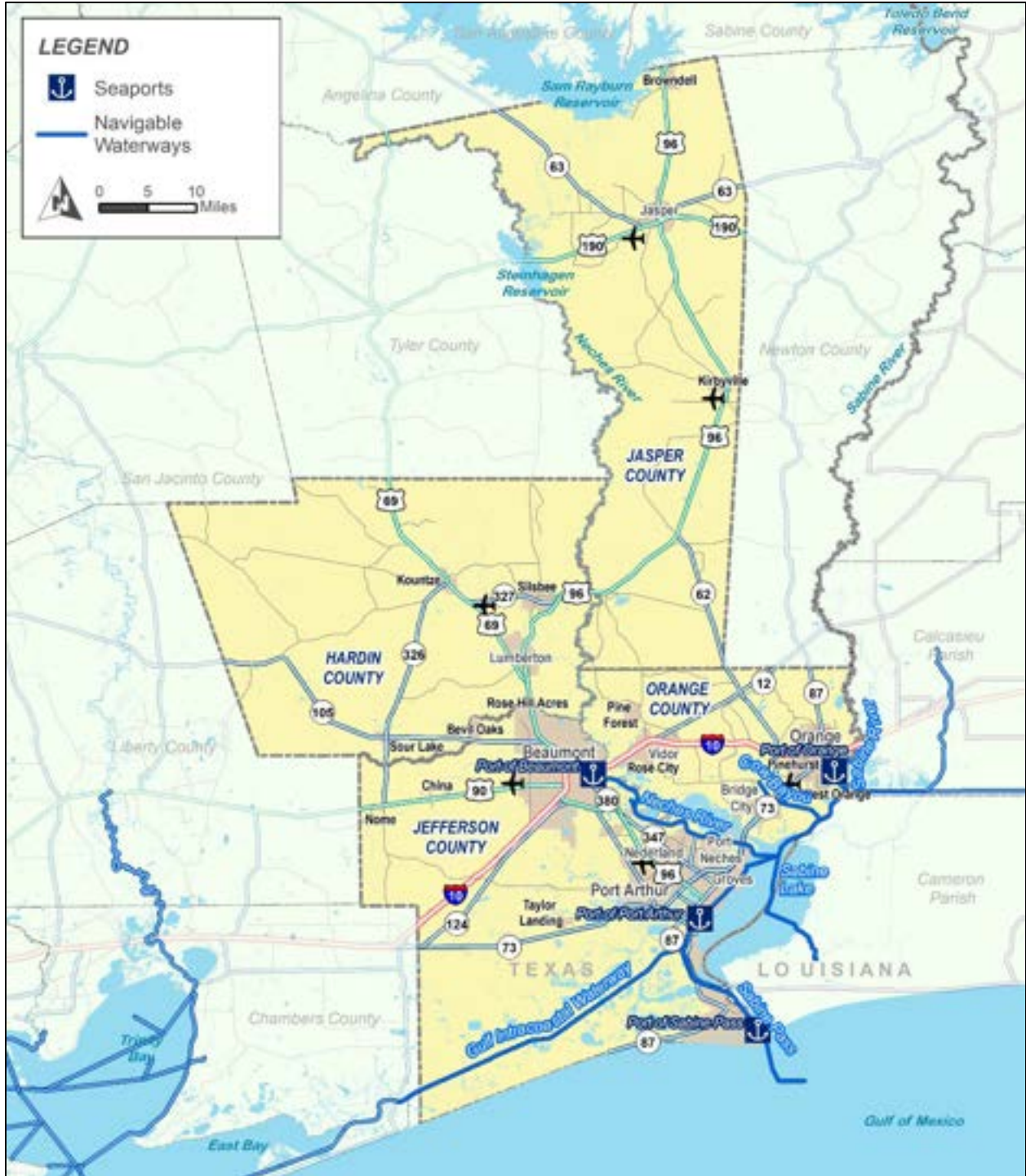
7.1.3 Ports and Waterways

A comprehensive system of ports and waterways exists in the region. The region is home to the "Golden Triangle" ports: the Port of Beaumont, the Port of Orange, and the Port of Port Arthur. Vessel access to these ports is provided by the Sabine River, the Neches River, Sabine Lake (also known as the Sabine-Neches Waterway), and the Gulf Intracoastal Waterway. Figure 7-3 shows the network of Ports and Waterways within the region. The Port of Beaumont, the Port of Port Arthur, the Gulf Intracoastal Waterway, the Neches River, the Sabine Neches Waterway, Sabine Pass, and the Gulf Deep Water Access are designated within the interim National Multimodal Freight Network (NMFN).

Figure 7-2: Railroads



Figure 7-3: Ports and Waterways



7.1.3.1 Port of Beaumont

The Port of Beaumont is located 84 miles east of Houston and 270 miles west of New Orleans, accessible from the Gulf of Mexico and the Intercoastal Waterway by the federally maintained Sabine-Neches Waterway. Beaumont is connected to the Mississippi River by the Gulf Intercoastal Waterway, allowing access to the inland waterway system servicing major cities located along the Mississippi River.

In October 2018, the US Commerce Department awarded the Port of Beaumont Navigation District a grant in the amount of \$5 million to reconstruct three docks in support of the Port's Main Street Terminal 1 Dock Project. The improvement will support additional cargo which will increase economic activity and business growth within the region. This investment is estimated to create or retain 15,750 jobs and generate \$9.8 million in private investment.

7.1.3.2 Port of Orange

The Port of Orange is located on the Sabine-Neches Waterway, it operates as a successful landlord port, complementing activities at larger ports on the Sabine-Neches Waterway and in the region. The port is also used for lay berthing. In 2013, the Port of Orange handled 837,869 tons of cargo. However, more recently the port has not handled any freight due to the loss of a key tenant and has instead focused on barge lay berthing, repairs, and new construction. The annual economic impact of the Port of Orange is \$41.3 million.

The Port of Orange is connected to railroad by the Orange Port Terminal Railway which provides switching service to UP and BNSF. The port is accessible to I-10 and SH 87 for trucking. On-site, the port provides 2,300 feet of docking space at a depth of 30 feet, four berths, and eight warehouses. The Port of Orange provides services onsite, dry dock services, and shipyards that can accommodate new barge construction and repairs.

7.1.3.3 Port of Port Arthur

The Port of Port Arthur is located directly on the Gulf Intracoastal Waterway, only 19 miles from the Gulf of Mexico. The port has a channel depth of 40 feet and a width of 450 feet. The port is a military strategic port within the National Port Readiness Network. Recently, the port has emerged as a major break-bulk port for forest products, project cargo, steel, and military redeployments. Onsite, the port provides 48,159 square feet of shed storage space and 68,798 square feet of open storage space. The Port of Port Arthur can accommodate up to 150 rail cars dockside. Commodities the port handles are mostly rail oriented, including bulk liquids, wood pellets, military cargo, iron, steel, dry bulk, bagged cargo, bailed cargo, and project cargo. The KCS railroad provides a direct connection to the port. However, the port also moves about 35,000 outbound tons per year by truck with access to I-10 and US 90A. Diesel fuel moving through the port has destinations on the West Coast of South America (e.g., Ecuador, Chile) as well as the Caribbean. Many of the port's energy exports, including to the west coast of South America, are made possible by the expanded Panama Canal.

7.1.4 Air Cargo

JBRA covers an area of approximately 1,800 acres and has two paved runways. Renovated in 2009, the terminal facility is 24,000 square feet. American Eagle, a regional branch of American Airlines, operates flights daily to Dallas/Fort Worth International Airport. Over 30,000 passengers a year take flights from JBRA. JBRA averages 75 aircraft operations per day.

Atlantic Southeast Airlines is the only carrier that provides cargo services. However, the volume and tonnage of freight movements are limited. According to the 2007 Airport Master Plan feeder service by the larger express package carriers such as Federal Express and UPS, represents a viable potential for increasing air cargo at the airport. Additional airports in the region that are open to the public for personal aviation include Hawthorne Field in Kountze, Beaumont Municipal Airport, and Orange County Airport.

7.1.5 Pipelines

Often unseen, the SETRPC area is served by a vast network of underground transmission lines for natural gas and refined resources. The region is crisscrossed with thousands of miles of pipelines that transport natural gas, oil, and petroleum products like ethylene. Many major transcontinental pipelines pass through or terminate within the SETRPC region, including the Keystone XL and Colonial Pipelines. Several pipelines from the Permian Basin terminate in Port Arthur, where natural gas is liquefied for export to Europe or Asia. Many pipelines also exist solely to move materials such as crude oil from ship to shore for refining, or vice versa for export. Due to proprietary concerns, very little public data exists about pipeline performance. Nonetheless, pipelines are critical for the safe and efficient operation of the area's petrochemical industry.

7.2 Recommendations and Strategies

Freight transportation needs are multimodal and regional, often crossing jurisdictional boundaries. To identify recommendations and strategies for the freight transportation system in the region, the SETRPC's recent Freight Mobility Plan (2022) was reviewed and summarized.

7.2.1 Recommended Freight Projects

The Regional Freight Mobility Plan recommended new and potential freight projects to address identified needs based on stakeholder feedback and data analysis. The recommended projects are presented as project packages – high-priority projects were combined with other closely located projects to create project packages.

Three of the top five project packages focus on I-10, the primary freight corridor in the SETRPC region. Other key access corridors include SH73/SH 82, SH 87, and US 69. Mobility improvement is a key need for these corridors, while SH 87 bridges west of SH 82 have infrastructure vulnerability issues. Other locations to improve in the short term include US 69, SH 327, and US 69 from Tram Road to Lumberton. Additionally, the Regional Freight Mobility Plan notes that monitoring mobility and safety conditions along US 90, an interregional connectivity corridor, is important, even though it is not part of the high-priority project packages. The recommended project packages from the Freight Mobility Plan are included in Table 7-1.

Table 7-1: SETRPC Freight Mobility Plan - Recommended Project Packages

Project Package	Project Package Extents
1	I-10 from US 90 BUS to MLK Jr Drive
2	SH 73/SH 82 from Ta lor Bayou to Texas-Louisiana Border
3	I-10 from Jefferson County line to US 69
4	I-10 from SH 380 to Old US 90
5	SH 347 from SH 87 to FM 366
6	SH 87 from SH 73 to SH 82
7	SH 380 from US 69 to I-10
8	SH 87 bridges west of SH 82
9	US 69 from US 96 to Wheeler Road
10	US 69 from SH 73 to SH 347
11	SH 327 from S. 19th Street to US 96
12	Washington Boulevard from I-10 to San Antonio Street
13	US 69 from Tram Road to Lumberton
14	Phelan Boulevard from N. Major Drive to I-10
15	Calder Avenue from Phelan Boulevard to US 90
16	9th Avenue from SH 73 to FM 365
17	FM 365/SH 124 Intersection
18	SH 73 Bridge between Labelle Road and Boondocks Road
19	SH 73 Bridge on Mayhaw Bayou
20	SH 124 Bridge at 1.6 miles northeast of SH 73

Source: SETRPC Freight Mobility Plan, 2020

7.2.2 Recommended Freight Policies, Programs, and Studies

In addition to recommended project packages, the SETRPC Freight Mobility Plan also identifies recommendations for policies, programs, and future studies to support freight activity across the SETRPC region.

7.2.2.1 Policy Recommendations

The proposed policies include initiatives to improve freight service and funding, support for critical urban and rural freight corridors, increase public awareness of the economic importance of freight, maintain access for legal loads on freight corridors, reduce traffic delays, maintain design standards for freight delivery zones, and safeguard vulnerable communities and infrastructure from incidents.

The Freight Mobility Plan highlights the need for continuous identification of freight transportation needs and solutions, coordination between public and private sector entities, and support for workforce training programs and disadvantaged private sector entities.

Additionally, the Freight Mobility Plan emphasizes the assistance for non-highway modes of freight transportation and the balancing of water-based and rail freight services.

7.2.2.2 Program Recommendations

The proposed program recommendations for the SETRPC region aim to address freight transportation challenges by coordinating with other transportation providers like TxDOT and the Army Corps of Engineers. The recommendations include upgrading US69/US96 to interstate standards, increasing vertical clearance to 18.5' on Texas Highway Freight Network corridors, and deepening channels on waterways. Specific needs include cost-effective roadway design to address drainage issues, strategic asset management for weather events, and accommodating larger vessels on waterways.

7.2.2.3 Recommendations for Future Studies

The Freight Mobility Plan recommends areas for policy or program decisions and future projects or studies related to freight issues. The recommendations include identifying potential "last mile" heavy/oversized cargo haul corridors, truck size, and weight restrictions, and "truck-friendly" route signage locations. Information and communications technologies should be used to inform land and waterside infrastructure, traffic, and weather conditions to freight users. Innovative funding strategies should be identified to support future freight investments. Best practices for weather issues on water-based freight transportation, truck parking demand, and engineering solutions at critical regional at-grade crossings should be identified.

Chapter 8: Environment

8.0 Introduction

Safer roadways and interchanges, reconstructed bridges, and new multimodal facilities serve to improve the regional transportation system, but the construction process and land acquisition associated with certain transportation projects could impact the surrounding land uses, natural environment, and community assets.

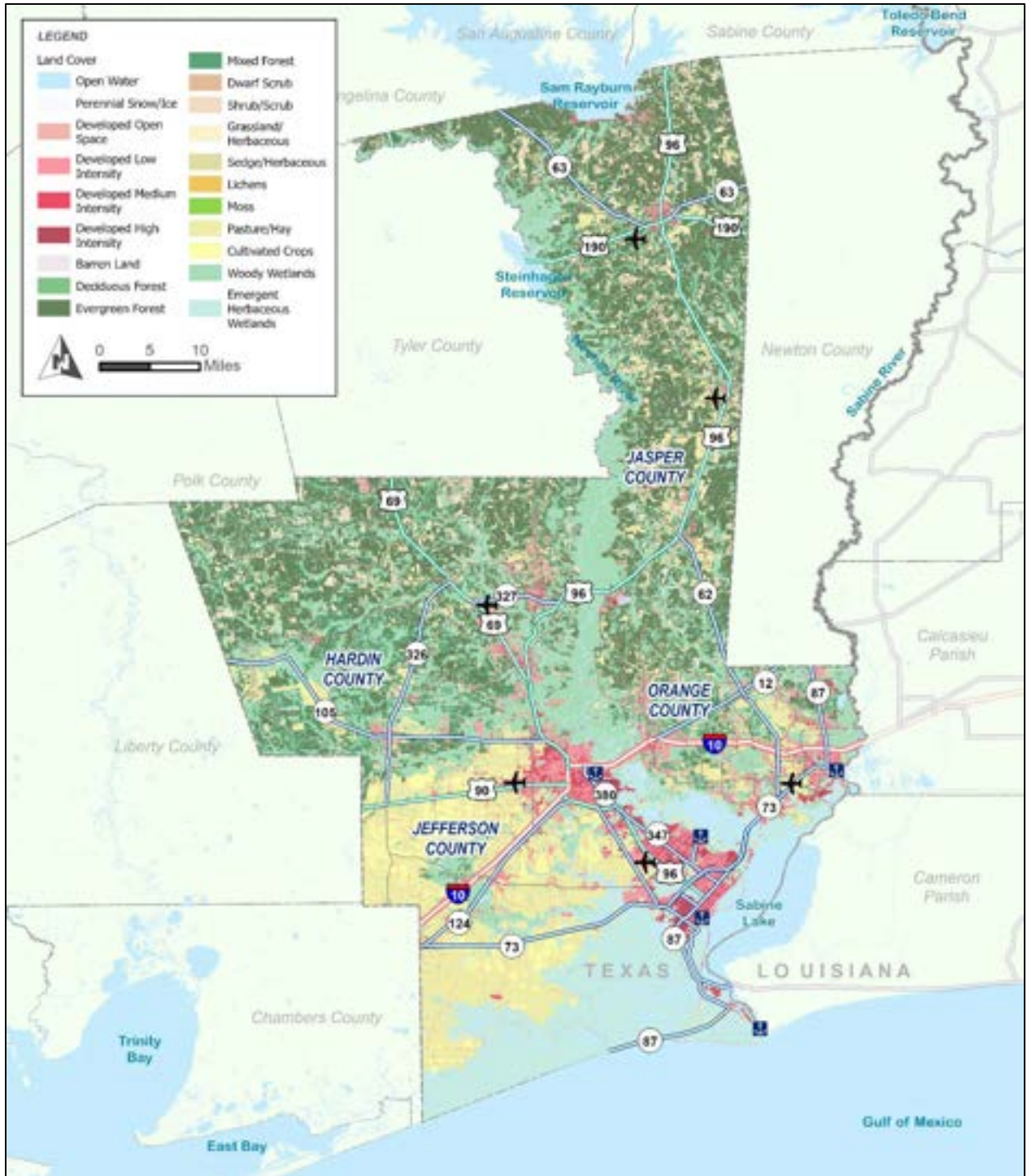
This chapter documents the existing land use patterns and environmental and cultural resources in the SETRPC region, assesses potential impacts on these assets and resources from development patterns and improvement projects identified in this MTP, and examines possible strategies to prevent or mitigate these impacts.

8.1 Existing Land Use

Land use and development is another major factor that could impact the environment. As the region grows, more land development may be required to support its growth. Furthermore, land use also directly influences the way the transportation system is developed. The location, density, and design of the activities carried out by residents of the region impact the amount of travel and travel modes on highways, roads, and other similar pathways in a transportation system.

For example, a school located within a neighborhood would more likely have children walking to it than would a school located along a major highway. Land use developments often create opportunities for expansion of the transportation network but could also hinder improvements. Therefore, it is important to consider both land use and transportation in conjunction to ensure the overall environmental health of a region. Figure 8-1 illustrates the existing land use pattern in the SETRPC region.

Figure 8-1: Existing Land Use Patterns



Source: National Land Cover Database. U.S. Geological Survey (2023).

8.1.1.1 Jefferson County

The southern part of Jefferson County is largely marshland and lakes, much of which is contained within wildlife reserves and parks, reaching to the beaches overlooking the Gulf of Mexico. Waterways are also prevalent throughout the county. The Gulf Intracoastal Waterway, the Neches River, and Sabine Lake in lower Jefferson County provide shipping routes for industrial maritime operations and pleasure craft. The numerous bayous, rivers, and lakes in the region also support recreational boating and water sport activities.

Beaumont, Port Arthur, Port Neches, Nederland, and Groves are the major cities in Jefferson County. These larger cities generate most of the economic activity within the county and house the majority of residents. Land use in the central areas of these cities are predominantly commercial, with some industrial use. Other industrial uses are located on the periphery of the cities. Industrial activities include oil refining, oil and gas drilling, and other types of petrochemical operations; port facilities and maritime shipping operations; marine construction and repair; and sulfur, salt, sand, and gravel mining. Commercial land use in the city center is mostly service oriented businesses and small retail shops.

Areas on the periphery of these cities consist of residential and commercial districts as well as some agricultural areas. Residential areas are primarily low-density single-family residential units, while agricultural areas consist of pastures, ranches, and rice farms. Commercial districts consist of large shopping or strip malls with an assortment of “big box” stores and restaurants.

Institutional land uses are also prevalent in Jefferson County. Federal and state prisons are located in the central portion of the county, while hospital facilities are located in Beaumont and Port Arthur. Jefferson County includes the small communities of Bevil Oaks, Nome, Taylor Landing, and China, which are primarily residential in nature, with a few small shops. Land use in rural areas of Jefferson County is mostly agricultural and consists of rice farms, ranches, and crawfish farms. Large tracts of land in these areas are also set aside for use as drainage or irrigation canals.

8.1.1.2 Orange County

The southeastern half of the county is comprised of gulf prairies and marshes, while the northwestern half consists of piney woods. Orange County contains many waterways and canals that are used to support local irrigation and drainage needs. Natural habitats and important environmental resources have also been reserved along natural wetlands and waterways, such as the TxDOT wetlands mitigation bank at Blue Elbow Swamp along the Sabine River and I-10 and the Shangri La Botanical Gardens Center along Adams Bayou.

The larger cities in Orange County include Bridge City, Orange, Pinehurst, Vidor, and West Orange. The predominant land use in these cities is a mix of industrial and commercial in the central areas. Industrial activities in these cities include petrochemical facilities, oil wells, and gas drilling; port facilities and other associated industrial maritime operations; clay, sand, and gravel mining; sawmills, and other forestry production operations. Commercial districts in Orange County consist of a few “big box” stores and various retail and service businesses in small strip malls. All cities in Orange County have large residential districts concentrated along their outer edges. Rural areas in Orange County include the communities of Mauriceville, Orangefield, Pine Forest, and Rose City. These small communities act as suburbs to larger cities in the SETRPC area. Land use within these cities is almost exclusively residential, with a few small businesses concentrated in their centers or next to major roadways. Land uses outside these areas are dedicated to rice farming, forestry, or petrochemical operations.

8.1.1.3 Hardin County

Hardin County, in the Big Thicket of southeast Texas, is part of the larger east Texas timberlands region. The dense pine and hardwood forests of the Big Thicket dominate the county's land area, providing

residents and tourists with recreational activities. Pine Island and Little Pine Island Bayous join Village and Cypress Creeks to drain the area into the Neches River, which forms the eastern county line.

In terms of development, Hardin County is mostly rural, and includes the incorporated communities of Kountze, Lumberton, Silsbee, and Sour Lake. Land use within these cities is predominantly residential, with a few small businesses. While these cities serve as suburbs to the larger cities in Jefferson County, each continues to have a strong local economy supported by several local industries. Both Silsbee and Kountze have rail yards, while Lumberton has a retail district along US 96 and a large forest product manufacturing facility. Lumberton and Silsbee are experiencing a growing number of commercial businesses located along US 69, US 96, and SH 327. In the rural areas of Hardin County, land is dedicated to agriculture and forestry, as well as ranches. Industrial land use is also located in rural areas and includes paper manufacturing and sawmills.

8.1.1.4 Jasper County

Jasper County transferred from the Deep East Texas Council of Governments to the South East Texas Regional Planning Commission in 2021. The county comprises 907 square miles of the east Texas timberlands, with elevations ranging from 25 to 400 feet above sea level. Along the northern edge and the bottom third of the county, the terrain is generally undulating while the rest of county is generally flat. Like Hardin County, mixed pine and hardwood forests cover much of the landscape in Jasper County. Principal water sources include the Sam Rayburn Reservoir, Lake B.A. Steinhagen, Neches River, and Angelina River.

Major cities in the county are, the City of Jasper, the county seat, Kirbyville, and Browndell. Other communities in the county include Buna, Evadale, and Sam Rayburn among others. Land use in the cities is generally residential in nature, with small businesses along the main streets. In the City of Jasper, tourism is a developing economic sector due to destinations such as Sam Rayburn Lake, Martin Dies Jr. State Park, and other national forests in proximity to the city. The establishment of the Jasper Airport Industrial Park has also contributed to a growing industrial sector in the area. Land use in rural areas of Jasper County is mostly forested or agricultural with large tracts of land used for timber, oil, and natural gas operations.

8.2 Natural and Cultural Assets

8.2.1 Natural assets

Natural assets in the SETRPC region include rivers, wetlands, bayous, public parks, beaches, and wildlife areas. These environmental features are critical to the regional ecosystem and contribute to the attractiveness of the region. However, transportation projects may contribute to their degradation. Hence, developing in harmony with natural and geographical features, instead of against them, is a smart investment strategy for a sustainable future. For instance, recent hurricanes have caused severe flooding along roadways and other transportation infrastructure in the region due to its location along the Gulf Coast. Transportation projects and roadway improvements should therefore avoid floodplains. Figure 8-2 provides a broad overview of natural resources located within the SETRPC region based on available GIS data. This inventory does not identify the various levels of potential impacts and does not waive the responsibility of a project sponsor to complete a more-in depth environmental assessment.

8.2.2 Cultural and Community Assets

Cultural and community resources are significant and meaningful assets that serve the needs of a community and enrich its identity. For the purposes of this analysis, cultural and community resources comprise schools, libraries, museums, historic sites, airports, and cemeteries among others that are found within the region. These assets should be preserved and protected, as they are popular recreation and tourism destinations for residents and visitors of all ages, as well as important community landmarks and critical service facilities. Depending on the type of facility, careful consideration and planning for transportation projects and investments should be undertaken to avoid negative impacts to the community.

Most cultural and community resources in the region are located within city boundaries. Schools consist of both public and private facilities and higher education facilities including Lamar University, Lamar Institute of Technology, Lamar State College-Orange, and Lamar State College-Port Arthur. Parks or recreational facilities include pocket parks and larger regional parks, as well as community centers, convention or exhibition halls, performing arts centers, country clubs, golf courses, and stadiums. Figure 8-3 illustrates the cultural and community resources located in the SETRPC region including historic landmarks, museums and libraries, schools, and cemeteries.

Historic sites include those deemed historically significant at either the local, state, or national level. Under Section 106 of the National Historic Preservation Act (NHPA) of 1966 (as amended in 1976, 1980, and 1992) and Section 4(f) of the Department of Transportation Act of 1966, the Federal Highway Administration (FHWA) is required to identify, evaluate, and protect properties of historical significance. The National Register of Historic Places (NRHP), as administered by the National Park Service, is the official list of the nation's historic landmarks and sites considered historically important and worthy of preservation. Planning for transportation projects and investments should consider and avoid impacts to these sites.

Figure 8-2: Inventory of Natural Resources and Flood Hazard Areas

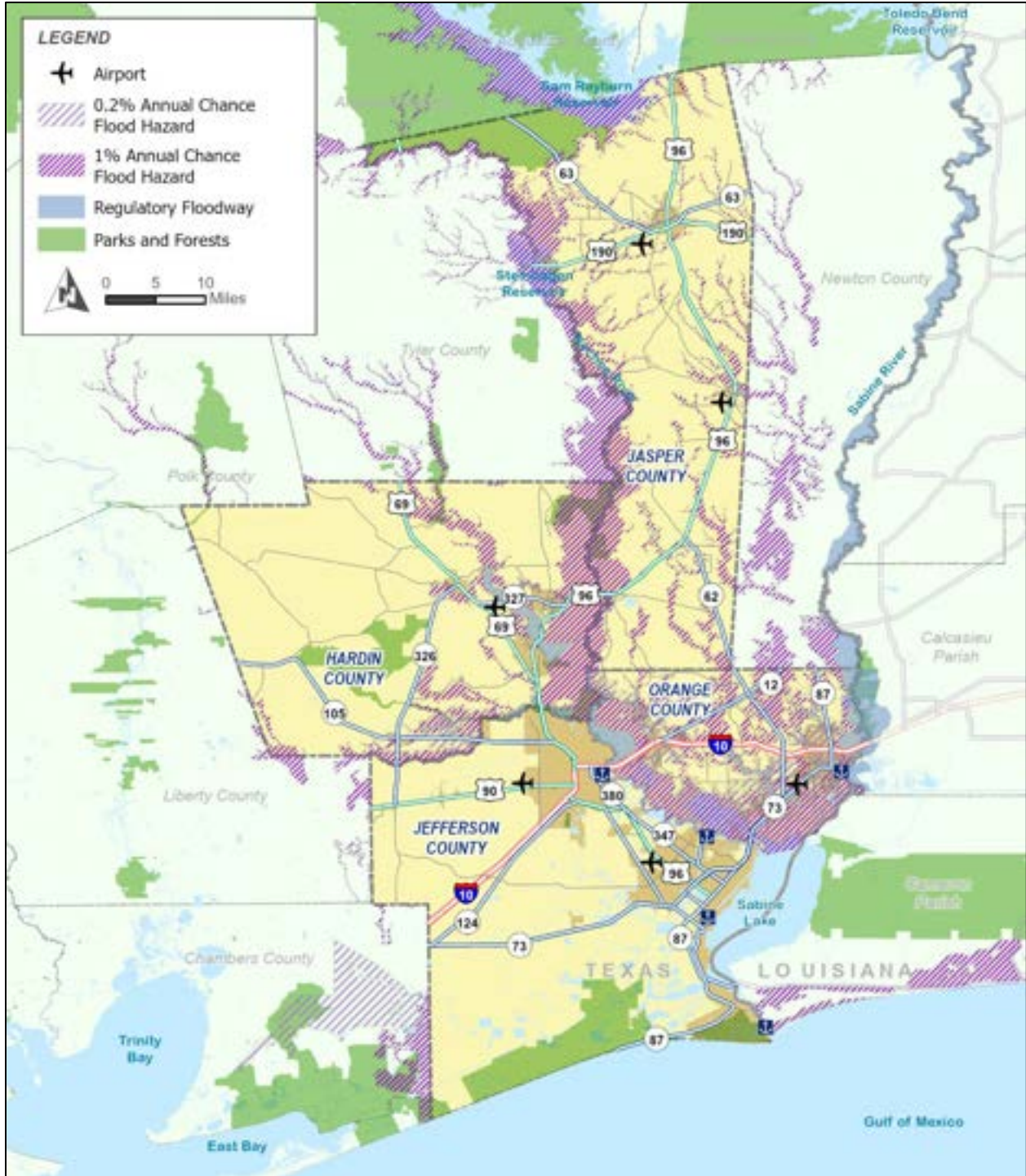
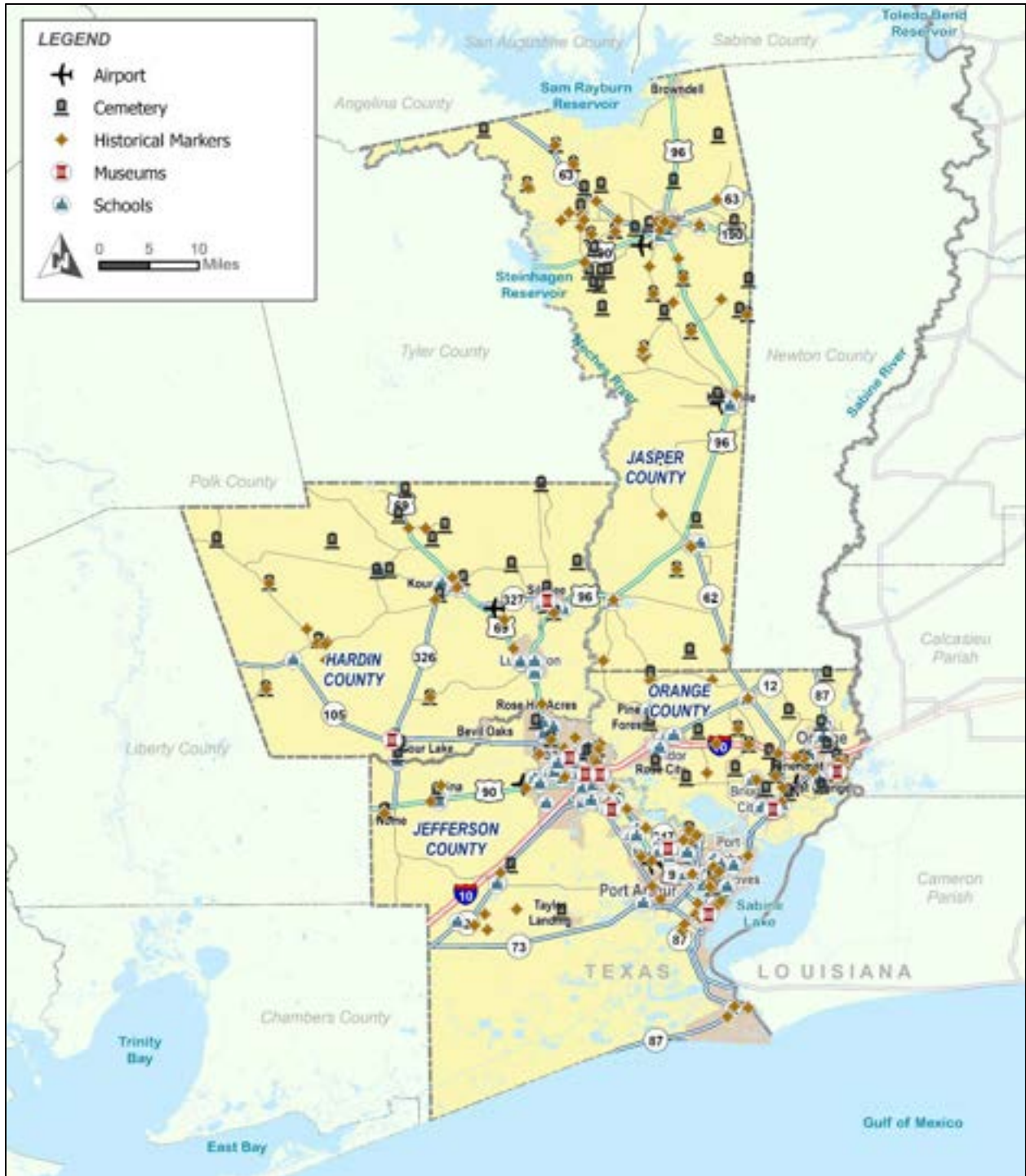


Figure 8-3: Inventory of Cultural and Community Resources



8.3 Air Quality

Air quality continues to play a key role in metropolitan transportation planning. The National Ambient Air Quality Standards (NAAQS) are federal standards that set allowable concentrations and exposure limits for certain pollutants. Primary standards aim to protect public health, while secondary standards protect public welfare. Examples of public welfare include damage to crops, vegetation, and buildings. Air quality standards have been established for the following six criteria pollutants: ozone, carbon monoxide, particulate matter, nitrogen dioxide, lead, and sulfur dioxide. If monitored levels of any of these pollutants violate the NAAQS, the Environmental Protection Agency (EPA), in cooperation with the State of Texas, will designate the contributing area as being in “nonattainment” of air quality standards.

In the early 1980s, SETRPC formed an Air Quality Advisory Committee (AQAC) to develop an integrated approach to manage the region’s air quality. The AQAC is a diverse, broad-based group composed of local elected officials, private industry, government, chambers of commerce, unions, residents, and environmental groups. In 1989, the AQAC successfully obtained voluntary funding from area industries and established an on-going Regional Meteorological and Air Quality Monitoring Network.

To improve air quality in the region, the AQAC is continuing its effort to:

- ➔ Inform the public about the immediate and long-range air quality concerns that face southeast Texas.
- ➔ Advise elected public officials and the public about the impact of federal clean air legislation.
- ➔ Help identify air quality problems that affect economic growth and develop solutions.
- ➔ Work with the Texas Commission on Environmental Quality (TCEQ) to develop air quality plans for southeast Texas.

8.3.1 Emissions

Air pollution in the SETRPC region includes transported air pollutants that combine with locally produced emissions to produce ozone levels that have previously exceeded the NAAQS. An analysis of air movements reveals that high ozone levels in the SETRPC region would not have occurred if air pollution from outside the SETRPC region had not been transported into the region. Variations in temperature, wind speeds, and air mass movements also contribute to the frequency and severity of ozone in southeast Texas. Air quality emissions are broken down into four major categories as shown in Table 8-1.

Table 8-1: Emission Sources

Source	Description
Point	Generated by industrial operations and comprise the majority (59%) of NOx emissions and 9% of VOC emissions in the SETRPC region
Area or Non-road	Produced from engines, trains, planes, boilers, solvents, paints, dry cleaning facilities, and construction equipment and comprise 15% of all NOx and 5% of all VOC emissions in the SETRPC region.
On-road or Mobile	Come from cars and trucks and make up 25% and 3% of NOx and VOC emissions, respectively.
Biogenic	Naturally produced as a result of plant photosynthesis, the amount of which is based on the quantity and type of vegetation in the area. While biogenic emissions only comprise 1% of NOx emissions, they account for 83% of VOC emissions in the SETRPC region.

Source: Texas Commission on Environmental Quality

8.3.2 Attainment Status

The Beaumont-Port Arthur ozone maintenance area (Hardin, Jefferson, and Orange Counties) was redesignated from nonattainment to attainment-maintenance for the 1998 eight-hour ozone National Ambient Air Quality Standard (NAAQS), effective November 19, 2010. The area was initially designated attainment/unclassifiable for the subsequent 2008 and 2015 eight-hour ozone NAAQS and remains in attainment for both standards. When the 1997 eight-hour ozone NAAQS was revoked by the EPA, transportation conformity requirements for that standard were also revoked (effective April 6, 2015). Due to its designation as attainment/unclassifiable for the 2008 and 2015 eight-hour ozone NAAQS, the Beaumont-Port Arthur area has not been subject to transportation conformity requirements since 2015.

On February 16, 2018, the United States Court of Appeals for the District of Columbia Circuit issued an opinion in the case *South Coast Air Quality Management District v. EPA*, 882 F.3d 1138 (South Coast II). The case was a challenge to EPA's 2008 eight-hour ozone NAAQS state implementation plan (SIP) requirements rule (80 FR 12264), which revoked the 1997 eight-hour ozone NAAQS as part of implementing the more stringent 2008 eight-hour ozone NAAQS. The court's decision vacated parts of the EPA's 2008 eight-hour ozone NAAQS SIP requirements rule, including waiving requirements for transportation conformity for maintenance areas under the revoked 1997 eight-hour ozone NAAQS. In response to the South Coast II decision, the EPA published Transportation Conformity Guidance for the South Coast II Court Decision on November 29, 2018. The guidance document was published to assist affected areas as they reestablished compliance with transportation conformity requirements under the revoked 1997 eight-hour ozone NAAQS. Based on the November 2018 guidance, affected areas may demonstrate conformity if the following requirements are met:

- ➔ Use of latest planning assumptions.
- ➔ Interagency consultation.
- ➔ Fiscal constraint for the MTP and TIP.
- ➔ Timely implementation of transportation control measures (TCM), if applicable.

8.3.3 Current Initiatives

The SETRPC-MPO recognizes the value of air quality standards and is cognizant of the importance in maintaining the region's attainment status. The MPO's air quality efforts work to keep southeast Texas elected officials and residents informed of the importance of clean air issues through the following air quality data and educational programs.

8.3.3.1 Air Quality Monitoring

With funding from industries in the region, the SETRPC operates an air monitoring network made up of numerous air monitoring stations located throughout Hardin, Jefferson, and Orange counties. With real-time data from those sites, the agency maintains a comprehensive database that provides information on the air quality of the region. The Texas Commission on Environmental Quality (TCEQ), through a data marketing agreement with SETRPC, utilizes the real-time data to help forecast Ozone Action Days and to develop air quality plans for southeast Texas.

8.3.3.2 Ozone Action Day

This voluntary program is designed to increase public awareness by encouraging individuals to reduce ozone producing activities. The program promotes voluntary actions like reducing excess idling in drive-through lanes, refueling vehicles after 6 PM, postponing the use of small gasoline engines like lawnmowers until early evening, combining several trips into one, keeping vehicles properly maintained, and sharing a ride to work or school. The Ozone Action Day program involves local industries, small businesses, and local governments that work together to improve air quality in the SETRPC region.

8.3.3.3 Clean Cities

The SETRPC-MPO and TxDOT initiated the Clean Cities Program, a locally based partnership between government and industry. The program is coordinated by the US Department of Energy with the goal of expanding the use of alternative fuels and vehicles. The Clean Cities Coalition promotes public awareness of alternative fuels by informing and educating city/county officials, school districts, ports, special purpose districts, major and small private fleet operators, and residents about the benefits of alternative fuels.

8.4 Climate Change

Although there is currently no official mandate concerning how climate change should be addressed in the MPO planning process, FHWA's Texas Division office recommends that MPOs include a short discussion on Greenhouse Gases/Climate Change in their MTPs. In 2021, the FHWA and the FTA jointly issued a letter that stated that regional offices should work with State DOTs, MPOs, and public transportation providers to ensure that transportation plans and infrastructure investments help achieve the national greenhouse gas (GHG) reduction goals of 50-52 percent below 2005 levels by 2020, and net-zero emissions by 2050. According to the FHWA report *Integrating Climate Change into the Transportation Planning Process*, there is general scientific consensus that the earth is experiencing a long-term warming trend and that human induced increases in atmospheric GHGs may be the predominant cause. In 2021, the EPA estimated that approximately 28 percent of GHG emissions in the US come from transportation, and 81 percent of the transportation sector's emissions are generated by road use.

Recognizing the adverse contributions of the transportation sector to climate change, the federal government has launched multiple programs to build a more sustainable transportation system. Investments to expand transit services, promoting active mobility options, and introduce cleaner fuels and transitioning to more fuel-efficient vehicles are some of the strategies under the U.S. National Blueprint for Transportation Decarbonization launched in 2023 that contribute to reducing emissions of mobile source air pollutants and greenhouse gases. Public education regarding the effects of auto-dependent land use and the impact of development patterns that require excessive commuting or other auto travel may also contribute to greater recognition, over time, of the connection between individual lifestyle choices and climate change. As fuel prices continue to rise, the need to reduce fossil fuels and turn to renewable sources and conservation measures has never been greater.

The SETRPC region is particularly vulnerable to hurricanes and tropical storms, which cause severe flooding in the region. As global temperatures continue to rise, the intensity of these climate events is expected to increase. The U.S. DOT Climate Action Plan published in 2021 indicated that climate variability poses threat to the overall transportation system. Impacts of climate change on the transportation system include accelerated deterioration of roadways, flooding, and damage to highways, weakened structures such as bridges, rail and runway buckling, and reduced water levels in rivers that could affect the passage of ships. Given these threats, it is critical to ensure that the regional transportation infrastructure and operational systems are resilient to the impacts of climate change.

8.4.1 Climate Mitigation

Climate mitigation involves reducing GHG emissions and stabilize levels of GHG that already exist in the atmosphere. In the transportation sector, four primary strategies contribute to climate mitigation:

8.4.1.1 Improve System and Operational Efficiencies

Traffic flow improvements can be achieved through Intelligent Transportation Systems (ITS), route optimization, and improved intermodal links and system connectivity. Other system efficiencies could be achieved by switching to more energy-efficient modes. The City of Beaumont recently upgraded existing

traffic control equipment and installed fiber optic communications, linking several signals to an Advanced Traffic Management System.

8.4.1.2 Reduce Vehicle Miles Traveled (VMT)

Implementing land use strategies that concentrate development can lessen the need to drive. Providing HOV lanes, offering transit options, constructing pedestrian and bicycle facilities, and promoting travel demand management programs and telecommuting can also reduce the number of vehicle trips. Pricing mechanisms such as road pricing, mileage-based car insurance, and gas taxes can motivate people to drive less. SETRPC-MPO promotes carpooling and rideshare activities.

8.4.1.3 Transition to Lower GHG Fuels

Replacing gasoline and diesel with fuels such as biodiesel and natural gas can reduce the levels of GHG emissions over their lifecycle – from production and refining to distribution and final use. In the SETRPC region, the MPO promotes the use of alternative fuel vehicles.

8.4.1.4 Improve Vehicle Technologies

Promotion of the development of more fuel-efficient vehicles, such as plug-in electric hybrids, via policy decisions such as the stringent Corporate Average Fuel Economy (CAFE) standards, can improve air quality and reduce toxic emissions. Tax credit programs can also encourage the purchase of more fuel-efficient vehicles. BMT and PAT, the fixed route transit agencies in the SETRPC area, utilize natural gas and propane, respectively, to fuel their fixed route buses.

SETRPC-MPO is engaged in many activities and programs and anticipates that these efforts will need to be increased as climate change intensifies. Initiatives such as Ozone Action Day, the Regional Public Transportation Coordination Plan, and the Alternative Fuels program will reduce greenhouse gas emissions in the region. As more consistent methods to measure GHG emissions are developed, and as legislative and regulatory mandates emerge, the MPO is poised to address them accordingly. In the meantime, the MPO will continue to work with its regional planning partners to make transportation decisions that conserve and optimize non-renewable resources, promote the use of renewable resources, and implement strategies to decrease greenhouse gases and air pollutants.

8.4.2 Environmental Justice

Environmental justice refers to the fair treatment of minority and low-income populations who may suffer unduly from programs, policies, and other activities. Historically, impacts of climate change tend to disproportionately affect these population groups due to their socioeconomic status and the vulnerable environments that they are exposed to. Hence, it is vital to evaluate environmental justice in any transportation plan.

In summary, all population groups will benefit from the planned transportation improvements in the region, including increased mobility within the community resulting from greater transportation options. However, all segments of the population who live adjacent to roadway construction projects may endure short-term construction-related impacts related to visual changes, noise, and alterations to access.

8.5 Impact Mitigation Strategies

8.5.1 NEPA Impact Mitigation

The FAST Act requires MTPs to include a discussion of types of potential environmental mitigation activities and potential areas to carry out these activities, including those that may have the greatest potential to restore and maintain the environmental functions affected by the plan. In addition, the FAST

Act requires an expanded focus on resiliency of the transportation system as well as activities to reduce stormwater runoff from transportation infrastructure.

Potential environmental mitigation activities must be developed in consultation with federal, state, tribal, wildlife, land management, and regulatory (resource) agencies. The SETRPC-MPO is committed to minimizing and mitigating the negative effects of transportation projects on the natural and built environment to preserve the region's quality of life. In doing so, the MPO recognizes that not every project will require the same type or level of mitigation.

Some projects involve major construction with considerable earth disturbance, while others, like intersection improvements, street lighting, and resurfacing projects, involve minor construction and minimal, if any, earth disturbance. The mitigation efforts used for a project should be dependent upon how severe the impact on environmentally sensitive areas is expected to be.

The National Environmental Policy Act (NEPA) suggests mitigation in the following five steps:

- 11) Avoiding the impact altogether** by not taking a certain action or parts of an action.
- 12) Minimizing impacts** by limiting the degree or magnitude of the action and its implementation.
- 13) Rectifying the impact** by repairing, rehabilitating, or restoring the affected environment.
- 14) Reducing or eliminating the impact** over time by preservation and maintenance operations during the life of the action.
- 15) Compensating for the impact** by replacing or providing substitute resources or environments.

Source: 40 CFR 1508.20

Effective mitigation starts at the beginning of the environmental process, not at the end. Mitigation must be included as an integral part of the alternatives development and analysis process. Table 8-2 below details possible mitigation activities and measures that could be considered when dealing with environmental impacts. Many of the measures are considered by the SETRPC-MPO during the project development phase. Each project will need to be reviewed to ensure that the appropriate mitigation strategy is applied during the planning and implementation phases.

Table 8-2: Mitigation Measures

Resource	Mitigation Measures
Agricultural Areas	Avoidance, minimization, compensation (could include preservation, creation, restoration, in-lieu fees, riparian buffers); design exceptions and variances; environmental compliance monitoring*.
Air Quality	Transportation control measures; transportation emission reduction measures; adoption of local air quality mitigation fee program; development of energy efficient incentive programs; adoption of air quality enhancing design guidelines.
Cultural Resources	Come from cars and trucks and make up 25% and 3% of NOx and VOC emissions, respectively.
Endangered and Threatened Species	Naturally produced as a result of plant photosynthesis, the amount of which is based on the quantity and type of vegetation in the area. While biogenic emissions only comprise 1% of NOx emissions, they account for 83% of VOC emissions in the SETRPC region.
Forested and Other Natural Areas	Avoidance, minimization; replacement property for open space easements to be of equal fair market value and of equivalent usefulness; design exceptions and variances; environmental compliance monitoring.
Neighborhoods, Communities, Homes, and Businesses	Avoidance, minimization; context sensitive solutions for communities (appropriate functional and aesthetic design features).
Parks and Recreation Areas	Avoidance, minimization, mitigation; design exceptions and variances; environmental compliance monitoring.
Wetlands, Flood Zones, and Water Resources	Avoidance, minimization; design exceptions and variances; environmental compliance monitoring.

* Environmental compliance monitoring is a process of oversight designed to determine conformity with environmental legal mandates, regulations, lease stipulations, and conditions of approval. Conditions of approval include mitigation measures and other requirements imposed on applicants.

8.5.1.1 Project Screening

The proposed project recommendations for the SETRPC MTP 2050 were evaluated to determine the impacts on the natural resources, cultural resources, and environmental justice populations of the region. This analysis involved overlaying project alignments and locations onto a series of GIS layers representing sensitive natural and cultural resources, and sociodemographic data. Environmental resources and populations that were directly or indirectly impacted were noted. As projects are programmed, additional evaluations of impacts will need to be conducted at the project level. Impacts should be mitigated through an alternatives analysis process.

8.5.2 Stormwater Mitigation

Stormwater is defined as rainfall runoff that flows across the ground and impervious surfaces such as roads, parking lots, and buildings. Stormwater includes overland water flow and the water flow in ditches. When measures are not taken to reduce or mitigate the stormwater from surface transportation, assets are at risk of disruption and damage.

Urbanization, including transportation activities, increases stormwater volume and velocity by increasing the rate of stormwater runoff from an impervious surface. Rapid runoff from impervious surfaces increases the propensity of flooding, soil erosion, sedimentation, stream bank erosion and channel enlargement, and pollution of waterways.

For the State of Texas, the TxDOT *Hydraulic Design Manual: Storm Water Management* provides guidelines to reduce or mitigate the impacts of stormwater from surface transportation. This manual provides recommended stormwater management measures that are both structural and nonstructural including:

- Erosion control to minimize erosion and sediment transport.
- Stormwater detention and retention systems to reduce peak runoff rates and improve water quality.
- Sedimentation and filtration systems to remove debris, suspended solids, and insoluble pollutants.
- Vegetation buffers to reduce transport of pollutants.

The manual recommends best management practices to manage stormwater runoff including detention and retention ponds, rock filter dams, silt fences, and vegetation to filter and slow the flow of water. As the SETRPC region continues to develop, policies and design standards will become increasingly important to manage stormwater runoff from surface transportation.

Chapter 9: Safety, Security, and Resiliency

9.0 Introduction

The safety, security, and resiliency of the regional transportation system has increasingly become a crucial component of the metropolitan planning process. MPOs are responsible for coordinating and communicating with federal, state, and local agencies and officials involved with the planning of the safety, security, and resiliency of the transportation system for users of both motorized and nonmotorized transportation modes.

9.1 Safety and Security

Safety may be defined as the freedom from unintentional harm. When planning for transportation system safety, it is important to consider how the system can operate efficiently while maintaining the safety of all system users. Projects or programs intended to improve safety of the transportation system include police surveillance programs, intelligent transportation systems (ITS), and geometric design improvements at high crash locations.

Security may be defined as the freedom from intentional harm. Security of critical infrastructure is increasingly important for the SETRPC area. Planning for transportation security includes preventing, managing and responding to threats against the regional transportation system. These threats could include a variety of events, such as natural disasters, terrorism, or hazardous spills, all of which endanger the lives of people and important transportation infrastructure. In the SETRPC region, safety and security of the transportation system is coordinated within various agencies at the federal, state, and local levels. These are discussed in the following subsections.

9.1.1 Texas Strategic Highway Safety Plan

The Texas Strategic Highway Safety Plan (SHSP) identifies safety needs and directs investment to the reduction of highway fatalities and serious injuries on public roads. The SHSP was produced by reviewing national crash initiatives and emphasis areas from key publications and professional organizations, examining Fatal Analysis Reporting System (FARS) crash data, and consulting with various stakeholders throughout Texas. Under the FAST Act, regular updates to the SHSP are required.

The most recent version of the SHSP was published in 2022. It includes the following seven emphasis areas: distracted driving; impaired driving; intersection safety; occupant protection; post-crash care; roadway and lane departures, vulnerable road users and speeding.

9.1.2 TxDOT Beaumont District

The TxDOT Beaumont District works on behalf of the State and in coordination with the SETRPC-MPO to carry out transportation safety and security planning tasks and activities. It partners with other state, federal, and local entities to enhance safety on the regional roadway system through a variety of focused traffic safety programs. TxDOT also collects crash data from law enforcement agencies and evaluates the cause of crashes and fatalities to develop projects that make the roadways safer. If crashes are infrastructure related, TxDOT plays a vital role in improving road design and configurations through roadway improvement projects. The SETRPC-MPO continues to work with federal, state, and local agencies to evaluate the safety of the regional roadway system and identify, develop, fund, and construct projects to improve roadway safety. The SETRPC-MPO will also work to maintain awareness of various security initiatives in the region.

9.1.3 Homeland Security and Emergency Management Planning Division of the SETRPC

The Homeland Security and Emergency Management Planning Division (HSEMPD) was established by the SETRPC in 2003 in response to the needs of local elected officials and first responders for coordinating regional initiatives that enhance security and emergency preparedness. Although the HSEMPD does not serve in an emergency operations capacity, the HSEMPD assists local emergency response officials with the development and implementation of plans that effectively respond to natural and manmade disasters. The HSEMPD assess and analyzes local needs, facilitates regional compliance with federal and state requirements, procures and manages grants and contracts, and coordinates with other regions in Texas. The HSEMPD provides the following functions for regional emergency management:

- **Regional Mitigation Action Plan (RMAP).** Utilizing a grant from the Texas Department of Emergency Management (TDEM), the SETRPC led the development of the RMAP for the SETRPC area. The Federal Emergency Management Agency (FEMA) requires regions to maintain an RMAP for local jurisdictions to continue receiving federal and/or state funds for disaster mitigation. The RMAP for the SETRPC area was approved by FEMA in 2007 and updated in 2017.
- **Emergency Planning.** HSEMPD provides technical support to jurisdictions creating, expanding, and/or enhancing emergency management plans. It serves as a liaison with state officials regarding emergency planning and mutual aid.
- **Homeland Security Coordination, Planning, and Funding.** The TDEM serves as the state administrative agency for federal Homeland Security funds. The Emergency Management Planning Advisory Council (EMPAC) and the Law Enforcement Terrorism Prevention Program (LETPP) serve to oversee the Homeland Security funds allocated to the SETRPC region.
- **Advocacy.** HSEMPD facilitates advocacy activities among local first responders to ensure the maximum amount of state and federal Homeland Security funds are directed to fulfill regional needs. A risk-based funding formula developed by local jurisdictions working collaboratively with the SETRPC was accepted by the TDEM through HSEMPD advocacy efforts.
- **Training.** HSEMPD holds an annual emergency management exercise to practice regional preparedness and emergency response. The division also provides training to local officials regarding mitigation action plans required by state and federal regulations.

- ➔ **South East Texas Regional Interoperable Plan (SETRIP).** The SETRIP identifies short term, intermediate, and long-term regional interoperable equipment needs to ensure first responders can communicate in the event of a multi-jurisdictional or regional disaster. Southeast Texas Alerting Network (STAN) is a messaging and notification system that informs the population of the SETRPC area of emergencies and other important events in the area. Through STAN, emergency management officials can notify registered individuals about emergencies, industry, or weather events occurring in the SETRPC region.
- ➔ **Southeast Texas Regional Alerting and Information Network Portal (SE Texas RAIN):** SE Texas RAIN was established by a regional coalition of county judges following Hurricane Harvey in 2017 to improve public access data on rainfall, streamflow, and stream and reservoir levels in major streams, bayous, and reservoirs for Hardin, Jasper, Jefferson, Newton, and Orange Counties. The purpose of the SE TEXAS RAIN website (<http://www.setexasrain.org>) is to provide information in a user-friendly format directly to the public to assist them in making informed decisions during threatening weather conditions.
- ➔ **Sabine-Neches Chief's Association (SNCA).** The SNCA is a mutual aid organization comprising public and private organizations that collaborate to achieve preparedness, prevention, response, and recovery coordination during emergency situations and disasters.

9.1.4 Regional 9-1-1 System

9-1-1 is a three-digit telephone number that has been set aside to be used in the event of an emergency as a means of calling for police, fire, or emergency medical assistance. The SETRPC implemented an Enhanced 9-1-1 system within the region in December 1991. The SETRPC continues today to serve as the primary agency for the administration, maintenance, and oversight of the 9-1-1 system. Currently, preparations are being made to integrate video reporting of incidents through cell phone cameras, which will help response teams render assistance. The SETRPC 9-1-1 Network is also responsible for address maintenance in the unincorporated areas of the region.

9.1.5 Emergency Evacuation

Hurricanes and tropical storms often make landfall and cause damage to the Texas Gulf Coast. Hurricanes range in size and intensity, and the accompanying high winds, storm surge, and rainfall cause significant damage to public infrastructure, private property, and even loss of life.

The coastal counties of Jefferson, Orange, and lower portions of Hardin are vulnerable to extensive flooding during hurricanes. The safe and timely evacuation of coastal and floodplain areas is crucial to ensure public safety. In August 2017, Hurricane Harvey landed in Texas and remained in place over southeast Texas for days, dumping trillions of gallons of rain and causing unprecedented flooding. The SETRPC area experienced significant damage and massive disruptions to the transportation system.

In 1994, the Texas Transportation Commission established the Hurricane Evacuation Task Force to increase safety, access, and mobility for the transport of people and goods during emergency situations. With the assistance of state and local agencies, and after holding public meetings, the Task Force established a regional network of roadways comprising the hurricane evacuation route system as an element of the Gulf Coast Regional Evacuation Plan. Additionally, the Task Force created a separate funding category for evacuation route improvements located in the Gulf Coast Districts.

TxDOT maintains designations of evacuation routes from coastal regions of the state for times of hurricane threats. The TxDOT designations for evacuation routes in the region are shown in Figure 9-1. The SETRPC-MPO website maintains links to Jefferson, Hardin, and Orange County emergency management offices on the MPO website at <http://www.setrpc.org/divisions/hsemp/links/>.

Figure 9-1: TxDOT Evacuation Routes



Source: TxDOT Open Data GIS Portal. Evacuation Routes. [TxDOT Evacuation Routes](#) | [TxDOT Evacuation Routes](#) | [TxDOT Open Data Portal \(arcgis.com\)](#)

9.2 Resiliency and Reliability

The risks associated with climate change and extreme weather events such as flooding, severe heat, and intense storms have emerged as significant concerns for transportation system resiliency and reliability. Transportation systems are already experiencing costly climate related impacts that cause disruption and damage to roads, bridges, rail systems, and other transportation infrastructure. In the future, these impacts are expected to intensify in magnitude, duration, and frequency. Preparing for the uncertainties in a changing climate is essential to ensure the safety and security of the population which the transportation system serves.

The MAP-21 and the FAST Act have addressed the issue of improving the condition and resiliency of transportation assets. The FAST Act, however, requires transportation agencies to take resiliency into consideration during the transportation planning processes. The updated metropolitan and statewide transportation planning regulations require MTPs to assess capital investment and other strategies that reduce the vulnerability of the existing transportation infrastructure to natural disasters.

9.2.1 Vulnerability Assessment

In December 2017, the Federal Highway Administration (FHWA) published the *Vulnerability Assessment and Adaptation Framework, 3rd Edition*. The Framework serves as a guide for MPOs and other transportation agencies to evaluate vulnerability of transportation infrastructure and systems to extreme weather and climate effects. The framework serves to assist transportation agencies and MPOs to integrate climate adaptation considerations into the decision-making process. The SETRPC-MPO has applied the guidelines provided by the framework to evaluate vulnerability of the transportation system to extreme weather and climate effects in the region. The FHWA Framework consists of the following steps:

- ➔ Set objectives and define study area.
- ➔ Compile data.
- ➔ Assess vulnerability.
- ➔ Identify, analyze, and prioritize adaptation options.
- ➔ Incorporate assessment results into decision-making.

For the purposes of this MTP-2050, the SETRPC-MPO assessed regional vulnerability to flooding through a process informed by the FHWA Framework.

9.2.1.1 Objective and Study Area

The objective of this vulnerability assessment is to identify transportation infrastructure vulnerable to flooding within Jasper, Jefferson, Orange, and Hardin counties at a systems-level using a GIS approach.

9.2.1.2 Compile Data

Using a GIS approach for this vulnerability assessment, GIS data was compiled for FEMA SFHAs, storm surge inundation areas, TxDOT roadways, Texas railroads, bridges, Texas airports, and regional ports.

9.2.1.3 Assess Vulnerability

An indicator-based vulnerability assessment approach was applied to the SETRPC region to determine vulnerable transportation infrastructure from available data. This approach provides a big picture understanding of system-wide vulnerabilities and identifies where additional resources could be used to further distinguish asset-specific vulnerabilities.

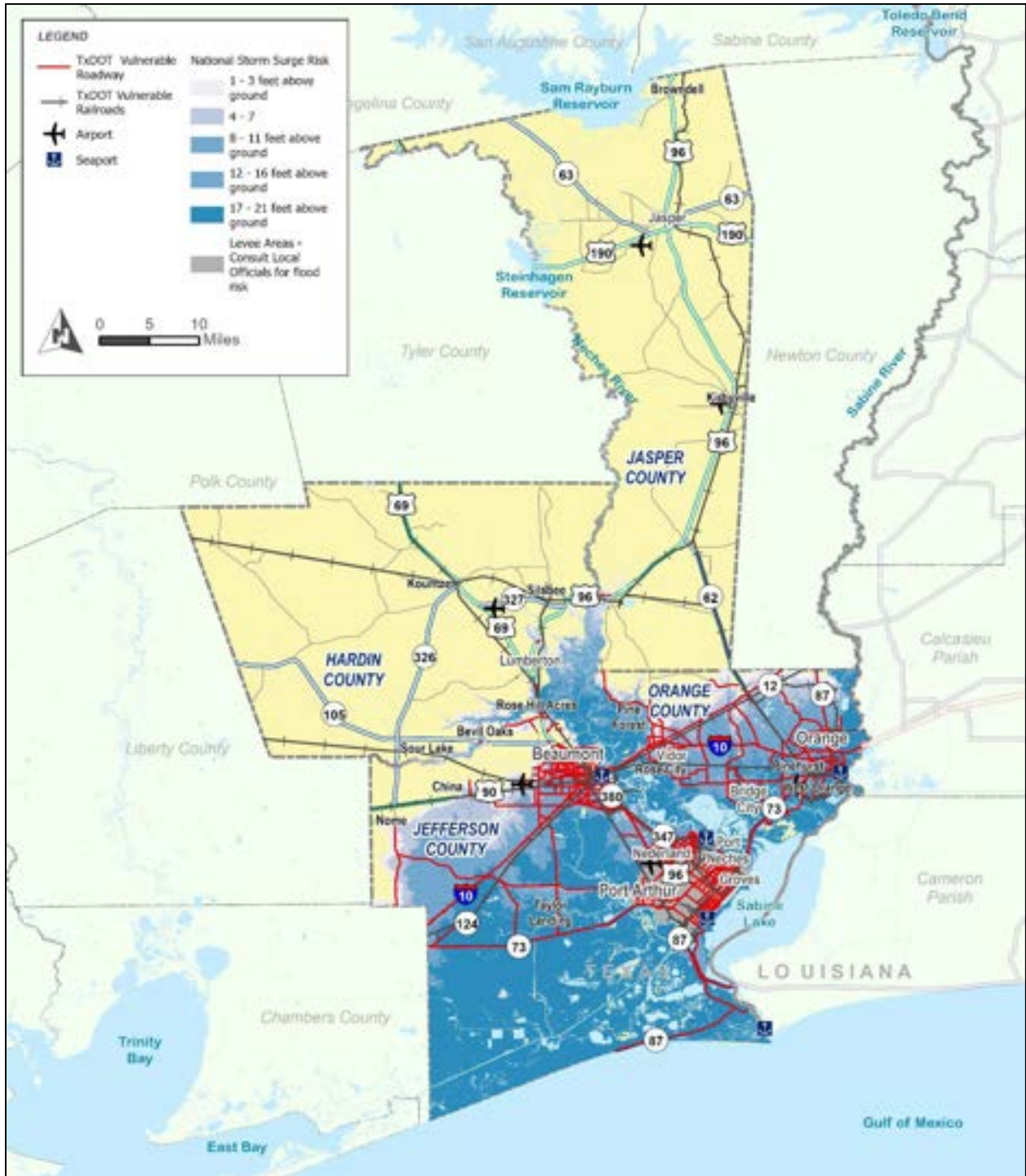
Using a GIS approach, transportation infrastructure (TxDOT roadways, railroads, airports, and ports) located within NOAA's National Storm Surge Risk maps were identified. These transportation assets are

at risk of disruption during extreme flooding events, as shown in Figure 9-2. The Port of Beaumont, Port of Port Arthur, Port Neches, The Sabine Pass Port Authority, and the Port of Orange; Beaumont Municipal Airport, Jack Brooks Regional Airport, and Orange County Airport; and multiple segments of TxDOT roadways and railroads are located within the storm surge risk areas.

A different GIS approach was used to assess the risk of bridges from flooding. Using National Bridge Inventory (NBI) data, bridges at risk for flooding were identified. Figure 9-3 shows the bridges at risk of flooding within the SETRPC area. The bridge flood ratings are defined as:

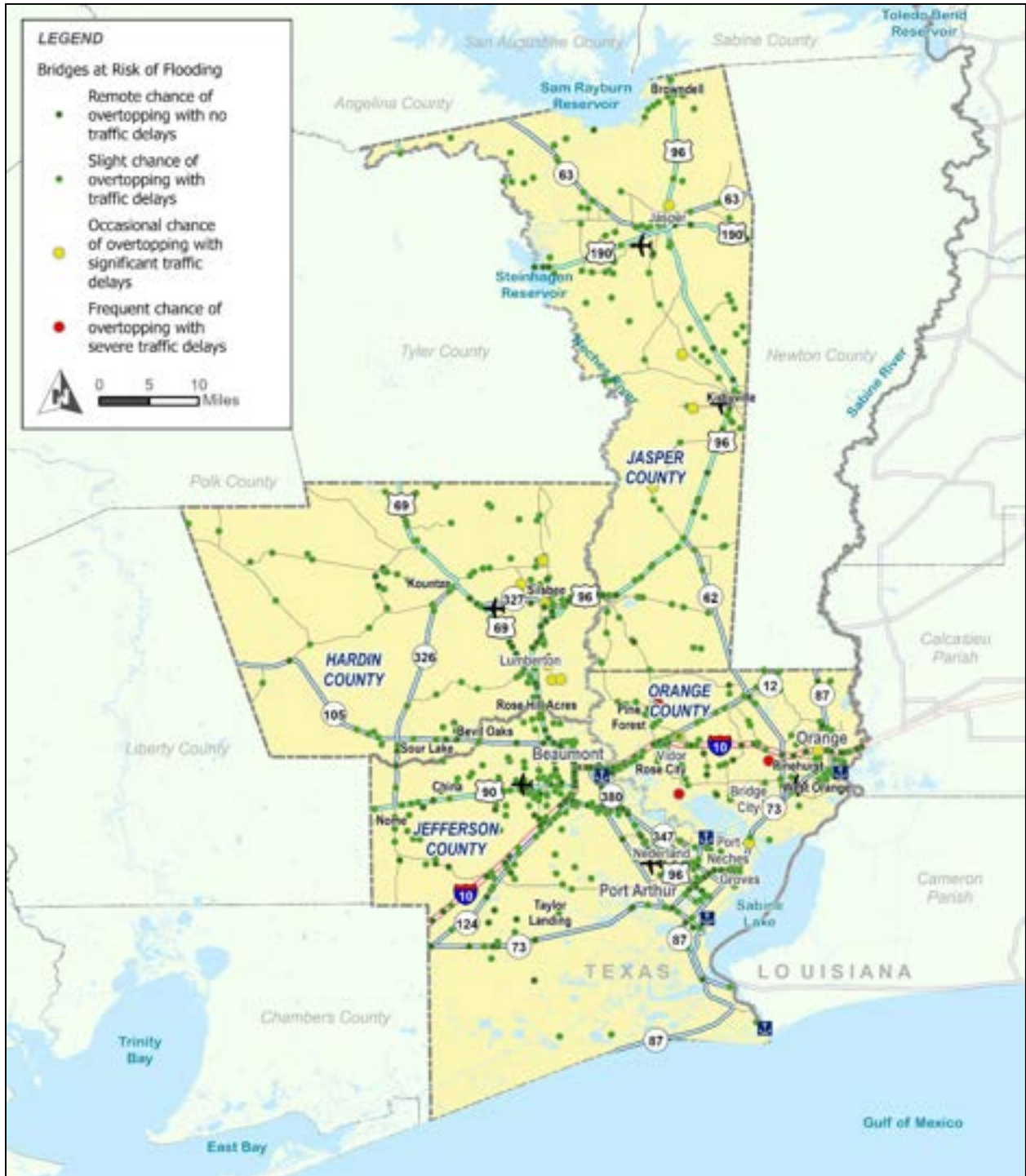
- ➔ **Critical:** The bridge has flooded at a frequency of at least once every 3 years or less.
- ➔ **Concern:** The bridge has flooded at a frequency of at least once every 3 to 10 years.
- ➔ **Slight Concern:** The bridge has flooded at a frequency of at least once every 11 to 100 years.
- ➔ **Remote Concern:** The bridge has flooded at a frequency of at least once every 100 years or greater.

Figure 9-2: Vulnerable Transportation Infrastructure within Storm Surge Risk



Source: NOAA, TxDOT

Figure 9-3: Bridges at Risk of Flooding



Source: National Bridge Inventory

9.2.1.4 Identify, Analyze, and Prioritize Adaptation Options

After identifying vulnerabilities through a system-level analysis, adaptation strategies were developed to address vulnerabilities within the region. Potential strategies include:

- Engineer new transportation assets that can withstand environmental conditions expected in the future.
- Retrofit existing assets to accommodate future environmental conditions expected in the future.
- Increase redundancy of the transportation system to avoid disruptions and provide alternative means/routes of travel.
- Relocate transportation assets to avoid damage.
- Program maintenance schedules at a higher frequency.
- Improve operations plans during emergency situations.

9.2.1.5 Incorporate Assessment Results into Decision-making

The metropolitan transportation planning process provides a key opportunity for transportation agencies to proactively identify strategies that address risk and promote resiliency at the transportation system level. Resiliency to climate change and extreme weather events should be considered during the decision-making process, when options are considered for transportation investments. The results of a vulnerability assessment provide the SETRPC-MPO with useful information to avoid making investments in particularly vulnerable areas or to build resiliency into project design.

9.2.2 Agency Coordination

The SETRPC-MPO held a series of workshops on resiliency with local officials in April 2018 to start the discussion on infrastructure vulnerabilities to natural disasters and how to plan for risk reduction. Representatives from TxDOT, the Port of Port Arthur, the City of Orange, and the Texas Transportation Institute (TTI) participated in the workshop series. The SETRPC-MPO coordinates with transportation officials continually to plan for a resilient regional transportation system.

9.2.3 Resiliency Improvement Plan

The SETRPC-MPO is currently developing a Resiliency Improvement Plan (RIP) for the four-county region. The RIP will serve as a guiding framework for infrastructure improvements to enhance resiliency goals.

9.2.4 Proposed Future Studies

The Center for Advances in Port Management at Lamar University employs multidisciplinary analytical expertise and tools to solve complex port problems. The Center for Advances in Port Management has proposed to prepare a Sabine Neches Waterway Transportation System Resiliency Study that may help identify additional strategies to enhance resiliency against future disasters.

Chapter 10: Financial Plan

10.0 Introduction

Federal planning regulations require that the financial plan presented in the MTP be financially constrained, which means that the estimated cost for all transportation improvements presented in the plan cannot exceed the amount of reasonably expected revenues projected from identified funding sources.

This chapter focuses on the long-range financial constraints and opportunities in the SETRPC area over the next 25 fiscal years of this SETRPC MTP-2050. The SETRPC-MPO, in cooperation with the Technical Committee members, TxDOT staff, and the Texas A&M Transportation Institute (TTI), have conducted a careful analysis of what funds are to be reasonably expected, how those funds may be allocated, and how and when projects will be financed. Without a doubt, actual funding availability over the 25 years of this plan will depend largely upon future actions and public policy directives initiated at the federal and state levels.

10.1 Funding Sources

Federal and state transportation revenue streams are rapidly losing pace with needed investments. State and federal gas taxes have not changed since the early 1990s and the general increases in oil prices have caused people to adjust their driving habits and buy more fuel-efficient cars. Federal programs have made strides toward rejuvenating the automobile industry and decreasing emissions, but those advances have come at the cost of decreasing federal and state transportation revenue.

Various suggestions have been made to bolster federal and state transportation funding mechanisms, including increasing the gasoline tax and/or indexing it to the consumer price index, increasing local vehicle registration fees, and imposing a local tax dedicated to transportation improvements. However, such tax increases are typically very politically unpopular. Other suggestions include transitioning to a tax based upon miles driven, rather than gasoline consumed. GPS and other technologies to implement this type of solution have been around for years but concerns over privacy are likely to prevent this type of solution from materializing.

At the local level, the Texas State Legislature prevented the opportunity to allow some counties to impose a local option tax which would allow local officials to put a tax on the ballot which would raise the gas tax as well as automobile registration and licensing fees. Nevertheless, MPOs must make some predication on future revenue funding streams in order to try and keep up with the transportation infrastructure investments that are necessary to keep their regional economies competitive in the global marketplace.

10.1.1 Roadway Funding Revenue

A description of the various categories of funding available through TxDOT is summarized in Table 10-1 below.

Table 10-1: TxDOT Funding Categories

Funding Category		Description
1	Preventative Maintenance and Rehabilitation	Provides for preventive maintenance and pavement rehabilitation on the existing state highway system, including installation and rehabilitation of traffic control devices and the rehabilitation and maintenance of operational traffic management systems.
2	Metropolitan and Urban Area Corridor Projects	Addresses mobility needs in all metropolitan areas throughout the state.
3	Non-Traditionally Funded Transportation Projects	Addresses mobility needs through the state using funding sources not traditionally part of the state highway fund. The projects in this category include Proposition 12, Proposition 14, Pass-through Toll Financing, Texas Mobility Fund, Concession, Regional Toll Revenue, Comprehensive Development Agreement, Local Participation, and unique federal funding.
4	Statewide Connectivity Corridor Projects	Addresses mobility and added capacity project needs on major state highway system corridors which provide statewide connectivity between urban areas and corridors which serve mobility needs throughout the state. The highway connectivity network is composed of the Texas Trunk System; National Highway System (NHS); and connections from Texas Trunk System or NHS to major ports on international borders or Texas water ports.
5	Congestion Mitigation and Air Quality Improvement	Addresses the attainment of national ambient air quality standards in the non-attainment areas of the state. Projects are for congestion mitigation and air quality improvement in the non-attainment areas in the state.
6	Bridges	Addresses the replacement or rehabilitation of deficient existing bridges located on public highways, roads, and streets in the state; the construction of grade separations at existing highway-railroad grade crossings; and the rehabilitation of deficient railroad underpasses on the state highway system.
7	Metropolitan Mobility / Rehabilitation	Addresses transportation needs within the metropolitan area boundaries of Metropolitan Planning Organizations having urbanized areas with populations of 200,000 or greater.
8	Safety	Addresses safety needs on and off the state highway system, and includes the Safe Routes to School program, the High Risk Rural Roads program, and the Rail-way-Highway Safety Program.
9	Transportation Enhancements	Addresses projects that are above and beyond what could normally be expected in the way of enhancements to the transportation system, including the cultural, historic, aesthetic, and environmental aspects of transportation infrastructure.
10	Supplemental Transportation Projects	Addresses projects that do not qualify for funding in other categories, such as state park roads, landscaping, and handicap accessible curb ramps at on-system intersections.
11	District Discretionary	Addresses projects selected at the District Engineer's discretion.
12	Strategic Priority	Addresses needs related to statewide economic development, military deployment routes, and manmade and natural emergencies.

10.1.2 Federal Funding Programs for Transit

A description of each of the Federal Transit Administration (FTA) program from which funding is available for the SETRPC region is provided in Table 10-2 below.

Table 10-2: FTA Funding Categories

Funding Category		Description
5307	Urbanized Area Formula Grant Program	Program subsidizes the operating and/or capital cost of transit services. Eligible expenses include planning, engineering, most administration, preventive maintenance, fuel, parts, and operating costs.
5309	Capital Investment Program	Divided into three categories: modernization of existing rail systems, new rail systems, and new and replacement buses and facilities. The bus category is the only one from which the SETRPC region is eligible to receive funds. These funds are used to subsidize the purchase of buses, bus-related equipment and paratransit vehicles, and for the construction of bus-related facilities.
5310	Transportation for Elderly Persons and Persons with Disabilities	Capital expenses that support transportation to meet the special needs of older adults and persons with disabilities.
5311	Rural Transit and Intercity Bus	Capital, planning, and operating expenses for public transit in non-urbanized areas with a population under 50,000 as designated by the Bureau of the Census.
5324	Emergency Relief	Funding for protecting, repairing, and/or replacing equipment and facilities that may suffer or have suffered serious damage as a result of an emergency, including natural disasters such as floods, hurricanes, and tornadoes.
5339	Buses and Bus Facilities	Provides funding to replace, rehabilitate, and purchase buses and related equipment and to construct bus-related facilities.

10.1.3 Other Funding Sources

Texas Mobility Fund

The Texas State Legislature created the Texas Mobility Fund in order to accelerate completion of TxDOT projects and improvements. The Fund allows the state to issue bonds, which are backed by a dedicated revenue source. HB 3588 authorizes certain transportation related fees such as motor vehicle inspection fees and driver's license fees to be moved from the state's General Revenue Fund to the Texas Mobility Fund.

Local Option Sales Taxes for Transportation

The use of local option sales tax revenues to fund transportation needs in the southeast Texas region represents a significant opportunity. In general, the State of Texas Tax Code authorizes cities and counties to adopt local sales and use taxes for any purpose other than repaying bonds. Provided the sum of all local option taxes in a given area does not exceed 2%, and the local option tax is approved by referendum, each city and/or county in the southeast Texas region could adopt up to a ½% sales tax that could be earmarked to address transportation system needs.

State Infrastructure Bank

This is a banking system set up by TxDOT with federal and state funds and is designed to encourage local entities to pay a larger share of the cost for highway projects. Local entities may apply for loans, lines of credit, letters of credit, bond insurance, and capital reserves for roadway improvement projects.

Traffic Impact Fees on New Development

Traffic impact fees ensure that new development pays its fair share of the cost to improve the transportation system so as not to exacerbate existing transportation problems.

Toll Fees

The use of toll revenue financing is attracting increased attention to complete transportation projects when other funding sources may be limited. Issuing bonds secured by toll revenue gives state and local authorities the ability to accelerate transportation projects that might otherwise not be able to be completed using traditional funding sources. HB 3588 allows TxDOT to enter into an agreement with Regional Mobility Authorities (RMAs) to pay a per-vehicle fee as reimbursement for construction and maintenance of state highways or as compensation for the cost of maintaining facilities transferred to an RMA. Based on pre-determined levels of usage, this approach allows TxDOT to effectively pay "tolls" on behalf of motorists using a new facility with revenues being derived from traditional funding sources such as gas tax revenues. The "shadow toll" or "pass through financing" payments received by the RMA from TxDOT can then be used to repay revenue bonds issued by the RMA to advance the project.

State Tax on Motor Fuels

States have the option of extending the retail sales tax to gasoline and dedicating the proceeds for transportation or transit. Several other states, such as New Jersey, Florida, California, and Maryland, use excise taxes on motor fuels for transportation funds.

Bond Issues

Funds for roadway and other capital improvements could be generated through the issue of “Certificates of Obligation,” commonly known as bonds. Issuing bonds to fund city improvements largely depends on a favorable bond rating and low interest rates. Funding transportation improvements by issuing bonds remains an attractive option for cities in the SETRPC area.

10.2 Revenue Projections

The first step in the process of demonstrating financial constraints is to determine what revenues can be reasonably expected over the life of the plan. Most regional roadway projects are financed through federal and state funds which are mostly derived from taxes on fuel and fees from vehicle registration. Transit projects are also funded through federal, state, and local sources, as well as revenue received through fares.

The MPO has worked with the Texas A&M Transportation Institute (TTI) and the TxDOT-Beaumont District to determine the expected levels of funding for the fiscal years included in this plan (FY 2025-3050). As per TxDOT’s direction the FY 2024-2033 Unified Transportation Plan (UTP) was utilized to project the future revenue for all categories of funds. TTI utilized the Transportation Revenue Estimator and Needs Determination System (TRENDS) database to project the reasonable revenues by category. TRENDS is a scenario planning model that forecasts revenues and expenses for TxDOT. The model is updated regularly to include the latest cash forecasts and letting schedules from TxDOT. The revenue projections by available funding through TxDOT by category from 2025 to 250 are presented in Table 10-3.

Table 10-3: MTP Revenue Projections for TxDOT Roadway Projects

Category	Description	MTP Revenue Projection
1	Preventive Maintenance and Rehabilitation	\$9.00
2M or 2U	Urban Area (Non-TMA) Corridor Projects	\$241,188,178.03
3	Non-Traditionally Funded Transportation Project	\$3,524,036.50
3DB	Design Build (DB)	\$0.00
4	Urban and Regional Connectivity	\$139,552,000.00
5	CMAQ	\$0.00
6	Structures - Bridge	\$0.00
7	Metro Mobility & Rehab	\$0.00
8	Safety	\$0.00
9	TAP Set-Aside Program	\$0.00
10	Supplemental Transportation	\$8,083,293.00
10 CBI	Corridor Border	\$0.00
11	District Discretionary	\$0.00
11	Energy Sector	\$0.00
12	Texas Clear Lanes	\$0.00
12	Strategic Priority	\$279,164,000.00
SW PE	Statewide Budget PE	\$0.00
SW ROW	Statewide Budget ROW	\$0.00
DA		\$306,068,432.00
Total		\$977,579,948.53

* This category is programmed by the Texas Transportation Commission's discretion on a project by project basis. As such, an annual average amount is not reflected.

10.2.1 Transit Funding Revenue

Table 10-4 contains the annual average amount of funding anticipated for the various FTA funding categories, along with the amount projected for all the fiscal years 2020-2045 included in this plan.

Table 10-4: MTP Revenue Projections for TxDOT Transit Projects

Category	Description	MTP Revenue Projection
5307	Operations and Maintenance	\$91,479,860
5310	Funds for Transportation for Seniors and People with Disabilities	\$4,936,167
5311	Rural Transit and Intercity Bus	\$13,558,131

10.3 Project Selection Process

The SETRPC Technical Committee met on Wednesday, August 30, 2023, to score projects which were submitted in the Call For Projects. Projects were scored following various criteria established in the adopted Project Selection Process (PSP) including safety, mobility, connectivity, accessibility, sustainability, environmental, equity, cost, etc. The members of the Technical Committee were present, which met the requirement to establish a quorum.

The PSP specifies two separate evaluation tracks tailored to the characteristics of different types of projects. The Road Evaluation Track is designed to evaluate projects which are oriented towards vehicle use, and the Transportation Choices & Livability Evaluation Track is designed to evaluate projects for active transportation modes and social benefits.

Within each evaluation track, there are objective and subjective criteria. Objective criteria can be measured with planning tools and are scored by the staff of the MPO. The subjective criteria cannot be directly measured but depend on contextual knowledge and opinions. The Technical Committee prepares the subjective scoring portion of the PSP. The objective scores and the average of the subjective scores from all Technical Committee members are totaled to derive the final score and ranking for each project.

Four projects were evaluated under the Road Evaluation Track. The SETRPC did not receive any projects submitted for active transportation modes and social benefits during the call for projects. Therefore, no project was evaluated under the Transportation Choices & Livability Evaluation Track. Following the scoring process and review by the Technical Committee, the total project scores and rankings were submitted to the SETRPC Transportation Planning Committee (TPC) board for their approval of the final ranking.

Following the ranking, the MPO staff selects each project to program into the MTP based on the priority ranking and the projected amount of revenue expected. Because the MTP is a financially constrained plan, projects can only be funded that fit within the expected revenue forecast for the MPO. All four projects from the Call for Projects were programmed into the MTP-2050. The year they are programmed indicates priority. The higher ranked projects are programmed to let for construction earlier than the lower ranked projects.

10.4 Financially Constrained Plan

The projects selected in the SETRPC MTP-2050 must be financially constrained, meaning the project cost must fall within the expected revenue projections.

Table 10-5 demonstrates financial constraint for roadway projects for FY 2025-2050 by showing the comparison of revenue projection with the programmed amount.

Table 10-5: Roadway Projects FY 2025-2050 Financial Constraint

Category	Description	MTP Revenue Projection	MTP Programmed
1	Preventive Maintenance and Rehabilitation	Not applicable*	Not applicable*
2M or 2U	Urban Area (Non-TMA) Corridor Projects	\$241,188,178.03	\$241,188,178.03
3	Non-Traditionally Funded Transportation Project	\$3,524,036.50	\$3,524,036.50
3DB	Design Build (DB)	\$0.00	\$0.00
4	Urban and Regional Connectivity	\$139,552,000.00	\$139,552,000.00
5	CMAQ	\$0.00	\$0.00
6	Structures - Bridge	Not applicable*	Not applicable*
7	Metro Mobility & Rehab	Not applicable*	Not applicable*
8	Safety	Not applicable*	Not applicable*
9	TAP Set-Aside Program	\$0.00	\$0.00
10	Supplemental Transportation	\$8,083,293.00	\$8,083,293.00
10 CBI	Corridor Border	\$0.00	\$0.00
11	District Discretionary	\$0.00	\$0.00
11	Energy Sector	\$0.00	\$0.00
12	Texas Clear Lanes	\$0.00	\$0.00
12	Strategic Priority	\$279,164,000.00	\$279,164,000.00
SW PE	Statewide Budget PE	\$0.00	\$0.00
SW ROW	Statewide Budget ROW	\$0.00	\$0.00
DA		\$306,068,432.00	\$306,068,432.00
Total		\$977,579,948.53	\$977,579,948.53

* These categories are programmed by TxDOT and typically do not require an individual listing, as such, a programmed amount is not reported.

Similarly, Table 10-6 demonstrates financial constraint for transit projects for FY 2025-2050 by showing the comparison of revenue projection with the programmed amount.

Table 10-6: Transit Projects FY 2025-2050 Financial Constraint

Category	Description	MTP Revenue Projection	MTP Programmed
5307	Operations and Maintenance	\$91,479,860	\$91,479,860
5310	Funds for Transportation for Seniors and People with Disabilities	\$4,936,167	\$4,936,167
5311	Rural Transit and Intercity Bus	\$13,558,131	\$13,558,131

Chapter 11: Financially Constrained Project List

11.0 Introduction

The SETRPC MTP-2050 includes several recommendations. This chapter summarizes the financially constrained list of roadway and transit projects that will be funded for the next 25 years. The SETRPC-MPO is committed to investing in a variety of projects that preserve the existing system, expand the system's capacity, enhance its efficiency and safety, and improve its overall quality. Improvements in this SETRPC MTP-2050 focus on adding new capacity, improving traffic flow and system efficiency, increasing safety, enhancing regional gateways, and supporting economic development.

The projects that have been included within the MTP-2050 were carefully selected and prioritized. These projects represent the current priorities based upon anticipated needs over the coming years. However, planning for the future always includes revisiting priorities, evaluating new trends, and considering a wide variety of other factors. Therefore, this plan is to be considered a living document and will be revised as events warrant.

11.1 Roadway Projects

The projects that have been selected for inclusion within the SETRPC MTP-2050 were carefully selected and prioritized. The list of projects that are presented on the pages that follow was developed by including projects from the most recent SETRPC Transportation Improvement Program (TIP), TxDOT 2024-2033 UTP, and projects selected through this MTP-2050 development process. The project details for the selected roadway projects for the SETRPC MTP-2050 are summarized in Table 11-1. The "Map #" column in the table indicates the project location as shown in Figure 11-1. For additional project details, refer to Appendix A.

Table 11-1: Selected Roadway Projects for the Financially Constrained MTP-2050

Map #	CSJ	MPO ID	County	Let Date	Roadway	Limits From	Limits To	Project Name	Project Description	Cost of Approved Phases
1	0028-13-142	24007-50N	Jefferson	3/1/2028	IH 10	US 90, East	At UPRR	IH 10 - UPRR Overpass - Replace Bridge and Approaches	Bridge Replacement	\$104,500,000
2	0064-07-044	24004-50N	Jasper	1/1/2027	US 96	Sabine Co/L, South	0.8 Miles North of RE 255	Widen from 2 to 4 Lanes Divided	Widen Non-Freeway	\$61,810,001
3	0064-08-062	24005-50N	Jasper	1/1/2027	US 96	0.8 Miles North of RE 255, South	RE 255	Widen from 2 To 4 Lanes Divided	Widen Non-Freeway	\$5,208,001
4	0065-06-067	19095-F45N	Hardin	5/1/2025	US 69	US 96, South	Jefferson C/L	Widen Freeway from 4 to 6 Lanes	Widen Freeway	\$33,600,000
5	0065-07-065	19084-F45N	Jefferson	5/1/2025	US 69	Hardin C/L, South	Tram Road	Widen Freeway from 4 to 6 Lanes	Widen Freeway	\$6,720,000
6	0200-04-020	24003-50N	Jasper	1/1/2027	US 69	Angelina County Line	Tyler County Line	Reconstruct Existing 2 Lane Highway to 4 Lanes Divided	Widen Non-Freeway	\$20,160,001
7	0200-10-060	24005-50N	Hardin	3/1/2032	US 69	0.75 Mi S of FM 1003	Mitchell Road	US 69 Corridor (Kountze to Lumberton)	Construct New Road	\$400,000,000
8	0200-15-025	24006-50N	Jefferson	1/1/2030	US 69	Nederland Ave, South	Jimmy Johnson Blvd.	US 69 (Nederland Ave to Jimmy Johnson) Ramp Reversal, Bridge Widening, and Intersection Improvements	Freeway Operational Improvements	\$12,656,001
9	0200-15-XXX	24010-50N	Jefferson	1/1/2035	US 69	SH 347	FM 365	Widening of US 69 (North Segment)	Widen from 4 lanes to 6 lanes	\$78,298,284
10	0200-16-XXX	24008-50N	Jefferson	1/1/2029	US 69	FM 365	SH 73	Widening of US 69 (South Segment)	Widen from 4 lanes to 6 lanes	\$24,083,099
11	0339-03-XXX	24011-50N	Hardin	1/1/2037	SH 105	FM 770	SH 326	Construct Passing Lanes (Super 2 Standards) Of SH 105	Construct Passing Lanes (Super 2 Standards)	\$17,147,481
12	TBD	24009-50N	Jefferson	1/1/2030	9 th Avenue	36 th Street	Evergreen Drive	9 th Avenue Paving and Drainage Improvements	Paving and Drainage Improvements	\$14,019,317
13	0200-14-060	24006-50N	Jefferson	1/1/2027	US 69	IH 10, South	SH 347	US 69 Widening - IH-10 to SH 347	Widen Road - Add Lanes	\$91,680,001
14	0339-04-036	18001-F40N	Hardin	1/1/2027	SH 105	.10 Miles East of SH 326	Pine Island Bayou	SH 105 (SH 326 to Pine Is. Bayou) - Widen	Widen Road - Add Lanes	\$84,784,001
16	0920-38-288	24001-50N	Jefferson	11/15/2024	Houston	Corner of Houston Ave and	4 th Street	Port of Port Arthur Truck Queuing Area and Laydown Yard Project - Construction of a truck queuing Area at the corner of Houston Avenue and 4 th Street - Rider 37	Intersection & Operational Imprv.	\$2,008,383

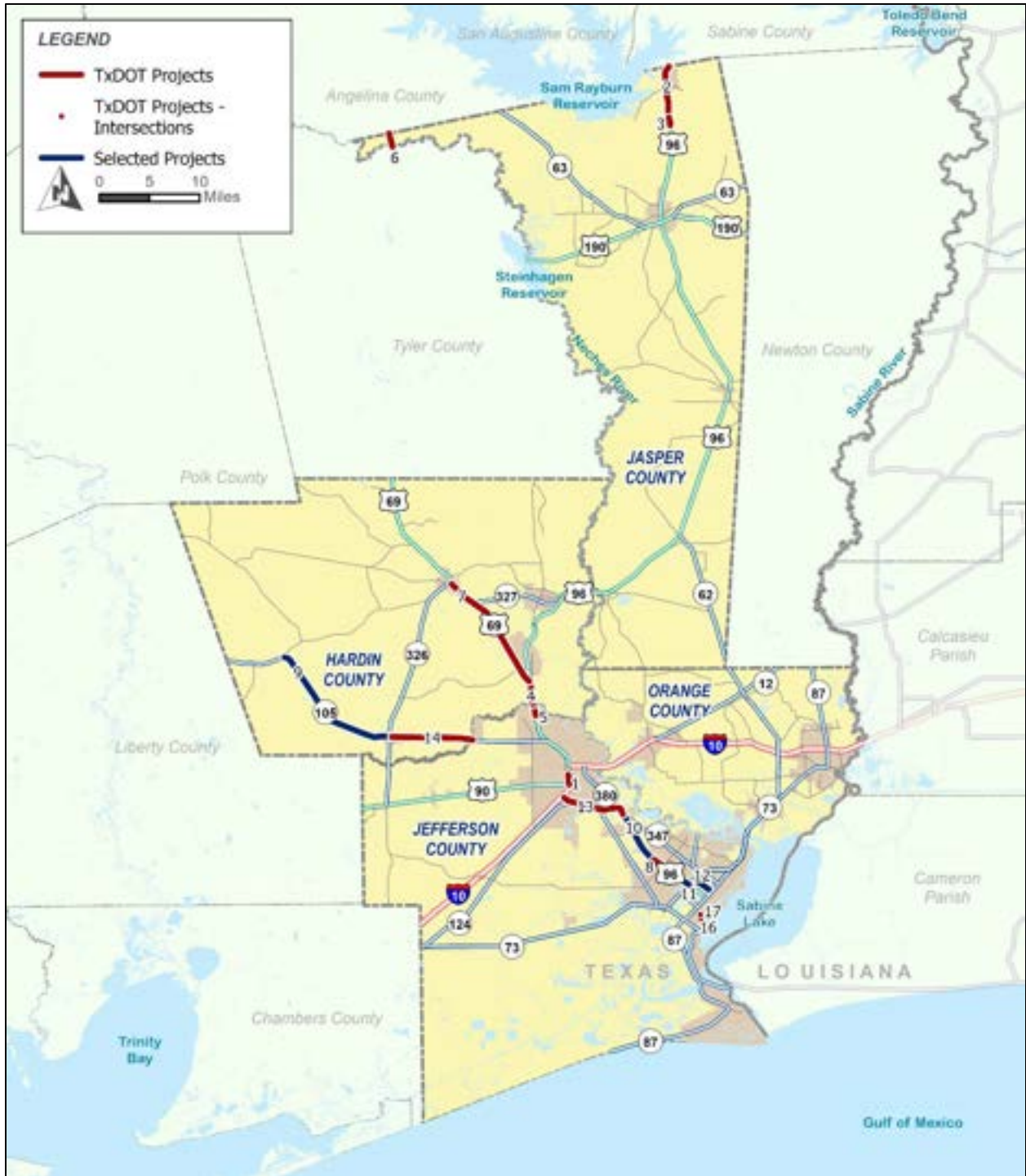
Continued... Table 11-1: Selected Roadway Projects for the Financially Constrained MTP-2050

Map #	CSJ	MPO ID	County	Let Date	Roadway	Limits From	Limits To	Project Name	Project Description	Cost of Approved Phases
17	0920-38-291	24002-50N	Jefferson	11/16/2024	Austin	Corner of Rev. Dr. Ransom Howard Drive	And Austin Avenue	Port of Port Arthur - Construct a queuing area at the corner of Rev. Dr. Ransom Howard Drive and Austin Avenue	Intersection & Operational Imprv.	\$1,515,654
NA*	0920-00-133	No MPO ID**	Jefferson	1/1/2026	Various	Districtwide	.	IH-10 Drainage Improvements	Safety Improvement Projects	\$11,200,001
NA*	0920-00-149	No MPO ID**	Jefferson	11/6/2024	Various	District Wide	.	FY 24 Districtwide ADA Project	Pedestrian, Sidewalks & Curb Ramps	\$2,880,000
NA*	0920-00-150	No MPO ID**	Jefferson	1/1/2028	Various	District Wide	.	Districtwide - ITS Upgrade to Install 40 CCTV Cameras and 8 DMSS	Traffic Control Devices	\$1,568,432
NA*	0920-00-171	No MPO ID**	Jefferson	5/1/2025	Various	District Wide	.	Truck Parking (FY 25)	Transportation Non-Roadway	\$1,196,000
NA*	0920-00-172	No MPO ID**	Jefferson	5/1/2026	Various	District Wide	.	Truck Parking (FY 26)	Transportation Non-Roadway	\$1,297,597
NA*	0920-00-173	No MPO ID**	Jefferson	5/1/2027	Various	District Wide	.	Truck Parking (FY 27)	Transportation Non-Roadway	\$1,247,696

*Not mapped, districtwide project

**Grouped project, no MPO ID

Figure 11-1: Selected Roadway Projects for the Financially Constrained MTP-2050



Source: Texas Department of Transportation, South East Texas Regional Planning Commission

11.2 Transit Projects

Selected transit projects within the SETRPC region are summarized by FTA funding category with details on total project cost and the programmed amount. Table 11-2 shows FTA Category 5307 transit project, Table 11-3 shows FTA Category 5310 transit projects, and Table 11-4 shows FTA Category 5311 transit projects.

Table 11-2: FTA Category 5307 Transit Project

Year	Project	Total Cost	FTA Programmed Amount
2025	Operations and Maintenance	\$3,659,194	\$3,659,194
2026	Operations and Maintenance	\$3,659,194	\$3,659,194
2027	Operations and Maintenance	\$3,659,194	\$3,659,194
2028	Operations and Maintenance	\$3,659,194	\$3,659,194
2029	Operations and Maintenance	\$3,659,194	\$3,659,194
2030	Operations and Maintenance	\$3,659,194	\$3,659,194
2031	Operations and Maintenance	\$3,659,194	\$3,659,194
2032	Operations and Maintenance	\$3,659,194	\$3,659,194
2033	Operations and Maintenance	\$3,659,194	\$3,659,194
2034	Operations and Maintenance	\$3,659,194	\$3,659,194
2035	Operations and Maintenance	\$3,659,194	\$3,659,194
2036	Operations and Maintenance	\$3,659,194	\$3,659,194
2037	Operations and Maintenance	\$3,659,194	\$3,659,194
2038	Operations and Maintenance	\$3,659,194	\$3,659,194
2039	Operations and Maintenance	\$3,659,194	\$3,659,194
2040	Operations and Maintenance	\$3,659,194	\$3,659,194
2041	Operations and Maintenance	\$3,659,194	\$3,659,194
2042	Operations and Maintenance	\$3,659,194	\$3,659,194
2043	Operations and Maintenance	\$3,659,194	\$3,659,194
2044	Operations and Maintenance	\$3,659,194	\$3,659,194
2045	Operations and Maintenance	\$3,659,194	\$3,659,194
2046	Operations and Maintenance	\$3,659,194	\$3,659,194
2047	Operations and Maintenance	\$3,659,194	\$3,659,194
2048	Operations and Maintenance	\$3,659,194	\$3,659,194
2049	Operations and Maintenance	\$3,659,194	\$3,659,194
2050	Operations and Maintenance	\$3,659,194	\$3,659,194

Table 11-3: FTA Category 5310 Transit Projects

Year	Project	Total Cost	FTA Programmed Amount
2025	Funds for Transportation for Seniors and People with Disabilities	\$197,447	\$197,447
2026	Funds for Transportation for Seniors and People with Disabilities	\$197,447	\$197,447
2027	Funds for Transportation for Seniors and People with Disabilities	\$197,447	\$197,447
2028	Funds for Transportation for Seniors and People with Disabilities	\$197,447	\$197,447
2029	Funds for Transportation for Seniors and People with Disabilities	\$197,447	\$197,447
2030	Funds for Transportation for Seniors and People with Disabilities	\$197,447	\$197,447
2031	Funds for Transportation for Seniors and People with Disabilities	\$197,447	\$197,447
2032	Funds for Transportation for Seniors and People with Disabilities	\$197,447	\$197,447
2033	Funds for Transportation for Seniors and People with Disabilities	\$197,447	\$197,447
2034	Funds for Transportation for Seniors and People with Disabilities	\$197,447	\$197,447
2035	Funds for Transportation for Seniors and People with Disabilities	\$197,447	\$197,447
2036	Funds for Transportation for Seniors and People with Disabilities	\$197,447	\$197,447
2037	Funds for Transportation for Seniors and People with Disabilities	\$197,447	\$197,447
2038	Funds for Transportation for Seniors and People with Disabilities	\$197,447	\$197,447
2039	Funds for Transportation for Seniors and People with Disabilities	\$197,447	\$197,447
2040	Funds for Transportation for Seniors and People with Disabilities	\$197,447	\$197,447
2041	Funds for Transportation for Seniors and People with Disabilities	\$197,447	\$197,447
2042	Funds for Transportation for Seniors and People with Disabilities	\$197,447	\$197,447
2043	Funds for Transportation for Seniors and People with Disabilities	\$197,447	\$197,447
2044	Funds for Transportation for Seniors and People with Disabilities	\$197,447	\$197,447
2045	Funds for Transportation for Seniors and People with Disabilities	\$197,447	\$197,447
2046	Funds for Transportation for Seniors and People with Disabilities	\$197,447	\$197,447
2047	Funds for Transportation for Seniors and People with Disabilities	\$197,447	\$197,447
2048	Funds for Transportation for Seniors and People with Disabilities	\$197,447	\$197,447
2049	Funds for Transportation for Seniors and People with Disabilities	\$197,447	\$197,447
2050	Funds for Transportation for Seniors and People with Disabilities	\$197,447	\$197,447

Table 11-4: FTA Category 5311 Transit Projects.

Year	Project	Total Cost	FTA Programmed Amount
2025	Rural Transit and Intercity Bus	\$542,325	\$542,325
2026	Rural Transit and Intercity Bus	\$542,325	\$542,325
2027	Rural Transit and Intercity Bus	\$542,325	\$542,325
2028	Rural Transit and Intercity Bus	\$542,325	\$542,325
2029	Rural Transit and Intercity Bus	\$542,325	\$542,325
2030	Rural Transit and Intercity Bus	\$542,325	\$542,325
2031	Rural Transit and Intercity Bus	\$542,325	\$542,325
2032	Rural Transit and Intercity Bus	\$542,325	\$542,325
2033	Rural Transit and Intercity Bus	\$542,325	\$542,325
2034	Rural Transit and Intercity Bus	\$542,325	\$542,325
2035	Rural Transit and Intercity Bus	\$542,325	\$542,325
2036	Rural Transit and Intercity Bus	\$542,325	\$542,325
2037	Rural Transit and Intercity Bus	\$542,325	\$542,325
2038	Rural Transit and Intercity Bus	\$542,325	\$542,325
2039	Rural Transit and Intercity Bus	\$542,325	\$542,325
2040	Rural Transit and Intercity Bus	\$542,325	\$542,325
2041	Rural Transit and Intercity Bus	\$542,325	\$542,325
2042	Rural Transit and Intercity Bus	\$542,325	\$542,325
2043	Rural Transit and Intercity Bus	\$542,325	\$542,325
2044	Rural Transit and Intercity Bus	\$542,325	\$542,325
2045	Rural Transit and Intercity Bus	\$542,325	\$542,325
2046	Rural Transit and Intercity Bus	\$542,325	\$542,325
2047	Rural Transit and Intercity Bus	\$542,325	\$542,325
2048	Rural Transit and Intercity Bus	\$542,325	\$542,325
2049	Rural Transit and Intercity Bus	\$542,325	\$542,325
2050	Rural Transit and Intercity Bus	\$542,325	\$542,325

Chapter 12: Performance Management

12.0 Introduction

The SETRPC-MPO recognizes the importance of transportation performance tracking, goal setting, and measurement to provide greater accountability and transparency and to achieve a more efficient and effective investment of transportation resources. To date, the MPO has met all federal deadlines requiring adoption of performance measures.

12.1 Background

Transportation performance management is a strategic approach that uses system data to make investment and policy decisions to achieve national performance goals. Monitoring progress towards achieving these national performance goals is accomplished by establishing performance targets for key performance measures. Using a performance-based approach, decision makers can apply key information and data to understand the consequences of investment decisions across transportation modes.

For the SETRPC-MPO, performance management provides a means to evaluate the functionality and operations of the regional transportation system. They help to inform decision-making and improve the accountability for efficient and effective implementation of programs and projects. Performance management serves the following three functions for the SETRPC area:

- ➔ **Plan Development:** Provide a means to quantify baseline system performance and impacts of plan options to support trade-off decisions and help communicate the anticipated impacts of different investment strategies.
- ➔ **Plan Implementation:** Support plan implementation by emphasizing agency goals/ objectives and integrating them into budgeting, program structure, project selection, and project/program implementation policies.
- ➔ **Accountability:** Facilitate tracking and reporting on system performance relative to plan goals and objectives to support accountability for plan implementation and results.

12.1.1 Federal Legislation

Initiated as part of the 2012 Moving Ahead for Progress in the 21st Century (MAP-21) and continued in the 2015 Fixing America's Surface Transportation (FAST) Act, State Departments of Transportation (DOTs) and Metropolitan Planning Organizations (MPOs) are required to move towards a performance-based planning process with an emphasis on project selection based on specific planning factors.

SETRPC-MPO has focused on the following factors for selection of projects in its Fiscally Constrained Project List:

- ➔ **Safety:** Ability to reduce potential crashes based on the Safety Improvement Index (SII) reduction factors for specific improvements.
- ➔ **Emergency Response:** Identifies roadway improvements that enhance the provision of emergency services.
- ➔ **Intermodal Benefits:** Ability to improve the flow of intermodal transport along roadways in the most cost-effective and safety conscious manner.
- ➔ **Mobility:** Improvement in roadway Level-of-Service (LOS).

On May 27, 2016, the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) issued the Statewide and Nonmetropolitan Transportation Planning; Metropolitan Transportation Planning Final Rule. This regulation implements the transportation planning and transportation performance management provisions of MAP-21 and the FAST Act.

Pursuant with The Planning Rule, the Texas Department of Transportation (TxDOT) and each Texas MPO, including the SETRPC-MPO, must publish a System Performance Report for applicable performance measures in their respective statewide and metropolitan transportation plans and programs. The System Performance Report presents the condition and performance of the transportation system with respect to required performance measures, documents performance targets and progress achieved in meeting the targets in comparison with previous reports. Per the Planning Rule, the System Performance Report for the SETRPC MTP-2050 is included for the required Safety (PM1), Bridge and Pavement Condition (PM2), System Performance (PM3), Transit Asset Management (TAM), and Public Transit Agency Safety Plan (PTASP) performance measures and targets.

12.2 Roadway Performance Measures and Targets

The SETRPC-MPO coordinates with the Texas Department of Transportation (TxDOT) and the Federal Highway Administration (FHWA) to establish and adopt performance measures and targets for the following performance areas: safety (PM1), pavement and bridge condition (PM2), and system performance (PM3).

12.2.1 Safety (PM1)

TxDOT has adopted its Strategic Highway Safety Plan, a data-driven statewide-coordinated safety plan to help reduce fatalities and serious injuries on all public roads. TxDOT established safety performance measures in the Highway Safety Improvement Program (HSIP) 2024 annual report dated August 31, 2023. These performance measures are:

- 1) Number of fatalities
- 2) Rate of fatalities per 100 million vehicle miles traveled (VMT)
- 3) Number of serious injuries
- 4) Rate of serious injuries per 100 million VMT
- 5) Number of combined non-motorized fatalities and non-motorized serious injuries

Safety performance targets are provided annually by the States to FHWA for each safety performance measure. Current statewide safety targets address fiscal year 2024 and are based on an anticipated five-year rolling average (2020-2024). Texas statewide safety performance targets for 2024 are included in Table 12-1. The SETRPC adopted the Texas statewide safety performance targets on February 29, 2024.

Table 12-1: TxDOT Established Safety Performance Targets for FY 2023

2024 Safety Targets	Number of Fatalities (FARS/CRIS/ARF DATA)	Rate of Fatalities (FARS/CRIS/ARF DATA)	Number of Serious Injuries (FARS/CRIS DATA)	Serious Injury Rate (CRIS DATA)	Total Number of Non-Motorized Fatalities and Serious Injuries (FARS/CRIS DATA)
2020	3,874	1.49	14,659	5.63	2,206
2021	4,486	1.70	19,434	7.35	2,628
2022	3,272	1.25	17,539	6.70	2,321
2023	3,159	1.20	17,819	6.77	2,340
2023	3,046	1.14	18,242	6.77	2,360
2024 Target as a 5-year Average	3,567	1.36	18,096	6.64	2,371

The SETRPC-MPO recognizes the importance of linking goals, objectives, and investment priorities to stated performance objectives, and that establishing this link is critical to the achievement of national transportation goals and statewide and regional performance targets. As such, the SETRPC MTP-2050 planning process directly reflects the goals, objectives, performance measures, and targets as they are available and described in other State and public transportation plans and processes, the Texas Strategic Highway Safety Plan (SHSP), the Texas Highway Safety Improvement Program (HSIP), the current statewide Texas Transportation Plan 2050 (TTP), and the SETRPC FY 2023-2026 Transportation Improvement Plan (TIP).

- ➔ The Texas Strategic Highway Safety Plan (SHSP) is intended to reduce the number of fatalities and serious injuries resulting from motor vehicle crashes on public roads in Texas. Existing highway safety plans are aligned and coordinated with the SHSP, including the Texas Highway Safety Improvement Program (HSIP), MPO and local agencies’ safety plans. The SHSP guides TxDOT, Texas MPOs, and other safety partners in addressing safety and defines a framework for implementation activities to be carried out across Texas.
- ➔ The TxDOT Highway Safety Improvement Program (HSIP) annual report provides for a continuous and systematic process that identifies and reviews traffic safety issues around the state. The goal of the HSIP process is to reduce the number of crashes, injuries and fatalities through the implementation of strategies and countermeasures structured around seven emphasis areas.

- ➔ The statewide Texas Transportation Plan 2050 (TTP) summarizes transportation needs across the state and identifies future funding projections for projects across transportation modes over the 25-year plan horizon.
- ➔ To support progress towards approved highway safety targets, the SETRPC FY 2023-2026 TIP increases the safety of the transportation system for motorized and non-motorized users as required by the Planning Rule through programming projects to help achieve the safety targets.

To support progress towards approved highway safety targets, the SETRPC MTP-2050 includes investments for safety improvements. These funded safety projects are expected to contribute to the achievement of the safety performance targets.

12.2.2 Pavement and Bridge Condition (PM2)

The Pavement and Bridge Condition Rule (PM2) establishes performance requirements to assess conditions on the National Highway System (NHS) and outlines the process for State DOTs and MPOs to establish targets and report conditions. TxDOT adopted new pavement and bridge condition targets on February 9, 2023 which consist of the following six (6) performance measures for PM2:

- 1) Percentage of Interstate System pavement in good or better condition,
- 2) Percentage of Interstate System pavement in poor condition,
- 3) Percentage of Non-Interstate National Highway System pavement in good condition,
- 4) Percentage of Non-Interstate National Highway System pavement in poor condition,
- 5) Percentage of Bridge Deck on the National Highway System in good condition, and
- 6) Percentage of Bridge Deck on the National Highway System in poor condition.

MPOs have 180 days from the adoption of performance measure targets by a state department of transportation to adopt those measures for the MPO or adopt their own targets. The SETRPC-MPO adopted the performance measures established by TxDOT for PM2 on June 15, 2023. These performance targets are shown in Table 12-2.

Table 12-2: TxDOT Established (PM2) Pavement and Bridge performance Measure Targets

Performance Measure	Statewide Baseline	2 Year Target	4 Year Target
Pavement on Interstate System			
1) % in “Good” condition	64.5%	63.9%	63.6%
2) % in “Poor” condition	0.1%	0.2%	0.2%
Pavement on Non-Interstate			
3) % in “Good” condition	51.7%	45.5%	46.0%
4) % in “Poor” condition	1.3%	1.5%	1.5%
National Highway System Bridge Deck Condition			
5) % in “Good” condition	49.2%	48.5%	47.6%
6) % in “Poor” condition	1.1%	1.5%	1.5%

The SETRPC-MPO recognizes the importance of linking goals, objectives, and investment priorities to stated performance objectives, and that establishing this link is critical to the achievement of national transportation goals and statewide and regional performance targets. As such, the SETRPC MTP-2050 planning process directly reflects the goals, objectives, performance measures, and targets as they are available and described in other State and public transportation plans and processes; specifically, the current statewide Texas Transportation Plan 2050 (TTP) and the SETRPC 2023-2026 TIP.

- ➔ The TTP 2050 summarizes transportation needs across the state and identifies future funding projections for projects across transportation modes over the 25-year plan horizon.
- ➔ The SETRPC FY2023-2026 TIP addresses infrastructure preservation and identifies pavement and bridge infrastructure needs within the metropolitan planning area and allocates funding for targeted infrastructure improvements.

To support progress towards TxDOT’s statewide PM2 targets, the SETRPC MTP-2050 includes investments that will maintain pavement and bridge condition performance. Investments in pavement and bridge condition could include pavement replacement and reconstruction, bridge replacement and reconstruction, new bridge and pavement capacity, and system resiliency projects that improve NHS bridge components.

The fiscally constrained SETRPC MTP-2050 recommends investments for pavement and bridge condition through Category 1 Preventative Maintenance and Rehabilitation and Category 6 Bridges funds allocated to the TxDOT Beaumont District. These projects are expected to contribute toward achieving pavement and bridge condition performance targets.

12.2.3 System Performance (PM3)

The System Performance rule (PM3) establishes performance measure requirements to assess the performance of the National Highway System (NHS) and to assess freight movement on the Interstate System. These measures focus on evaluating travel time reliability and travel delays on interstate, freeway, and principal arterial class facilities to determine whether the magnitude of travel time variability is considered unreasonable. The objective of the rule is to ensure efforts to improve unreasonable travel

delays and expedite the movement of people and goods, furthering the national goal of improving the efficiency of the surface transportation system.

Each MPO and state department of transportation must establish 2- and 4-year performance targets to assess the travel time reliability of all traffic on the National Highway System (NHS) and the travel reliability of national freight movement on the Interstate System. On February 9, 2023, the Texas Department of Transportation adopted revised travel time reliability targets for three performance measures. The MPO can either adopt a separate set of travel time reliability targets or support the targets approved by TxDOT. The SETRPC-MPO adopted the performance measures established by TxDOT for PM3 on June 15, 2023. These performance targets are shown in Table 12-3.

Table 12-3: System Performance (PM3) Measures and Targets

Performance Measure	Statewide Baseline	2 Year Target	4 Year Target
National Highway System Travel Time Reliability			
1) Percentage of the Person-Miles Traveled on the Interstate that are Reliable	84.6%	97%	95%
2) Percent of the Person-Miles Traveled on the Non-Interstate NHS that are Reliable	90.3%	70%	70%
3) Truck Travel Time Reliability (TTTR) Index	1.39	1.55	1.55

The SETRPC-MPO recognizes the importance of linking goals, objectives, and investment priorities to stated performance objectives, and that establishing this link is critical to the achievement of national transportation goals and statewide and regional performance targets. As such, the SETRPC MTP-2050 planning process directly reflects the goals, objectives, performance measures, and targets as they are available and described in other State and public transportation plans and processes; specifically, the Texas Freight Mobility Plan, the current statewide Texas Transportation Plan 2050 (TTP), and the SETRPC FY2023-2026 TIP.

- ➔ The Texas Freight Mobility Plan defines the conditions and performance of the state freight system and identifies the policies and investments that will enhance Texas highway freight mobility well into the future. The Plan identifies freight needs and the criteria Texas will use to determine investments in freight and prioritizes freight investments across modes.
- ➔ The TTP 2050 summarizes transportation needs across the state and identifies future funding projections for projects across transportation modes over the 25-year plan horizon.
- ➔ The SETRPC FY2023-2026 TIP addresses reliability, freight movement, and congestion within the metropolitan planning area and allocates funding for targeted improvements.

To support progress towards TxDOT's statewide PM3 targets, the SETRPC MTP-2050 devotes resources to projects that will address passenger and highway freight reliability and delay. The fiscally constrained SETRPC MTP-2050 recommends \$380,740,178 of investments for travel time reliability improvements through Category 2 Metropolitan and Urban Area Corridor Projects and Category 4 Statewide Connectivity Corridor Projects funds allocated to the TxDOT Beaumont District. The funded projects are expected to contribute toward achieving travel time reliability performance targets.

12.3 Public Transportation/Transit Performance Measures and Targets

The SETRPC-MPO coordinates with the Beaumont Municipal Transit (BMT), Port Arthur Transit (PAT), South East Texas Transit (SETT), and the Federal Transit Authority (FTA) to establish and adopt performance measures and targets for the following performance areas: transit asset management (TAM) and Public Transportation Agency Safety Plans (PTASP).

12.3.1 Transit Asset Management Performance Measures and Targets (TAM)

The Federal Transit Administration (FTA) Transit Asset Management (TAM) Final Rule requires public transit providers to establish and implement TAM plans. The TAM plans for tier II providers must include a transit asset inventory, condition assessment of the inventoried assets, documentation of the provider's decision support tools/process, and a list of investment priorities to improve the state of good repair (SGR) of the provider's capital assets. SGR is defined as the condition in which a capital asset is able to operate at a full level of performance. The premise of the rule is the condition of assets should guide funding prioritization. The rule also outlines the process for State departments of transportation, MPOs, and transit providers to establish and report their transit asset performance targets, and the process FTA will use to assess whether transit providers have met or made significant progress toward meeting their performance targets.

FTA requires public transit providers to review and update their TAM plans at least once every four years. In 2018, Beaumont Municipal Transit, Port Arthur Transit, and South East Texas Transit developed their own TAM plans in accordance with the TAM Final Rule. The TAM plans were updated in 2022, which account for each transit provider's recent asset inventories, condition assessment, and expectations for asset procurement and improvements along with performance targets for fiscal years 2022 and 2023.

Beaumont Municipal Transit, Port Arthur Transit, and South East Texas Transit have approved the proposed updates to the transit asset performance targets for the federally required transit asset types. The MPO can either adopt a separate set of targets for the transit assets or support the targets approved by the transit agencies. The SETRPC-MPO adopted the performance measures established by Beaumont Municipal Transit, Port Arthur Transit, and South East Texas Transit for TAM on June 15, 2023. These performance targets are shown in Table 12-4.

Table 12-4: Transit Asset Management (TAM) Performance Measures and Targets

Asset Category	Asset Class	Asset Type	FY 22 Target for Exceeding Useful Life Benchmark* (%)	FY 23 Target for Exceeding Useful Life Benchmark (%)
Rolling Stock	Revenue Vehicle	Bus	20%	20%
		Cutaway Bus	10%	10%
		Van	10%	10%
Equipment	Non-Revenue Vehicle	Automobile	80%	80%
		Trucks and Other Rubber Tire Vehicles	40%	40%
Facility	Maintenance or Administrative Facility	Administrative Offices and Maintenance Shop/Yard	10%	10%
	Passenger or Parking Facility	Station/Transit Terminal	10%	10%

*Useful Life Benchmark (ULB): defined by FTA as the expected amount of time in years that a vehicle type is estimated to function, when acquired new and assuming routine maintenance is practiced.

** Based on the TERM scale, an asset is in a state of good repair if it has a rating of 3 or over on the TERM scale

*** FTA's Transit Economic Requirements Model (TERM). The TERM scale assigns numerical ratings from 1.0 (poor) to 5.0 (excellent) based on condition.

The SETRPC-MPO recognizes the importance of linking goals, objectives, and investment priorities to stated performance objectives, and that establishing this link is critical to the achievement of national transportation goals and statewide and regional performance targets. As such, the SETRPC MTP-2050 planning process directly reflects the goals, objectives, performance measures, and targets as they are available and described in other State and public transportation plans and processes, specifically, the current statewide Texas Transportation Plan (TTP) 2050 and SETRPC FY 2023-2026 TIP.

- ➔ The TTP 2050 summarizes transportation needs across the state and identifies future funding projections for projects across transportation modes over the 25-year plan horizon.
- ➔ The SETRPC FY 2023-2026 TIP addresses and identifies transit needs within the metropolitan planning area and allocates funding for targeted improvements.

To support progress towards the TAM targets, the SETRPC MTP-2050 devotes resources to projects that will address transit asset management.

12.3.2 Public Transportation Agency Safety Plan (PTASP)

Under the Federal Transit Administration’s (FTA) Public Transportation Agency Safety Plan (PTASP) Rule, applicable transit agencies are required to develop safety plans that define how these agencies will implement Safety Management Systems (SMS). These transit plans are required to include targets for performance measures defined in the National Public Transportation Safety Plan, which relate to fatalities, injuries, safety events, and system reliability. MPOs are federally required to set performance targets for these transit safety performance measures for their regions, in coordination with transit and state agencies. These requirements acknowledge the collaborative relationships needed to manage safety risks on transit systems.

Beaumont Municipal Transit and Port Arthur Transit are the only transit agencies within the metropolitan area utilizing FTA's Urbanized Area Formula Grants federal funds. Beaumont Municipal Transit and Port Arthur Transit have adopted transit safety performance targets for each performance measure. The SETRPC-MPO adopted the performance measures established by Beaumont Municipal Transit and Port Arthur Transit for PTASP on June 15, 2023. These performance targets are shown in

Table 12-5.

Table 12-5: Public Transportation Agency Safety Plan (PTASP) Performance Measures and Targets

Mode	Fatalities (Total)	Fatalities (Per 100,000 VRM*)	Injuries (Total)	Injuries (Per 100,000 VRM)	Safety Events (Total)	Safety Events (Per 100,000 VRM)	System Reliability (VRM between failures)
Fixed Route Bus	0	0	<3	<0.33	<2	<0.66	>10,000
Demand Response Bus	0	0	0	0	<2	<0.8	>50,000

The SETRPC-MPO recognizes the importance of linking goals, objectives, and investment priorities to stated performance objectives, and that establishing this link is critical to the achievement of national transportation goals and statewide and regional performance targets. As such, the SETRPC MTP-2050 planning process directly reflects the goals, objectives, performance measures, and targets as they are available and described in other State and public transportation plans and processes, specifically, the current statewide Texas Transportation Plan (TTP) 2050 and the SETRPC FY 2023-2026 TIP

- ➔ The TTP 2050 summarizes transportation needs across the state and identifies future funding projections for projects across transportation modes over the 25-year plan horizon.
- ➔ The SETRPC FY 2023-2026 TIP addresses and identifies transit needs within the metropolitan planning area and allocates funding for targeted improvements.

To support progress towards the PTASP targets, the SETRPC MTP-2050 devotes resources to projects that will transit safety.

12.4 Project Contribution to Performance Targets

Table 12-6 below shows the projects programmed within the fiscally constrained SETRPC MTP-2050 and the performance targets that each project is anticipated to positively affect. By agreeing to support the TxDOT performance targets in the area of safety (PM1), pavement and bridge condition (PM2), and travel time reliability (PM3), the SETRPC-MPO has agreed to coordinate with TxDOT to program projects that will contribute to the accomplishment of those goals, measures, and targets.

Table 12-6: Project Contribution to Performance Targets

CSJ	MPO ID	Roadway	Limits From	Limits To	Project Name	Project Description	PM1	PM2	PM3	TAM
0028-13-142	24007-50N	IH 10	US 90, East	At UPRR	IH 10 - UPRR Overpass - Replace Bridge and Approaches	Bridge Replacement		X		
0064-07-044	24004-50N	US 96	Sabine Co/L, South	0.8 Miles North of RE 255	Widen from 2 to 4 Lanes Divided	Widen Non-Freeway			X	
0064-08-062	24005-50N	US 96	0.8 Miles North of RE 255, South	RE 255	Widen from 2 To 4 Lanes Divided	Widen Non-Freeway			X	
0065-06-067	19095-F45N	US 69	US 96, South	Jefferson C/L	Widen Freeway from 4 to 6 Lanes	Widen Freeway			X	
0065-07-065	19084-F45N	US 69	Hardin C/L, South	Tram Road	Widen Freeway from 4 to 6 Lanes	Widen Freeway			X	
0200-04-020	24003-50N	US 69	Angelina County Line	Tyler County Line	Reconstruct Existing 2 Lane Highway to 4 Lanes Divided	Widen Non-Freeway		X	X	
0200-10-060	24005-50N	US 69	0.75 Mi S of FM 1003	Mitchell Road	US 69 Corridor (Kountze to Lumberton)	Construct New Road			X	
0200-15-025	24006-50N	US 69	Nederland Ave, South	Jimmy Johnson Blvd.	US 69 (Nederland Ave to Jimmy Johnson) Ramp Reversal, Bridge Widening, and Intersection Improvements	Freeway Operational Improvements	X			
0200-15-XXX	24010-50N	US 69	SH 347	FM 365	Widening of US 69 (North Segment)	Widen from 4 lanes to 6 lanes			X	
0200-16-XXX	24008-50N	US 69	FM 365	SH 73	Widening of US 69 (South Segment)	Widen from 4 lanes to 6 lanes			X	
0339-03-XXX	24011-50N	SH 105	FM 770	SH 326	Construct Passing Lanes (Super 2 Standards) Of SH 105	Construct Passing Lanes (Super 2 Standards)	X			

Continued... Table 12-6: Project Contribution to Performance Targets

CSJ	MPO ID	Roadway	Limits From	Limits To	Project Name	Project Description	PM1	PM2	PM3	TAM
TBD	24009-50N	9 th Avenue	36 th Street	Evergreen Drive	9 th Avenue Paving and Drainage Improvements	Paving and Drainage Improvements		X		
0200-14-060	24006-50N	US 69	IH 10, South	SH 347	US 69 Widening - IH-10 to SH 347	Widen Road - Add Lanes			X	
0339-04-036	18001-F40N	SH 105	.10 Miles East of SH 326	Pine Island Bayou	SH 105 (SH 326 to Pine Is. Bayou) - Widen	Widen Road - Add Lanes			X	
0920-38-288	24001-50N	Houston	Corner of Houston Ave and	4 th Street	Port of Port Arthur Truck Queuing Area and Laydown Yard Project - Construction of a truck queuing Area at the corner of Houston Avenue and 4 th Street - Rider 37	Intersection & Operational Imprv.	X			
0920-38-291	24002-50N	Austin	Corner of Rev. Dr. Ransom Howard Drive	And Austin Avenue	Port of Port Arthur - Construct a queuing area at the corner of Rev. Dr. Ransom Howard Drive and Austin Avenue	Intersection & Operational Imprv.	X			
0920-00-133	No MPO ID	Various	Districtwide	.	IH-10 Drainage Improvements	Safety Improvement Projects	X			
0920-00-149	No MPO ID	Various	District Wide	.	FY 24 Districtwide ADA Project	Pedestrian, Sidewalks & Curb Ramps	X			
0920-00-150	No MPO ID	Various	District Wide	.	Districtwide - ITS Upgrade to Install 40 CCTV Cameras and 8 DMSs	Traffic Control Devices	X			

Continued... Table 12-6: Project Contribution to Performance Targets

CSJ	MPO ID	Roadway	Limits From	Limits To	Project Name	Project Description	PM1	PM2	PM3	TAM
0920-00-171	No MPO ID	Various	District Wide	.	Truck Parking (FY 25)	Transportation Non-Roadway	X			
0920-00-172	No MPO ID	Various	District Wide	.	Truck Parking (FY 26)	Transportation Non-Roadway	X			
0920-00-173	No MPO ID	Various	District Wide	.	Truck Parking (FY 27)	Transportation Non-Roadway	X			
Multiple	NA	NA	NA	NA	Transit Operations and Maintenance	Transit Operations and Maintenance				X

Chapter 13: Public Involvement

13.0 Introduction

The SETRPC MTP-2050 was developed through the continuous, comprehensive, and cooperative transportation planning process. The FAST Act requires MPOs to engage the public, agencies, and stakeholders throughout the regional transportation planning process. This MTP involved gathering input from stakeholders representing cities, counties, the state, federal agencies, the business community, community advocates, other interested stakeholders, and the general public at-large. This chapter summarizes the efforts the SETRPC-MPO undertook to solicit input into the development of the SETRPC MTP-2050.

13.1 Public Participation Plan

The Public Participation Plan (PPP) for the SETRPC-MPO provides the framework by which interested and affected individuals, organizations, agencies, and government representatives are consulted and included in the metropolitan transportation planning process. The SETRPC-MPO PPP was recently updated, and the Transportation Planning Committee adopted the updated PPP on November 16, 2023. The PPP was utilized to guide public involvement for the development of the MTP-2050.

13.2 Public Involvement Plan

A specific Public Involvement Plan (PIP) for the development of the SETRPC MTP-2050 was developed and followed. The PIP provided a framework for all public involvement and engagement activities to successfully prepare the MTP. The PIP identified involvement goals and methods, milestones for engagements, and a schedule. The PIP was followed to engage the public and stakeholders throughout the development of the MTP.

13.3 Public Meetings

For the development of the SETRPC MTP-2050, two series of public meetings were held to educate, engage, and receive input. For the first series of public meetings, four public meetings were held at four locations across the SETRPC region February 22, 2023 through March 6, 2023. Table 13-1 indicates the details for Public Meetings Series 1.

The purpose of this first series of public meetings was to gain participants' perspectives on existing and future transportation issues across the SETRPC region. Attendees had the opportunity to provide input and feedback through written comments and through exchange of ideas with study team members.

Information was presented at Public Meetings Series 1 through several display posters with background on the SETRPC region and the planning process for the SETRPC MTP-2045.

Table 13-1: Public Meetings Series 1

Date and Time	Venue
Wednesday, February 22, 2023 @ 2:00 PM	Hybrid Event In-Person: Homer E. Nagel Room 2210 Eastex Freeway Beaumont, TX 77703 Virtual: Online at www.setrpc.com
Thursday, February 23 @ 3:00 PM	Orange Public Library 220 5th Street Orange, TX 77630
Monday, February 27 @ 3:00 PM	Port Arthur Public Library 4615 9th Avenue Port Arthur, TX 44642
Tuesday, February 28 @ 3:00 PM	Hardin County Court House, Red Room 300 W Monroe Street Kountze, TX 77625
Monday, March 6 @ 3:00 PM	Jasper County Annex Building 271 E Lamar Street Jasper, TX 75951

Like the first series of public meetings, four public meetings were held at four locations across the SETRPC region for Public Meetings Series 2 from April 11, 2024 through April 22, 2024. Table 13-2 indicates the details for Public Meetings Series 2.

The purpose of this second series of public meetings was to gather feedback on the Draft SETRPC MTP-2050. The Draft SETRPC MTP-2050 was available for public review and comment for a 30-day comment period from April 11, 2024 through May 11, 2024. Attendees of Public Meetings Series 2 had the opportunity to provide feedback on the draft SETRPC MTP-2050 through written comments, and discussion with study team members.

Table 13-2: Public Meetings Series 2

Date and Time	Venue
Thursday, April 11, 2024 @ 3:00 PM	Hardin County Court House, Red Room 300 W Monroe Street Kountze, TX 77625
Monday, April 15, 2024 @ 3:00 PM	Port Arthur Public Library 4615 9th Avenue Port Arthur, TX 44642
Tuesday, April 16, 2024 @ 3:00 PM	Orange Public Library 220 5th Street Orange, TX 77630
Thursday, April 18, 2024 @ 10:00 AM	Hybrid Event In-Person: Homer E. Nagel Room 2210 Eastex Freeway Beaumont, TX 77703 Virtual: Online at www.setrpc.com
Monday, April 22, 2024 @ 1:30 PM	Jasper County Annex Building 271 E Lamar Street Jasper, TX 75951

13.4 Stakeholder Coordination

13.4.1 Transportation Planning Committee (TPC) Meetings

The TPC serves as the governing body for the MPO and makes all decisions regarding transportation policies and adopts all plans and programs developed by the MPO. The TPC provided regular and continuing general policy guidance during the development of this plan. The TPC meets quarterly, and its meetings are open to the public. All MPO TPC meetings were announced in accordance with the MPO’s Public Participation Plan.

13.4.2 Technical Committee Meetings

The Technical Committee is an advisory committee to the TPC. The MPO staff presented all analyses contained within the SETRPC MTP-2050 to the Technical Committee for their review and recommendations. The Technical Committee also participated in evaluating and recommending candidate projects for inclusion in this SETRPC MTP-2050. Furthermore, the Technical Committee helped to formulate the financial plan for the SETRPC MTP-2050. The Technical Committee meets quarterly or on an as-needed basis and all meetings were announced in accordance with the MPO’s Public Participation Plan.

13.4.3 MTP Adoption Process

The process of formally adopting the SETRPC MTP-2050 began with the completion of the draft SETRPC MTP-2050 and the commencement of the public comment period. This comment period was initiated with the posting of the availability of the document on the SETRPC website and simultaneous email notification to the TPC about the opening of the comment period. The MPO also conducted public meetings during the comment period to provide interested citizens an opportunity to review the draft SETRPC MTP-2050, ask questions of staff, and to submit comments or concerns regarding project recommendations. All meetings were advertised and announced in accordance with the MPO's Public Participation Plan.

13.4.4 Plan Amendment Process

As the MPO carries out their continuing, cooperative, and comprehensive planning process, amendments to this SETRPC MTP-2050 are expected. These may occur due to changes in project priorities, funding availability, or state and/or federal guidance. Depending upon the nature of the revision, per federal guidelines, revisions are categorized as either "Amendments" or "Administrative Modifications."

13.4.4.1 Amendments

The SETRPC MTP-2050 can be amended at any time between formal updates, and the following are examples of significant changes in the SETRPC MTP-2045 requiring an amendment.

- Adding or deleting a non-exempt project, i.e. one which requires an air quality/transportation conformity determination.
- Re-determining air quality/transportation conformity due to change in the State
- Implementation Plan requiring redetermination of conformity.
- Changing the estimated cost of a project that results in a 50% increase in cost and a cost that exceeds \$1.5 million.
- Changing the design concept or scope of a project.
- Changing the funding sources for a project from non-federal to federal funds.

13.4.4.2 Steps in the Formal Amendment Process

- SETRPC-MPO will notify the TPC during their regular meetings of a necessary amendment.
- TPC will initiate the formal amendment as required by the FAST Act. Elements of the amendment will meet current FHWA, FTA, EPA, and TxDOT requirements.
- The MPO will post a legal notice in various local newspapers and issue a press release to other local media outlets indicating that a draft amendment is available for public review on the agency's website (www.setrpc.org) and at the SETRPC office.
- Other community involvement techniques may be used, as outlined in the PPP.
- The public review and comment period is 30 days for the SETRPC MTP-2050 and begins on the day the availability notification of the draft document is posted on the website. Email notifications of the commencement of the public comment period will be sent to the TPC, as well as to interested persons in the MPO database.
- MPO staff will have seven days to summarize and address any public input received during the comment period.
- The TPC will consider the public input prior to their final approval of the amendment.
- All public input and comments received will be documented with responses by the MPO in the adopted document of the amendment.

- The MPO will submit the adopted amendment to the required parties (TxDOT, FHWA, FTA, etc.) for approval.

13.4.4.3 Administrative Modification

Administrative modifications to the SETRPC MTP-2050 are documented by the MPO staff, discussed at regular TPC meetings, and formalized in subsequent formal updates to the necessary documents. A formal public review and comment period is not required for administrative modifications to the SETRPC MTP-2050. Examples of changes requiring administrative modifications include:

- Adding or deleting an exempt project, i.e. one which does not require an air quality/transportation conformity determination.
- Change in the estimated cost of a project that does one, but not both, of the following: a) exceeds 50% and b) results in a cost exceeding \$1.5 million.
- Moving a project from one fiscal year to another fiscal year, without affecting fiscal constraint.
- Moving a project from one federal funding category to another.
- Changing a project's funding source from federal to state funding.
- Splitting or combining projects without modification to original project design concept and scope.
- Changes to projects within the "grouped" category.
- Changes to project identification numbers (such as Control- Section-Job (CSJ) numbers).



TRANSPORTATION &
ENVIRONMENTAL
RESOURCES

REGISTRATION

PLEASE PRINT

MEETING: PUBLIC MEETING – MTP 2050/TIP FY 2025-2028
& TRANSPORTATION CONFORMITY

LOCATION: HARDIN COUNTY COURTHOUSE

DATE: APRIL 11, 2024 3:00 P.M.

NAME	TITLE	AGENCY	PHONE	EMAIL
1. Bob Dickman	T&E Director	SETRPC	409-899-8444 7520	
2. James Moore	GIS Analyst	" "	x6601 409 899-8444	
3. Carolina Lopez-Herrera	Planner II	TXDOT BEAUMONT		Carolina.Lopezherrera@ txdot.gov
4. Clay Woodward	Grant Coordinator	HARDIN COUNTY	409-269-5385	clay.woodward@co.hardin.tx.us
5.				
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TRANSPORTATION &
ENVIRONMENTAL
RESOURCES

REGISTRATION

PLEASE PRINT

MEETING: PUBLIC MEETING – MTP 2050/TIP FY 2025-2028
& TRANSPORTATION CONFORMITY

LOCATION: PORT ARTHUR PUBLIC LIBRARY

DATE: APRIL 15, 2024 3:00 P.M.

NAME	TITLE	AGENCY	PHONE	EMAIL
1. Bob Dickinson	DEUW-cty	SETRPC-MPO Director	409-899-8444	bdickinson@setrpc.org
2. James Moore	GIS Analyst	SETRPC-MPO	" "	jmoore@setrpc.org
3. Steven Williams	Director	PAPL	409 5433286	Swilliams@paplibrary.org
4.				
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TRANSPORTATION &
ENVIRONMENTAL
RESOURCES

REGISTRATION

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MEETING: PUBLIC MEETING – MTP 2050/TIP FY 2025-2028
& TRANSPORTATION CONFORMITY

LOCATION: ORANGE PUBLIC LIBRARY

DATE: APRIL 16, 2024 3:00 P.M.

NAME	TITLE	AGENCY	PHONE	EMAIL
1. Bob D. Chinran	T/E Director	SETRPC	409-899-8444 7520	—
2. James Moore	GIS Analyst	SETRPC	X6601 (409) 899-8444	jmoore@setrpc.org
3. Madison Floyd	Dep. Director P.W.	City of Orange	(409) 988-7307	mfloyd@orange.tx.us.gov
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REGISTRATION

PLEASE PRINT

In Person and Virtual Meeting

MEETING: PUBLIC MEETING – MTP 2050/TIP FY 2025-2028
& TRANSPORTATION CONFORMITY

LOCATION: SETRPC – HOMER E. NAGEL ROOM

DATE: APRIL 18, 2024 10:00 A.M.

NAME	TITLE	AGENCY	PHONE	EMAIL
1. Bob Dickinson	T&E DIRECTOR	SETRPC	409-899-8444	
2. James Moore	GIS Analyst	SETRPC	(409) 899-8444 x6601	jmoore@setrpc.org
3. Rachael Robinson	Planner	SETRPC	(409) 899-8444	RRobinson@setrpc.org
4.				
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TRANSPORTATION &
ENVIRONMENTAL
RESOURCES

REGISTRATION

PLEASE PRINT

MEETING: PUBLIC MEETING – MTP 2050/TIP FY 2025-2028
& TRANSPORTATION CONFORMITY

LOCATION: JASPER COUNTY ANNE BUILDING

DATE: APRIL 22, 2024 1:30 P.M.

NAME	TITLE	AGENCY	PHONE	EMAIL
1. Bob Dickinson	T&E Director	SETRPC-MPO	409-899-8444	bdickinn@setrpc.org
2. James Moore	GIS Analyst	" "	" "	jmoore@setrpc.org
3. Kandi Davis	Admin. Asst.	Jasper Co. Judge	409-384-2612	Kandi.davis@co.jasper.tx.us
4. Mark Allen	County Judge	Jasper County	409-384-2612	MARK.ALLEN@CO.JASPER.TX.US
5. Brittany Cloud	Admin Asst. Jasper County Judge	Jasper County	409-384-2612	brittany.cloud@co.jasper.tx.us
6. Stormy Dorthy	MAINT SUPERVISOR JASPER COUNTY JUDGE	JASPER COUNTY	909-384-2612	Stormy.Dorthy@co.jasper.tx.us
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Legals/Public Notices

Legals/Public Notices

Legals/Public Notices

We Value Your Input!

The South East Texas Regional Planning Commission (SETRPC) is the designated Metropolitan Planning Organization (MPO) for the Jefferson-Orange-Hardin Regional Transportation Study (JJOHRTS) area, comprised of Jasper, Jefferson, Orange and Hardin Counties. In conjunction with the Texas Department of Transportation, the SETRPC-MPO is responsible for an overall plan that identifies the most desirable and efficient means of meeting transportation needs for the next twenty years.

As part of the continuing, cooperative, and comprehensive transportation planning process, the SETRPC-MPO will be hosting five public meetings to provide the citizens an overview of, and an opportunity to comment on, the draft JJOHRTS Metropolitan Transportation Plan 2050 (MTP-2050) which includes transportation projects through year 2050, the draft JJOHRTS FY 2025-2028 Transportation Improvement Program (TIP) which contains projects and programs scheduled for implementation within the next four years, and the draft Transportation Conformity Document.

Public Meeting Locations and Times:

Thursday, April 11, 2024 - 3:00 PM
Hardin County Courthouse - 300 W. Monroe Street, Kountze, TX

Monday, April 15, 2024 - 3:00 PM
City of Port Arthur - Public Library, 4615 9th Avenue, Port Arthur, TX

Tuesday, April 16, 2024 - 3:00 PM
City of Orange - Public Library, 220 5th Street, Orange, TX

Thursday, April 18, 2024 - 10:00 AM
South East Texas Regional Planning Commission, 2210 Eastex Freeway, Beaumont, TX *HYBRID MEETING

Monday, April 22, 2024 - 1:30 PM
Jasper County Courthouse - Annex Building, 271 E. Lamar Street, Jasper, TX

The draft JJOHRTS MTP-2050, the draft FY 2025-2028 TIP and the draft Transportation Conformity document can be downloaded at www.setrpc.org/ter. The 30-day public comment period ends on Friday, May 3, 2024. Please attend any one of the meetings to provide input or submit written comments by 5:00 PM, May 3, 2024, to Bob Dickinson at the South East Texas Regional Planning Commission, 2210 Eastex Freeway, Beaumont, Texas 77703. For more information or for special needs requests (48 Hours), please contact Bob Dickinson at (409) 899-8444 extension 7520 or bdickinson@setrpc.org.

Operator No. 280875] has made application
Rule 37 (16 Tex. Admin. Code section 3.37).
in Sec. Bk. SUDDUTH, H W Survey, A-381,
ARSH (YEGUA 5TH) and BLUE MARSH (Y-2)

ation may be granted WITHOUT A HEARING
ntitled to protest this application. Affected
acts and tracts nearer to the proposed well
c to the Application or the information set
-6751. If a hearing is called, the applicant has
tablish standing as an affected person, and to
pplication with cross-examination or presen-
any questions regarding the hearing proce-
s.

EAR IN PROTEST MUST BE RECEIVED IN
OR E-MAIL ADDRESS SET OUT ABOVE BY
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Notice to Creditors

Notice to Creditors

NOTICE TO CREDITORS

NOTICE TO CREDITORS Notice is hereby given that original Letters of Independent Administration for the Estate of Curtis John Trahan, Sr. Deceased, were issued on



LEGALS

**INVITATION TO BID
BID NO. PW0224-04**

Sealed bids will be received online until 2:00 p.m. (CST), **THURSDAY, APRIL 11, 2024**, for furnishing all plans, administration, superintendence, labor, services, materials, tools, equipment, supplies, transportation, utilities, and all other items and facilities necessary therefore, as provided in the Contract Documents for the construction of:

**CITY OF BEAUMONT
FORBYE DRAINAGE
IMPROVEMENTS**

+1 903-405-2009
Passcode: 288 175 888#

Attendance at the Pre-bid meeting is a prerequisite to bidding. Prior to the pre-bid conference, interested bidders should obtain forms of proposal, contract, bond, and specifications. No one will be allowed to enter the pre-bid virtually or in-person if arrival is later than 5 minutes after the designated time. Calls for any technical difficulties must be made prior to the meeting.

Bidding forms, specifications and all necessary information may be downloaded from the City's e-bids platform at: <https://beaumont-texas.ionwave.net/login.aspx> and on civcastusa.com. There is no cost to view the plans, and printing can be done through the websites. Sets of hard copies of bidding Documents will not be sold. Bids must be submitted through the City's e-bids platform at: <https://beaumont-texas.ionwave.net/login.aspx>. Vendors

a bid. Be advised, e-bids is the only option to submit bids to the City of Beaumont effective 8/1/23.

Please make sure to reference to Bid Number: PW0224-04

CITY OF BEAUMONT,
TEXAS, OWNER

By: Tina Broussard, TRMC
City Clerk

**INVITATION TO BID
BID NO. PW0324-05**

Sealed bids will be received online until 2:00 p.m. (CST), **WEDNESDAY, APRIL 10, 2024**, for furnishing all plans, administration, superintendence, labor, services, materials, tools, equipment, supplies, transportation, utilities, and all other items and facilities necessary therefore, as provided in the Contract Documents for the construction of:

In the form provided within fourteen (14) calendar days after date of Notice of Award of the contract. Bids without the required financial security deposit will not be considered.

A MANDATORY virtual Pre-bid Conference will be held at 3:00 P.M. on WEDNESDAY, APRIL 10, 2024, on Microsoft Teams. Attendees may join by internet or phone call:

<https://bit.ly/3x7kmR8>
+1 903-405-2009
Passcode: 505 070 881#

Attendance at the Pre-bid meeting is a prerequisite to bidding. Prior to the pre-bid conference, interested bidders should obtain forms of proposal, contract, bond, and specifications. No one will be allowed to enter the pre-bid virtually or in-person if arrival is later than 5 minutes after the designated time. Calls for any technical difficulties must be made prior to the meeting.

and all necessary information may be downloaded from the City's e-bids platform at: <https://beaumont-texas.ionwave.net/login.aspx> and on civcastusa.com. There is no cost to view the plans, and printing can be done through the websites. Sets of hard copies of bidding Documents will not be sold. Bids must be submitted through the City's e-bids platform at: <https://beaumont-texas.ionwave.net/login.aspx>. Vendors must register to submit a bid. Be advised, e-bids is the only option to submit bids to the City of Beaumont effective 8/1/23.

Bidders must submit an original Bid Bond, Cashier's Check, Certified Check or irrevocable Letter of Credit issued by a bank satisfactory to the Owner, payable without recourse to the order of the City of Beaumont in an amount not less than five (5) percent of the largest possible bid amount as a guaranty that the Bidder will enter into contract and execute bond and guaranty in the form provided within fourteen (14) calendar days after date of Notice of Award of the contract. Bids without the required financial security deposit will not be considered.

A MANDATORY virtual Pre-bid Conference will be held at 9:00 A.M. on THURSDAY, APRIL 11, 2024, on Microsoft Teams. Attendees may join by internet or phone call:

<https://bit.ly/4v4y4Ga>
+1 903-405-2009 Passcode: 674 781 148#

Attendance at the Pre-bid

to bidding. Prior to a bid conference, interested bidders should obtain forms of proposal, contract and specifications. Bidders will be allowed to enter pre-bid virtually or in-person if arrival is later than 5 minutes after the designated time. Calls for any technical difficulties must be made prior to the meeting.

Bidding forms, specifications and all necessary information may be downloaded from the City's e-bids platform at: <https://beaumont-texas.ionwave.net/login.aspx>. Vendors must register to submit a bid. Be advised, e-bids is the only option to submit bids to the City of Beaumont effective 8/1/23.

There is no cost to view the plans, and printing can be done through the websites. Sets of hard copies of bidding Documents will not be sold. Bids must be submitted through the City's e-bids platform at: <https://beaumont-texas.ionwave.net/login.aspx>. Vendors must register to submit a bid. Be advised, e-bids is the only option to submit bids to the City of Beaumont effective 8/1/23.

**IMPEDIMENT
FOR FAIR HOUSING CHOICES
RFP NO. DF03-**

There will be NO open meeting.

Questions about this RFP must be submitted through the e-bids platform at <https://beaumont-texas.ionwave.net/login.aspx> at 10:00 AM (CT) on Friday, April 11, 2024, or by email to df03@beaumont-texas.ionwave.net. An Addendum may be provided.

Proposal forms, specifications and all necessary information may be downloaded from the City's e-bids platform at: <https://beaumont-texas.ionwave.net/login.aspx>.

Proposals must be submitted through the e-bids platform at <https://beaumont-texas.ionwave.net/login.aspx>. Vendors must register to submit a bid or proposal.

The City reserves the right to reject any or all bids or to accept any or

ing Corporation, as lienholder, is selling 137 mobile homes as 20 sets of homes, each ranging between 2 and 13 homes, located at 6650 Broad Oak Street, Beaumont, TX 77713. These homes were manufactured between 2017 and 2022. The sale will take place at the most northerly door of the Jefferson County Courthouse, 1001 Pearl Street, Beaumont, Texas, on April 10, 2024 at 10:00 AM, or at the place that may be designated by the Jefferson County Commissioner's Court on the date of sale as the place for conducting non-judicial sales of personal property.

The sale will be conducted by Jones Swenson Auctions as a public auction to the highest bidder for cash, subject to the provisions of the notes and security agreements and Texas law permitting the lienholder to

We Value Your Input!

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As part of the continuing, cooperative, and comprehensive transportation planning process, the SETRPC-MPO will be hosting five public meetings to provide the citizens an overview of, and an opportunity to comment on, the draft JOHRTS Metropolitan Transportation Plan

Includes transportation projects through year 2050, the draft JOHRTS FY 2025-2028 Transportation Improvement Program (TIP) which contains projects and programs scheduled for implementation within the next four years, and the draft Transportation Conformity Document.

Public Meeting Locations and Times:

Thursday, April 11, 2024 - 3:00 PM
Hardin County Courthouse - 300 W. Monroe Street, Kountze, TX

Monday, April 15, 2024 - 3:00 PM
City of Port Arthur - Public Library, 4615 9th Avenue, Port Arthur, TX

Tuesday, April 16, 2024 - 3:00 PM
City of Orange - Public Library, 220 5th Street, Orange, TX

April 4, 2024

TO: Engineers

RE: Lift Station Rehabilitations

Ladies and Gentlemen:

Cardinal Meadows Improvement District is currently seeking qualifications of Engineer Services for lift station rehabilitations.

Sealed proposals from Engineers desiring to be selected, will be accepted prior to, but no later than, **April 26, 2024, by 5:00 p.m.** Proposals will be opened in the Cardinal Meadows Improvement District and will be reviewed on April 27, 2024, at 10:00 a.m.

Proposals should be addressed to Cardinal Meadows Improvement District, Anthony Smith, and delivered to 748 Hillebrandt Rd., Beaumont, TX 77705. Any questions concerning this proposal should be addressed to the project manager at the number 409-273-5867.

You can also send questions by email at cardinalmeads@cs748@gmail.com. Proposals received later than the date and time above will be returned unopened.

Cardinal Meadows Improvement District reserves the right to reject in part or in whole any or all bids, waive minor technicalities, and award the bid which best serves the interest of Cardinal Meadows. Cardinal Meadows reserves the right to informally negotiate certain finer points of the final contract with a qualified bidder.

**NOTICE OF DEFAULT
AND FORECLOSURE
SALE**

WHEREAS, on January 8, 2004, a certain Adjustable Rate Home Equity Reverse Mortgage in that the Mortgagors are now deceased; and

WHEREAS, the entire amount delinquent as of May 7, 2024 is \$78,252.39; and

WHEREAS, by virtue of the default, the Secretary has declared the entire amount of the indebtedness secured by the Reverse Mortgage to be immediately due and payable;

NOW THEREFORE, pursuant to powers vested in me by the Single Family Mortgage Foreclosure Act of 1994, 12 U.S.C. 3751 et seq., by 24 CFR part 27, subpart B, and by the Secretary's designation of me as Foreclosure Commissioner, recorded on October 15, 2007 in Dallas County under Clerk's File Number 20070369306, notice is hereby given that on May 7, 2024, at 01:00 PM local time or no later than three hours thereafter, all real and personal property at or used in connection with the following described property

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Employment

Job Opportunities

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Email Resume to: stephen.hemelt@orangeleader.com Call: 409-883-3571



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- Leaderman
- Rigger
- Derrick Crane Operator
- Deck Crane Operator
- Tower Operator
- Welding Foreman
- Welder (5 GR Certified)
- Clerk
- Chief Engineer
- Chief Electrician
- Mechanic
- Oiler
- Electrician
- Steward
- Night Cook
- Gallery Hand
- Tug Boat Capitan
- Able Body Seaman
- Vanuatu flagged tug crews:
*Able seafarer deck III/4 or II/5
*Chief engineer III/3
*Able seafarer engine III/4 or II/5
- QMED/OILER

All deck officers must hold valid Vanuatu GMDSS General Operator's Certificate (GOC)(IV/2). Minimum 2 years offshore experience on-board a derrick barge required. Applicants must have valid TWIC card

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- Bosun
- Able Seafarer
- Able Seafarer (Engine)
- Welder
- Crane Operator
- Crane Technician
- Materials Coordinator
- Chief Pipelay Engineer
- Technician Supervisor
- Hydraulic Technician
- PLC Technician
- Electrical Technician
- Mechanical Technician
- Pipelay Operator
- Deck Mechanic
- Offshore Construction Supervisor
- Senior Offshore Construction Supervisor
- Offshore Operations Engineer
- Deck Supervisor
- Rigging Supervisor
- Asst. Rigging Supervisor
- Rigger (incl Lead rigger)
- RiggerWelder
- ROV Superintendent
- ROV Senior Supervisor
- ROV Supervisor
- ROV Senior Pilot Technician
- ROV Pilot Technician
- HSE Advisor
- Medic Admin
- Offshore Administrator
- Fitter
- Deck Coordinator
- Offshore Construction Manager

Send Resume to: Offshoresesseljobs@technipfmc.com

Auctions & Sales

Estate Sales

Hidden Treasures Estate Sale
6795 Knollwood, Beaumont
Thursday 4/4-3:00-6:00
(#'s at 2:30)
Friday 4/5-9:00-2:00
Saturday 4/6-8:00-2:00

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4 door
Asking \$9,000
Call: 409-313-7732

Services

Carpentry

AMERICAN CUSTOM CARPENTRY LLC
409-238-0752
American Custom Carpentry is a reliable and insured provider of carpentry services in Southeast Texas.
It is our honor to make our client's dreams into reality.
We provide high-quality craftsmanship and use only the best materials and equipment to get the job done.
For professional services that you can count on, contact us at American Custom Carpentry!
Facebook.com/AmericanCarpentry
Call 409-238-0752.

Construction

FANTASTIC HOUSE LEVELING ROOFING & REMODELING
LICENSED & INSURED FOR YOUR PROTECTION
25 YEARS OF EXPERIENCE
FREE ESTIMATES!!!
CALL 409-351-8545.

Roofing and Guttering

Triple R Roofing
Call Us Now
409-293-2468

Public Notices

Public Notices

PUBLIC NOTICE
IN THE CIRCUIT COURT ST. CLAIR COUNTY ALABAMA
ASHVILLE DIVISION
Case No. DR-2024-900011
THOMAS P. DEVILLE, PLAINTIFF V. CHRISTINA ANN EZELL, DEFENDANT
NOTICE OF DIVORCE ACTION

Christina Ezell, (Def), whose whereabouts are unknown, must answer Thomas Deville's Complaint for Divorce and other relief by May 5, 2024, or thereafter, a judgment by default may be rendered against her in Case Number DR-2024-900011, in the Circuit Court of St. Clair

Public Notices

County, Alabama.

Attorney for Plaintiff
ANNA E. LANE, Esq.
One Perimeter Park South, Suite 312s Birmingham, AL 35243

Orange Leader: Mar. 23, 30, Apr. 6 and 13, 2024
2024-900011

PUBLIC NOTICE

NOTICE OF PUBLIC AUCTION

Notice is hereby given that My Garage Self Storage will sell the contents of the following self-storage units by public auction to satisfy their liens against these tenants, in accordance with the Texas Self-Storage Facility Act. The auction will take place online at www.storageauctions.com. The auction will start on April 8th and close on April 15th. Units are believed to contain household goods, unless otherwise listed.

I-10 Location
2525 IH-10 East, Orange, TX 77630

Customer Names
Ebony Adams Unit:2121
Miscellaneous Items Women Items
Armani Dolford Unit:1056
Miscellaneous Household Items & Furniture
Nekia Armstrong Unit:2110
Miscellaneous Items
Jacobi Woodrow Unit 2033
Kid items an miscellaneous items
Geneva Ducharme Unit 2118
House hold items an miscellaneous items

Orange Leader:
Mar. 30 and Apr. 6, 2024
AUCTION

PUBLIC NOTICE

NOTICE TO CREDITORS

Notice is hereby given that original Letters of Independent Administration for the Estate of Sidney Benjamin Griggs, Deceased were issued on March 25, 2024, in Cause No. P19874, pending in the County Court of Orange County, Texas, to: Sara Ann Griggs, Independent Administrator. The post office address of the Independent Administrator is:

Sara Ann Griggs
c/o Walter D. Snider
Snider Law Firm, PLLC
3535 Calder, Suite 300
Beaumont, TX 77706

All persons having claims against this Estate, which is currently being administered, are required to present them within the time and in the manner prescribed by law.

Dated the 28th day of March, 2024.

SNIDER LAW FIRM, PLLC
/s/ Walter D. Snider
Walter D. Snider
State Bar No. 18797000
3535 Calder, Suite 300
Beaumont, Texas 77706
(409) 924-9595/(409) 924-0808
FAX walter@sniderlawfirm.com
ATTORNEY FOR ESTATE

Orange Leader:
Apr. 6, 2024
EST/GRIGGS, S.

Do you have available jobs?

Call 409-721-2401 to let others know about job opportunities at your business.

PUBLIC NOTICE

RE: ESTATE OF ROY MCDANIEL, JR., DECEASED NOTICE TO CREDITORS

Notice is hereby given that original Letters Testamentary for the Estate of RoyMcDaniel, Jr., Deceased were issued on the 3 day of April, 2024 in Cause No. P19952 pending in the County rd Court of Orange County, Texas, in Probate, to Shon Dale McDaniel.

All persons having claims against the Estate which is currently being administered are required to present same within the time and in the manner prescribed by law to the attorney for the Estate, Paul D. Henderson, Paul D. Henderson, P. C., 712 W. Division Ave., Orange, Texas 77630.
DATED this 3rd of April, 2024.
Shon Dale McDaniel, Independent Executor of the Estate of Roy McDaniel, Jr., Deceased

Orange Leader:
Apr. 6, 2024
EST/MCDANIEL, R.

NOW HIRING!!!

LifeSpan Home Health is hiring!
Personal Care Attendants and Caregivers in the Orange, TX area



Schedule Varies
Responsibilities include:
hygiene, dressing, shopping, meal prep, cleaning, transfers, etc.

Admission of clients and employment will not be influenced in any manner by race, color, religion, sex, age, national origin, veteran status, disability or any other basis prohibited by statute.

PUBLIC NOTICE

We Value Your Input!

The South East Texas Regional Planning Commission (SETRPC) is the designated Metropolitan Planning Organization (MPO) for the Jefferson-Orange-Hardin Regional Transportation Study (JJOHRTS) area, comprised of Jasper, Jefferson, Orange and Hardin Counties. In conjunction with the Texas Department of Transportation, the SETRPC-MPO is responsible for an overall plan that identifies the most desirable and efficient means of meeting transportation needs for the next twenty years.

As part of the continuing, cooperative, and comprehensive transportation planning process, the SETRPC-MPO will be hosting five public meetings to provide the citizens an overview of, and an opportunity to comment on, the draft JJOHRTS Metropolitan Transportation Plan 2050 (MTP-2050) which includes transportation projects through year 2050, the draft JJOHRTS FY 2025-2028 Transportation Improvement Program (TIP) which contains projects and programs scheduled for implementation within the next four years, and the draft Transportation Conformity Document.

Public Meeting Locations and Times:

Thursday, April 11, 2024 - 3:00 PM
Hardin County Courthouse – 300 W. Monroe Street, Kountze, TX

Monday, April 15, 2024 - 3:00 PM
City of Port Arthur – Public Library, 4615 9th Avenue, Port Arthur, TX

Tuesday, April 16, 2024 - 3:00 PM
City of Orange – Public Library, 220 5th Street, Orange, TX

Thursday, April 18, 2024 - 10:00 AM
South East Texas Regional Planning Commission, 2210 Eastex Freeway, Beaumont, TX
*HYBRID MEETING

Monday, April 22, 2024 - 1:30 PM
Jasper County Courthouse – Annex Building, 271 E. Lamar Street, Jasper, TX

The draft JJOHRTS MTP-2050, the draft FY 2025-2028 TIP and the draft Transportation Conformity document can be downloaded at www.setrpc.org/ter. The 30-day public comment period ends on Friday, May 3, 2024. Please attend any one of the meetings to provide input or submit written comments by 5:00 PM, May 3, 2024, to Bob Dickinson at the South East Texas Regional Planning Commission, 2210 Eastex Freeway, Beaumont, Texas 77703. For more information or for special needs requests (48 Hours), please contact Bob Dickinson at (409) 899-8444 extension 7520 or bdickinson@setrpc.org.

Classifieds Marketplace



SERVING THE GREATER PORT ARTHUR AREA

2349 Memorial Blvd.
Port Arthur, TX 77640
409-721-2401

PANews.com
classifieds@panews.com
public.notices@panews.com

Employment

Job Opportunities

CONTRACTORS NEEDED
Employment Opportunities for Section 3 Residents, Minority and Women Business Enterprises (MWBE) or Historically Underutilized Businesses (HUB). Hurricane Harvey Disaster Recovery. For more information, contact: huboutreach@tegrityhomes.com Call 281-710-2844

Help Wanted Office Manager/Bookkeeper Full Time w/Benefits Email Resume to stephen.hemelt@panews.com Call: 409-721-2400

SHORE OFFSHORE SERVICES Has Immediate Openings

- Derrick Barge Deck Foreman
- Leadermen
- Rigger
- Derrick Crane Operator
- Deck Crane Operator
- Tower Operator
- Welding Foremen
- Welder (5 GR Certified)
- Clerk
- Chief Engineer
- Chief Electrician
- Mechanic
- Oiler
- Electrician
- Steward
- Night Cook
- Gallery Hand
- Tug Boat Captain
- Able Body Seaman
- Vanuatu flagged tug crews:
 - *Able seafarer deck III/4 or III/5
 - *Chief engineer III/3
 - *Able seafarer engine III/4 or III/5
- QMED/OILER

All deck officers must hold valid Vanuatu GMDSS General Operator's Certificate (GOC)(IV/2). Minimum 2 years offshore experience on-board a derrick barge required. Applicants must have valid TWIC card

Email Resume To: jobs@shoreoffshore.com

Do you have available jobs? Call 409.721.2401 to let others know about job opportunities at your business.

NOW HIRING APPLY TODAY

Local Shipyard Now Hiring Ship Fitters & Pipe Fitters.

Please apply at our main office: 5848 Proctor St. Port Arthur, TX 77642

NOW HIRING!!! DESIGNER/DRAFTSMAN ELECTRICAL ENGINEER SEND RESUME TO CAREERS @CONRADINDUSTRIES.COM OR APPLY IN PERSON AT 710 MARKET STREET, ORANGE, TX 77630

Job Opportunities

THE WINE BAR RESTAURANT AT THE GRAND FAYETTE HOTEL

The Wine Bar is an award winning upscale restaurant located in the historic Grand Fayette Hotel and we are hiring.

Waitstaff
Kitchen Help
Cook
Dishwasher

Call 929-216-6988 to interview.

Auctions & Sales

Estate Sales

Hidden Treasures Estate Sale
6795 Knollwood, Beaumont
Thursday 4/4-3:00-6:00 (#'s at 2:30)
Friday 4/5-9:00-2:00
Saturday 4/6-8:00-2:00

Garage Sales

Estate Sale
5760 Baird, Groves,
4/5/24-4/6/24 8am- 2pm
Women's clothing, Antiques, Collectibles, Furniture, Household items, Holiday items, Rain or Shine.

ASAP

HOUSE LEVELING & REMODELING
30+ Years in Business
Licensed & Bonded: Up to \$2 million
SENIOR CITIZENS DISCOUNT
GIVE US A CALL!
936-648-6241

Garage Sales

Yard Sale
1429 STILWELL BLVD
Port Arthur,
APRIL 6th 8:00a.m.
Furniture, clothes and hardware items!

YARD SALE!
2905 LAS BALMAS DRIVE
APRIL 5TH-6TH 7AM-1PM
DISHES, CLOTHES, SOME FURNITURE, SHOES. A LITTLE BIT OF EVERYTHING!

Merchandise

Miscellaneous For Sale

Transportation

Motorcycles & ATV's

2007 Harley-Davidson FLHTCU
Electra Glide Ultra Classic, 96 c.i., 15838 miles, black, adult owned, info at virtex3@viasatnet.com, priced to sell \$1,500 214-504-9940

Recreational Vehicles

Keystone 2004 Montana
Mountaineer 318BHS, A/C, gas, electric, refrigerator, 2 slide outs 1 awning, info at abigxet2@windstreamnet.com, asking \$1,800. 281-464-4814

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205-858-5158

PUBLIC NOTICE CITY OF PORT ARTHUR, TEXAS INVITATION FOR BIDS

NOTICE IS HEREBY GIVEN THAT sealed Bids, addressed to the City of Port Arthur, will be received at the Office of the City Secretary, City Hall 444 4th Street or P.O. Box 1089, Port Arthur, Texas 77641 no later than **3:00 P. M., Wednesday, April 24, 2024**. Applicant names will be read aloud beginning at **3:15 P.M., Wednesday, April 24, 2024** on this date in the City Council Chambers, City Hall, 5th Floor for certain services briefly described as:

JANITORIAL SERVICES FOR CITY HALL & ANNEX

Bids received after the deadline stated above, regardless of method of delivery, will not be considered and returned unopened.

Copies of the Specifications and other Contract Documents are on file in the Purchasing Office, 444 4th Street, City of Port Arthur, and are open for public inspection without charge. They can also be retrieved from the City's website at www.portarthurtx.gov/bids.aspx www.publicpurchase.com

NON MANDATORY PRE-BID MEETING IS SCHEDULED FOR TUESDAY, APRIL 16, 2024 AT 10:00 A.M. AT CITY HALL LOCATED AT 444 4TH STREET, PORT ARTHUR, TEXAS

The City of Port Arthur reserves the right to reject any and all bids and to waive informalities.

Per Chapter 2 Article VI Sec. 2-262(C) of the City's Code of Ordinance, the City Council shall not award a contract to a company that is in arrears in its obligations to the City.

Clifton Williams
Clifton Williams
Purchasing Manager

PUBLIC NOTICE We Value Your Input!

The South East Texas Regional Planning Commission (SETRPC) is the designated Metropolitan Planning Organization (MPO) for the Jefferson-Orange-Hardin Regional Transportation Study (JOHRTS) area, comprised of Jasper, Jefferson, Orange and Hardin Counties. In conjunction with the Texas Department of Transportation, the SETRPC-MPO is responsible for an overall plan that identifies the most desirable and efficient means of meeting transportation needs for the next twenty years.

As part of the continuing, cooperative, and comprehensive transportation planning process, the SETRPC-MPO will be hosting five public meetings to provide the citizens an overview of, and an opportunity to comment on, the draft JJOHRTS Metropolitan Transportation Plan 2050 (MTP-2050) which includes transportation projects through year 2050, the draft JJOHRTS FY 2025-2028 Transportation Improvement Program (TIP) which contains projects and programs scheduled for implementation within the next four years, and the draft Transportation Conformity Document.

Public Meeting Locations and Times:

Thursday, April 11, 2024 - 3:00 PM
Hardin County Courthouse – 300 W. Monroe Street, Kountze, TX

Monday, April 15, 2024 - 3:00 PM
City of Port Arthur – Public Library, 4615 9th Avenue, Port Arthur, TX

Tuesday, April 16, 2024 - 3:00 PM
City of Orange – Public Library, 220 5th Street, Orange, TX

Thursday, April 18, 2024 - 10:00 AM
South East Texas Regional Planning Commission, 2210 Eastex Freeway, Beaumont, TX
*HYBRID MEETING

Monday, April 22, 2024 - 1:30 PM
Jasper County Courthouse – Annex Building, 271 E. Lamar Street, Jasper, TX

The draft JJOHRTS MTP-2050, the draft FY 2025-2028 TIP and the draft Transportation Conformity document can be downloaded at www.setrpc.org/ter. The 30-day public comment period ends on Friday, May 3, 2024. Please attend any one of the meetings to provide input or submit written comments by 5:00 PM, May 3, 2024, to Bob Dickinson at the South East Texas Regional Planning Commission, 2210 Eastex Freeway, Beaumont, Texas 77703. For more information or for special needs requests (48 hours), please contact Bob Dickinson at (409) 899-8444 extension 7520 or bdickinson@setrpc.org.

The Bath or Shower You've Always Wanted IN AS LITTLE AS A DAY

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AND
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*Includes product and labor; bathtub, shower or walk-in tub and wall surround. This promotion cannot be combined with any other offer. Other restrictions may apply. This offer expires 12/31/23. Each dealership is independently owned and operated. **Third party financing is available for those customers who qualify. See your dealer for details. ©2023 BCI Acrylic, Inc.

We Value Your Input

Public Meetings for Drafts of the JJOHRTS MTP-2050, JJOHRTS 2025-2028 TIP & Transportation Conformity

The SETRPC-MPO is hosting a series of five public meetings providing citizens in Jasper, Jefferson, Orange, Hardin, and Counties the opportunity to provide comments on the **JJOHRTS MTP-2050, JJOHRTS 2025-2028 TIP** and associated **Transportation Conformity**.

Thursday, April 11, 2024
@ 3:00 PM

*Hardin County
Courthouse - Red Room*

300 W. Monroe Street
Kountze, TX 77625
(409) 249-5120

Monday, April 15, 2024
@ 3:00 PM

*City of Port Arthur - Public
Library*

4615 9th Avenue
Port Arthur, TX 77642
(409)985-8838

Thursday, April 18, 2024
@ 10:00 AM

Hybrid Event

In-Person:
Homer E. Nagel Room 2210
Eastex Freeway Beaumont,
TX 77703 (409) 899-8444
Ext. 6600

Virtual:
To attend the meeting
virtually, please visit our
website (www.setrpc.org)
under our upcoming events
to access the link.

Tuesday, April 16, 2024
@ 3:00 PM

*City of Orange - Public
Library*

220 5th Street Orange,
TX 77630
(409) 883-1086

Monday, April 22, 2024 @
1:30 PM

*Jasper County Courthouse
Annex Bldg. Upstairs
Conference Room*

271 E Lamar Street Jasper,
TX 75951
(409) 384-6226

Please attend any meeting to provide your input or submit written comments by 5:00 PM CST, **May 3, 2024** to:

Bob Dickinson | bdickinson@setrpc.org | 2210 Eastex Freeway, Beaumont, Texas 77703

All comments received will be addressed and provided to the Transportation Planning Committee for consideration.

For special requests, please contact **Bob Dickinson** at least 48 hours in advance
at **409-899-8444 x7520** or bdickinson@setrpc.org.

FOR IMMEDIATE RELEASE

March 4, 2024

CONTACT: Bob Dickinson – Director, Transportation and Environmental Resources
409-899-8444 extension 7520 or email: bdickinson@setrpc.org

**Public Encouraged to Provide Comments for the Draft MTP-2050,
Draft FY 2025-2028 TIP and the Draft Transportation Conformity Document**
“SETRPC to Host Series of Public Meetings beginning Thursday, April 11, 2024”

The South East Texas Regional Planning Commission (SETRPC) will host a series of public meetings beginning **Thursday, April 11, 2024**, permitting citizens in Jasper, Jefferson, Orange, and Hardin Counties the opportunity to learn about the draft **JJOHRTS Metropolitan Transportation Plan 2050 (MTP-2050)**, the draft **JJOHRTS FY 2025-2028 Transportation Improvement Program (TIP)**, and the draft **Transportation Conformity Document** and also provide comments on regional transportation needs and issues. “This is an opportunity for the public to be directly involved in the process and have their voices heard as we develop recommendations to address transportation-related issues that are affecting the southeast Texas region. Public input is an essential part of this process, and we want to make sure the needs of our region are properly addressed,” says Bob Dickinson, Director of Transportation and Environmental Resources for SETRPC.

The public is encouraged to attend a meeting or provide written comments by 5:00 PM CST, on Friday, May 3, 2024. Public meetings will be held in **Beaumont – In Person and Virtually, Orange, Port Arthur, Kountze, and Jasper** at the following locations:

Thursday, April 11, 2024 – 3:00 PM CST

Hardin County Court House, Red Room, 300 W Monroe Street, Kountze, TX 77625

Monday, April 15, 2024 – 3:00 PM CST

Port Arthur Public Library, 4615 9th Avenue, Port Arthur, TX 77642

Tuesday, April 16, 2024 – 3:00 PM CST

Orange Public Library, 220 5th Street, Orange, TX 77630

Thursday, April 18 – 10:00 AM CST

Hybrid Event – In Person and Virtual Meeting

Homer E. Nagel Room, SETRPC, 2210 Eastex Freeway, Beaumont, TX 77703

To attend the meeting virtually, please visit our website (www.setrpc.org)
under our upcoming events to access the link.

Monday, April 22, 2024 – 1:30 PM CST

Jasper County Annex Building, Upstairs Conference Room, 271 E Lamar Street, Jasper, TX 75951

These meetings are designed to solicit the public’s ideas and input on transportation needs for the southeast Texas area. All meetings are the same and are not restricted to a specific area. The public is strongly encouraged to be an active part of this process by selecting a meeting day and time that fits their schedule. For more information or for special needs requests (48 hours), please contact **Bob Dickinson** at (409) 899-8444 extension 7520 or bdickinson@setrpc.org.

SETRPC is designated as the Metropolitan Planning Organization (MPO) for the metropolitan planning area comprised of Jefferson, Orange, Hardin, and Jasper Counties. The SETRPC, in conjunction with the Texas Department of Transportation, local governments and other interested parties, facilitates the regional multi-modal transportation planning process.

On behalf of Bob Dickinson:

Thursday, April 4, 2024 is the start of the 30 day public comment period for the draft JJOHRTS Metropolitan Transportation Plan 2050 (MTP-2050), the draft JJOHRTS FY 2025-2028 Transportation Improvement Program (TIP) and the draft Transportation Conformity Document.

The draft JJOHRTS MTP-2050, the draft JJOHRTS FY 2025-2028 TIP and the draft Transportation Conformity Document will be available on the South East Texas Regional Planning Commission's website, <http://setrpc.org/> on April 4, 2024.

The public comment period will close on Friday, May 3, 2024. All comments must be submitted in writing by 5:00 pm on that day.

Should you have any questions or concerns, please do not hesitate to contact Bob Dickinson at 409-899-8444 x7520 or bdickinson@setrpc.org,



APPENDIX A: Roadway Projects

2025-2050 SETRPC MTP								
DISTRICT	MPO	COUNTY	CSJ	LET FY	HWY	PHASE	City	YOE COSTS
Beaumont	SETRPC	Jefferson	0028-13-142	3/1/2028	IH 10			\$104,500,000.00
LIMITS FROM		US 90, EAST				REVISION DAT		
LIMITS TO		AT UPRR				FUNDING CAT(S)		DA,DA
PROJECT DESCR						MPO PROJ ID		
Bridge Replacement								

TOTAL PROJECT COST INFORMATION

AUTHORIZED FUNDING BY CATEGORY/SHARE

			CATEGORY	FEDERAL	STATE	LOCAL	TOTAL
PREL ENG	\$0.00	COST OF APPROVED PHASES					
ROW PURC	\$0.00						
CONSTR	\$0.00		DA	\$0.00	\$0.00	\$0.00	\$104,500,000.00
CONSTR EN	\$0.00		0	\$0.00	\$0.00	\$0.00	\$0.00
CONTING	\$0.00		\$104,500,000.00	0	\$0.00	\$0.00	\$0.00
INDIRECT	\$0.00			0	\$0.00	\$0.00	\$0.00
TOTAL COST	\$0.00						

PROJECT NAME IH 10-UPRR OVERPASS-REPLACE BRIDGE AND APPROACHES

GROUPED CSJ

COMMENT(S)

2025-2050 SETRPC MTP								
DISTRICT	MPO	COUNTY	CSJ	LET FY	HWY	PHASE	City	YOE COSTS
Beaumont	SETRPC	Jasper	0064-07-044	1/1/2027	US 96			\$61,810,001.00
LIMITS FROM						REVISION DAT		
SABINE CO/L, SOUTH								
LIMITS TO						FUNDING CAT(S)		4,1,10
0.8 MILES NORTH OF RE 255						MPO PROJ ID		
PROJECT DESCR								
Widen Non-Freeway								

TOTAL PROJECT COST INFORMATION

AUTHORIZED FUNDING BY CATEGORY/SHARE

			CATEGORY	FEDERAL	STATE	LOCAL	TOTAL
PREL ENG	\$2,450,000.00	COST OF APPROVED PHASES					
ROW PURC	\$0.00						
CONSTR	\$59,360,001.00		4	\$47,488,000.00	\$11,872,000.00	\$0.00	\$59,360,000.00
CONSTR EN	\$0.00		1	\$0.80	\$0.20	\$0.00	\$1.00
CONTING	\$0.00		10	\$0.00	\$2,450,000.00	\$0.00	\$2,450,000.00
INDIRECT	\$0.00						
TOTAL COST	\$61,810,001.00						

PROJECT NAME WIDEN FROM 2 TO 4 LANES DIVIDED

GROUPED CSJ

COMMENT(S)

2025-2050 SETRPC MTP								
DISTRICT	MPO	COUNTY	CSJ	LET FY	HWY	PHASE	City	YOE COSTS
Beaumont	SETRPC	Jasper	0064-08-062	1/1/2027	US 96			\$5,208,001.00
LIMITS FROM						REVISION DAT		
0.8 MILES NORTH OF RE 255, SOUTH								
LIMITS TO						FUNDING CAT(S)		4,1,10
RE 255								
PROJECT DESCR						MPO PROJ ID		
Widen Non-Freeway								

TOTAL PROJECT COST INFORMATION

AUTHORIZED FUNDING BY CATEGORY/SHARE

			CATEGORY	FEDERAL	STATE	LOCAL	TOTAL
PREL ENG	\$392,000.00	COST OF APPROVED PHASES					
ROW PURC	\$0.00						
CONSTR	\$4,816,001.00		10	\$0.00	\$392,000.00	\$0.00	\$392,000.00
CONSTR EN	\$0.00		4	\$3,852,800.00	\$963,200.00	\$0.00	\$4,816,000.00
CONTING	\$0.00		1	\$0.80	\$0.20	\$0.00	\$1.00
INDIRECT	\$0.00						
TOTAL COST	\$5,208,001.00						

PROJECT NAME WIDEN FROM 2 TO 4 LANES DIVIDED

GROUPED CSJ

COMMENT(S)

2025-2050 SETRPC MTP								
DISTRICT	MPO	COUNTY	CSJ	LET FY	HWY	PHASE	City	YOE COSTS
Beaumont	SETRPC	Hardin	0065-06-067	5/1/2025	US 69			\$33,600,000.00
LIMITS FROM	US 96, SOUTH					REVISION DAT		
LIMITS TO	JEFFERSON C/L					FUNDING CAT(S)		2,4,1
PROJECT DESCR	Widen Freeway					MPO PROJ ID		

TOTAL PROJECT COST INFORMATION

AUTHORIZED FUNDING BY CATEGORY/SHARE

			CATEGORY	FEDERAL	STATE	LOCAL	TOTAL
PREL ENG	\$1,613,937.50						
ROW PURC	\$0.00	COST OF APPROVED PHASES					
CONSTR	\$33,600,000.00		2	\$47,119.99	\$5,842,879.01	\$0.00	\$5,889,999.00
CONSTR EN	\$0.00		4	\$22,168,000.00	\$5,542,000.00	\$0.00	\$27,710,000.00
CONTING	\$0.00		1	\$0.80	\$0.20	\$0.00	\$1.00
INDIRECT	\$0.00						
TOTAL COST	\$35,213,937.50						

PROJECT NAME WIDEN FREEWAY FROM 4 TO 6 LANES

GROUPED CSJ

COMMENT(S)

2025-2050 SETRPC MTP								
DISTRICT	MPO	COUNTY	CSJ	LET FY	HWY	PHASE	City	YOE COSTS
Beaumont	SETRPC	Jefferson	0065-07-065	5/1/2025	US 69			\$6,720,000.00
LIMITS FROM						REVISION DAT		
HARDIN C/L, SOUTH								
LIMITS TO						FUNDING CAT(S)		2,1
TRAM ROAD						MPO PROJ ID		
PROJECT DESCR								
Widen Freeway								

TOTAL PROJECT COST INFORMATION

AUTHORIZED FUNDING BY CATEGORY/SHARE

		COST OF APPROVED PHASES	CATEGORY	FEDERAL	STATE	LOCAL	TOTAL
PREL ENG	\$312,375.00						
ROW PURC	\$0.00						
CONSTR	\$6,720,000.00		2	\$5,375,999.20	\$1,343,999.80	\$0.00	\$6,719,999.00
CONSTR EN	\$0.00		1	\$0.80	\$0.20	\$0.00	\$1.00
CONTING	\$0.00	\$6,720,000.00					
INDIRECT	\$0.00						
TOTAL COST	\$7,032,375.00						

PROJECT NAME WIDEN FREEWAY FROM 4 TO 6 LANES

GROUPED CSJ

COMMENT(S)

2025-2050 SETRPC MTP								
DISTRICT	MPO	COUNTY	CSJ	LET FY	HWY	PHASE	City	YOE COSTS
Beaumont	SETRPC	Jasper	0200-04-020	1/1/2027	US 69			\$20,160,001.00
LIMITS FROM						REVISION DAT		
ANGELINA COUNTY LINE								
LIMITS TO						FUNDING CAT(S)		4,1
TYLER COUNTY LINE						MPO PROJ ID		
PROJECT DESCR								
Widen Non-Freeway								

TOTAL PROJECT COST INFORMATION

AUTHORIZED FUNDING BY CATEGORY/SHARE

			CATEGORY	FEDERAL	STATE	LOCAL	TOTAL
PREL ENG	\$0.00						
ROW PURC	\$76770.00	COST OF APPROVED PHASES					
CONSTR	\$20,160,001.00		4	\$16,128,000.00	\$4,032,000.00	\$0.00	\$20,160,000.00
CONSTR EN	\$0.00		1	\$0.80	\$0.20	\$0.00	\$1.00
CONTING	\$0.00						
INDIRECT	\$0.00						
TOTAL COST	\$20,236,771.00						

PROJECT NAME RECONSTRUCT EXISTING 2 LANE HIGHWAY TO 4 LANES DIVIDED

GROPUED CSJ

COMMENT(S)

2025-2050 SETRPC MTP								
DISTRICT	MPO	COUNTY	CSJ	LET FY	HWY	PHASE	City	YOE COSTS
Beaumont	SETRPC	Hardin	0200-10-060	3/1/2032	US 69			\$400,000,000.00
LIMITS FROM						REVISION DAT		
0.75 MI S OF FM 1003								
LIMITS TO						FUNDING CAT(S)		12
MITCHELL ROAD						MPO PROJ ID		
PROJECT DESCR								
Construct New Road								

TOTAL PROJECT COST INFORMATION

AUTHORIZED FUNDING BY CATEGORY/SHARE

			CATEGORY	FEDERAL	STATE	LOCAL	TOTAL
PREL ENG	\$0.00	COST OF APPROVED PHASES					
ROW PURC	\$0.00						
CONSTR	\$400,000,000.00		12	\$160,000,000.00	\$40,000,000.00	\$0.00	\$200,000,000.00
CONSTR EN	\$0.00		DA	\$160,000,000.00	\$40,000,000.00	\$0.00	\$200,000,000.00
CONTING	\$0.00						
INDIRECT	\$0.00		\$400,000,000.00				
TOTAL COST	\$400,000,000.00						

PROJECT NAME US 69 Corridor (Kountze to Lumberton)

GROUPED CSJ

COMMENT(S)

2025-2050 SETRPC MTP								
DISTRICT	MPO	COUNTY	CSJ	LET FY	HWY	PHASE	City	YOE COSTS
Beaumont	SETRPC	Jefferson	0200-15-025	1/1/2030	US 69			\$12,656,001.00
LIMITS FROM						REVISION DAT		
Nederland Ave, South								
LIMITS TO						FUNDING CAT(S)		4,1
Jimmy Johnson Blvd.						MPO PROJ ID		
PROJECT DESCR						Freeway Operational Improvements		

TOTAL PROJECT COST INFORMATION

AUTHORIZED FUNDING BY CATEGORY/SHARE

			CATEGORY	FEDERAL	STATE	LOCAL	TOTAL
PREL ENG	\$0.00	COST OF APPROVED PHASES					
ROW PURC	\$0.00						
CONSTR	\$12,656,001.00		4	\$10,124,800.00	\$2,531,200.00	\$0.00	\$12,656,000.00
CONSTR EN	\$0.00		1	\$0.80	\$0.20	\$0.00	\$1.00
CONTING	\$0.00						
INDIRECT	\$0.00						
TOTAL COST	\$12,656,001.00						

PROJECT NAME US 69 (Nederland Ave to Jimmy Johnson) RAMP REVERSAL, BRIDGE WIDE

GROUPED CSJ

COMMENT(S)

2025-2050 SETRPC MTP									
DISTRICT	MPO	COUNTY	CSJ	LET FY	HWY	PHASE	City	YOE COSTS	
Beaumont	SETRPC	Jefferson	0200-15-XXX	1/1/2035	US 69			\$78,298,283.70	
LIMITS FROM	SH 347						REVISION DAT		
LIMITS TO	FM 365						FUNDING CAT(S)	2	
PROJECT DESCR	Widen from 4 lanes to 6 lanes						MPO PROJ ID		

TOTAL PROJECT COST INFORMATION

AUTHORIZED FUNDING BY CATEGORY/SHARE

			CATEGORY	FEDERAL	STATE	LOCAL	TOTAL
PREL ENG	\$0.00						
ROW PURC	\$0.00	COST OF APPROVED PHASES					
CONSTR	\$78,298,283.70		2	\$62,638,626.96	\$12,527,725.39	\$0.00	\$78,298,283.70
CONSTR EN	\$0.00						
CONTING	\$0.00		\$78,298,283.70				
INDIRECT	\$0.00						
TOTAL COST	\$78,298,283.70						

PROJECT NAME Widening of US 69 (North Segment)

GROUPED CSJ

COMMENT(S)

2025-2050 SETRPC MTP									
DISTRICT	MPO	COUNTY	CSJ	LET FY	HWY	PHASE	City	YOE COSTS	
Beaumont	SETRPC	Jefferson	0200-16-XXX	1/1/2029	US 69			\$24,083,098.65	
LIMITS FROM	FM 365						REVISION DAT		
LIMITS TO	SH 73						FUNDING CAT(S)	2	
PROJECT DESCR	Widen from 4 lanes to 6 lanes						MPO PROJ ID		

TOTAL PROJECT COST INFORMATION

AUTHORIZED FUNDING BY CATEGORY/SHARE

			CATEGORY	FEDERAL	STATE	LOCAL	TOTAL
PREL ENG	\$0.00						
ROW PURC	\$0.00						
CONSTR	\$24,083,098.65	COST OF APPROVED PHASES	2	\$19,266,478.92	\$3,853,295.78	\$0.00	\$24,083,098.65
CONSTR EN	\$0.00						
CONTING	\$0.00	\$24,083,098.65					
INDIRECT	\$0.00						
TOTAL COST	\$24,083,098.65						

PROJECT NAME Widening of US 69 (South Segment)

GROUPED CSJ

COMMENT(S)

2025-2050 SETRPC MTP									
DISTRICT	MPO	COUNTY	CSJ	LET FY	HWY	PHASE	City	YOE COSTS	
Beaumont	SETRPC	Hardin	0339-03-XXX	1/1/2037	SH 105			\$17,147,480.68	
LIMITS FROM	FM 770						REVISION DAT		
LIMITS TO	SH 326						FUNDING CAT(S)	2	
PROJECT DESCR	Construct Passing Lanes (Super 2 Standards)						MPO PROJ ID		

TOTAL PROJECT COST INFORMATION

AUTHORIZED FUNDING BY CATEGORY/SHARE

			CATEGORY	FEDERAL	STATE	LOCAL	TOTAL
PREL ENG	\$0.00						
ROW PURC	\$0.00						
CONSTR	\$17,147,480.68	COST OF APPROVED PHASES	2	\$13,717,984.54	\$2,743,596.91	\$0.00	\$17,147,480.68
CONSTR EN	\$0.00						
CONTING	\$0.00	\$17,147,480.68					
INDIRECT	\$0.00						
TOTAL COST	\$17,147,480.68						

PROJECT NAME Construct Passing Lanes (Super 2 Standards) of SH 105

GROUPED CSJ

COMMENT(S)

2025-2050 SETRPC MTP								
DISTRICT	MPO	COUNTY	CSJ	LET FY	HWY	PHASE	City	YOE COSTS
Beaumont	SETRPC	Jefferson	TBD	1/1/2030	9th Avenue			\$14,019,317.00
LIMITS FROM	36th Street					REVISION DAT		
LIMITS TO	Evergreen Drive					FUNDING CAT(S) 2		
PROJECT DESCR	Paving and Drainage Improvements					MPO PROJ ID		

TOTAL PROJECT COST INFORMATION

AUTHORIZED FUNDING BY CATEGORY/SHARE

			CATEGORY	FEDERAL	STATE	LOCAL	TOTAL
PREL ENG	\$0.00	COST OF APPROVED PHASES					
ROW PURC	\$0.00						
CONSTR	\$14,019,317.00		2	\$11,215,453.60	\$0.00	\$2,803,863.40	\$14,019,317.00
CONSTR EN	\$0.00		0	\$0.00	\$0.00	\$0.00	\$0.00
CONTING	\$0.00		0	\$0.00	\$0.00	\$0.00	\$0.00
INDIRECT	\$0.00		0	\$0.00	\$0.00	\$0.00	\$0.00
TOTAL COST	\$14,019,317.00						

PROJECT NAME 9th Avenue Paving and Drainage Improvements

GROPUED CSJ

COMMENT(S)

2025-2050 SETRPC MTP								
DISTRICT	MPO	COUNTY	CSJ	LET FY	HWY	PHASE	City	YOE COSTS
Beaumont	SETRPC	Jefferson	0200-14-060	1/1/2027	US 69			\$91,680,001.00
LIMITS FROM						REVISION DAT		
IH 10, south								
LIMITS TO						FUNDING CAT(S)		12,2,4,1
SH 347								
PROJECT DESCR						MPO PROJ ID		
Widen Road - Add Lanes								

TOTAL PROJECT COST INFORMATION

AUTHORIZED FUNDING BY CATEGORY/SHARE

			CATEGORY	FEDERAL	STATE	LOCAL	TOTAL
PREL ENG	\$3,449,286.00						
ROW PURC	\$0.00	COST OF APPROVED PHASES					
CONSTR	\$91,680,001.00		1	\$0.80	\$0.20	\$0.00	\$1.00
CONSTR EN	\$0.00		12	\$16,000,000.00	\$4,000,000.00	\$0.00	\$20,000,000.00
CONTING	\$0.00		2	\$45,464,000.00	\$11,366,000.00	\$0.00	\$56,830,000.00
INDIRECT	\$0.00		4	\$11,880,000.00	\$2,970,000.00	\$0.00	\$14,850,000.00
TOTAL COST	\$95,129,287.00						

PROJECT NAME US 69 Widening - IH-10 to SH 347

GROUPED CSJ

COMMENT(S)

2025-2050 SETRPC MTP								
DISTRICT	MPO	COUNTY	CSJ	LET FY	HWY	PHASE	City	YOE COSTS
Beaumont	SETRPC	Hardin	0339-04-036	1/1/2027	SH 105			\$84,784,001.00
LIMITS FROM	.10 MILES EAST OF SH 326					REVISION DAT		
LIMITS TO	PINE ISLAND BAYOU					FUNDING CAT(S)		12,2,1
PROJECT DESCR	Widen Road - Add Lanes					MPO PROJ ID		

TOTAL PROJECT COST INFORMATION

AUTHORIZED FUNDING BY CATEGORY/SHARE

			CATEGORY	FEDERAL	STATE	LOCAL	TOTAL
PREL ENG	\$0.00	COST OF APPROVED PHASES					
ROW PURC	\$1405000.00						
CONSTR	\$84,784,001.00		12	\$0.00	\$46,584,000.00	\$0.00	\$46,584,000.00
CONSTR EN	\$0.00		2	\$0.00	\$38,200,000.00	\$0.00	\$38,200,000.00
CONTING	\$0.00		1	\$0.00	\$1.00	\$0.00	\$1.00
INDIRECT	\$0.00						
TOTAL COST	\$86,189,001.00						

PROJECT NAME SH 105 (SH 326 to Pine Is Bayou)-Widen

GROUPED CSJ

COMMENT(S)

2025-2050 SETRPC MTP								
DISTRICT	MPO	COUNTY	CSJ	LET FY	HWY	PHASE	City	YOE COSTS
Beaumont	SETRPC	Jefferson	0920-00-133	1/1/2026	Various			\$11,200,001.00
LIMITS FROM	Districtwide					REVISION DAT		
LIMITS TO	.					FUNDING CAT(S)		12,1
PROJECT DESCR	Safety Improvement Projects					MPO PROJ ID		

TOTAL PROJECT COST INFORMATION

AUTHORIZED FUNDING BY CATEGORY/SHARE

		COST OF APPROVED PHASES	CATEGORY	FEDERAL	STATE	LOCAL	TOTAL
PREL ENG	\$503,034.00						
ROW PURC	\$0.00						
CONSTR	\$11,200,001.00		12	\$8,960,000.00	\$2,240,000.00	\$0.00	\$11,200,000.00
CONSTR EN	\$0.00		1	\$0.80	\$0.20	\$0.00	\$1.00
CONTING	\$0.00	\$11,200,001.00					
INDIRECT	\$0.00						
TOTAL COST	\$11,703,035.00						

PROJECT NAME IH-10 Drainage Improvements

GROUPED CSJ

COMMENT(S)

2025-2050 SETRPC MTP								
DISTRICT	MPO	COUNTY	CSJ	LET FY	HWY	PHASE	City	YOE COSTS
Beaumont	SETRPC	Jefferson	0920-00-149	11/6/2024	Various			\$2,880,000.00
LIMITS FROM	DISTRICT WIDE					REVISION DAT		
LIMITS TO	.					FUNDING CAT(S)		12,10
PROJECT DESCR	Pedestrian, Sidewalks & Curb Ramps					MPO PROJ ID		

TOTAL PROJECT COST INFORMATION

AUTHORIZED FUNDING BY CATEGORY/SHARE

		COST OF APPROVED PHASES	CATEGORY	FEDERAL	STATE	LOCAL	TOTAL
PREL ENG	\$194,970.00						
ROW PURC	\$0.00						
CONSTR	\$1,560,000.00		12	\$1,104,000.00	\$276,000.00	\$0.00	\$1,380,000.00
CONSTR EN	\$0.00	\$2,880,00.00	10	\$1,200,000.00	\$300,000.00	\$0.00	\$1,500,000.00
CONTING	\$0.00						
INDIRECT	\$0.00						
TOTAL COST	\$2,880,000.00						

PROJECT NAME FY 24 DISTRICTWIDE ADA PROJECT

GROUPED CSJ

COMMENT(S)

2025-2050 SETRPC MTP								
DISTRICT	MPO	COUNTY	CSJ	LET FY	HWY	PHASE	City	YOE COSTS
Beaumont	SETRPC	Jefferson	0920-00-150	1/1/2028	Various			\$1,568,432.00
LIMITS FROM	DISTRICT WIDE					REVISION DAT		
LIMITS TO	.					FUNDING CAT(S)		DA
PROJECT DESCR	Traffic Control Devices					MPO PROJ ID		

TOTAL PROJECT COST INFORMATION

AUTHORIZED FUNDING BY CATEGORY/SHARE

			CATEGORY	FEDERAL	STATE	LOCAL	TOTAL
PREL ENG	\$77,305.61	COST OF APPROVED PHASES					
ROW PURC	\$0.00						
CONSTR	\$1,568,432.00		DA	\$1,254,745.60	\$313,686.40	\$0.00	\$1,568,432.00
CONSTR EN	\$0.00						
CONTING	\$0.00		\$1,568,432.00				
INDIRECT	\$0.00						
TOTAL COST	\$1,645,737.61						

PROJECT NAME DISTRICT WIDE-ITS UPGRADE to install 40 CCTV Cameras and 8 DMSs

GROUPED CSJ

COMMENT(S)

2025-2050 SETRPC MTP								
DISTRICT	MPO	COUNTY	CSJ	LET FY	HWY	PHASE	City	YOE COSTS
Beaumont	SETRPC	Jefferson	0920-00-171	5/1/2025	Various			\$1,196,000.00
LIMITS FROM	DISTRICT WIDE					REVISION DAT		
LIMITS TO	.					FUNDING CAT(S)		10
PROJECT DESCR	Transportation Non-Roadway					MPO PROJ ID		

TOTAL PROJECT COST INFORMATION

AUTHORIZED FUNDING BY CATEGORY/SHARE

			CATEGORY	FEDERAL	STATE	LOCAL	TOTAL
PREL ENG	\$0.00	COST OF APPROVED PHASES					
ROW PURC	\$0.00						
CONSTR	\$1,196,000.00		10	\$956,800.00	\$239,200.00	\$0.00	\$1,196,000.00
CONSTR EN	\$0.00						
CONTING	\$0.00		\$1,196,000.00				
INDIRECT	\$0.00						
TOTAL COST	\$1,196,000.00						

PROJECT NAME TRUCK PARKING (FY 25)

GROUPED CSJ

COMMENT(S)

2025-2050 SETRPC MTP								
DISTRICT	MPO	COUNTY	CSJ	LET FY	HWY	PHASE	City	YOE COSTS
Beaumont	SETRPC	Jefferson	0920-00-172	5/1/2026	Various			\$1,297,597.00
LIMITS FROM	DISTRICT WIDE					REVISION DAT		
LIMITS TO	.					FUNDING CAT(S)		10
PROJECT DESCR	Transportation Non-Roadway					MPO PROJ ID		

TOTAL PROJECT COST INFORMATION

AUTHORIZED FUNDING BY CATEGORY/SHARE

			CATEGORY	FEDERAL	STATE	LOCAL	TOTAL
PREL ENG	\$0.00	COST OF APPROVED PHASES					
ROW PURC	\$0.00						
CONSTR	\$1,297,597.00		10	\$1,038,077.60	\$259,519.40	\$0.00	\$1,297,597.00
CONSTR EN	\$0.00						
CONTING	\$0.00		\$1,297,597.00				
INDIRECT	\$0.00						
TOTAL COST	\$1,297,597.00						

PROJECT NAME TRUCK PARKING (FY 26)

GROPUED CSJ

COMMENT(S)

2025-2050 SETRPC MTP								
DISTRICT	MPO	COUNTY	CSJ	LET FY	HWY	PHASE	City	YOE COSTS
Beaumont	SETRPC	Jefferson	0920-00-173	5/1/2027	Various			\$1,247,696.00
LIMITS FROM	DISTRICT WIDE					REVISION DAT		
LIMITS TO	.					FUNDING CAT(S)		10
PROJECT DESCR	Transportation Non-Roadway					MPO PROJ ID		

TOTAL PROJECT COST INFORMATION

AUTHORIZED FUNDING BY CATEGORY/SHARE

			CATEGORY	FEDERAL	STATE	LOCAL	TOTAL
PREL ENG	\$0.00	COST OF APPROVED PHASES					
ROW PURC	\$0.00						
CONSTR	\$1,247,696.00		10	\$998,156.80	\$249,539.20	\$0.00	\$1,247,696.00
CONSTR EN	\$0.00						
CONTING	\$0.00						
INDIRECT	\$0.00						
TOTAL COST	\$1,247,696.00						

PROJECT NAME TRUCK PARKING (FY 27)

GROUPED CSJ

COMMENT(S)

2025-2050 SETRPC MTP								
DISTRICT	MPO	COUNTY	CSJ	LET FY	HWY	PHASE	City	YOE COSTS
Beaumont	SETRPC	Jefferson	0920-38-288	11/15/2024	HOUSTON			\$2,008,383.00
LIMITS FROM	CORNER OF HOUSTON AVE AND					REVISION DAT		
LIMITS TO	4TH STREET					FUNDING CAT(S)		3
PROJECT DESCR	Intersection & Operational Imprv					MPO PROJ ID		

TOTAL PROJECT COST INFORMATION

AUTHORIZED FUNDING BY CATEGORY/SHARE

		COST OF APPROVED PHASES	CATEGORY	FEDERAL	STATE	LOCAL	TOTAL
PREL ENG	\$0.00						
ROW PURC	\$0.00						
CONSTR	\$2,008,383.00		3	\$0.00	\$1,931,137.50	\$0.00	\$1,931,137.50
CONSTR EN	\$0.00		3	\$0.00	\$0.00	\$77,245.50	\$77,245.50
CONTING	\$0.00	\$2,008,383.00					
INDIRECT	\$0.00						
TOTAL COST	\$2,008,383.00						

PROJECT NAME PORT OF PORT ARTHUR TRUCK QUEUING AREA AND LAYDOWN YARD

GROPUED CSJ

COMMENT(S)

2025-2050 SETRPC MTP								
DISTRICT	MPO	COUNTY	CSJ	LET FY	HWY	PHASE	City	YOE COSTS
Beaumont	SETRPC	Jefferson	0920-38-291	11/16/2024	AUSTIN			\$1,515,653.50
LIMITS FROM		CORNER OF REV. DR. RANSOM HOWARD DRIVE				REVISION DAT		
LIMITS TO		AND AUSTIN AVENUE				FUNDING CAT(S)		3
PROJECT DESCR		Intersection & Operational Imprv				MPO PROJ ID		

TOTAL PROJECT COST INFORMATION

AUTHORIZED FUNDING BY CATEGORY/SHARE

		COST OF APPROVED PHASES	CATEGORY	FEDERAL	STATE	LOCAL	TOTAL
PREL ENG	\$0.00						
ROW PURC	\$0.00						
CONSTR	\$1,515,653.50		3	\$0.00	\$1,515,652.50	\$0.00	\$1,515,652.50
CONSTR EN	\$0.00		3	\$0.00	\$0.00	\$1.00	\$1.00
CONTING	\$0.00	\$1,515,653.50					
INDIRECT	\$0.00						
TOTAL COST	\$1,515,653.50						

PROJECT NAME PORT OF PORT ARTHUR-CONSTRUCT A QUEUING AREA AT THE CORN

GROUPED CSJ

COMMENT(S)



DATE: MAY 23, 2024

TO: TRANSPORTATION PLANNING COMMITTEE (TPC)

FROM: BOB DICKINSON, DIRECTOR
TRANSPORTATION & ENVIRONMENTAL RESOURCES

SUBJECT: REVIEW AND APPROVAL OF RESOLUTION AUTHORIZING THE APPROVAL
OF THE JJOHRTS FY 2025-2028 TRANSPORTATION IMPROVEMENT
PROGRAM (TIP) FOR THE SOUTH EAST TEXAS REGIONAL PLANNING
COMMISSION METROPOLITAN PLANNING ORGANIZATION (MPO)

Enclosed for your review and approval is the "DRAFT" resolution authorizing the approval for the "DRAFT" JJOHRTS FY 2025-2028 Transportation Improvement Program.

If any questions arise, please feel free to contact me at (409) 899-8444, ext. 7520.

President – Wayne McDaniel, Hardin County | 1st VP – Johnny Trahan, Orange County | 2nd VP – Mark Allen, Jasper County
3rd VP – Glenn Johnson, Port Neches | 4th VP – Kimberly Cline, Lumberton | 5th VP – Amanda Gates, Kirbyville
Treasurer – Cathy Nagel, Pine Forest | Secretary – Vernon Pierce, Jefferson County

Executive Director – Shanna Burke
2210 Eastex Freeway Beaumont, Texas 77703-4929
(409) 899-8444 | (409) 347-0138 fax
setrpc@setrpc.org | <https://www.setrpc.org>

Resolution

NO. 2024-3

AUTHORIZING THE APPROVAL OF THE JJOHRTS FY 2025-2028 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) FOR THE SOUTH EAST TEXAS REGIONAL PLANNING COMMISSION METROPOLITAN PLANNING ORGANIZATION (MPO)

WHEREAS, the JOHRTS FY 2023-2026 TIP was adopted by the Transportation Planning Committee on June 9, 2022; and

WHEREAS, the JJOHRTS TIP must be updated every two years; and

WHEREAS, the JJOHRTS FY 2025-2028 TIP for the SETRPC-MPO was adopted by the Transportation Planning Committee on May 23, 2024; and

WHEREAS, the JJOHRTS FY 2025-2028 TIP was developed in compliance with the SETRPC-MPO Public Participation Plan; and

WHEREAS, the JJOHRTS FY 2025-2028 TIP has been developed utilizing the following criteria:

- i. Uses the latest planning assumptions, and
- ii. Meets all consultative requirements, and
- iii. Meets fiscal constraint requirement in the development of the JJOHRTS FY 2025-2028 Transportation Improvement Program

NOW, THEREFORE, BE IT RESOLVED BY THE TRANSPORTATION PLANNING COMMITTEE FOR THE SOUTH EAST TEXAS REGIONAL PLANNING COMMISSION-METROPOLITAN PLANNING ORGANIZATION, THAT THE JJOHRTS FY 2025-2028 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) BE ADOPTED AS IDENTIFIED IN THE MAY 23, 2024, TPC MEETING PACKET.

PASSED AND APPROVED this 23rd day of May 2024, at a regularly scheduled meeting of the Transportation Planning Committee.

APPROVED:

APPROVED:

Martin Gonzalez, P.E., Secretary
JOHRTS Transportation Planning Committee
TxDOT-Beaumont District Engineer

LW Cooper, Vice-Chairman
JOHRTS Transportation Planning Committee
Commissioner, Hardin County

JJOHRTS FY 2025-2028 Transportation Improvement Program

Effective from September 1, 2024 to August 31, 2028

South East Texas Regional Planning Commission
Metropolitan Planning Organization (SETRPC-MPO)

*for the Jasper-Jefferson-Orange-Hardin Regional
Transportation Study (JJOHRTS) Area*

DRAFT

30-Day Public Comment Period: April 4, 2024 through May 3, 2024

Adopted by the Transportation Planning Committee on **MONTH DAY, YEAR**

Prepared by WSP

This document was prepared in cooperation with the U.S. Department of Transportation, Federal Highway Administration, Federal Transit Administration, and the Texas Department of Transportation



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Chapter 1: Planning Process

1.0 Introduction

The South East Texas Regional Planning Commission (SETRPC) MPO serves as the Metropolitan Planning Organization (MPO) for southeast Texas, encompassing a three-county area consisting of Jefferson, Orange, and Hardin counties. Jasper County lies just north of this region. Over the past few years, SETRPC MPO has been collaborating with TxDOT's Transportation Planning and Programming Division (TPP) to extend its jurisdiction to incorporate Jasper County. To facilitate this incorporation process, updates have been made to the Jasper-Jefferson-Orange-Hardin Regional Transportation Study (JJOHRTS) 2050 Travel Demand Model. Additionally, the new JJOHRTS MTP-2050 and the JJOHRTS 2025-2028 TIP are also developed to encompass this additional area. Currently, SETRPC MPO is working with TxDOT TPP to address the administrative requirements necessary for the resignation of the SETRPC MPO to include Jasper County (Figure 1).

The SETRPC-MPO provides a decision-making forum for southeast Texas and is responsible for conducting a continuing, comprehensive, and cooperative transportation planning process. The main purpose of the SETRPC-MPO is to develop and maintain all transportation plans for the Jasper-Jefferson-Orange-Hardin Regional Transportation Study (JJOHRTS) area. The SETRPC-MPO's short-range transportation plan is the Transportation Improvement Program (TIP), which presents the various highway and transit projects that are expected to be let for construction or implementation within the four-year time frame covered. All regional transportation projects and programs are required to be identified and prioritized in the TIP in order to be eligible for Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) funds.

1.1 TIP Structure

The JJOHRTS Fiscal Year (FY) 2025-2028 TIP is the short-range implementation portion of the JJOHRTS Metropolitan Transportation Plan (MTP) 2045. Developed through coordinated federal, state, and local efforts, the MTP incorporates all regional transportation projects and programs that are expected to be completed within the plan's horizon of 20-25 years.

The JJOHRTS FY 2025-2028 TIP developments and updates must be reviewed and adopted by the JJOHRTS Transportation Planning Committee (TPC), the MPO's policy committee that ensures that all transportation plans and programs are consistent with the adopted goals and objectives for the JJOHRTS area. As with all regional plan updates, the SETRPC conducts robust and inclusive public

involvement to provide stakeholders and the general public with the opportunity to participate in all decision-making.

The TIP contains the **Project Listings** section that includes those projects funded within the four-year period covered by the TIP and is divided into the following components:

- ➔ Federally Funded Highway Projects
- ➔ Grouped Projects
- ➔ Federally Funded Transit Projects
- ➔ State Funded Highway Projects (No projects listed in the JJOHRTS FY 2025-2028 TIP)
- ➔ Locally Funded Regionally Significant Projects (No projects listed in the JJOHRTS FY 2025-2028 TIP)

Other projects involving specific project development phases except for construction are contained within the following project lists:

- ➔ Right-of-Way Projects (No projects listed in the JJOHRTS FY 2025-2028 TIP)
- ➔ Feasibility Studies (No projects listed in the JJOHRTS FY 2025-2028 TIP)

1.2 JJOHRTS Area Description

The JJOHRTS area consists of the four-county region of southeast Texas – Jasper, Jefferson, Orange, and Hardin Counties. The JJOHRTS metropolitan planning area is shown in Figure 1-1. Due to the predominance of the petrochemical industry and their significance as major manufacturing and industrial centers, the larger cities of Beaumont, Port Arthur, and Orange are often referred to as the “Golden Triangle.” The JJOHRTS area contains the Beaumont and Port Arthur urbanized areas, and is characterized by agricultural, industrial, and low-density residential and commercial land uses.

The population for the full JJOHRTS area was 429,311 persons in 2022 according to the U.S. Census Bureau 2022 American Community Survey 5-Year Estimates. The region has experienced stagnant population growth from 2018 through 2022. Over this five-year period, populations of all counties grew by less than 1%. Population growth in southeast Texas has paralleled the growth and decline of the petrochemical industry. Until the early 1980s, the region’s population grew rapidly. Jefferson County’s population grew rapidly until 1960, and Orange County until 1980. In the 1980s, Jefferson, Orange, and Hardin Counties experienced a decline in population and employment growth due to a downturn in the petrochemical industry. Since then, the population has remained stable except in Hardin County, which is continuing to grow.

Figure 1-1: SETRPC Metropolitan Planning Area



Current Three-County Region



Proposed Four-County Region

1.3 Federal and State Requirements

1.3.1 Bipartisan Infrastructure Law (BIL)

On November 15, 2021, President Joe Biden signed into law the Infrastructure Investment and Jobs Act (IIJA), referred to as the Bipartisan Infrastructure Law (BIL). The BIL provides \$550 billion over fiscal years 2022 through 2026 in new federal investment in infrastructure, including for roads, bridges, mass transit, water infrastructure, resilience, and broadband.

For highway programs specifically, the BIL provides \$350.8 billion over fiscal years 2022 through 2026. The BIL includes more than a dozen new highway programs, including:

- ➔ Formula: resilience, carbon reduction, bridges, and electric vehicle (EV) charging infrastructure.
- ➔ Discretionary: bridges, EV charging infrastructure, rural projects, resilience, wildlife crossings, and reconnecting communities.

Overall, the BIL focuses on safety, bridges, climate change, resilience, and project delivery.

The information in this section is provided to acknowledge the existence of the BIL and to note its implications for transportation planning. The emergence of the BIL does not represent an abandonment of the programs and planning requirements established under the *Fixing America's Surface Transportation (FAST) Act*, the *Safe, Accountable, Flexible and Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU)* and *Moving Ahead for Progress in 21st Century (MAP-21)*, the previous federal transportation bills. In fact, many of the same programs and metropolitan planning requirements are continued under the BIL.

1.3.2 Fixing America's Surface Transportation (FAST) Act

The previous surface transportation funding bill, the *Fixing America's Surface Transportation (FAST) Act*, was signed into law by President Obama on December 4, 2015.

All transportation projects and programs must address the FAST Act planning factors in order to provide a safe, energy-efficient, and environmentally sound movement of persons and goods on the regional transportation system. These planning factors call for transportation planning to:

- 1) Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency;
- 2) Increase the safety of the transportation system for motorized and nonmotorized users;
- 3) Increase the security of the transportation system for motorized and nonmotorized users;
- 4) Increase the accessibility and mobility of people and for freight;

- 5) Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and state and local planned growth and economic development patterns
- 6) Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
- 7) Promote efficient system management and operation;
- 8) Emphasize the preservation of the existing transportation system;
- 9) Improve the resiliency and reliability of the transportation system;
- 10) Reduce or mitigate stormwater impacts of surface transportation; and
- 11) Enhance travel and tourism.

The FAST Act introduced supplemental actions for all MPOs to remain in compliance with federal requirements. The SETRPC-MPO has taken the following actions to remain in compliance:

- 1) The Public Participation Plan (PPP) was updated to include a) public ports; b) private providers of transportation (including intercity bus operators, employer-based commuting programs, such as carpool program, vanpool program, transit benefits program, parking cash-out program, shuttle program, or telework program). (Ref: 23 CFR 450.316(a))
- 2) The MTP-2045 demonstrated consultation with agencies involved in a) tourism; b) natural disaster risk reduction. (Ref: 23 CFR 450.316(b))
- 3) The SETRPC-MPO, TxDOT, and the providers of public transportation (BMT, PAT, and SETT) jointly agreed upon and developed specific written provisions for cooperatively developing and sharing information related to: a) transportation performance data; b) the selection of performance targets; c) the reporting of performance targets; d) the reporting of performance to be used in tracking progress toward attainment of critical outcomes for the region of the MPO & the collection of data for the State asset management plan for the NHS. (Ref: 23 CFR 450.314(h))
- 4) The MTP-2045 incorporated two new planning factors within the metropolitan transportation planning process: a) Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation; b) Enhance travel and tourism. (Ref: 23 CFR 450.206(a) (9&10) and 306(b) (9&10))
- 5) The MTP-2045 included an assessment of capital investment and other strategies to preserve the existing and future transportation system and reduce the vulnerability of the existing transportation infrastructure to natural disasters. (Ref: 23 CFR 450.324(f)(7)).

- 6) The MTP-2045 included a description of the (Federally required) performance measures and performance targets used in assessing the performance of the transportation system. (Ref: 23 CFR 450.324(f)(3))
- 7) The MTP-2045 included a system evaluation report evaluating the condition and performance of the transportation system with respect to the (Federally required) performance targets including progress achieved by the MPO toward the performance targets. (Ref: 23 CFR 450.324(f)(4))
- 8) The TIP includes (to the maximum extent practicable) a description of the anticipated effect of the TIP toward achieving the performance targets identified by the State in the long-range statewide transportation plan and by MPO in the MTP. (Ref: 23 CFR 450.218(q) and 326(d))
- 9) The TIP includes a linkage from the investment priorities in the TIP to achievement of performance targets in the plans. (Ref: 23 CFR 450.218(q) and 326(d)) The SETRPC-MPO continues to address these requirements through coordination, consultation, and implementation between the SETRPC-MPO and different agencies and stakeholder groups. By adhering to these requirements, the SETRPC-MPO continues to develop a safe, efficient, and resilient transportation network for all users.

1.3.3 Performance Management

In 2012, MAP-21 directed the United States Department of Transportation (USDOT) to establish a set of performance measures to increase the accountability and transparency of the federal highway and transit programs and improve project decision making through performance-based planning and programming by a rulemaking process. After national performance measures are established through a rulemaking, the state departments of transportation (DOTs) and transit providers must:

- ➔ Establish performance targets that reflect the national measures,
- ➔ Report on progress towards achieving those targets,
- ➔ Develop performance-based plans for safety and asset management, and
- ➔ Implement a performance-based approach to planning and programming.

Transportation performance management is a strategic approach that uses system data to make investment and policy decisions to achieve national performance goals. Monitoring progress towards achieving these national performance goals is accomplished by establishing performance targets for key performance measures. Using a performance-based approach, decision makers can apply key information and data to understand the consequences of investment decisions across transportation modes.

As part of performance management, recipients of federal aid highway funds will make transportation investments to achieve performance targets that make progress toward the following national goals shown in Table 1-1.

Table 1-1: National Performance Management Goals

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

In a series of rulemakings, FHWA and FTA are establishing national performance measures in areas such as safety, infrastructure condition, system performance, and transit asset management. The *Final Rule on Statewide and Nonmetropolitan Transportation Planning and Metropolitan Transportation Planning* (May 27, 2016) established the requirement that states, MPOs, and transit providers use performance measures to document expectations for future performance. Each state/transit provider will have one year after the final rulemaking for each set of performance measures to establish performance targets. MPOs are required to establish performance targets within 180 days after the state of transit provider has established performance targets.

The U.S. Department of Transportation (USDOT) has published the following rulemakings which establish national performance measures for which state DOTs, transit providers, and MPOs must establish performance targets:

- ➔ Safety Performance Management Final Rule
- ➔ Infrastructure Condition Performance Management Final Rule
- ➔ System Performance Final Rule
- ➔ Transit Asset Management (TAM) Final Rule

The SETRPC-MPO will maintain awareness of the performance management process at both the federal and state level and will continue to implement performance targets at the MPO level as appropriate. The integration of performance management into the TIP is documented in **Chapter 7: Integration of Performance Measures**. If the process of implementing performance targets requires additions or changes to the MTP and TIP, the documents will be amended in the future.

1.3.4 TIP Financial Summary

Transportation legislation mandates fiscal responsibility in the preparation of all transportation plans and programs. In particular, the TIP is required to include a financial summary that outlines the source and amount of expected funds for all submitted projects. FHWA and FTA funding requirements also mandate that all highway and transit projects receiving federal, state, or locally significant funding be identified and prioritized in the TIP. A project may not be included in the TIP if full funding cannot be reasonably anticipated before the project is let for construction or implementation. The financial summary for this JJOHRTS FY 2025-2028 TIP is shown in **Chapter 4: Financial Summary** section of the document.

1.3.5 Public Involvement

Citizen involvement remains an important component of the transportation planning process in the JJOHRTS area. The SETRPC-MPO develops and maintains the Public Participation Plan (PPP), which provides the public an opportunity to contribute ideas and voice opinions on the preparation of all transportation plans and programs. As part of developing and/or revising the TIP, the SETRPC-MPO is required by federal regulations to provide the public with opportunities to be involved in the planning process. The following activities are outlined in the PPP for TIP public involvement:

For New TIP Developments:

- ➔ The new TIP requires a thirty-day public review and comment period.
- ➔ A formal public meeting is required in each county during the preparation of a new TIP.

For TIP Amendments or Updates:

- ➔ All TIP amendments and updates require a thirty-day public review and comment period.
- ➔ Formal public meetings are required when projects are added to or deleted from the TIP.

1.3.6 Title VI

The JJOHRTS PPP includes Title VI/Environmental Justice (EJ) principles on providing opportunities for potentially disadvantaged persons to participate in the planning process. In addition, the PPP supports Executive Order #13166 (Improving Access to Services for Persons with Limited English Proficiency). The SETRPC-MPO maintains a Title VI/Environmental Justice Program and a Limited English Proficiency Plan for the JJOHRTS region. The JJOHRTS PPP, Title VI/Environmental Justice Program, and Limited English Proficiency Plan ensure opportunities to increase communication and dialogue between decision-makers and the public.

1.3.7 Americans with Disabilities Act

The SETRPC-MPO promotes projects and programs that provide quality transportation services to disabled persons in southeast Texas (for example, paratransit services and pedestrian improvements). Although funding is not likely to increase between 2021 and 2024, South East Texas Transit (SETT), the area's rural transportation system, will strive to accommodate the increase in demand for its services that may occur.

Beaumont Municipal Transit (BMT) and Port Arthur Transit (PAT) will continue to enhance their paratransit services. Both BMT and PAT will consider replacing or purchasing paratransit vehicles upon receiving additional transit funds from the FTA, in accordance with their respective Transit Asset Management Plans.

1.3.8 Air Quality Standards

In southeast Texas, the petrochemical facilities, power plants, automobiles, and vegetation produce volatile organic compound (VOC) and nitrogen oxide (NOx) emissions that contribute to the formation of ozone, a harmful gas that degrades the quality of the air and damages the atmosphere. The 1990 Federal Clean Air Act amendments authorized the EPA to designate areas failing to meet the National Ambient Air Quality Standard (NAAQS) for ozone as nonattainment for the standard. The SETRPC-MPO promotes the development of transportation projects and programs that reduce VOC and NOx emissions and decrease the formation of ozone.

1.3.8.1 Attainment Status

The Beaumont-Port Arthur ozone maintenance area (Hardin, Jefferson, and Orange Counties) was re-designated from nonattainment to attainment-maintenance for the 1998 eight-hour ozone National Ambient Air Quality Standard (NAAQS), effective November 19, 2010. The area was initially designated attainment/unclassifiable for the subsequent 2008 and 2015 eight-hour ozone NAAQS and remains in attainment for both standards. When the 1997 eight-hour ozone NAAQS was revoked by the EPA, transportation conformity requirements for that standard were also revoked (effective April 6, 2015). Due to its designation as attainment/unclassifiable for the 2008 and 2016 eight-hour ozone NAAQS, the Beaumont-Port Arthur area has not been subject to transportation conformity requirements since 2015.

On February 16, 2018, the United States Court of Appeals for the District of Columbia Circuit issued an opinion in the case *South Coast Air Quality Management District v. EPA*, 882 F.3d 1138 (South

Coast II). The case was a challenge to EPA's 2008 eight-hour ozone NAAQS state implementation plan (SIP) requirements rule (80 FR 12264), which revoked the 1997 eight-hour ozone NAAQS as part of implementing the more stringent 2008 eight-hour ozone NAAQS. The court's decision vacated parts of the EPA's 2008 eight-hour ozone NAAQS SIP requirements rule, including waiving requirements for transportation conformity for maintenance areas under the revoked 1997 eight-hour ozone NAAQS. In response to the South Coast II decision, the EPA published Transportation Conformity Guidance for the South Coast II Court Decision on November 29, 2018. The guidance document was published to assist affected areas as they reestablished compliance with transportation conformity requirements under the revoked 1997 eight-hour ozone. NAAQS. Based on the November 2018 guidance, affected areas may demonstrate conformity if the following requirements are met:

- ➔ Use of latest planning assumptions;
- ➔ Interagency consultation;
- ➔ Fiscal constraint for the MTP and TIP; and
- ➔ Timely implementation of transportation control measures (TCM), if applicable.

Based on these regulations and court rulings, the JJOHRTS area is classified as in conformity for all air quality standards. The conformity determination from the United States Department of Transportation (USDOT) is shown in Figure 1-2.

Figure 1-2: TxDOT Conformity Determination



FEDERAL TRANSIT ADMINISTRATION
819 TAYLOR STREET, ROOM 14A02
FORT WORTH, TEXAS 76102-9903

FEDERAL HIGHWAY ADMINISTRATION
300 E. 8TH STREET, ROOM 826
AUSTIN, TEXAS 78701-3225

November 20, 2023

Refer to: HDA-TX

South East Texas Regional Planning Commission
Metropolitan Planning Organization (SETRPC-MPO)
for the Jefferson-Orange-Hardin Regional Transportation Study (JJOHRTS) Area
Transportation Conformity Determination
2045 Metropolitan Transportation Plan (2045 MTP) and
FY 2023-2026 Transportation Improvement Program (FY 2023-2026 TIP)

Mr. Marc D. Williams
Executive Director
Texas Department of Transportation
125 E. 11th Street
Austin, TX 78701-2483

Dear Mr. Williams:

We have reviewed the documentation supporting the transportation conformity determination for the 2045 Metropolitan Transportation Plan (2045 MTP) and the FY 2023-2026 Transportation Improvement Program (FY 2023-2026 TIP) adopted by the South East Texas Regional Planning Commission Metropolitan Planning Organization's (SETRPC-MPO) Transportation Planning Committee (TPC) on August 30, 2023. Based upon our review and consultation with the U.S. Environmental Protection Agency (EPA), the Texas Commission on Environmental Quality (TCEQ), and the Texas Department of Transportation (TxDOT), we hereby find:

- that the 2045 MTP and FY 2023-2026 TIP meet all the requirements for making a joint conformity determination under the Clean Air Act Amendments of 1990.

Additionally, we find:

- that the 2045 MTP satisfactorily complies with the requirements of 23 CFR §450.324 regarding the review and update of metropolitan transportation plans; and
- that the FY 2023-2026 TIP satisfactorily complies with the requirements of 23 CFR §450.326 regarding the update, public involvement, project inclusion, consistency with the plan, and fiscal constraint of TIPs.

The interagency consultative partners have indicated that they have no unresolved issues concerning this conformity determination in their letters dated: November 16, 2023, for TCEQ, November 16, 2023, for TxDOT, and November 17, 2023, for EPA. The conformity determination and procedures used to make this determination are in accordance with the provisions of the transportation conformity rule (40 CFR Parts 51 and 93), dated August 15, 1997, as amended.

This action restarts the time clock associated with the requirement to determine conformity no less frequently than every four years. Please note that this action does not restart the time clock associated with a five-year MTP update. Accordingly, an updated MTP and corresponding conformity determination is required by November 21, 2024.

The Federal Highway Administration (FHWA) acts as executive agent for the Federal Transit Administration (FTA) on metropolitan transportation plan and transportation improvement program air quality conformity determinations. Accordingly, this letter will serve as a joint FHWA/FTA conformity determination.

Should you have any questions concerning this action, please contact Jose Campos at Jose.Campos@dot.gov or (512) 536-5932, Barbara Maley at Barbara.Maley@dot.gov or (972) 561-8025 or Krystal Lastrape at Krystal.Lastrape@dot.gov or (512) 536-5936.

Sincerely yours,

Carl W. Highsmith

Acting Deputy Division Administrator

for

Edward Ofori

Acting Division Administrator

Electronic copies:

Federal Transit Administration, Region 6 (FTA-6)

David Bartels Kwasi Bosompem

Federal Highway Administration, Texas Division (FHWA-TX)

HDA

Al Alonzi Edward Ofori

PPD

Michael Leary Jose Campos

Barbara Maley Krystal Lastrape

OPS

Valeria Arocho (BMT)

Justin Ham (Major Projects)

United States Environmental Protection Agency, Region 6 (EPA)

Melanie Magee Jeff Riley

Texas Commission on Environmental Quality (TCEQ)

Donna Huff Jamie Zech

Texas Department of Transportation (TxDOT)

Transportation Planning and Programming Division (TPP)

Humberto 'Tito' Gonzalez, Jr.

Mildred Litchfield

Janic Temple Laura Norton

Casey Wells Phillip Tindall

Raymond Sanchez Mansour Shiraz

Environmental Affairs Division (ENV)

Doug Booher

Tim Wood Glendora Lopez

Public Transportation Division (PTN)

Eric Gleason Michael Dietz

Mark Sprick

Beaumont District (BMT)

Martin Gonzalez Nancy Peron

Beaumont Municipal Transit (BMT)

Claudia San Miguel

Port Arthur Transit (PAT)

Ivan Mitchell

South East Texas Transit (SETT)

D'Juana Fowler

South East Texas Regional Planning Commission

Metropolitan Planning Organization (SETPRC-MPO)

Commissioner Johnny Trahan Orange County; SETRPC-MPO Chairman

Bob Dickinson, Director, Transportation and Environmental Resources

1.4 TIP Project Selection Process

1.4.1 Project Sources

The project selection process for the TIP is considered a subset of the JJOHRTS Project Selection Process, which is a coordinated effort between the SETRPC-MPO and regional entities to identify and prioritize projects during each four-year MTP cycle. Projects included in the TIP are selected from the following sources:

- From last two fiscal years' projects of the previous TIP
- Projects that have not let for construction can also be advanced from earlier fiscal years of the previous TIP
- Projects from the financially constrained component of the MTP
- From the Texas Department of Transportation's (TxDOT) ten-year Unified Transportation Program (UTP), including environmental and feasibility studies
- Additional projects from local governments, transit agencies, and other member agencies

1.4.2 Selection Criteria

All selected projects must satisfy the following criteria:

- Be consistent with the JJOHRTS area long-range goals as defined in the current MTP
- Demonstrate support in achieving performance targets
- Have a committed match-funding source and cost estimate by the project sponsor
- Federal and state-funded projects must be located on a TxDOT / FHWA approved functional classification system

1.4.3 Submittal Content

Projects that are selected during a TIP update or through quarterly revisions need to include the following information:

- MPO Project ID (identification) number
- Control-Section-Job (CSJ) number
- Project name / location and limits
- Brief description of project
- Funding category and number
- Project costs (includes federal, state, and local contribution funds) [Also list federal and state funds that are apportioned by different funding sources]
- Let and Revision dates
- Project phase (if available)

1.4.4 Amendments

TIP revisions are typically conducted on a quarterly basis. Examples of changes that require a TIP revision include:

- Adding federally funded projects
- Adding regionally significant state funded projects
- Changing the estimated cost of a project that results in a 50% increase in cost and a cost that exceeds \$1.5 million
- Changes to project limits or scope of work for federally funded projects
- Changing the funding sources for a project from non-federal to federal funds

Examples of changes that do not require a TIP revision include:

- Changes to project identification numbers (such as Control-Section-Job (CSJ) numbers)
- Updating the project's let date
- Change in the estimated cost of a project that does one, but not both, of the following: a) exceeds 50% and b) results in a cost exceeding \$1.5 million
- Splitting or combining projects without modification to original project design concept and scope
- Modifying the project cost estimate without altering the limits or scope
- Moving a project from one federal funding category to another
- Moving a project from one state funding category to another
- Changing a project's funding source from federal to state funding
- Changes to projects within the "grouped" category

1.5 Project Listing Information

This section explains the attributes for the information provided in the project listing.

1.5.1 Control-Section-Job Number

A project identification number assigned by TxDOT for projects included in the UTP or their Project Development Program.

1.5.2 MPO ID Number

The MPO's assigned project identification number for the database tracking of all transportation projects listed in the JJOHRTS MTP and TIP. The following information provides a description of the Project ID numbers (with the first five digits as a constant identifier for project tracking, while the last four digits may be modified during the PSP).

Columns 1 & 2 (94026-F15E) list the last two digits of the year a project was first submitted into the MTP Project Selection Process.

Columns 3, 4, & 5 (94026-F15E) represent a sequential number assigned during the submittal year (number assigned to the project from the MPO's key list).

Column 6 (94026-F15E) identifies the primary funding source of the project: Federal [F], State [S], Local [L], and Transit [T].

Columns 7 and 8 (94026-F15E) identify the network year for the projected completion of the project.

Column 9 (94026-F15E) signifies whether the project is exempt [E], non-exempt [N], or in the planning stage [P].

Exceptions in MPO ID Number annotation:

Feasibility Study – A feasibility study may be conducted prior to identifying a specific project; these work efforts are coded as 'FEA' in Columns 6, 7, and 8. There is no network year assigned to a feasibility study.

Environmental Study – An environmental study is a project that is undergoing preliminary engineering and environmental analysis consistent with early project development; these work efforts are coded as 'NEA' in Columns 6, 7, and 8. There is no network year assigned to an environmental study.

Right-of-Way – The right-of-way project development phase involves the acquisition of land to accommodate a proposed improvement. This phase follows environmental study and precedes construction. This work effort is coded as 'ROW' in Columns 6, 7, and 8. There is no network year assigned to this project type.

Exempt Projects - Exempt projects are not typically modeled and are coded as 'XX' in Columns 7 and 8 as there is no network assignment. Some exempt projects, such as adding a continuous left turn lane, can be coded in the travel demand model; therefore, this type of project may have a network year assigned. Exempt projects must meet the criteria listed in Chapter 7.

Projects beyond MTP plan year – These projects consist of two types. One type are those projects for which funding is identified to be available during the MTP plan period but that will not be operational within the plan period. The second type are projects included in the Unconstrained Component list of the MTP.

- 1) Projects with identified funding that are not expected to be operational during the MTP plan period do not have a network year assignment. Columns 7 and 8 are marked as 'NN'.
- 2) Projects in the Unconstrained Component have 'UNC' entered in Columns 6, 7, and 8.

1.5.3 Funding Category

Refer to Chapter 5 for a description of the funding categories used to classify federal and state funding of transportation projects and programs.

1.5.4 Revision Date

The Revision Date marks when a project or program is adopted into the state's short-range implementation plan.

1.5.5 Phase

Describes the current development phase(s) of a transportation project or program: Preliminary Engineering [E], Right of Way Acquisition [R], Construction [C], and Transfer [T].

1.6 Project Listings

The following chapters include project listings for FY 2025-2028 as indicated below:

- Chapter 1: Planning Process
- Chapter 2: Federally Funded Highway Projects
- Chapter 3: Grouped Projects
- Chapter 4: Federally Funded Transit Projects
- Chapter 5: Financial Summary
- Chapter 6: Funding Categories
- Chapter 7: Environmental Studies
- Chapter 8: Feasibility Studies
- Chapter 9: Exempt Project Criteria
- Chapter 10: Integration of Performance Measures
- Chapter 11: Public Involvement Documentation
- Chapter 12: Resolution
- Chapter 13: MPO Self-Certification
- Chapter 14: Revisions



Chapter 2: Federally Funded Highway Projects

**JJOHRTS FY 2025-2028 TRANSPORTATION IMPROVEMENT PROGRAM
BEAUMONT DISTRICT
SETRPC METROPOLITAN PLANNING ORGANIZATION
FEDERALLY FUNDED HIGHWAY PROJECTS**

DISTRICT	MPO	COUNTY	CSJ	LET FY	HWY	PHASE	City	YOE COSTS
Beaumont	SETRPC	Jefferson	0920-00-149	11/6/2024	Various			\$2,880,000.00
LIMITS FROM							REVISION DAT	
LIMITS TO							FUNDING CAT(S) 12,10	
PROJECT							MPO PROJ ID	
DESCR								
Pedestrian, Sidewalks & Curb Ramps								

TOTAL PROJECT COST INFORMATION				AUTHORIZED FUNDING BY CATEGORY/SHARE				
				CATEGORY	FEDERAL	STATE	LOCAL	TOTAL
PREL ENG	\$194,970.00	COST OF APPROVED PHASES						
ROW PURC	\$0.00							
CONSTR	\$1,560,000.00		12	\$1,104,000.00	\$276,000.00	\$0.00	\$1,380,000.00	
CONSTR EN	\$0.00		10	\$1,200,000.00	\$300,000.00	\$0.00	\$1,500,000.00	
CONTING	\$0.00							
INDIRECT	\$0.00							
TOTAL COST	\$1,754,970.00							

PROJECT NAME FY 24 DISTRICTWIDE ADA PROJECT

GROUPED CSJ

COMMENT(S)

**JJOHRTS FY 2025-2028 TRANSPORTATION IMPROVEMENT PROGRAM
 BEAUMONT DISTRICT
 SETRPC METROPOLITAN PLANNING ORGANIZATION
 FEDERALLY FUNDED HIGHWAY PROJECTS**

DISTRICT	MPO	COUNTY	CSJ	LET FY	HWY	PHASE	City	YOE COSTS
Beaumont	SETRPC	Jefferson	0920-38-288	11/15/2024	HOUSTON			\$2,008,383.00
LIMITS FROM	CORNER OF HOUSTON AVE AND						REVISION DAT	FUNDING CAT(S) 3
LIMITS TO	4TH STREET							
PROJECT DESCR	Intersection & Operational Imprv						MPO PROJ ID	

TOTAL PROJECT COST INFORMATION				AUTHORIZED FUNDING BY CATEGORY/SHARE				
				CATEGORY	FEDERAL	STATE	LOCAL	TOTAL
PREL ENG	\$0.00							
ROW PURC	\$0.00							
CONSTR	\$2,008,383.00	COST OF APPROVED PHASES		3	\$0.00	\$1,931,137.50	\$0.00	\$1,931,137.50
CONSTR EN	\$0.00			3	\$0.00	\$0.00	\$77,245.50	\$77,245.50
CONTING	\$0.00		\$2,008,383.00					
INDIRECT	\$0.00							
TOTAL COST	\$2,008,383.00							

PROJECT NAME PORT OF PORT ARTHUR TRUCK QUEUING AREA AND LAYDOWN YARD I

GROUPED CSJ

COMMENT(S)

**JJOHRTS FY 2025-2028 TRANSPORTATION IMPROVEMENT PROGRAM
BEAUMONT DISTRICT
SETRPC METROPOLITAN PLANNING ORGANIZATION
FEDERALLY FUNDED HIGHWAY PROJECTS**

DISTRICT	MPO	COUNTY	CSJ	LET FY	HWY	PHASE	City	YOE COSTS
Beaumont	SETRPC	Jefferson	0920-38-291	11/16/2024	AUSTIN			\$1,515,653.50
LIMITS FROM	CORNER OF REV. DR. RANSOM HOWARD DRIVE						REVISION DAT	FUNDING CAT(S) 3
LIMITS TO	AND AUSTIN AVENUE							
PROJECT DESCR	Intersection & Operational Imprv						MPO PROJ ID	

TOTAL PROJECT COST INFORMATION

AUTHORIZED FUNDING BY CATEGORY/SHARE

			CATEGORY	FEDERAL	STATE	LOCAL	TOTAL
PREL ENG	\$0.00	COST OF APPROVED PHASES					
ROW PURC	\$0.00						
CONSTR	\$1,515,653.50		3	\$0.00	\$1,515,652.50	\$0.00	\$1,515,652.50
CONSTR EN	\$0.00		3	\$0.00	\$0.00	\$1.00	\$1.00
CONTING	\$0.00		\$1,515,653.50				
INDIRECT	\$0.00						
TOTAL COST	\$1,515,653.50						

PROJECT NAME PORT OF PORT ARTHUR-CONSTRUCT A QUEUING AREA AT THE CORNE

GROUPED CSJ

COMMENT(S)

**JJOHRTS FY 2025-2028 TRANSPORTATION IMPROVEMENT PROGRAM
BEAUMONT DISTRICT
SETRPC METROPOLITAN PLANNING ORGANIZATION
FEDERALLY FUNDED HIGHWAY PROJECTS**

DISTRICT	MPO	COUNTY	CSJ	LET FY	HWY	PHASE	City	YOE COSTS
Beaumont	SETRPC	Hardin	0065-06-067	5/1/2025	US 69			\$33,600,000.00
LIMITS FROM	US 96, SOUTH						REVISION DAT	
LIMITS TO	JEFFERSON C/L						FUNDING CAT(S) 2,4,1	
PROJECT DESCR	Widen Freeway						MPO PROJ ID	

TOTAL PROJECT COST INFORMATION			AUTHORIZED FUNDING BY CATEGORY/SHARE				
		COST OF APPROVED PHASES	CATEGORY	FEDERAL	STATE	LOCAL	TOTAL
PREL ENG	\$1,613,937.50						
ROW PURC	\$0.00						
CONSTR	\$33,600,000.00		2	\$47,119.99	\$5,842,879.01	\$0.00	\$5,889,999.00
CONSTR EN	\$0.00		4	\$22,168,000.00	\$5,542,000.00	\$0.00	\$27,710,000.00
CONTING	\$0.00	\$33,600,000.00	1	\$0.80	\$0.20	\$0.00	\$1.00
INDIRECT	\$0.00						
TOTAL COST	\$35,213,937.50						

PROJECT NAME WIDEN FREEWAY FROM 4 TO 6 LANES

GROUPED CSJ

COMMENT(S)

**JJOHRTS FY 2025-2028 TRANSPORTATION IMPROVEMENT PROGRAM
BEAUMONT DISTRICT
SETRPC METROPOLITAN PLANNING ORGANIZATION
FEDERALLY FUNDED HIGHWAY PROJECTS**

DISTRICT	MPO	COUNTY	CSJ	LET FY	HWY	PHASE	City	YOE COSTS
Beaumont	SETRPC	Jefferson	0065-07-065	5/1/2025	US 69			\$6,720,000.00
LIMITS FROM	HARDIN C/L, SOUTH						REVISION DAT	FUNDING CAT(S) 2,1
LIMITS TO	TRAM ROAD							
PROJECT DESCR	Widen Freeway						MPO PROJ ID	

TOTAL PROJECT COST INFORMATION

AUTHORIZED FUNDING BY CATEGORY/SHARE

		COST OF APPROVED PHASES	CATEGORY	FEDERAL	STATE	LOCAL	TOTAL
PREL ENG	\$312,375.00						
ROW PURC	\$0.00						
CONSTR	\$6,720,000.00		2	\$5,375,999.20	\$1,343,999.80	\$0.00	\$6,719,999.00
CONSTR EN	\$0.00		1	\$0.80	\$0.20	\$0.00	\$1.00
CONTING	\$0.00	\$6,720,000.00					
INDIRECT	\$0.00						
TOTAL COST	\$7,032,375.00						

PROJECT NAME WIDEN FREEWAY FROM 4 TO 6 LANES

GROUPED CSJ

COMMENT(S)

**JJOHRTS FY 2025-2028 TRANSPORTATION IMPROVEMENT PROGRAM
BEAUMONT DISTRICT
SETRPC METROPOLITAN PLANNING ORGANIZATION
FEDERALLY FUNDED HIGHWAY PROJECTS**

DISTRICT	MPO	COUNTY	CSJ	LET FY	HWY	PHASE	City	YOE COSTS
Beaumont	SETRPC	Jefferson	0920-00-171	5/1/2025	Various			\$1,196,000.00
LIMITS FROM							REVISION DAT	FUNDING CAT(S) 10
LIMITS TO								
PROJECT	Transportation Non-Roadway						MPO PROJ ID	
DESCR								

TOTAL PROJECT COST INFORMATION

AUTHORIZED FUNDING BY CATEGORY/SHARE

			CATEGORY	FEDERAL	STATE	LOCAL	TOTAL
PREL ENG	\$0.00	COST OF APPROVED PHASES					
ROW PURC	\$0.00						
CONSTR	\$1,196,000.00		10	\$956,800.00	\$239,200.00	\$0.00	\$1,196,000.00
CONSTR EN	\$0.00						
CONTING	\$0.00		\$1,196,000.00				
INDIRECT	\$0.00						
TOTAL COST	\$1,196,000.00						

PROJECT NAME TRUCK PARKING (FY 25)

GROUPED CSJ

COMMENT(S)

**JJOHRTS FY 2025-2028 TRANSPORTATION IMPROVEMENT PROGRAM
BEAUMONT DISTRICT
SETRPC METROPOLITAN PLANNING ORGANIZATION
FEDERALLY FUNDED HIGHWAY PROJECTS**

DISTRICT	MPO	COUNTY	CSJ	LET FY	HWY	PHASE	City	YOE COSTS
Beaumont	SETRPC	Jefferson	0920-00-133	1/1/2026	Various			\$11,200,001.00
LIMITS FROM							REVISION DAT	FUNDING CAT(S) 12,1
LIMITS TO								
PROJECT							MPO PROJ ID	
DESCR								

TOTAL PROJECT COST INFORMATION			AUTHORIZED FUNDING BY CATEGORY/SHARE				
		COST OF APPROVED PHASES	CATEGORY	FEDERAL	STATE	LOCAL	TOTAL
PREL ENG	\$503,034.00		\$11,200,001.00				
ROW PURC	\$0.00						
CONSTR	\$11,200,001.00	12		\$8,960,000.00	\$2,240,000.00	\$0.00	\$11,200,000.00
CONSTR EN	\$0.00	1		\$0.80	\$0.20	\$0.00	\$1.00
CONTING	\$0.00						
INDIRECT	\$0.00						
TOTAL COST	\$11,703,035.00						

PROJECT NAME IH-10 Drainage Improvements

GROUPED CSJ

COMMENT(S)

**JJOHRTS FY 2025-2028 TRANSPORTATION IMPROVEMENT PROGRAM
BEAUMONT DISTRICT
SETRPC METROPOLITAN PLANNING ORGANIZATION
FEDERALLY FUNDED HIGHWAY PROJECTS**

DISTRICT	MPO	COUNTY	CSJ	LET FY	HWY	PHASE	City	YOE COSTS
Beaumont	SETRPC	Jefferson	0920-00-172	5/1/2026	Various			\$1,297,597.00
LIMITS FROM							REVISION DAT	FUNDING CAT(S) 10
LIMITS TO								
PROJECT							MPO PROJ ID	
DESCR								
Transportation Non-Roadway								

TOTAL PROJECT COST INFORMATION

AUTHORIZED FUNDING BY CATEGORY/SHARE

			CATEGORY	FEDERAL	STATE	LOCAL	TOTAL
PREL ENG	\$0.00	COST OF APPROVED PHASES					
ROW PURC	\$0.00						
CONSTR	\$1,297,597.00		10	\$1,038,077.60	\$259,519.40	\$0.00	\$1,297,597.00
CONSTR EN	\$0.00						
CONTING	\$0.00		\$1,297,597.00				
INDIRECT	\$0.00						
TOTAL COST	\$1,297,597.00						

PROJECT NAME TRUCK PARKING (FY 26)

GROUPED CSJ

COMMENT(S)

**JJOHRTS FY 2025-2028 TRANSPORTATION IMPROVEMENT PROGRAM
BEAUMONT DISTRICT
SETRPC METROPOLITAN PLANNING ORGANIZATION
FEDERALLY FUNDED HIGHWAY PROJECTS**

DISTRICT	MPO	COUNTY	CSJ	LET FY	HWY	PHASE	City	YOE COSTS
Beaumont	SETRPC	Jasper	0064-07-044	1/1/2027	US 96			\$61,810,001.00
LIMITS FROM	SABINE CO/L, SOUTH						REVISION DAT	
LIMITS TO	0.8 MILES NORTH OF RE 255						FUNDING CAT(S) 4,1,10	
PROJECT DESCR	Widen Non-Freeway						MPO PROJ ID	

TOTAL PROJECT COST INFORMATION			AUTHORIZED FUNDING BY CATEGORY/SHARE				
			CATEGORY	FEDERAL	STATE	LOCAL	TOTAL
PREL ENG	\$2,450,000.00	COST OF APPROVED PHASES					
ROW PURC	\$0.00						
CONSTR	\$59,360,001.00		4	\$47,488,000.00	\$11,872,000.00	\$0.00	\$59,360,000.00
CONSTR EN	\$0.00		1	\$0.80	\$0.20	\$0.00	\$1.00
CONTING	\$0.00		10	\$0.00	\$2,450,000.00	\$0.00	\$2,450,000.00
INDIRECT	\$0.00						
TOTAL COST	\$61,810,001.00						

PROJECT NAME WIDEN FROM 2 TO 4 LANES DIVIDED

GROUPED CSJ

COMMENT(S)

**JJOHRTS FY 2025-2028 TRANSPORTATION IMPROVEMENT PROGRAM
BEAUMONT DISTRICT
SETRPC METROPOLITAN PLANNING ORGANIZATION
FEDERALLY FUNDED HIGHWAY PROJECTS**

DISTRICT	MPO	COUNTY	CSJ	LET FY	HWY	PHASE	City	YOE COSTS
Beaumont	SETRPC	Jasper	0064-08-062	1/1/2027	US 96			\$5,208,001.00
LIMITS FROM							REVISION DAT	FUNDING CAT(S) 4,1,10
LIMITS TO								
PROJECT DESCR							MPO PROJ ID	

TOTAL PROJECT COST INFORMATION			AUTHORIZED FUNDING BY CATEGORY/SHARE					
			CATEGORY	FEDERAL	STATE	LOCAL	TOTAL	
PREL ENG	\$392,000.00	COST OF APPROVED PHASES						
ROW PURC	\$0.00							
CONSTR	\$4,816,001.00		10	\$0.00	\$392,000.00	\$0.00	\$392,000.00	
CONSTR EN	\$0.00		4	\$3,852,800.00	\$963,200.00	\$0.00	\$4,816,000.00	
CONTING	\$0.00		\$5,208,001.00	1	\$0.80	\$0.20	\$0.00	\$1.00
INDIRECT	\$0.00							
TOTAL COST	\$5,208,001.00							

PROJECT NAME WIDEN FROM 2 TO 4 LANES DIVIDED

GROUPED CSJ

COMMENT(S)

**JJOHRTS FY 2025-2028 TRANSPORTATION IMPROVEMENT PROGRAM
BEAUMONT DISTRICT
SETRPC METROPOLITAN PLANNING ORGANIZATION
FEDERALLY FUNDED HIGHWAY PROJECTS**

DISTRICT	MPO	COUNTY	CSJ	LET FY	HWY	PHASE	City	YOE COSTS
Beaumont	SETRPC	Jasper	0200-04-020	1/1/2027	US 69			\$20,160,001.00
LIMITS FROM	ANGELINA COUNTY LINE						REVISION DAT	FUNDING CAT(S) 4,1
LIMITS TO	TYLER COUNTY LINE							
PROJECT DESCR	Widen Non-Freeway						MPO PROJ ID	

TOTAL PROJECT COST INFORMATION			AUTHORIZED FUNDING BY CATEGORY/SHARE				
			CATEGORY	FEDERAL	STATE	LOCAL	TOTAL
PREL ENG	\$0.00	COST OF APPROVED PHASES					
ROW PURC	\$76770.00						
CONSTR	\$20,160,001.00		4	\$16,128,000.00	\$4,032,000.00	\$0.00	\$20,160,000.00
CONSTR EN	\$0.00		1	\$0.80	\$0.20	\$0.00	\$1.00
CONTING	\$0.00		\$20,160,001.00				
INDIRECT	\$0.00						
TOTAL COST	\$20,236,771.00						

PROJECT NAME RECONSTRUCT EXISTING 2 LANE HIGHWAY TO 4 LANES DIVIDED

GROUPED CSJ

COMMENT(S)

**JJOHRTS FY 2025-2028 TRANSPORTATION IMPROVEMENT PROGRAM
BEAUMONT DISTRICT
SETRPC METROPOLITAN PLANNING ORGANIZATION
FEDERALLY FUNDED HIGHWAY PROJECTS**

DISTRICT	MPO	COUNTY	CSJ	LET FY	HWY	PHASE	City	YOE COSTS
Beaumont	SETRPC	Jefferson	0200-14-060	1/1/2027	US 69			\$91,680,001.00
LIMITS FROM	IH 10, south						REVISION DAT	
LIMITS TO	SH 347						FUNDING CAT(S) 12,2,4,1	
PROJECT DESCR	Widen Road - Add Lanes						MPO PROJ ID	

TOTAL PROJECT COST INFORMATION

AUTHORIZED FUNDING BY CATEGORY/SHARE

			CATEGORY	FEDERAL	STATE	LOCAL	TOTAL
PREL ENG	\$3,449,286.00	COST OF APPROVED PHASES					
ROW PURC	\$91,680,001.00						
CONSTR	\$0.00		1	\$0.80	\$0.20	\$0.00	\$1.00
CONSTR EN	\$0.00		12	\$16,000,000.00	\$4,000,000.00	\$0.00	\$20,000,000.00
CONTING	\$0.00		2	\$45,464,000.00	\$11,366,000.00	\$0.00	\$56,830,000.00
INDIRECT	\$0.00		4	\$11,880,000.00	\$2,970,000.00	\$0.00	\$14,850,000.00
TOTAL COST	\$95,129,287.00						

PROJECT NAME US 69 Widening - IH-10 to SH 347

GROUPED CSJ

COMMENT(S)

**JJOHRTS FY 2025-2028 TRANSPORTATION IMPROVEMENT PROGRAM
BEAUMONT DISTRICT
SETRPC METROPOLITAN PLANNING ORGANIZATION
FEDERALLY FUNDED HIGHWAY PROJECTS**

DISTRICT	MPO	COUNTY	CSJ	LET FY	HWY	PHASE	City	YOE COSTS
Beaumont	SETRPC	Hardin	0339-04-036	1/1/2027	SH 105			\$84,784,001.00
LIMITS FROM	.10 MILES EAST OF SH 326						REVISION DAT	
LIMITS TO	PINE ISLAND BAYOU						FUNDING CAT(S) 12,2,1	
PROJECT DESCR	Widen Road - Add Lanes						MPO PROJ ID	

TOTAL PROJECT COST INFORMATION

AUTHORIZED FUNDING BY CATEGORY/SHARE

			CATEGORY	FEDERAL	STATE	LOCAL	TOTAL
PREL ENG	\$0.00	COST OF APPROVED PHASES					
ROW PURC	\$1405000.00						
CONSTR	\$84,784,001.00		12	\$0.00	\$46,584,000.00	\$0.00	\$46,584,000.00
CONSTR EN	\$0.00		2	\$0.00	\$38,200,000.00	\$0.00	\$38,200,000.00
CONTING	\$0.00		1	\$0.00	\$1.00	\$0.00	\$1.00
INDIRECT	\$0.00						
TOTAL COST	\$86,189,001.00						

PROJECT NAME SH 105 (SH 326 to Pine Is Bayou)-Widen

GROUPED CSJ

COMMENT(S)

**JJOHRTS FY 2025-2028 TRANSPORTATION IMPROVEMENT PROGRAM
BEAUMONT DISTRICT
SETRPC METROPOLITAN PLANNING ORGANIZATION
FEDERALLY FUNDED HIGHWAY PROJECTS**

DISTRICT	MPO	COUNTY	CSJ	LET FY	HWY	PHASE	City	YOE COSTS
Beaumont	SETRPC	Jefferson	0920-00-173	5/1/2027	Various			\$1,247,696.00
LIMITS FROM							REVISION DAT	FUNDING CAT(S) 10
LIMITS TO								
PROJECT	Transportation Non-Roadway						MPO PROJ ID	
DESCR								

TOTAL PROJECT COST INFORMATION

AUTHORIZED FUNDING BY CATEGORY/SHARE

			CATEGORY	FEDERAL	STATE	LOCAL	TOTAL
PREL ENG	\$0.00	COST OF APPROVED PHASES					
ROW PURC	\$0.00						
CONSTR	\$1,247,696.00		10	\$998,156.80	\$249,539.20	\$0.00	\$1,247,696.00
CONSTR EN	\$0.00						
CONTING	\$0.00		\$1,247,696.00				
INDIRECT	\$0.00						
TOTAL COST	\$1,247,696.00						

PROJECT NAME TRUCK PARKING (FY 27)

GROUPED CSJ

COMMENT(S)

**JJOHRTS FY 2025-2028 TRANSPORTATION IMPROVEMENT PROGRAM
BEAUMONT DISTRICT
SETRPC METROPOLITAN PLANNING ORGANIZATION
FEDERALLY FUNDED HIGHWAY PROJECTS**

DISTRICT	MPO	COUNTY	CSJ	LET FY	HWY	PHASE	City	YOE COSTS
Beaumont	SETRPC	Jefferson	0920-00-150	1/1/2028	Various			\$1,568,432.00
LIMITS FROM							REVISION DAT	FUNDING CAT(S) DA
LIMITS TO								
PROJECT DESCR	Traffic Control Devices						MPO PROJ ID	

TOTAL PROJECT COST INFORMATION

AUTHORIZED FUNDING BY CATEGORY/SHARE

			CATEGORY	FEDERAL	STATE	LOCAL	TOTAL
PREL ENG	\$77,305.61	COST OF APPROVED PHASES					
ROW PURC	\$0.00						
CONSTR	\$1,568,432.00		DA	\$1,254,745.60	\$313,686.40	\$0.00	\$1,568,432.00
CONSTR EN	\$0.00						
CONTING	\$0.00		\$1,568,432.00				
INDIRECT	\$0.00						
TOTAL COST	\$1,645,737.61						

PROJECT NAME DISTRICT WIDE-ITS UPGRADE to install 40 CCTV Cameras and 8 DMSs

GROUPED CSJ

COMMENT(S)

**JJOHRTS FY 2025-2028 TRANSPORTATION IMPROVEMENT PROGRAM
 BEAUMONT DISTRICT
 SETRPC METROPOLITAN PLANNING ORGANIZATION
 FEDERALLY FUNDED HIGHWAY PROJECTS**

DISTRICT	MPO	COUNTY	CSJ	LET FY	HWY	PHASE	City	YOE COSTS
Beaumont	SETRPC	Jefferson	0028-13-142	3/1/2028	IH 10			\$104,500,000.00
LIMITS FROM	US 90, EAST					REVISION DAT		
LIMITS TO	AT UPRR					FUNDING CAT(S) DA,DA		
PROJECT DESCR	Bridge Replacement					MPO PROJ ID		

TOTAL PROJECT COST INFORMATION			AUTHORIZED FUNDING BY CATEGORY/SHARE								
PREL ENG	ROW PURC	CONSTR	CONSTR EN	CONTING	INDIRECT	TOTAL COST	CATEGORY	FEDERAL	STATE	LOCAL	TOTAL
							DA	\$0.00	\$0.00	\$0.00	\$104,500,000.00
				\$104,500,000.00							

PROJECT NAME IH 10-UPRR OVERPASS-REPLACE BRIDGE AND APPROACHES

GROUPED CSJ

COMMENT(S)

Chapter 3: Grouped Projects



Grouped Projects

What are Grouped Projects?

FHWA allows STIP projects to be grouped. Within the allowances, groupable projects are those of a common type/scope and those not considered to be of appropriate scale for individual identification in a given program year. Examples include but are not limited to minor rehabilitation, preventative maintenance, and safety.

Grouping is allowable by type of work, not type of funding.

Benefits of using Grouped Projects?

- More efficient programming
- TIP/STIP Revision not needed

How are Grouped Projects shown in the TIP?

- MPOs must use the correct FHWA-Approved Project Grouping in their TIP (see [Grouped Project Allowances Table](#)).
- Individual projects eligible for statewide project groupings may continue to be included in the MPO TIP for informational purposes only and should be clearly annotated as such and may be included as an appendix.

How are Grouped Projects shown on the Financial Summary?

- Programming amounts for Grouped Projects are not included on TIP Financial Summary; they are captured in the STIP Financial Summary (statewide).
- MPO TIPs should indicate that funding for Grouped Projects is constrained to reasonably expected sources of Federal, State, and local funding consistent with the MPO's financial plan.

Project grouping is encouraged (e.g., Grouped CSJ for PE or Grouped CSJ for ROW), where allowable.

Note: All phases of *added capacity* projects in non-attainment areas must be listed *individually* in the STIP.



FHWA-Approved Grouped Project Allowance

PROPOSED CSJ	GROUPED PROJECT CATEGORY	DEFINITION
5000-00-950	PE-Preliminary Engineering	Preliminary Engineering for any project except added capacity projects in a nonattainment area. Includes activities which do not involve or lead directly to construction, such as planning and research activities; grants for training; engineering to define the elements of a proposed action or alternatives so that social, economic, and environmental effects can be assessed.
5000-00-951	Right of Way	Right of Way acquisition for any project except added capacity projects in a nonattainment area. Includes relocation assistance, hardship acquisition and protective buying.
5000-00-952 5000-00-957 5000-00-958	Preventive Maintenance 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, passing, non-added capacity) or drainage improvements associated with rehabilitation [See Note 3].
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, highway signs, curb ramps, railroad/highway crossing warning devices, fencing, intersection improvements (e.g., turn lanes), signalization projects and interchange modifications. Also includes projects funded via the Federal Hazard Elimination Program, Federal Railroad Signal Safety Program, or Access Managements projects, except those that result in added capacity.





PROPOSED CSJ	GROUPED PROJECT CATEGORY	DEFINITION
5000-00-956	Landscaping	Projects consisting of typical right-of-way landscape development, establishment and aesthetic improvements to include any associated erosion control and environmental mitigation activities.
5800-00-915	Intelligent Transportation System 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	Projects including bicycle and pedestrian lanes, paths and facilities (e.g., sidewalks, shared use paths, side paths, trails, bicycle boulevards, curb extensions, bicycle parking facilities, bikeshare facilities, etc.). Safe Routes to School non-infrastructure related activities (e.g., enforcement, tools, and education programs).
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 and Programs	Projects include the construction and improvement of small passenger shelters and information kiosks. Also includes the construction and improvement of rail storage/maintenance facilities bus transfer facilities where minor amounts of additional land are required and there is not a substantial increase in the number of users. Also includes transit operating assistance, preventative maintenance of transit vehicles and facilities, acquisition of third-party transit services, and transit marketing, and mobility management/coordination. Additionally includes the purchase of new buses and rail cars to replace existing vehicles or for minor expansions of the fleet [See Note 4].
5000-00-919	Recreational Trails Program	Off-Highway Vehicle (OHV), Equestrian, Recreational Water/Paddling Trails and related facilities; Recreational Trails related education and safety programs.
<p>Note 1: Projects eligible for grouping include associated project phases (Preliminary Engineering, Right-Of-Way and Construction).</p> <p>Note 2: Projects funded with Congestion Mitigation Air Quality funding require a Federal eligibility determination, and are not approved to be grouped.</p> <p>Note 3: Passing lanes include "SUPER 2" lanes consistent with TxDOT's Roadway Design Manual.</p> <p>Note 4: In PM10 and PM2.5 nonattainment or maintenance areas, such projects may be grouped only if they are in compliance with control measures in the applicable implementation plan.</p> <p>Note 5: Projects funded as part of the Recreational Trails Program (RTP) and Transportation Alternatives (TA) Program consistent with the Grouped Project category definitions may be grouped. RTP or TA funded projects that are not consistent with the Grouped Project category definitions must be individually noted in the Transportation Improvement Program (TIP) and State Transportation Improvement Program (STIP). Road diet projects may not be grouped.</p>		



**JJOHRTS FY 2025-2028 TRANSPORTATION IMPROVEMENT PROGRAM BEAUMONT DISTRICT
SETRPC METROPOLITAN PLANNING ORGANIZATION
GROUPED PROJECTS**

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	LET YR	Project Sponsor	EST COST
Beaumont	Jefferson	0028-06-088	US 90			2025		\$199,200.00

LIMITS FROM: LIBERTY COUNTY LINE **LIMITS TO:** 0.38 MILES EAST OF FM 365(EB ONLY)

DESCRIPTION: 2025 Seal Coat-US 90(LIBERTY COUNTY LINE TO 0.38 MILES EAST OF FM 365)
EAST BOUND ONLY

REMARKS: **MPO PROJ ID:** A00178424

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	LET YR	Project Sponsor	EST COST
Beaumont	Jefferson	0028-06-097	US 90			2025		\$573,100.00

LIMITS FROM: 4.65 MILES EAST OF FM 365, EAST **LIMITS TO:** MEEKER RD.(EB ONLY)

DESCRIPTION: 2025 Seal Coat-US 90(4.65 MILES EAST OF FM 365, EAST TO MEEKER RD.) EAST
BOUND ONLY

REMARKS: **MPO PROJ ID:** A00207382

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	LET YR	Project Sponsor	EST COST
Beaumont	Hardin	0065-15-006	FM 3513			2025		\$368,416.00

LIMITS FROM: EAST CHANCE CUT OFF, SOUTH **LIMITS TO:** MITCHELL ROAD

DESCRIPTION: 2025 Seal Coat-FM 3513(EAST CHANCE CUT OFF, SOUTH TO MITCHELL ROAD)

REMARKS: **MPO PROJ ID:** A00187247

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	LET YR	Project Sponsor	EST COST
Beaumont	Hardin	0200-10-089	US 69			2025		\$591,100.00

LIMITS FROM: WEST WALTON ROAD, SOUTH **LIMITS TO:** FM 421

DESCRIPTION: 2025 Seal Coat-US 69 (WEST WALTON ROAD, SOUTH TO FM 421)

REMARKS: **MPO PROJ ID:** A00178540

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	LET YR	Project Sponsor	EST COST
Beaumont	Jasper	0243-01-052	SH 62			2025		\$279,100.00

LIMITS FROM: 1.596 MILES SOUTH OF FM 2246, SOUTH **LIMITS TO:** NEWTON COUNTY LINE

DESCRIPTION: 2025 Seal Coat-SH 62(1.596 MILES SOUTH OF FM 2246, SOUTH TO NEWTON
COUNTY LINE)

REMARKS: **MPO PROJ ID:** A00178441

**JJOHRTS FY 2025-2028 TRANSPORTATION IMPROVEMENT PROGRAM BEAUMONT DISTRICT
SETRPC METROPOLITAN PLANNING ORGANIZATION
GROUPED PROJECTS**

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	LET YR	Project Sponsor	EST COST
Beaumont	Jasper	0243-01-056	SH 62			2025		\$1,746,558.00

LIMITS FROM: US 96, SOUTH **LIMITS TO:** 1.596 MILES SOUTH OF FM 2246

DESCRIPTION: 2025 Seal Coat-SH 62 (US 96, SOUTH TO 1.596 MILES SOUTH OF FM 2246)

REMARKS: **MPO PROJ ID:** A00196298

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	LET YR	Project Sponsor	EST COST
Beaumont	Orange	0499-03-065	SH 12			2025		\$346,100.00

LIMITS FROM: IH 10 FRONTAGE ROAD, EAST **LIMITS TO:** FM 1132

DESCRIPTION: 2025 Seal Coat-SH 12 (IH 10 FRONTAGE ROAD, EAST TO FM 1132)

REMARKS: **MPO PROJ ID:** A00178489

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	LET YR	Project Sponsor	EST COST
Beaumont	Orange	0499-03-066	SH 12			2025		\$494,820.00

LIMITS FROM: SH 62, EAST **LIMITS TO:** NEWTON COUNTY LINE

DESCRIPTION: 2025 Seal Coat-SH 12 (SH 62-NEWTON COUNTY LINE)

REMARKS: **MPO PROJ ID:** A00187292

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	LET YR	Project Sponsor	EST COST
Beaumont	Jefferson	0667-02-116	FM 366			2025		\$284,550.00

LIMITS FROM: 600 FEET SOUTH OF SH347, SOUTH **LIMITS TO:** 100 FEET SOUTH OF NEDERLAND AVE

DESCRIPTION: 2025 Seal Coat-FM 366 (600 FEET SOUTH OF SH 347, SOUTH TO 100 FEET SOUTH OF NEDERLAND AVE)

REMARKS: **MPO PROJ ID:** A00178440

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	LET YR	Project Sponsor	EST COST
Beaumont	Orange	0689-02-037	FM 105			2025		\$427,926.00

LIMITS FROM: FM 408, EAST **LIMITS TO:** SH 87

DESCRIPTION: 2025 Seal Coat-FM 105 (FM 408, EAST TO SH 87)

REMARKS: **MPO PROJ ID:** A00178500

**JJOHRTS FY 2025-2028 TRANSPORTATION IMPROVEMENT PROGRAM BEAUMONT DISTRICT
SETRPC METROPOLITAN PLANNING ORGANIZATION
GROUPED PROJECTS**

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	LET YR	Project Sponsor	EST COST
Beaumont	Orange	0689-03-008	FM 105			2025		\$28,237.00

LIMITS FROM: SH 87, EAST

LIMITS TO: 0.415 MILES EAST OF SH 87

DESCRIPTION: 2025 Seal Coat-FM 105 (SH 87, EAST TO 0.415 MILES EAST OF SH 87)

REMARKS:

MPO PROJ ID: A00178518

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	LET YR	Project Sponsor	EST COST
Beaumont	Orange	0883-02-094	FM 105			2025		\$616,247.00

LIMITS FROM: BYRON ROAD, EAST

LIMITS TO: FM 1135

DESCRIPTION: 2025 Seal Coat-FM 105 (BYRON ROAD, EAST TO FM 1135)

REMARKS:

MPO PROJ ID: A00196294

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	LET YR	Project Sponsor	EST COST
Beaumont	Orange	3057-01-012	FM 105			2025		\$58,186.00

LIMITS FROM: 0.415 MILES EAST OF SH 87, SOUTH

LIMITS TO: FM 1006

DESCRIPTION: 2025 Seal Coat-FM 105 (0.415 MILES EAST OF SH 87, SOUTH TO FM 1006)

REMARKS:

MPO PROJ ID: A00178526

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	LET YR	Project Sponsor	EST COST
Beaumont	Orange	0920-30-090	CR 831			2025		\$300,000.00

LIMITS FROM: S. BURTON RD @ SANDY CREEK

LIMITS TO: (STR#201810AA0237001)

DESCRIPTION: S BURTON RD(CR 831) @ SANDY CREEK BRIDGE REPLACEMENT
(STR#201810AA0237001)

REMARKS:

MPO PROJ ID: A00178374

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	LET YR	Project Sponsor	EST COST
Beaumont	Orange	0920-30-091	CR 144			2025		\$750,000.00

LIMITS FROM: TERRY RD @ ANDERSON GULLY

LIMITS TO: (STR#201810AA0364002)

DESCRIPTION: TERRY RD(CR 144) @ ANDERSON GULLY-BRIDGE REPLACEMENT
(STR#201810AA0364002)

REMARKS:

MPO PROJ ID: A00178376

**JJOHRTS FY 2025-2028 TRANSPORTATION IMPROVEMENT PROGRAM BEAUMONT DISTRICT
SETRPC METROPOLITAN PLANNING ORGANIZATION
GROUPED PROJECTS**

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	LET YR	Project Sponsor	EST COST
Beaumont	Orange	0920-30-092	CR 651			2025		\$300,000.00

LIMITS FROM: NORTH TRAM RD@CANEEY CREEK **LIMITS TO:** (STR#201810AA0443001)

DESCRIPTION: NORTH TRAM RD(CR 651) @ CANEEY CREEK-BRIDGE REPLACEMENT
(STR#201810AA0443001)

REMARKS: **MPO PROJ ID:** A00178379

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	LET YR	Project Sponsor	EST COST
Beaumont	Hardin	1194-02-020	FM 943			2025		\$11,970,000.00

LIMITS FROM: 2 MILES SOUTH OF POLK COUNTY LINE, SOUTH **LIMITS TO:** FM 1003

DESCRIPTION: FM 943-(2 MILES SOUTH OF POLK COUNTY LINE, SOUTH TO FM 1003) Full depth base repair, and overlay

REMARKS: **MPO PROJ ID:** A00187963

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	LET YR	Project Sponsor	EST COST
Beaumont	Jefferson	0200-14-104	US 69			2025		\$12,400,000.00

LIMITS FROM: SH 124, SOUTH **LIMITS TO:** W. FLORIDA AVE

DESCRIPTION: US 69 FR-SH 124 to W Florida Ave (NBFR) 10" CRCP BB CSB LTS

REMARKS: **MPO PROJ ID:** A00187938

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	LET YR	Project Sponsor	EST COST
Beaumont	Jefferson	0200-14-105	US 69			2025		\$4,500,000.00

LIMITS FROM: ERIE STREET, SOUTH **LIMITS TO:** SS 93

DESCRIPTION: US 69 FR-ERIE STREET, SOUTH TO SS 93(SBFR) 10" CRCP BB CSB LTS

REMARKS: **MPO PROJ ID:** A00187942

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	LET YR	Project Sponsor	EST COST
Beaumont	Jefferson	0920-38-287	ERIE ST			2025		\$1,000,000.00

LIMITS FROM: AT LNVA CANAL **LIMITS TO:** STR#201240AA0336002

DESCRIPTION: ERIE ST@ LNVA CANAL-BRIDGE REPLACEMENT

REMARKS: **MPO PROJ ID:** A00183477

**JJOHRTS FY 2025-2028 TRANSPORTATION IMPROVEMENT PROGRAM BEAUMONT DISTRICT
SETRPC METROPOLITAN PLANNING ORGANIZATION
GROUPED PROJECTS**

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	LET YR	Project Sponsor	EST COST
Beaumont	Jefferson	0920-38-297	CR 140			2025		\$260,000.00

LIMITS FROM: @ PIGNUT GULLY **LIMITS TO:** EXISTING STR#(201240AA0224001)

DESCRIPTION: MASON RD.(CR 140) @ PIGNUT GULLY-BRIDGE REPLACE

REMARKS: **MPO PROJ ID:** A00184805

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	LET YR	Project Sponsor	EST COST
Beaumont	Jefferson	0920-00-158	Various			2025		\$4,000,000.00

LIMITS FROM: DISTRICT WIDE **LIMITS TO:** .

DESCRIPTION: FY 25-DISTRICT WIDE-Address Bridge FUAs

REMARKS: **MPO PROJ ID:** A00196602

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	LET YR	Project Sponsor	EST COST
Beaumont	Jefferson	0920-00-162	Various			2025		\$5,000,000.00

LIMITS FROM: DISTRICT WIDE **LIMITS TO:** .

DESCRIPTION: FY 25-DISTRICT WIDE-Overhead Sign Replacement

REMARKS: **MPO PROJ ID:** A00196607

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	LET YR	Project Sponsor	EST COST
Beaumont	Jefferson	0920-00-166	Various			2025		\$4,000,000.00

LIMITS FROM: DISTRICT WIDE **LIMITS TO:** .

DESCRIPTION: FY 25-DISTRICT WIDE-PAVEMENT MARKINGS/Specified Location Safety Re-striping

REMARKS: **MPO PROJ ID:** A00196613

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	LET YR	Project Sponsor	EST COST
Beaumont	Jasper	0920-12-049	CR 139			2025		\$585,000.00

LIMITS FROM: CR 139 @ BIG SANDY CREEK **LIMITS TO:** EXISTING (STR#201220AA0291002)

DESCRIPTION: CR 139 @ BIG SANDY CREEK-BRIDGE REPLACE

REMARKS: **MPO PROJ ID:** A00190132

**JJOHRTS FY 2025-2028 TRANSPORTATION IMPROVEMENT PROGRAM BEAUMONT DISTRICT
SETRPC METROPOLITAN PLANNING ORGANIZATION
GROUPED PROJECTS**

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	LET YR	Project Sponsor	EST COST
Beaumont	Jasper	2120-01-029	FM 2246			2025		\$3,100,000.00

LIMITS FROM: FM 2246 at Dognash Gully **LIMITS TO:** STR 201220212001006

DESCRIPTION: FM 2246 at Dognash Gully (STR 201760212001006) REPLACE BRIDGE AND APPROACHES

REMARKS: **MPO PROJ ID:** A00186187

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	LET YR	Project Sponsor	EST COST
Beaumont	Jefferson	0739-02-183	IH 10			2025		\$3,600,000.00

LIMITS FROM: HAMSHIRE ROAD, EAST **LIMITS TO:** NORTH FORK TAYLOR BAYOU

DESCRIPTION: IH 10FR (HAMSHIRE ROAD, EAST TO NORTH FORK TAYLOR BAYOU) Widen, Cmt
Treat existing and new base, OCST, SP-C

REMARKS: **MPO PROJ ID:** A00196618

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	LET YR	Project Sponsor	EST COST
Beaumont	Jasper	0213-08-094	US 190			2025		\$45,143.00

LIMITS FROM: 0.1 MI W OF FM 777, EAST **LIMITS TO:** 0.1 MI E OF FM 777

DESCRIPTION: BMT_US0190_1 (2021 HSIP) INSTALL ADVANCED WARNING SIGNALS AND SIGNS
(INTERSECTION)

REMARKS: **MPO PROJ ID:** A00184051

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	LET YR	Project Sponsor	EST COST
Beaumont	Jasper	0243-01-053	SH 62			2025		\$25,086.00

LIMITS FROM: 0.1MI N OF FM 2246, SOUTH **LIMITS TO:** 0.1MI S OF FM 2246

DESCRIPTION: BMT_SH0062_1(2021 HSIP)INSTALL ADVANCED WARNING SIGNALS AND SIGNS
(INTERSECTION)

REMARKS: **MPO PROJ ID:** A00184054

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	LET YR	Project Sponsor	EST COST
Beaumont	Jefferson	0306-03-137	SH 87			2025		\$152,708.00

LIMITS FROM: 0.1 MI NORTH OF 9TH AVENUE, SOUTH **LIMITS TO:** 0.1 MI SOUTH OF 9TH AVENUE

DESCRIPTION: BMT_SH0087_1(2021 HSIP) IMPROVE TRAFFIC SIGNAL, SAFETY LIGHTING AT INTERSECTION

REMARKS: **MPO PROJ ID:** A00184105

**JJOHRTS FY 2025-2028 TRANSPORTATION IMPROVEMENT PROGRAM BEAUMONT DISTRICT
SETRPC METROPOLITAN PLANNING ORGANIZATION
GROUPED PROJECTS**

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	LET YR	Project Sponsor	EST COST
Beaumont	Jefferson	0307-01-156	SH 87			2025		\$138,644.00

LIMITS FROM: 0.1 MI NORTH OF SS 215, SOUTH **LIMITS TO:** 0.1 MI SOUTH OF SS 215

DESCRIPTION: BMT_SH0087_2 (2021 HSIP) IMPROVE TRAFFIC SIGNAL, SAFETY LIGHTING AT INTERSECTION

REMARKS: **MPO PROJ ID:** A00184097

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	LET YR	Project Sponsor	EST COST
Beaumont	Orange	0784-04-027	FM 1131			2025		\$3,035,727.00

LIMITS FROM: JASPER COUNTY LINE, SOUTH **LIMITS TO:** FM 105 S

DESCRIPTION: FM 1131-(JASPER COUNTY LINE, SOUTH TO FM 105 S) Construct Paved Shoulders (1-4 ft)

REMARKS: **MPO PROJ ID:** A00197896

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	LET YR	Project Sponsor	EST COST
Beaumont	Jasper	3197-01-011	RE 255			2025		\$4,100,000.00

LIMITS FROM: US 96, EAST **LIMITS TO:** NEWTON COUNTY LINE

DESCRIPTION: RE 255 (US 96, EAST TO NEWTON COUNTY LINE) Base Repair, spot LU, and SP-C

REMARKS: **MPO PROJ ID:** A00196626

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	LET YR	Project Sponsor	EST COST
Beaumont	Orange	0243-03-070	SH 62			2025		\$33,233.00

LIMITS FROM: 0.398 MI N OF FM 1078 **LIMITS TO:** 0.1 MI N OF FM 1078

DESCRIPTION: BMT_SH0062_1(2022 HSIP) INSTALL CHEVRONS (CURVE)

REMARKS: **MPO PROJ ID:** A00192959

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	LET YR	Project Sponsor	EST COST
Beaumont	Jefferson	0920-38-294	9TH AVE			2025		\$346,141.00

LIMITS FROM: 0.012 MI SOUTH OF TURTLE CREEK, NOR **LIMITS TO:** 0.012 MI NORTH OF TURTLE CREEK

DESCRIPTION: PA_NinthAve_1 (2021 HSIP) 9TH AVE AT TURTLE CREEK (IMPROVE TRAFFIC SIGNAL, SAFETY LIGHTING AT INTERSECTION)

REMARKS: **MPO PROJ ID:** A00184303

**JJOHRTS FY 2025-2028 TRANSPORTATION IMPROVEMENT PROGRAM BEAUMONT DISTRICT
SETRPC METROPOLITAN PLANNING ORGANIZATION
GROUPED PROJECTS**

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	LET YR	Project Sponsor	EST COST
Beaumont	Jefferson	0920-38-295	9TH AVE			2025		\$234,902.00
LIMITS FROM:		0.032 MI SOUTH OF PROCTOR ST., NORTH			LIMITS TO: 0.032 MI NORTH OF PROCTOR ST			
DESCRIPTION: PA_NinthAve_2 (2021 HSIP)9TH AVE AT PROCTOR ST (IMPROVE TRAFFIC SIGNAL, SAFETY LIGHTING AT INTERSECTION)								
REMARKS:							MPO PROJ ID: A00184317	

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	LET YR	Project Sponsor	EST COST
Beaumont	Jefferson	0920-38-296	WOODWORTH			2025		\$329,055.00
LIMITS FROM:		0.16 MI SOUTH OF PROCTOR ST., NORTH			LIMITS TO: 0.16 MI NORTH OF PROCTOR ST.			
DESCRIPTION: PA_WOODWORTH BLVD (2021 HSIP) AT PROCTOR ST (IMPROVE TRAFFIC SIGNAL, SAFETY LIGHTING AT INTERSECTION)								
REMARKS:							MPO PROJ ID: A00184318	

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	LET YR	Project Sponsor	EST COST
Beaumont	Orange	1284-01-083	FM 1130			2025		\$226,862.00
LIMITS FROM:		0.56 MI E OF MORRIS RD			LIMITS TO: 0.81 MI E OF MORRIS RD			
DESCRIPTION: BMT_FM1130_1(2022 HSIP) INSTALL LED FLASHING CHEVRONS (CURVE)								
REMARKS:							MPO PROJ ID: A00193030	

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	LET YR	Project Sponsor	EST COST
Beaumont	Orange	1284-01-085	FM 1130			2025		\$2,703,987.00
LIMITS FROM:		FM 1136, EAST			LIMITS TO: 4.24 MILES			
DESCRIPTION: FM 1130-(FM 1136, EAST TO 4.24 MILES) Construct Paved Shoulders (1-4 ft)								
REMARKS:							MPO PROJ ID: A00197887	

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	LET YR	Project Sponsor	EST COST
Beaumont	Orange	2562-01-025	FM 1442			2025		\$226,541.00
LIMITS FROM:		0.04 MI S OF BESSIE HEIGHTS			LIMITS TO: 0.05 MI N OF NATIONAL DR			
DESCRIPTION: BMT_FM1442_1 (2022 HSIP) INSTALL LED FLASHING CHEVRONS (CURVE)								
REMARKS:							MPO PROJ ID: A00193034	

**JJOHRTS FY 2025-2028 TRANSPORTATION IMPROVEMENT PROGRAM BEAUMONT DISTRICT
SETRPC METROPOLITAN PLANNING ORGANIZATION
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DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	LET YR	Project Sponsor	EST COST
Beaumont	Jefferson	0028-07-059	US 90			2025		\$1,000,000.00

LIMITS FROM: @ HILLEBRANDT BAYOU **LIMITS TO:** STR#20-124-0-0028-07-044

DESCRIPTION: US 90 @ HILLEBRANDT BAYOU (Deck Repair / Rehabilitation) STR#20-124-0-0028-07-044

REMARKS: **MPO PROJ ID:** A00197100

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	LET YR	Project Sponsor	EST COST
Beaumont	Jefferson	0028-07-060	US 90			2025		\$1,000,000.00

LIMITS FROM: @ CALDWOOD CUTOFF **LIMITS TO:** STR#20-124-0-0028-07-063

DESCRIPTION: US 90 @ CALDWOOD CUTOFF (STR#20-124-0-0028-07-063) Deck Repair / Rehabilitation

REMARKS: **MPO PROJ ID:** A00197103

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	LET YR	Project Sponsor	EST COST
Beaumont	Orange	0028-15-060	SH 87			2025		\$1,000,000.00

LIMITS FROM: @ ADAMS BAYOU **LIMITS TO:** STR#20-181-0-0028-15-061

DESCRIPTION: SH 87(@ ADAMS BAYOU)BRIDGE REHAB

REMARKS: **MPO PROJ ID:** A00197116

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	LET YR	Project Sponsor	EST COST
Beaumont	Orange	0243-04-061	SH 62			2025		\$1,454,127.00

LIMITS FROM: 0.513 MI N OF FM 105 **LIMITS TO:** 0.12 MI N OF SH 87

DESCRIPTION: BMT_SH0062_3 (2022 HSIP) SAFETY LIGHTING

REMARKS: **MPO PROJ ID:** A00192961

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	LET YR	Project Sponsor	EST COST
Beaumont	Jefferson	0739-02-181	IH 10			2025		\$1,214,095.00

LIMITS FROM: 0.65 MI WEST OF FM 365, EAST **LIMITS TO:** 0.60 MI EAST OF FM 365

DESCRIPTION: BMT_IH0010_2(2021 HSIP) SAFETY LIGHTING

REMARKS: **MPO PROJ ID:** A00184092

**JJOHRTS FY 2025-2028 TRANSPORTATION IMPROVEMENT PROGRAM BEAUMONT DISTRICT
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DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	LET YR	Project Sponsor	EST COST
Beaumont	Jefferson	0920-00-171	Various			2025		\$1,150,000.00

LIMITS FROM: DISTRICT WIDE

LIMITS TO: .

DESCRIPTION: TRUCK PARKING (FY 25)

REMARKS:

MPO PROJ ID: A00199364

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	LET YR	Project Sponsor	EST COST
Beaumont	Jefferson	0920-38-292	OWLEN F			2025		\$197,500.00

LIMITS FROM: DELAWARE STREET, NORTH

LIMITS TO: EASTEX FREEWAY

DESCRIPTION: BMT_Dowlen_1 (2021 HSIP) INTERCONNECT SIGNALS (DELAWARE ST TO EASTEX FREEWAY)

REMARKS:

MPO PROJ ID: A00184187

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	LET YR	Project Sponsor	EST COST
Beaumont	Jefferson	0920-38-293	OWLEN F			2025		\$142,500.00

LIMITS FROM: HWY 90, NORTH

LIMITS TO: GLADYS AVE

DESCRIPTION: BMT_Dowlen_2(2021 HSIP) INTERCONNECT SIGNALS (HWY 90 TO GLADYS)

REMARKS:

MPO PROJ ID: A00184189

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	LET YR	Project Sponsor	EST COST
Beaumont	Orange	1286-01-021	FM 1078			2025		\$6,238,628.00

LIMITS FROM: SH 62, EAST

LIMITS TO: FM 1130

DESCRIPTION: FM 1078-(SH 62, EAST TO FM 1130) Milled Edgeline Rumble Strips, Provide Additional Surface Width, Milled Centerline Rumble Strips

REMARKS:

MPO PROJ ID: A00197881

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	LET YR	Project Sponsor	EST COST
Beaumont	Jasper	0064-08-064	US 96			2026		\$2,000,000.00

LIMITS FROM: RE 255, SOUTH

LIMITS TO: FM 2799

DESCRIPTION: 2026 Seal Coat-US 96 (RE 255, SOUTH TO FM 2799)

REMARKS:

MPO PROJ ID: A00187394

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SETRPC METROPOLITAN PLANNING ORGANIZATION
GROUPED PROJECTS**

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	LET YR	Project Sponsor	EST COST
Beaumont	Jasper	0065-01-060	US 96			2026		\$77,564.00

LIMITS FROM: 150' SOUTH OF US 190, SOUTH **LIMITS TO:** 0.39 MILES SOUTH OF US 190

DESCRIPTION: 2026 Seal Coat-US 96 (150' SOUTH OF US 190, SOUTH TO 0.39 MILES SOUTH OF US 190)

REMARKS: **MPO PROJ ID:** A00187343

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	LET YR	Project Sponsor	EST COST
Beaumont	Jasper	0065-01-061	US 96			2026		\$101,011.00

LIMITS FROM: FM 2799, SOUTH **LIMITS TO:** US 190

DESCRIPTION: 2026 Seal Coat-US 96(FM 2799, SOUTH TO US 190)

REMARKS: **MPO PROJ ID:** A00187378

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	LET YR	Project Sponsor	EST COST
Beaumont	Hardin	0065-14-030	BU 96F			2026		\$190,072.00

LIMITS FROM: US 96, WEST **LIMITS TO:** FM 92

DESCRIPTION: 2026 Seal Coat-BU 96F(US 96, WEST TO FM 92)

REMARKS: **MPO PROJ ID:** A00187606

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	LET YR	Project Sponsor	EST COST
Beaumont	Jasper	0213-08-096	US 190			2026		\$539,100.00

LIMITS FROM: 2.0 MILES WEST OF SH 63(WEST), EAST **LIMITS TO:** FM 252

DESCRIPTION: 2026 Seal Coat-US 190(2.0 MILES WEST OF SH 63(WEST), EAST TO FM 252)

REMARKS: **MPO PROJ ID:** A00187353

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	LET YR	Project Sponsor	EST COST
Beaumont	Jasper	0214-01-038	SH 63			2026		\$43,762.00

LIMITS FROM: US 190, EAST **LIMITS TO:** 0.156 MILES EAST OF US 190

DESCRIPTION: 2026 Seal Coat-SH 63(US 190-0.16miEAST)

REMARKS: **MPO PROJ ID:** A00187346

**JJOHRTS FY 2025-2028 TRANSPORTATION IMPROVEMENT PROGRAM BEAUMONT DISTRICT
SETRPC METROPOLITAN PLANNING ORGANIZATION
GROUPED PROJECTS**

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	LET YR	Project Sponsor	EST COST
Beaumont	Jasper	0244-02-101	SH 63			2026		\$613,764.00

LIMITS FROM: 0.2 MILES WEST OF FM 2799, EAST **LIMITS TO:** US 190

DESCRIPTION: 2026 Seal Coat-SH 63 (0.2 MILES WEST OF FM 2799, EAST TO US 190)

REMARKS: **MPO PROJ ID:** A00187352

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	LET YR	Project Sponsor	EST COST
Beaumont	Jasper	0244-02-102	SH 63			2026		\$2,056,175.00

LIMITS FROM: ANGELINA COUNTY LINE, SOUTH **LIMITS TO:** 0.20 MILES WEST OF FM 2799

DESCRIPTION: 2026 Seal Coat-SH 63 (ANGELINA COUNTY LINE, SOUTH TO 0.20 MILES WEST OF FM 2799)

REMARKS: **MPO PROJ ID:** A00207772

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	LET YR	Project Sponsor	EST COST
Beaumont	Jasper	0244-03-065	US 190			2026		\$462,767.00

LIMITS FROM: BNSF RR OVERPASS, EAST **LIMITS TO:** US 190

DESCRIPTION: 2026 Seal Coat-US 190 (BNSF RR OVERPASS, EAST TO US 190)

REMARKS: **MPO PROJ ID:** A00187349

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	LET YR	Project Sponsor	EST COST
Beaumont	Jefferson	0368-02-048	SH 124			2026		\$302,330.00

LIMITS FROM: 0.1 MILES SOUTH OF FM 365, SOUTH **LIMITS TO:** SH 73

DESCRIPTION: 2026 Seal Coat-SH 124 (0.1 MILES SOUTH OF FM 365, SOUTH TO SH 73)

REMARKS: **MPO PROJ ID:** A00187510

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	LET YR	Project Sponsor	EST COST
Beaumont	Hardin	0601-01-065	SH 326			2026		\$364,988.00

LIMITS FROM: SH 105, SOUTH **LIMITS TO:** JEFFERSON COUNTY LINE

DESCRIPTION: 2026 Seal Coat-SH 326 (SH105, SOUTH TO JEFFERSON COUNTY LINE)

REMARKS: **MPO PROJ ID:** A00187532

**JJOHRTS FY 2025-2028 TRANSPORTATION IMPROVEMENT PROGRAM BEAUMONT DISTRICT
SETRPC METROPOLITAN PLANNING ORGANIZATION
GROUPED PROJECTS**

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	LET YR	Project Sponsor	EST COST
Beaumont	Hardin	0602-01-049	SH 327			2026		\$647,954.00

LIMITS FROM: US 69, EAST

LIMITS TO: S. 19TH STREET

DESCRIPTION: 2026 Seal Coat-SH 327 (US 69, EAST TO S. 19TH STREET)

REMARKS:

MPO PROJ ID: A00187520

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	LET YR	Project Sponsor	EST COST
Beaumont	Orange	0710-02-069	FM 105			2026		\$82,935.00

LIMITS FROM: JASPER COUNTY LINE, SOUTH

LIMITS TO: FM 2802

DESCRIPTION: 2026 Seal Coat-FM 105 (JASPER COUNTY LINE, SOUTH TO FM 2802)

REMARKS:

MPO PROJ ID: A00187480

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	LET YR	Project Sponsor	EST COST
Beaumont	Orange	0710-02-070	FM 105			2026		\$229,265.00

LIMITS FROM: FM 1131, SOUTH

LIMITS TO: FM 1132

DESCRIPTION: 2026 Seal Coat-FM 105 (FM 1131, SOUTH TO FM 1132)

REMARKS:

MPO PROJ ID: A00196355

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	LET YR	Project Sponsor	EST COST
Beaumont	Hardin	0784-01-052	FM 418			2026		\$216,576.00

LIMITS FROM: BU 96, EAST

LIMITS TO: FM 92

DESCRIPTION: 2026 Seal Coat-FM 418 (BU 96, EAST TO FM 92)

REMARKS:

MPO PROJ ID: A00187514

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	LET YR	Project Sponsor	EST COST
Beaumont	Jefferson	0932-01-119	FM 365			2026		\$1,543,721.00

LIMITS FROM: 0.1 MILES EAST OF SH 124, EAST

LIMITS TO: 100' WEST OF SS 93(LEAVE OUT LEVEE GATE)

DESCRIPTION: 2026 Seal Coat-FM 365 (0.1 MILES EAST OF SH 124, EAST TO 100' WEST OF SS 93<LEAVE OUT SECTION AT DD7 LEVEE GATE)

REMARKS:

MPO PROJ ID: A00187508

**JJOHRTS FY 2025-2028 TRANSPORTATION IMPROVEMENT PROGRAM BEAUMONT DISTRICT
SETRPC METROPOLITAN PLANNING ORGANIZATION
GROUPED PROJECTS**

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	LET YR	Project Sponsor	EST COST
Beaumont	Jefferson	3579-01-007	FM 3514			2026		\$210,796.00
LIMITS FROM: 50' EAST OF SS 93, EAST				LIMITS TO: 200' WEST OF US 69 FRONTAGE ROAD				
DESCRIPTION: 2026 Seal Coat-FM 3514 (50' EAST OF SS 93, EAST TO 200' WEST OF US 69 FRONTAGE ROAD)								
REMARKS:							MPO PROJ ID: A00187512	

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	LET YR	Project Sponsor	EST COST
Beaumont	Hardin	0920-03-080	Various			2026		\$205,500.00
LIMITS FROM: VILLAGE CREEK STATE PARK				LIMITS TO: .				
DESCRIPTION: SEAL COAT PARK ROADS, PARKING LOTS AND CAMPSITE PULLOUTS								
REMARKS:							MPO PROJ ID: A00043255	

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	LET YR	Project Sponsor	EST COST
Beaumont	Jefferson	0932-01-113	FM 365			2026		\$6,000,000.00
LIMITS FROM: AT RHODAIR GULLY				LIMITS TO: STR#201240093201012				
DESCRIPTION: BRIDGE REPLACEMENT								
REMARKS:							MPO PROJ ID: A00046341	

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	LET YR	Project Sponsor	EST COST
Beaumont	Jasper	0243-05-011	FM 2938			2026		\$4,300,000.00
LIMITS FROM: SH 62 N, SOUTH				LIMITS TO: SH 62 S				
DESCRIPTION: FM 2938 (SH 62N, SOUTH-SH 62 S) Widen and Overlay								
REMARKS:							MPO PROJ ID: A00196632	

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	LET YR	Project Sponsor	EST COST
Beaumont	Jefferson	0368-03-040	SH 124			2026		\$7,180,000.00
LIMITS FROM: LABELLE ROAD, SOUTH				LIMITS TO: FM 365				
DESCRIPTION: SH 124-(LABELLE RD, SOUTH TO FM 365) Full depth concrete repair / Full depth base repair / SP								
REMARKS:							MPO PROJ ID: A00187985	

**JJOHRTS FY 2025-2028 TRANSPORTATION IMPROVEMENT PROGRAM BEAUMONT DISTRICT
SETRPC METROPOLITAN PLANNING ORGANIZATION
GROUPED PROJECTS**

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	LET YR	Project Sponsor	EST COST
Beaumont	Jefferson	0368-04-035	SH 124			2026		\$3,220,000.00

LIMITS FROM: WALDEN ROAD, SOUTH **LIMITS TO:** LABELLE ROAD

DESCRIPTION: SH 124-(WALDEN ROAD, SOUTH TO LABELLE ROAD) Full depth concrete repair / Full depth base repair / SP

REMARKS: **MPO PROJ ID:** A00187974

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	LET YR	Project Sponsor	EST COST
Beaumont	Jefferson	0920-00-133	Various			2026		\$10,769,232.00

LIMITS FROM: Districtwide **LIMITS TO:** .

DESCRIPTION: IH-10 Drainage Improvements

REMARKS: **MPO PROJ ID:** A00132173

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	LET YR	Project Sponsor	EST COST
Beaumont	Jefferson	0920-00-159	Various			2026		\$3,000,000.00

LIMITS FROM: DISTRICT WIDE **LIMITS TO:** .

DESCRIPTION: FY 26-DISTRICT WIDE-Address Bridge FUAs

REMARKS: **MPO PROJ ID:** A00196604

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	LET YR	Project Sponsor	EST COST
Beaumont	Jefferson	0920-00-163	Various			2026		\$2,000,000.00

LIMITS FROM: DISTRICT WIDE **LIMITS TO:** .

DESCRIPTION: FY 26-DISTRICT WIDE-Overhead Sign Replacement

REMARKS: **MPO PROJ ID:** A00196608

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	LET YR	Project Sponsor	EST COST
Beaumont	Jefferson	0920-00-167	Various			2026		\$3,000,000.00

LIMITS FROM: DISTRICT WIDE **LIMITS TO:** .

DESCRIPTION: FY 26-DISTRICT WIDE-PAVEMENT MARKINGS/Specified Location Safety Re-striping

REMARKS: **MPO PROJ ID:** A00196614

**JJOHRTS FY 2025-2028 TRANSPORTATION IMPROVEMENT PROGRAM BEAUMONT DISTRICT
SETRPC METROPOLITAN PLANNING ORGANIZATION
GROUPED PROJECTS**

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	LET YR	Project Sponsor	EST COST
Beaumont	Jefferson	0028-06-094	US 90			2026		\$277,353.00

LIMITS FROM: 0.1 MI W OF KEITH **LIMITS TO:** 0.1 MI E OF KEITH

DESCRIPTION: BMT_US0090_9 (2022 HSIP) INSTALL TRAFFIC SIGNAL, SAFETY LIGHTING AT INTERSECTION

REMARKS: **MPO PROJ ID:** A00192939

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	LET YR	Project Sponsor	EST COST
Beaumont	Jefferson	0028-06-095	US 90			2026		\$303,118.00

LIMITS FROM: 0.1 MI W OF WOOTEN **LIMITS TO:** 0.1 MI E OF WOOTEN

DESCRIPTION: BMT_US0090_10 (2022 HSIP) INSTALL TRAFFIC SIGNAL, SAFETY LIGHTING AT INTERSECTION

REMARKS: **MPO PROJ ID:** A00192941

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	LET YR	Project Sponsor	EST COST
Beaumont	Jefferson	0028-06-096	US 90			2026		\$17,200,000.00

LIMITS FROM: LIBERTY COUNTY LINE, EAST **LIMITS TO:** FM 364

DESCRIPTION: US 90WB (LIBERTY COUNTY LINE, EAST TO FM 364) Add Shldr, 3" Mill and OV with 1" TOM-F and 2" SP-C

REMARKS: **MPO PROJ ID:** A00196623

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	LET YR	Project Sponsor	EST COST
Beaumont	Orange	0243-03-071	SH 62			2026		\$697,894.00

LIMITS FROM: 0.23 MI N OF COHENOUR RD **LIMITS TO:** FREDERICK RD

DESCRIPTION: SH 62-(0.23 MI N OF COHENOUR RD, SOUTH TO FREDERICK RD) Increase Superelevation

REMARKS: **MPO PROJ ID:** A00192960

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	LET YR	Project Sponsor	EST COST
Beaumont	Orange	0306-01-069	SH 87			2026		\$10,600,000.00

LIMITS FROM: FM 105, SOUTH **LIMITS TO:** SH 62

DESCRIPTION: SH 87-(FM 105, SOUTH TO SH 62) Full Depth Conc Repr/ DBR / Spall Repr / Cln seal joints/ TOM

REMARKS: **MPO PROJ ID:** A00187923

**JJOHRTS FY 2025-2028 TRANSPORTATION IMPROVEMENT PROGRAM BEAUMONT DISTRICT
SETRPC METROPOLITAN PLANNING ORGANIZATION
GROUPED PROJECTS**

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	LET YR	Project Sponsor	EST COST
Beaumont	Orange	0306-01-070	SH 73			2026		\$720,000.00
LIMITS FROM: 1000' SW OF SH 62, NORTH			LIMITS TO: SH 62					
DESCRIPTION: SH 73-(1000' SW OF SH 62, NORTH TO SH 62) Full Depth Conc Repr/ DBR / Spall Repr / Cln seal joints/ TOM								
REMARKS:							MPO PROJ ID: A00187924	

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	LET YR	Project Sponsor	EST COST
Beaumont	Jasper	0784-03-020	FM 1131			2026		\$3,335,724.00
LIMITS FROM: AT FM 105 N, SOUTH			LIMITS TO: ORANGE COUNTY LINE					
DESCRIPTION: FM 1131-(FM 105 N, SOUTH TO ORANGE COUNTY LINE) Construct Paved Shoulders (1-4 ft)								
REMARKS:							MPO PROJ ID: A00197893	

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	LET YR	Project Sponsor	EST COST
Beaumont	Orange	0883-02-093	FM 105			2026		\$317,441.00
LIMITS FROM: LANGHAM FOREST BLVD			LIMITS TO: HEARTHSIDE DR					
DESCRIPTION: FM 105-(LANGHAM FOREST BLVD TO HEATHSIDE DRIVE) INCREASE SUPERELEVATION								
REMARKS:							MPO PROJ ID: A00193003	

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	LET YR	Project Sponsor	EST COST
Beaumont	Jasper	0920-12-050	CR 455			2026		\$416,000.00
LIMITS FROM: @ THICKETY CREEK			LIMITS TO: EXISTING (STR#201220AA0389001)					
DESCRIPTION: CR 456 @ THICKETY CREEK-BRIDGE REPLACE *TxC MAPPING ISSUE								
REMARKS:							MPO PROJ ID: A00190134	

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	LET YR	Project Sponsor	EST COST
Beaumont	Jefferson	0932-02-059	FM 365			2026		\$1,129,370.00
LIMITS FROM: US0090			LIMITS TO: 1.105 MILES SOUTH OF US 90					
DESCRIPTION: BMT_FM0365_1 (2022 HSIP) CONSTRUCT PAVED SHOULDERS (1-4 FT)								
REMARKS:							MPO PROJ ID: A00193004	

**JJOHRTS FY 2025-2028 TRANSPORTATION IMPROVEMENT PROGRAM BEAUMONT DISTRICT
SETRPC METROPOLITAN PLANNING ORGANIZATION
GROUPED PROJECTS**

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	LET YR	Project Sponsor	EST COST
Beaumont	Hardin	0200-09-086	US 69			2026		\$5,400,000.00

LIMITS FROM: TYLER COUNTY LINE, SOUTH **LIMITS TO:** FM 1003

DESCRIPTION: US 69-(TYLER COUNTY LINE, SOUTH TO FM 1003)(Note: From Village Creek Bridge to FM 1003 NBL only)Full depth base repair, and overlay

REMARKS: **MPO PROJ ID:** A00187934

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	LET YR	Project Sponsor	EST COST
Beaumont	Jasper	0947-03-034	FM 1004			2026		\$2,473,541.00

LIMITS FROM: 0.27 MI N OF CR 634 **LIMITS TO:** 2.27 MI N OF CR 634

DESCRIPTION: BMT_FM1004_1(2022 HSIP) CONSTRUCT PAVED SHOULDERS (1-4 FT)

REMARKS: **MPO PROJ ID:** A00193012

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	LET YR	Project Sponsor	EST COST
Beaumont	Hardin	0065-05-159	US 96			2026		\$4,100,000.00

LIMITS FROM: 0.4 MI. N. OF SH 327, SOUTH **LIMITS TO:** VILLAGE CREEK BRIDGE

DESCRIPTION: US 96NB (0.4 MI. N. OF SH 327, SOUTH TO VILLAGE CREEK BRIDGE) Full depth repair, DG-HMA Ty D LU and Tom-C

REMARKS: **MPO PROJ ID:** A00196634

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	LET YR	Project Sponsor	EST COST
Beaumont	Jefferson	0920-00-169	Various			2026		\$2,300,000.00

LIMITS FROM: DISTRICT WIDE **LIMITS TO:** .

DESCRIPTION: FY 26-DISTRICT WIDE-INSTALL RUMBLE STRIPS

REMARKS: **MPO PROJ ID:** A00197899

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	LET YR	Project Sponsor	EST COST
Beaumont	Jefferson	0920-00-172	Various			2026		\$1,201,479.00

LIMITS FROM: DISTRICT WIDE **LIMITS TO:** .

DESCRIPTION: TRUCK PARKING (FY 26)

REMARKS: **MPO PROJ ID:** A00199365

**JJOHRTS FY 2025-2028 TRANSPORTATION IMPROVEMENT PROGRAM BEAUMONT DISTRICT
SETRPC METROPOLITAN PLANNING ORGANIZATION
GROUPED PROJECTS**

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	LET YR	Project Sponsor	EST COST
Beaumont	Orange	0028-11-211	IH 10			2027		\$30,613.00

LIMITS FROM: 1.5 MILES WEST OF FM 1132, EAST **LIMITS TO:** FM 1132 (EB ONLY)

DESCRIPTION: 2027 Seal Coat-IH 10FR (1.5 MILES WEST OF FM 1132, EAST TO FM 1132) EB ONLY

REMARKS: **MPO PROJ ID:** A00196411

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	LET YR	Project Sponsor	EST COST
Beaumont	Jasper	0213-08-098	US 190			2027		\$462,769.00

LIMITS FROM: 2.5 MILES WEST OF SH 63 (WEST), EAST **LIMITS TO:** SH 63

DESCRIPTION: 2027 Seal Coat-US 190 (2.5 MILES WEST OF SH 63 (WEST), EAST TO SH 63)

REMARKS: **MPO PROJ ID:** A00196432

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	LET YR	Project Sponsor	EST COST
Beaumont	Jefferson	0307-01-157	SH 87			2027		\$45,407.00

LIMITS FROM: TERMINAL ROAD, SOUTH **LIMITS TO:** SH 82

DESCRIPTION: 2027 Seal Coat-SH 87 (TERMINAL RD, SOUTH TO SH82)

REMARKS: **MPO PROJ ID:** A00196524

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	LET YR	Project Sponsor	EST COST
Beaumont	Hardin	0601-01-066	SH 326			2027		\$1,881,849.00

LIMITS FROM: FM 770, SOUTH **LIMITS TO:** BEGINNING OF CONCRETE PAVEMENT AT SH 105

DESCRIPTION: 2027 Seal Coat-SH 326 (FM 770, SOUTH TO BEGINNING OF CONCRETE PAVEMENT AT SH 105)

REMARKS: **MPO PROJ ID:** A00196525

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	LET YR	Project Sponsor	EST COST
Beaumont	Jasper	0710-01-051	FM 105			2027		\$896,028.00

LIMITS FROM: 2.0 MILES SOUTH OF US 96, SOUTH **LIMITS TO:** ORANGE COUNTY LINE

DESCRIPTION: 2027 Seal Coat-FM 105 (2.0 MILES SOUTH OF US 96, SOUTH TO ORANGE COUNTY LINE)

REMARKS: **MPO PROJ ID:** A00196543

**JJOHRTS FY 2025-2028 TRANSPORTATION IMPROVEMENT PROGRAM BEAUMONT DISTRICT
SETRPC METROPOLITAN PLANNING ORGANIZATION
GROUPED PROJECTS**

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	LET YR	Project Sponsor	EST COST
Beaumont	Orange	0882-02-060	FM 1006			2027		\$283,173.00

LIMITS FROM: FM 2177, NORTH **LIMITS TO:** 0.2 MILES SOUTH OF BU 90

DESCRIPTION: 2027 Seal Coat-FM 1006(FM 2177, NORTH TO 0.2 MILES SOUTH OF BU 90)

REMARKS: **MPO PROJ ID:** A00196545

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	LET YR	Project Sponsor	EST COST
Beaumont	Jefferson	0932-01-122	FM 365			2027		\$766,227.00

LIMITS FROM: SP 93, EAST **LIMITS TO:** BEGINNING OF CONCRETE PAVEMENT AT SH 347

DESCRIPTION: 2027 Seal Coat-FM 365 (SP 93, EAST TO BEGINNING OF CONCRETE PAVEMENT AT SH 347)

REMARKS: **MPO PROJ ID:** A00196547

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	LET YR	Project Sponsor	EST COST
Beaumont	Orange	1284-01-084	FM 1130			2027		\$207,226.00

LIMITS FROM: SH 62 (OVERPASS), EAST **LIMITS TO:** 2.7 MILES TO 2ND SET OF RR TRACKS

DESCRIPTION: 2027 Seal Coat-FM 1130 (SH 62 (OVERPASS), EAST TO 2.7 MILES TO 2ND SET OF RR TRACKS)

REMARKS: **MPO PROJ ID:** A00196553

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	LET YR	Project Sponsor	EST COST
Beaumont	Hardin	1947-01-021	FM 1293			2027		\$1,137,660.00

LIMITS FROM: FM 787, EAST **LIMITS TO:** FM 1003

DESCRIPTION: 2027 Seal Coat-FM 1293 (FM 787, EAST TO FM 1003)

REMARKS: **MPO PROJ ID:** A00196555

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	LET YR	Project Sponsor	EST COST
Beaumont	Hardin	1947-02-017	FM 1293			2027		\$514,348.00

LIMITS FROM: FM 1003, EAST **LIMITS TO:** SH 326

DESCRIPTION: 2027 Seal Coat-FM 1293 (FM 1003, EAST TO SH 326)

REMARKS: **MPO PROJ ID:** A00196556

**JJOHRTS FY 2025-2028 TRANSPORTATION IMPROVEMENT PROGRAM BEAUMONT DISTRICT
SETRPC METROPOLITAN PLANNING ORGANIZATION
GROUPED PROJECTS**

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	LET YR	Project Sponsor	EST COST
Beaumont	Jefferson	0200-14-106	US 69			2027		\$13,000,000.00

LIMITS FROM: SH 124 , SOUTH

LIMITS TO: ERIE STREET

DESCRIPTION: US 69 SBFR (SH 124 , SOUTH TO ERIE STREET) 10" CRCP, BB, CSB, LTS

REMARKS:

MPO PROJ ID: A00196638

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	LET YR	Project Sponsor	EST COST
Beaumont	Hardin	0601-01-067	SH 326			2027		\$2,500,000.00

LIMITS FROM: US 69, SOUTH

LIMITS TO: 0.10 MILES SOUTH OF FM 1293

DESCRIPTION: SH 326 (US 69, SOUTH TO 0.10 MILES SOUTH OF FM 1293) Conc Repair, DBR, Diamond Grind, Cln/Seal Joints, SC, TOM

REMARKS:

MPO PROJ ID: A00196640

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	LET YR	Project Sponsor	EST COST
Beaumont	Jefferson	0920-00-160	Various			2027		\$3,000,000.00

LIMITS FROM: DISTRICT WIDE

LIMITS TO: .

DESCRIPTION: FY 27-DISTRICT WIDE-Address Bridge FUAs

REMARKS:

MPO PROJ ID: A00196605

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	LET YR	Project Sponsor	EST COST
Beaumont	Jefferson	0920-00-164	Various			2027		\$2,000,000.00

LIMITS FROM: DISTRICT WIDE

LIMITS TO: .

DESCRIPTION: FY 27-DISTRICT WIDE-Overhead Sign Replacement

REMARKS:

MPO PROJ ID: A00196609

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	LET YR	Project Sponsor	EST COST
Beaumont	Jefferson	0920-00-168	Various			2027		\$3,000,000.00

LIMITS FROM: DISTRICT WIDE

LIMITS TO: .

DESCRIPTION: FY 27-DISTRICT WIDE-PAVEMENT MARKINGS/Specified Location Safety Re-striping

REMARKS:

MPO PROJ ID: A00196615

**JJOHRTS FY 2025-2028 TRANSPORTATION IMPROVEMENT PROGRAM BEAUMONT DISTRICT
SETRPC METROPOLITAN PLANNING ORGANIZATION
GROUPED PROJECTS**

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	LET YR	Project Sponsor	EST COST
Beaumont	Hardin	0065-06-068	US 69			2027		\$500,000.00

LIMITS FROM: US 96, SOUTH **LIMITS TO:** PINE ISLAND BAYOU (FRONTAGE ROADS)

DESCRIPTION: 1.5" MILL AND OVERLAY

REMARKS: **MPO PROJ ID:** A00064070

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	LET YR	Project Sponsor	EST COST
Beaumont	Jefferson	0920-00-173	Various			2027		\$1,114,014.00

LIMITS FROM: DISTRICT WIDE **LIMITS TO:** .

DESCRIPTION: TRUCK PARKING (FY 27)

REMARKS: **MPO PROJ ID:** A00199366

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	LET YR	Project Sponsor	EST COST
Beaumont	Jasper	0064-07-046	US 96			2027		\$47,945.00

LIMITS FROM: At FM 1007 **LIMITS TO:** .

DESCRIPTION: BMT_US0096_1 (2023HSIP) Install Advanced Warning Signals & Signs (Intersection),
Flashing or LED-embedded Stop Signs

REMARKS: **MPO PROJ ID:** A00206356

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	LET YR	Project Sponsor	EST COST
Beaumont	Jasper	0064-08-066	US 96			2027		\$242,046.00

LIMITS FROM: FM2800 **LIMITS TO:** .

DESCRIPTION: BMT_US0096_2(2023 HSIP) Improve Traffic Signals

REMARKS: **MPO PROJ ID:** A00206427

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	LET YR	Project Sponsor	EST COST
Beaumont	Jefferson	0200-11-110	US 69			2027		\$507,942.00

LIMITS FROM: LNVA **LIMITS TO:** IH0010

DESCRIPTION: BMT_US0069_1(2023 HSIP) Wrong Way Driver Advanced Technologies

REMARKS: **MPO PROJ ID:** A00206436

**JJOHRTS FY 2025-2028 TRANSPORTATION IMPROVEMENT PROGRAM BEAUMONT DISTRICT
SETRPC METROPOLITAN PLANNING ORGANIZATION
GROUPED PROJECTS**

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	LET YR	Project Sponsor	EST COST
Beaumont	Orange	0305-07-074	SH 87			2027		\$305,907.00

LIMITS FROM: At FM3247 **LIMITS TO:** .

DESCRIPTION: BMT_SH0087_3(2023 HSIP) Improve Traffic Signals

REMARKS: **MPO PROJ ID:** A00206434

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	LET YR	Project Sponsor	EST COST
Beaumont	Orange	0883-02-095	FM 105			2027		\$501,182.00

LIMITS FROM: 1.16 Mi W of FM1442 **LIMITS TO:** 0.88 Mi W of FM1442

DESCRIPTION: BMT_FM0105_1(2023 HSIP) Increase Superelevation

REMARKS: **MPO PROJ ID:** A00206438

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	LET YR	Project Sponsor	EST COST
Beaumont	Orange	2562-01-026	FM 1442			2027		\$18,955.00

LIMITS FROM: At COLONIAL **LIMITS TO:** .

DESCRIPTION: BMT_FM1442_1(2023 HSIP) Install Advanced Warning Signals & Signs (Intersection), Flashing or LED-embedded Stop Signs

REMARKS: **MPO PROJ ID:** A00206361

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	LET YR	Project Sponsor	EST COST
Beaumont	Hardin	0200-12-017	FM 418			2028		\$248,318.00

LIMITS FROM: US 69, EAST **LIMITS TO:** 2.07 MILES EAST

DESCRIPTION: 2028 Seal Coat-FM 418 (US 69, EAST TO 2.07 MILES EAST)

REMARKS: **MPO PROJ ID:** A00208028

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	LET YR	Project Sponsor	EST COST
Beaumont	Jasper	0244-03-066	US 190			2028		\$1,186,228.00

LIMITS FROM: SH 63, EAST **LIMITS TO:** NEWTON COUNTY LINE

DESCRIPTION: 2028 Seal Coat-US 190 (SH 63, EAST TO NEWTON COUNTY LINE)

REMARKS: **MPO PROJ ID:** A00207862

**JJOHRTS FY 2025-2028 TRANSPORTATION IMPROVEMENT PROGRAM BEAUMONT DISTRICT
SETRPC METROPOLITAN PLANNING ORGANIZATION
GROUPED PROJECTS**

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	LET YR	Project Sponsor	EST COST
Beaumont	Jefferson	0307-02-052	SH 87			2028		\$1,337,111.00

LIMITS FROM: FM 3322, SOUTH **LIMITS TO:** END OF MAINTENANCE

DESCRIPTION: 2028 Seal Coat-SH 87 (FM 3322, SOUTH TO END OF MAINTENANCE)

REMARKS: **MPO PROJ ID:** A00207883

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	LET YR	Project Sponsor	EST COST
Beaumont	Hardin	0339-03-041	SH 105			2028		\$1,540,465.00

LIMITS FROM: FM 770, EAST **LIMITS TO:** 1.10 MI WEST OF SH 326

DESCRIPTION: 2028 Seal Coat-SH 105 (FM 770, EAST to 1.10 MI W OF SH 326)

REMARKS: **MPO PROJ ID:** A00207892

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	LET YR	Project Sponsor	EST COST
Beaumont	Hardin	0339-04-041	SH 105			2028		\$69,490.00

LIMITS FROM: 1.10 MILES WEST OF SH 326, EAST **LIMITS TO:** 0.76 MILES WEST OF SH 326

DESCRIPTION: 2028 Seal Coat-SH 105 (1.10 MILES WEST OF SH 326, EAST to 0.76 MILES WEST OF SH 326)

REMARKS: **MPO PROJ ID:** A00208042

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	LET YR	Project Sponsor	EST COST
Beaumont	Hardin	0784-01-053	FM 418			2028		\$995,308.00

LIMITS FROM: 2.07 MILES EAST OF US 69, EAST **LIMITS TO:** FM 92

DESCRIPTION: 2028 Seal Coat-FM 418 (2.07 MILES EAST OF US 69, EAST TO FM 92)

REMARKS: **MPO PROJ ID:** A00208029

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	LET YR	Project Sponsor	EST COST
Beaumont	Jefferson	0920-00-137	Various			2028		\$500,000.00

LIMITS FROM: DISTRICTWIDE **LIMITS TO:** .

DESCRIPTION: FY 26 DISTRICTWIDE GUIDE SIGNS PLACEHOLDER

REMARKS: **MPO PROJ ID:** A00134324

**JJOHRTS FY 2025-2028 TRANSPORTATION IMPROVEMENT PROGRAM BEAUMONT DISTRICT
SETRPC METROPOLITAN PLANNING ORGANIZATION
GROUPED PROJECTS**

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	LET YR	Project Sponsor	EST COST
Beaumont	Jefferson	0932-02-061	FM 365			2028		\$265,213.00

LIMITS FROM: PAGGI RD, SOUTH **LIMITS TO:** FM 1406

DESCRIPTION: 2028 Seal Coat-FM 365 (PAGGI RD, SOUTH TO FM 1406)

REMARKS: **MPO PROJ ID:** A00207849

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	LET YR	Project Sponsor	EST COST
Beaumont	Orange	1285-01-020	FM 1136			2028		

LIMITS FROM: SH 12, SOUTH **LIMITS TO:** IH 10

DESCRIPTION: 2028 Seal Coat-FM 1136 (SH 12, SOUTH TO IH 10)

REMARKS: **MPO PROJ ID:** A00207881

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	LET YR	Project Sponsor	EST COST
Beaumont	Orange	0028-14-121	IH 10			2028		\$1,000,000.00

LIMITS FROM: FM 3247, EAST **LIMITS TO:** SH 87

DESCRIPTION: IH 10FR EB&WB (FM 3247, EAST TO SH 87) LEVEL UP

REMARKS: **MPO PROJ ID:** A00196703

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	LET YR	Project Sponsor	EST COST
Beaumont	Jasper	0244-09-014	FM 2799			2028		\$1,192,103.00

LIMITS FROM: FM 777, EAST **LIMITS TO:** US 96

DESCRIPTION: FM 2799(FM 777, EAST TO US 96) Mill and Overlay with Safety Upgrades

REMARKS: **MPO PROJ ID:** A00196657

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	LET YR	Project Sponsor	EST COST
Beaumont	Jasper	0785-02-016	FM 1013			2028		\$1,956,159.00

LIMITS FROM: FM 82, EAST **LIMITS TO:** NEWTON C/L

DESCRIPTION: FM 1013-(FM 82, EAST TO NEWTON C/L) Widen, OCST and Overlay

REMARKS: **MPO PROJ ID:** A00183550

**JJOHRTS FY 2025-2028 TRANSPORTATION IMPROVEMENT PROGRAM BEAUMONT DISTRICT
SETRPC METROPOLITAN PLANNING ORGANIZATION
GROUPED PROJECTS**

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	LET YR	Project Sponsor	EST COST
Beaumont	Jefferson	0920-00-150	Various			2028		\$1,529,168.00

LIMITS FROM: DISTRICT WIDE

LIMITS TO: .

DESCRIPTION: DISTRICT WIDE-ITS UPGRADE to install 40 CCTV Cameras and 8 DMSs

REMARKS:

MPO PROJ ID: A00183763

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	LET YR	Project Sponsor	EST COST
Beaumont	Jefferson	0920-00-139	Various			2028		

LIMITS FROM: DISTRICTWIDE

LIMITS TO: .

DESCRIPTION: FY 2024 DISTRICTWIDE PAVEMENT MARKINGS PLACEHOLDER

REMARKS:

MPO PROJ ID: A00134327

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	LET YR	Project Sponsor	EST COST
Beaumont	Jefferson	0028-13-142	IH 10			2028		\$66,964,286.00

LIMITS FROM: US 90, EAST

LIMITS TO: AT UPRR

DESCRIPTION: IH 10-UPRR OVERPASS-REPLACE BRIDGE AND APPROACHES

REMARKS:

MPO PROJ ID: A00190602

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	LET YR	Project Sponsor	EST COST
Beaumont	Jefferson	0920-00-138	Various			2028		\$470,000.00

LIMITS FROM: DISTRICTWIDE

LIMITS TO: .

DESCRIPTION: FY 24 DISTRICTWIDE GUIDE SIGNS PLACEHOLDER

REMARKS:

MPO PROJ ID: A00134325



Chapter 4: Federally Funded Transit Projects

**TRANSIT PROJECT DESCRIPTION
JJOHRTS FY 2025-2028 TRANSPORTATION IMPROVEMENT PROGRAM**

<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor	Beaumont Municipal Transit	Federal Funding Category	NA
MPO Project Information (reference number, etc)	20014-TXXE	Federal (FTA) Funds	\$0.00
		State Funds from TxDOT	\$1,027,500.00
FTA Apportionment YR	2025	Other Source	\$1,027,500.00
Project Phase	Capital Assistance		
Description	Purchase three 35' CNG buses and four paratransit vehicles	Total Project Cost	\$2,055,000.00
SEC 5309 ID Number	TBD	Trans Dev Requested	\$0.00
Amendment Date & Action	NA	Trans Dev Credits Awarded (Date & Amount)	\$0.00

<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor	Beaumont Municipal Transit	Federal Funding Category	5307
MPO Project Information (reference number, etc)	22015-TXXE	Federal (FTA) Funds	\$2,000,000.00
		State Funds from TxDOT	\$450,000.00
FTA Apportionment YR	2025	Other Source	\$0.00
Project Phase	Operating Assistance		
Description	Operating assistance for FY 2025	Total Project Cost	\$4,450,000.00
SEC 5309 ID Number	TBD	Trans Dev Requested	\$0.00
Amendment Date & Action	NA	Trans Dev Credits Awarded (Date & Amount)	\$0.00

<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor	Port Arthur Transit	Federal Funding Category	5307
MPO Project Information (reference number, etc)	22022-TXXE	Federal (FTA) Funds	\$944,855.00
		State Funds from TxDOT	\$319,560.00
FTA Apportionment YR	2025	Other Source	\$811,824.00
Project Phase	Operating Assistance		
Description	Operating assistance for FY 2025	Total Project Cost	\$2,076,239.00
SEC 5309 ID Number	TBD	Trans Dev Requested	\$0.00
Amendment Date & Action	NA	Trans Dev Credits Awarded (Date & Amount)	\$0.00

**TRANSIT PROJECT DESCRIPTION
JJOHRTS FY 2025-2028 TRANSPORTATION IMPROVEMENT PROGRAM**

<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor	South East Texas Transit	Federal Funding Category	5310
MPO Project Information (reference number, etc)	22024-TXXE	Federal (FTA) Funds	\$182,821.00
		State Funds from TxDOT	\$0.00
FTA Apportionment YR	2025	Other Source	\$45,705.00
Project Phase	Operating Assistance		
Description	Operating assistance for FY 2025	Total Project Cost	\$228,526.00
SEC 5309 ID Number	TBD	Trans Dev Requested	\$0.00
Amendment Date & Action	NA	Trans Dev Credits Awarded (Date & Amount)	\$0.00

<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor	South East Texas Transit	Federal Funding Category	5311
MPO Project Information (reference number, etc)	22085-TXXE	Federal (FTA) Funds	\$502,153.00
		State Funds from TxDOT	\$366,672.00
FTA Apportionment YR	2025	Other Source	\$260,812.00
Project Phase	Administration Assistance		
Description	Administration and Operation of a Rural Transportation Program (2025)	Total Project Cost	\$1,129,637.00
SEC 5309 ID Number	TBD	Trans Dev Requested	\$0.00
Amendment Date & Action	NA	Trans Dev Credits Awarded (Date & Amount)	\$0.00

<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor	Beaumont Municipal Transit	Federal Funding Category	5339
MPO Project Information (reference number, etc)	20015-TXXE	Federal (FTA) Funds	\$304,965.00
		State Funds from TxDOT	\$0.00
FTA Apportionment YR	2025	Other Source	\$0.00
Project Phase	Capital Assistance		
Description	Purchase two-three paratransit vehicles	Total Project Cost	\$304,965.00
SEC 5309 ID Number	TBD	Trans Dev Requested	\$0.00
Amendment Date & Action	NA	Trans Dev Credits Awarded (Date & Amount)	\$0.00

**TRANSIT PROJECT DESCRIPTION
JJOHRTS FY 2025-2028 TRANSPORTATION IMPROVEMENT PROGRAM**

<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor	Beaumont Municipal Transit	Federal Funding Category	5339
MPO Project Information (reference number, etc)	20016-TXXE	Federal (FTA) Funds	\$621,266.00
		State Funds from TxDOT	\$0.00
FTA Apportionment YR	2025	Other Source	\$0.00
Project Phase	Capital Assistance		
Description	Purchase one 35' CNG bus	Total Project Cost	\$621,266.00
SEC 5309 ID Number	TBD	Trans Dev Requested	\$124,254.00
Amendment Date & Action	NA	Trans Dev Credits Awarded (Date & Amount)	\$0.00

<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor	Beaumont Municipal Transit	Federal Funding Category	5339
MPO Project Information (reference number, etc)	22016-TXXE	Federal (FTA) Funds	\$18,175,000.00
		State Funds from TxDOT	\$0.00
FTA Apportionment YR	2025	Other Source	\$0.00
Project Phase	Capital Assistance		
Description	Capital assistance for FY 2025	Total Project Cost	\$18,175,000.00
SEC 5309 ID Number	TBD	Trans Dev Requested	\$3,636,000.00
Amendment Date & Action	NA	Trans Dev Credits Awarded (Date & Amount)	\$0.00

<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor	Beaumont Municipal Transit	Federal Funding Category	5339
MPO Project Information (reference number, etc)	22017-TXXE	Federal (FTA) Funds	\$350,000.00
		State Funds from TxDOT	\$0.00
FTA Apportionment YR	2025	Other Source	\$0.00
Project Phase	Capital Assistance		
Description	Replacement vehicles - battery electric	Total Project Cost	\$350,000.00
SEC 5309 ID Number	TBD	Trans Dev Requested	\$70,000.00
Amendment Date & Action	NA	Trans Dev Credits Awarded (Date & Amount)	\$0.00

**TRANSIT PROJECT DESCRIPTION
JJOHRTS FY 2025-2028 TRANSPORTATION IMPROVEMENT PROGRAM**

<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor	City of Beaumont	Federal Funding Category	5339
MPO Project Information (reference number, etc)	24021-TXXE	Federal (FTA) Funds	\$2,819,460.00
FTA Apportionment YR	2025	State Funds from TxDOT	\$0.00
Project Phase		Other Source	\$0.00
Description	Low- and No Emission (Low-No) Vehicle Program	Total Project Cost	\$2,819,460.00
SEC 5309 ID Number	TBD	Trans Dev Requested	\$497,772.00
Amendment Date & Action	NA	Trans Dev Credits Awarded (Date & Amount)	\$497,800.00

<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor	Port Arthur Transit	Federal Funding Category	5339(c)
MPO Project Information (reference number, etc)	21003-TXXE	Federal (FTA) Funds	5,001,700.00
FTA Apportionment YR	2025	State Funds from TxDOT	\$0.00
Project Phase	Operating Assistance	Other Source	\$0.00
Description	Electric Vehicle (IoNo) project, bus purchase, eclectic charges & facility/ infrastructure upgrades	Total Project Cost	501,001,700.00
SEC 5309 ID Number	TBD	Trans Dev Requested	\$702,505.00
Amendment Date & Action	NA	Trans Dev Credits Awarded (Date & Amount)	\$701,505.00

**TRANSIT PROJECT DESCRIPTION
JJOHRTS FY 2025-2028 TRANSPORTATION IMPROVEMENT PROGRAM**

<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor	Beaumont Municipal Transit	Federal Funding Category	5307
MPO Project Information (reference number, etc)	22018-TXXE	Federal (FTA) Funds	\$2,000,000.00
		State Funds from TxDOT	\$450,000.00
FTA Apportionment YR	2026	Other Source	\$0.00
Project Phase	Operating Assistance		
Description	Operating assistance for FY 2026	Total Project Cost	\$4,450,000.00
SEC 5309 ID Number	TBD	Trans Dev Requested	\$0.00
Amendment Date & Action	NA	Trans Dev Credits Awarded (Date & Amount)	\$0.00

<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor	Beaumont Municipal Transit	Federal Funding Category	5307
MPO Project Information (reference number, etc)	22021-TXXE	Federal (FTA) Funds	\$80,000.00
		State Funds from TxDOT	\$0.00
FTA Apportionment YR	2026	Other Source	\$0.00
Project Phase	Planning Assistance		
Description	Short Range Transit Plan	Total Project Cost	\$100,000.00
SEC 5309 ID Number	TBD	Trans Dev Requested	\$0.00
Amendment Date & Action	NA	Trans Dev Credits Awarded (Date & Amount)	\$0.00

<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor	Port Arthur Transit	Federal Funding Category	5307
MPO Project Information (reference number, etc)	22023-TXXE	Federal (FTA) Funds	\$944,855.00
		State Funds from TxDOT	\$319,560.00
FTA Apportionment YR	2026	Other Source	\$811,824.00
Project Phase	Operating Assistance		
Description	Operating assistance for FY 2026	Total Project Cost	\$2,076,239.00
SEC 5309 ID Number	TBD	Trans Dev Requested	\$0.00
Amendment Date & Action	NA	Trans Dev Credits Awarded (Date & Amount)	\$0.00

**TRANSIT PROJECT DESCRIPTION
JJOHRTS FY 2025-2028 TRANSPORTATION IMPROVEMENT PROGRAM**

<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor	South East Texas Transit	Federal Funding Category	5310
MPO Project Information (reference number, etc)	22025-TXXE	Federal (FTA) Funds	\$182,821.00
		State Funds from TxDOT	\$0.00
FTA Apportionment YR	2026	Other Source	\$45,705.00
Project Phase	Operating Assistance		
Description	Operating assistance for FY 2026	Total Project Cost	\$228,526.00
SEC 5309 ID Number	TBD	Trans Dev Requested	\$0.00
Amendment Date & Action	NA	Trans Dev Credits Awarded (Date & Amount)	\$0.00

<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor	South East Texas Transit	Federal Funding Category	5311
MPO Project Information (reference number, etc)	22086-TXXE	Federal (FTA) Funds	\$502,153.00
		State Funds from TxDOT	\$366,672.00
FTA Apportionment YR	2026	Other Source	\$260,812.00
Project Phase	Administration Assistance		
Description	Administration and Operation of a Rural Transportation Program (2026)	Total Project Cost	\$1,129,637.00
SEC 5309 ID Number	TBD	Trans Dev Requested	\$0.00
Amendment Date & Action	NA	Trans Dev Credits Awarded (Date & Amount)	\$0.00

<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor	Beaumont Municipal Transit	Federal Funding Category	5339
MPO Project Information (reference number, etc)	22019-TXXE	Federal (FTA) Funds	\$6,000,000.00
		State Funds from TxDOT	\$0.00
FTA Apportionment YR	2026	Other Source	\$0.00
Project Phase	Capital Assistance		
Description	Replacement vehicles - battery electric	Total Project Cost	\$6,000,000.00
SEC 5309 ID Number	TBD	Trans Dev Requested	\$1,200,000.00
Amendment Date & Action	NA	Trans Dev Credits Awarded (Date & Amount)	\$0.00

**TRANSIT PROJECT DESCRIPTION
JJOHRTS FY 2025-2028 TRANSPORTATION IMPROVEMENT PROGRAM**

<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor	Beaumont Municipal Transit	Federal Funding Category	5339
MPO Project Information (reference number, etc)	22020-TXXE	Federal (FTA) Funds	\$350,000.00
		State Funds from TxDOT	\$0.00
FTA Apportionment YR	2026	Other Source	\$0.00
Project Phase	Capital Assistance		
Description	Replacement vehicles - battery electric	Total Project Cost	\$350,000.00
SEC 5309 ID Number	TBD	Trans Dev Requested	\$70,000.00
Amendment Date & Action	NA	Trans Dev Credits Awarded (Date & Amount)	\$0.00

<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor	Beaumont Municipal Transit	Federal Funding Category	5307
MPO Project Information (reference number, etc)	24012-TXXE	Federal (FTA) Funds	\$2,000,000.00
		State Funds from TxDOT	\$450,000.00
FTA Apportionment YR	2027	Other Source	\$0.00
Project Phase	Operating Assistance		
Description	Operating assistance for FY 2026	Total Project Cost	\$4,450,000.00
SEC 5309 ID Number	TBD	Trans Dev Requested	\$0.00
Amendment Date & Action	NA	Trans Dev Credits Awarded (Date & Amount)	\$0.00

<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor	Port Arthur Transit	Federal Funding Category	5307
MPO Project Information (reference number, etc)	24013-TXXE	Federal (FTA) Funds	\$944,855.00
		State Funds from TxDOT	\$319,560.00
FTA Apportionment YR	2027	Other Source	\$811,824.00
Project Phase	Operating Assistance		
Description	Operating assistance for FY 2026	Total Project Cost	\$2,076,239.00
SEC 5309 ID Number	TBD	Trans Dev Requested	\$0.00
Amendment Date & Action	NA	Trans Dev Credits Awarded (Date & Amount)	\$0.00

**TRANSIT PROJECT DESCRIPTION
JJOHRTS FY 2025-2028 TRANSPORTATION IMPROVEMENT PROGRAM**

<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor	South East Texas Transit	Federal Funding Category	5310
MPO Project Information (reference number, etc)	24014-TXXE	Federal (FTA) Funds	\$182,821.00
		State Funds from TxDOT	\$0.00
FTA Apportionment YR	2027	Other Source	\$45,705.00
Project Phase	Operating Assistance		
Description	Operating assistance for FY 2026	Total Project Cost	\$228,526.00
SEC 5309 ID Number	TBD	Trans Dev Requested	\$0.00
Amendment Date & Action	NA	Trans Dev Credits Awarded (Date & Amount)	\$0.00

<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor	South East Texas Transit	Federal Funding Category	5311
MPO Project Information (reference number, etc)	24015-TXXE	Federal (FTA) Funds	\$502,153.00
		State Funds from TxDOT	\$366,672.00
FTA Apportionment YR	2027	Other Source	\$260,812.00
Project Phase	Administration Assistance		
Description	Administration and Operation of a Rural Transportation Program (2026)	Total Project Cost	\$1,129,637.00
SEC 5309 ID Number	TBD	Trans Dev Requested	\$0.00
Amendment Date & Action	NA	Trans Dev Credits Awarded (Date & Amount)	\$0.00


<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor	Beaumont Municipal Transit	Federal Funding Category	5307
MPO Project Information (reference number, etc)	24016-TXXE	Federal (FTA) Funds	\$2,000,000.00
		State Funds from TxDOT	\$450,000.00
FTA Apportionment YR	2028	Other Source	\$0.00
Project Phase	Operating Assistance		
Description	Operating assistance for FY 2026	Total Project Cost	\$4,450,000.00
SEC 5309 ID Number	TBD	Trans Dev Requested	\$0.00
Amendment Date & Action	NA	Trans Dev Credits Awarded (Date & Amount)	\$0.00

**TRANSIT PROJECT DESCRIPTION
JJOHRTS FY 2025-2028 TRANSPORTATION IMPROVEMENT PROGRAM**

<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor	Port Arthur Transit	Federal Funding Category	5307
MPO Project Information (reference number, etc)	24017-TXXE	Federal (FTA) Funds	\$944,855.00
		State Funds from TxDOT	\$319,560.00
FTA Apportionment YR	2028	Other Source	\$811,824.00
Project Phase	Operating Assistance		
Description	Operating assistance for FY 2026	Total Project Cost	\$2,076,239.00
SEC 5309 ID Number	TBD	Trans Dev Requested	\$0.00
Amendment Date & Action	NA	Trans Dev Credits Awarded (Date & Amount)	\$0.00

<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor	South East Texas Transit	Federal Funding Category	5310
MPO Project Information (reference number, etc)	24018-TXXE	Federal (FTA) Funds	\$182,821.00
		State Funds from TxDOT	\$0.00
FTA Apportionment YR	2028	Other Source	\$45,705.00
Project Phase	Operating Assistance		
Description	Operating assistance for FY 2026	Total Project Cost	\$228,526.00
SEC 5309 ID Number	TBD	Trans Dev Requested	\$0.00
Amendment Date & Action	NA	Trans Dev Credits Awarded (Date & Amount)	\$0.00

<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor	South East Texas Transit	Federal Funding Category	5311
MPO Project Information (reference number, etc)	24019-TXXE	Federal (FTA) Funds	\$502,153.00
		State Funds from TxDOT	\$366,672.00
FTA Apportionment YR	2028	Other Source	\$260,812.00
Project Phase	Administration Assistance		
Description	Administration and Operation of a Rural Transportation Program (2026)	Total Project Cost	\$1,129,637.00
SEC 5309 ID Number	TBD	Trans Dev Requested	\$0.00
Amendment Date & Action	NA	Trans Dev Credits Awarded (Date & Amount)	\$0.00



Chapter 5: Financial Summary

South East Texas Regional Planning Commission - Metropolitan Planning Organization
JOHRTS FY 2025 - 2028 Transportation Improvement Program

Funding by Category

Funding Category	Description	FY 2025		FY 2026		FY 2027		FY 2028		FY 2025 – FY 2028	
		Programmed	Authorized	Programmed	Authorized	Programmed	Authorized	Programmed	Authorized	Programmed	Authorized
1	Preventive Maintenance and Rehabilitation	\$2	\$2	\$1	\$1	\$5	\$5	\$0	\$0	\$8	\$8
2Mor2U	Urban Area (Non- TMA) Corridor Projects	\$12,609,998.00	\$12,609,998.00	\$0	\$0	\$0	\$95,030,000.00	\$0	\$0	\$107,639,998.00	\$107,639,998.00
3	Non-Traditionally Funded Transportation Project	\$3,524,036.50	\$3,524,036.50	\$0	\$0	\$0	\$0	\$0	\$0	\$3,524,036.50	\$3,524,036.50
30B	Design Build (DB)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
4	Urban and Regional Connectivity	\$27,710,000.00	\$27,710,000.00	\$0	\$0	\$99,186,000.00	\$99,186,000.00	\$0	\$0	\$126,896,000.00	\$126,896,000.00
5	CMAQ	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
6	Structures - Bridge	\$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	TAP Set-Aside Program	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
10	Supplemental Transportation	\$2,696,000.00	\$2,732,000.00	\$1,297,597.00	\$1,297,597.00	\$4,089,696.00	\$4,089,696.00	\$0	\$0	\$8,083,293.00	\$8,083,293.00
IOCBI	Corridor Border	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
11	District Discretionary	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
11	Energy Sector	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
12	Texas Clear Lanes	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
12	Strategic Priority	\$1,380,000.00	\$1,380,000.00	\$11,200,000.00	\$11,200,000.00	\$66,584,000.00	\$66,584,000.00	\$0	\$0	\$79,164,000.00	\$79,164,000.00
DA	DA	\$0	\$0	\$0	\$0	\$0	\$0	\$106,068,432.00	\$106,068,432.00	\$106,068,432.00	\$106,068,432.00
SWPE	Statewide Budget PE	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
SW ROW	Statewide Budget ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total		\$47,920,036.50	\$47,920,036.50	\$12,497,598.00	\$12,497,598.00	\$264,889,701.00	\$264,889,701.00	\$106,068,432.00	\$106,068,432.00	\$431,375,767.50	\$431,375,767.50

Transit Financial Summary

South East Texas Regional Planning Commission - Metropolitan Planning Organization

FY 2025- 2028 Transportation Improvement Program

All Figures in Year of Expenditure (YOE) Dollars

Current as of 2024-05-16

Transit Program		FY 2025			FY 2026			FY 2027		
		Federal	State/Other	Total	Federal	State/Other	Total	Federal	State/Other	Total
1	Sec. 5307 - Urbanized Formula >200K	\$2,944,855	\$1,581,384	\$4,526,239	\$3,024,855	\$1,581,384	\$4,606,239	\$2,944,855	\$1,581,384	\$4,526,239
2	Sec. 5307 - Urbanized Formula <200K			\$0			\$0			\$0
3	Sec. 5309 - Discretionary			\$0			\$0			\$0
4	Sec. 5310 - Elderly & Individuals w/Disabilities	\$182,821	\$45,705	\$228,526	\$182,821	\$45,705	\$228,526	\$182,821	\$45,705	\$228,526
5	Sec. 5311 - Nonurbanized Formula	\$502,153	\$627,484	\$1,129,637	\$502,153	\$627,484	\$1,129,637	\$502,153	\$627,484	\$1,129,637
6	Sec. 5316 - JARC >200K			\$0			\$0			\$0
7	Sec. 5316 - JARC <200K			\$0			\$0			\$0
8	Sec. 5316 - JARC Nonurbanized			\$0			\$0			\$0
9	Sec. 5317 - New Freedom >200K			\$0			\$0			\$0
10	Sec. 5317 - New Freedom <200K			\$0			\$0			\$0
11	Sec. 5317 - New Freedom Nonurbanized			\$0			\$0			\$0
12	Sec. 5339 - Bus & Bus Facilities >200K	\$27,272,391	\$2,055,000	\$29,327,391	\$6,350,000	\$0	\$6,350,000	\$0	\$0	\$0
13	Regionally Significant or Other			\$0			\$0			\$0
Total Funds		\$30,902,220	\$4,309,573	\$35,211,793	\$10,059,829	\$2,254,573	\$12,314,402	\$3,629,829	\$2,254,573	\$5,884,402
Transportation Development Credits Requested				\$5,030,531			\$1,270,000			\$0
Transportation Development Credits Awarded				\$1,200,305			\$0			\$0

All Figures in Year of Expenditure (YOE) Dollars

Transit Programs		FY 2028			FY 2025-2028 Total		
		Federal	State/Other	Total	Federal	State/Other	Total
1	Sec. 5307 - Urbanized Formula >200K	\$2,944,855	\$1,581,384	\$4,526,239	\$11,859,420	\$6,325,536	\$18,184,956
2	Sec. 5307 - Urbanized Formula <200K			\$0	\$0	\$0	\$0
3	Sec. 5309 - Discretionary			\$0	\$0	\$0	\$0
4	Sec. 5310 - Elderly & Individuals w/Disabilities	\$182,821	\$45,705	\$228,526	\$731,284	\$182,820	\$914,104
5	Sec. 5311 - Nonurbanized Formula	\$502,153	\$627,484	\$1,129,637	\$2,008,612	\$2,509,936	\$4,518,548
6	Sec. 5316 - JARC >200K			\$0	\$0	\$0	\$0
7	Sec. 5316 - JARC <200K			\$0	\$0	\$0	\$0
8	Sec. 5316 - JARC Nonurbanized			\$0	\$0	\$0	\$0
9	Sec. 5317 - New Freedom >200K			\$0	\$0	\$0	\$0
10	Sec. 5317 - New Freedom <200K			\$0	\$0	\$0	\$0
11	Sec. 5317 - New Freedom Nonurbanized			\$0	\$0	\$0	\$0
12	Sec. 5339 - Bus & Bus Facilities >200K	\$0	\$0	\$0	\$33,622,391	\$2,055,000	\$35,677,391
13	Regionally Significant or Other			\$0	\$0	\$0	\$0
Total Funds		\$3,629,829	\$2,254,573	\$5,884,402	\$48,221,707	\$11,073,292	\$59,294,999
Transportation Development Credits Requested				\$0			\$6,300,531
Transportation Development Credits Awarded				\$0			\$1,200,305

Chapter 6: Funding Categories

6.0 Texas Department of Transportation (TxDOT) Funding Categories:

- 1 Preventive Maintenance and Rehabilitation: Rehabilitation and preventative maintenance of the existing state highway system, including the Interstate Highway System main lanes, frontage roads, structures, signs, pavement markings, striping, etc.
- 2 Metropolitan and Urban Corridor Projects: Mobility and added capacity projects along a corridor that improve transportation facilities in order to decrease travel time and level or duration of traffic congestion and increase the safe and efficient movement of people and freight in metropolitan and urbanized areas.
- 3 Non-Traditionally Funded Transportation Projects: Transportation related projects that qualify for funding from sources not traditionally part of the state highway fund, including state bond financing under programs such as proposition 12, pass-through toll financing, unique federal funding, regional toll revenue, and local participation funding.
- 4 Statewide Connectivity Corridor Projects: Mobility and added capacity projects on major state highway systems corridors which provide statewide connectivity between urban areas and corridors.
- 5 Congestion Mitigation and Air Quality Improvement: Addresses attainment of national ambient air quality standards in current non-attainment areas. Funds cannot be utilized to add capacity for single occupancy vehicles.
- 6 Structures-Replacement & Rehabilitation: Replaces or rehabilitates eligible bridges on and off the state highway system. Eliminates at-grade highway/railroad crossings by providing grade separations and rehabilitates/replaces deficient railroad underpasses.
- 7 Metropolitan Mobility & Rehabilitation: Addresses various transportation needs within Transportation Management Areas selected by the Metropolitan Planning Organizations.

- 8 Safety: Addresses safety related projects on and off the state highway system. Includes safety improvements to high-risk rural roads, projects selected via safety indices to eliminate hazards, and signal coordination and warning devices at railroad crossings.
- 9 Enhancements: Includes projects above and beyond typical transportation improvements, including on- and off-road pedestrian and bicycle pedestrian facilities, landscaping, historic preservation, environmental mitigation, and safety rest areas.
- 10 Miscellaneous (Supplemental Transportation Projects): Various projects including construction and rehabilitation of roadways within and adjacent to state parks and wildlife refuges; landscaping development projects; replacement of rough railroad crossing surfaces, maintenance of automatic railroad devices, and rehabilitation and/or improvement of railroad infrastructure; and construction or replacement of curb ramps at on-system intersections.
- 11 District Discretionary: Various projects on the state highway system selected at the district's discretion.
- 12 Strategic Priority: Commission-selected projects that promote economic opportunity, increase efficiency on military deployment routes, maintain the ability to respond to both man-made and natural emergencies, and address other various strategic needs.

6.1 Federal Transit Administration Funding Categories:

- FTA 5307 Urbanized Area Formula Grant Program: Program subsidizes the operating and/or capital cost of transit services. Eligible expenses include planning, engineering, most administration, preventive maintenance, fuel, parts, and operating costs.
- FTA 5309 Capital Investment Program: Divided into three categories: modernization of existing rail systems, new rail systems, and new and replacement buses and facilities. The bus category is the only one from which the JOHRTS region is eligible to receive funds. These funds are used to subsidize the purchase of buses, bus related equipment and paratransit vehicles, and for the construction of bus-related facilities.
- FTA 5310 Transportation for Elderly Persons and Persons with Disabilities: Capital expenses that support transportation to meet the special needs of older adults and persons with disabilities.
- FTA 5311 Rural Transit and Intercity Bus: Capital, planning, and operating expenses for public transit in non-urbanized areas with a population under 50,000 as designated by the Bureau of the Census.

- FTA 5324 Emergency Relief: Funding for protecting, repairing, and/or replacing equipment and facilities that may suffer or have suffered serious damage as a result of an emergency, including natural disasters such as floods, hurricanes, and tornadoes.
- FTA 5339 Buses and Bus Facilities: Provides funding to replace, rehabilitate, and purchase buses and related equipment and to construct bus-related facilities

Chapter 7: Environmental Studies

FY 2025-2028 TRANSPORTATION IMPROVEMENT PROGRAM
BEAUMONT DISTRICT
SETRPC METROPOLITAN PLANNING ORGANIZATION
ENVIRONMENTAL STUDIES

DISTRICT	COUNTY	CSJ	HWY	PHASE	MPO PROJECT NUMBER
Beaumont	Hardin	0200-10-060	US 69	ENV	24020-NEAP
LIMITS FROM:	0.75 MI S OF FM 1003		LIMITS TO:	MITCHELL ROAD	
DESCRIPTION:	US 69 WIDEN FROM 2 to 4 LANES DIVIDED				
REMARKS:					

Chapter 8: Feasibility Studies

**JJOHRTS FY 2025-2028 TRANSPORTATION IMPROVEMENT PROGRAM
BEAUMONT DISTRICT
SETRPC METROPOLITAN PLANNING ORGANIZATION
FEASIBILITY STUDIES**

DISTRICT	MPO	COUNTY	PROJECT ID	HWY	PHASE	MPO PROJECT ID
Beaumont	SETRPC	Jefferson	A00195783	SH 87	P	24020-FEA
LIMITS FROM	SABINE PASS					
LIMITS TO	HIGH ISLAND					
DESCR	SH 87 BEACH ROAD STUDY FROM SABINE PASS TO HIGH ISLAND, ALSO STUDY OPTIONS TO LINK SH 87 TO SH 73					
REMARKS	FEASIBILITY STUDY					

Chapter 9: Exempt Project Criteria

This chapter provides information excerpted from 40 CFR Part 93: Transportation Conformity Rule regarding project and program types that are considered exempt from being submitted as part of a transportation conformity determination analysis. This chapter is explanatory only and not applicable while the MPO is classified as within transportation conformity. The following criteria describe the exemption status for these types of projects and programs.

§93.126 Exempt Projects

Notwithstanding the other requirements of this subpart, highway and transit projects of the types listed in Table 1 are exempt from the requirement that a conformity determination be made. Such projects may proceed toward implementation even in the absence of a conforming transportation plan and TIP. A particular action of the type listed in Table 1 is not exempt if the MPO in consultation with other agencies (see §93.105(c)(1)(iii)), the EPA, and the FHWA (in the case of a highway project) or the FTA (in case of a transit project) concur that it has potentially adverse emissions impacts for any reason. States and MPOs must ensure that exempt projects do not interfere with TCM implementation.

Table 9-1: Exempt Projects

SAFETY
➔ Railroad/highway crossing
➔ Hazard elimination program
➔ Safer non-Federal-aid system roads
➔ Shoulder improvements
➔ Increasing sight distance
➔ Safety improvement program
➔ Traffic control devices and operating assistance other than signalization projects
➔ Railroad/highway crossing warning devices
➔ Guardrails, median barriers, crash cushions
➔ Pavement resurfacing and/or rehabilitation
➔ Pavement marking demonstration
➔ Emergency relief (23 U.S.C.125)

- ➔ Fencing
- ➔ Skid treatments
- ➔ Safety roadside rest areas
- ➔ Adding medians
- ➔ Truck climbing lanes outside the urbanized area
- ➔ Lighting improvements
- ➔ Widening narrow pavements or reconstructing bridges (no additional travel lanes)
- ➔ Emergency truck pullovers

MASS TRANSIT

- ➔ Operating assistance to transit agencies
- ➔ Purchase of support vehicles
- ➔ Rehabilitation of transit vehicles¹
- ➔ Purchase of office, shop, and operating equipment for existing facilities
- ➔ Purchase of operating equipment for vehicles (e.g., radios, fireboxes, lifts, etc.)
- ➔ Construction or renovation of power, signal, and communications systems
- ➔ Construction of small passenger shelters and information kiosks
- ➔ Reconstruction or renovation of transit buildings and structures (e.g., rail or bus buildings, storage and maintenance facilities, stations, terminals, and ancillary structures)
- ➔ Rehabilitation or reconstruction of track structures, track, and tracked in existing rights-of-way
- ➔ Purchase of new buses and rail cars to replace existing vehicles or for minor expansions of the fleet¹
- ➔ Construction of new bus or rail storage/maintenance facilities categorically excluded in 23 CFR 771

AIR QUALITY

- ➔ Continuation of ride-sharing and vanpooling promotion activities at current levels
- ➔ Bicycle and pedestrian facilities

OTHER

- ➔ Specific activities which do not involve or lead directly to construction, such as:
 - Planning and technical studies
 - Grants for training and research programs
 - Planning activities conducted pursuant to titles 23 and 49 U.S.C.
 - Federal-aid systems revisions
- ➔ Engineering to assess social, economic, and environmental effects of the proposed action or alternatives to the action
- ➔ Noise attenuation
- ➔ Advance land acquisition (23 CFR 712 or 23 CFR 771)
- ➔ Acquisition of scenic easements
- ➔ Plantings, landscaping, etc.
- ➔ Sign removal

¹ In PM10 nonattainment or maintenance areas, such projects are exempt only if they are in compliance with control measures in the applicable implementation plan

- ➔ Directional and informational signs
- ➔ Transportation enhancement activities (except rehabilitation and operation of historic transportation buildings, structures, or facilities)
- ➔ Repair of damage caused by natural disasters, civil unrest, or terrorist acts except projects involving substantial functional, locational or capacity changes

§93.127 Projects Exempt from Regional Emissions Analysis

Notwithstanding the other requirements of this subpart, highway and transit projects of the types listed in Table 2 are exempt from regional emissions analysis requirements. The local effects of these projects with respect to CO or PM10 concentrations must be considered to determine if a hot-spot analysis is required prior to making a project-level conformity determination. Such projects may then proceed to the project development process even in the absence of a conforming transportation plan and TIP. A particular action of the type listed in Table 2 is not exempt if the MPO in consultation with other agencies (see §93.105(c)(1)(iii)), the EPA, and the FHWA (in the case of a highway project) or the FTA (in case of a transit project) concur that it has potential regional impacts for any reason.

Table 9-2: Projects Exempt from Regional Emissions Analysis

- Intersection channelization projects
- Intersection signalization projects at individual intersections
- Interchange reconfiguration projects
- Changes in vertical and horizontal alignments
- Truck size and weight inspection stations
- Bus terminals and transfer points

§93.128 Traffic Signal Synchronization Projects

Traffic signal synchronization projects may be approved, funded, and implemented without satisfying the requirements of this subpart. However, all subsequent regional emissions analyses required by §93.118 and §93.119 for all transportation plans, TIPs, or projects not from a conforming plan and TIP must include such regionally significant traffic signal synchronization projects.

Chapter 10: Integration of Performance Measures

10.0 Introduction

Initiated as part of the 2012 Moving Ahead for Progress in the 21st Century (MAP-21) and continued in the 2015 Fixing America's Surface Transportation (FAST) Act, State Departments of Transportation (DOTs) and Metropolitan Planning Organizations (MPOs) are required to move towards a performance-based planning process with an emphasis on project selection based on specific planning factors. In the JJOHRTS Metropolitan Transportation Plan (MTP) 2050 developed under FAST Act, the SETRPC-MPO focused on the following factors for selection of projects in its Fiscally Constrained Project List:

- ➔ Safety: Ability to reduce potential crashes based on the Safety Improvement Index (SII) reduction factors for specific improvements.
- ➔ Emergency Response: Identifies roadway improvements that enhance the provision of emergency services.
- ➔ Intermodal Benefits: Ability to improve the flow of intermodal transport along roadways in the most cost-effective and safety conscious manner.
- ➔ Mobility: Improvement in roadway Level-of-Service (LOS).

On May 27, 2016, the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) issued the Statewide and Nonmetropolitan Transportation Planning; Metropolitan Transportation Planning Final Rule. This regulation implements the transportation planning and transportation performance management provisions of MAP-21 and the FAST Act.

Pursuant with The Planning Rule, the Texas Department of Transportation (TxDOT) and each Texas MPO, including the SETRPC-MPO, must publish a System Performance Report for applicable performance measures in their respective statewide and metropolitan transportation plans and programs. The System Performance Report presents the condition and performance of the transportation system with respect to required performance measures, documents performance targets and progress achieved in meeting the targets in comparison with previous reports. Per the Planning Rule, the System Performance Report for the SETRPC-MPO JJOHRTS FY 2025-2028 TIP is included for the required Safety (PM1), Bridge and Pavement Condition (PM2), Travel Time Reliability (PM3), and Transit Asset Management (TAM) performance measures and targets.

10.1 Roadway Performance Measures and Targets

The SETRPC-MPO coordinates with the Texas Department of Transportation (TxDOT) and the Federal Highway Administration (FHWA) to establish and adopt performance measures and targets for the following performance areas: safety (PM1), pavement and bridge condition (PM2), and system performance (PM3).

10.1.1 Safety (PM1)

TxDOT has adopted its Strategic Highway Safety Plan, a data-driven statewide-coordinated safety plan to help reduce fatalities and serious injuries on all public roads. TxDOT established safety performance measures in the Highway Safety Improvement Program (HSIP) 2024 annual report dated August 31, 2023. These performance measures are:

- 1) Number of fatalities
- 2) Rate of fatalities per 100 million vehicle miles traveled (VMT)
- 3) Number of serious injuries
- 4) Rate of serious injuries per 100 million VMT
- 5) Number of combined non-motorized fatalities and non-motorized serious injuries

Safety performance targets are provided annually by the States to FHWA for each safety performance measure. Current statewide safety targets address fiscal year 2024 and are based on an anticipated five-year rolling average (2020-2024). Texas statewide safety performance targets for 2024 are included in The SETRPC adopted the Texas statewide safety performance targets on February 29, 2024.

Table 10-1: TxDOT Established Safety Performance Targets for FY 2023

2024 Safety Targets	Number of Fatalities (FARS/CRIS/ARF DATA)	Rate of Fatalities (FARS/CRIS/ARF DATA)	Number of Serious Injuries (FARS/CRIS DATA)	Serious Injury Rate (CRIS DATA)	Total Number of Non-Motorized Fatalities and Serious Injuries (FARS/CRIS DATA)
2020	3,874	1.49	14,659	5.63	2,206
2021	4,486	1.70	19,434	7.35	2,628
2022	3,272	1.25	17,539	6.70	2,321
2023	3,159	1.20	17,819	6.77	2,340
2023	3,046	1.14	18,242	6.77	2,360
2024 Target as a 5-year Average	3,567	1.36	18,096	6.64	2,371

The SETRPC-MPO recognizes the importance of linking goals, objectives, and investment priorities to stated performance objectives, and that establishing this link is critical to the achievement of national transportation goals and statewide and regional performance targets. As such, the SETRPC JJOHRTS 2025-2028 TIP planning process directly reflects the goals, objectives, performance measures, and targets as they are available and described in other State and public transportation plans and processes, the Texas Strategic Highway Safety Plan (SHSP), the Texas Highway Safety Improvement Program (HSIP), the current statewide Texas Transportation Plan 2050 (TTP), and the SETRPC JJOHRTS Metropolitan Transportation Plan 2050 (MTP).

- ➔ The Texas Strategic Highway Safety Plan (SHSP) is intended to reduce the number of fatalities and serious injuries resulting from motor vehicle crashes on public roads in Texas. Existing highway safety plans are aligned and coordinated with the SHSP, including the Texas Highway Safety Improvement Program (HSIP), MPO and local agencies' safety plans. The SHSP guides TxDOT, Texas MPOs, and other safety partners in addressing safety and defines a framework for implementation activities to be carried out across Texas.
- ➔ The TxDOT Highway Safety Improvement Program (HSIP) annual report provides for a continuous and systematic process that identifies and reviews traffic safety issues around the state. The goal of the HSIP process is to reduce the number of crashes, injuries and fatalities through the implementation of strategies and countermeasures structured around seven emphasis areas.

- ➔ The statewide Texas Transportation Plan 2050 (TTP) summarizes transportation needs across the state and identifies future funding projections for projects across transportation modes over the 25-year plan horizon.
- ➔ To support progress towards approved highway safety targets, the SETRPC JJOHRTS MTP-2050 increases the safety of the transportation system for motorized and non-motorized users as required by the Planning Rule through programming projects to help achieve the safety targets.

To support progress towards approved highway safety targets, the SETRPC JJOHRTS 2025-2028 TIP includes investments for safety improvements. These funded safety projects are expected to contribute to the achievement of the safety performance targets.

10.1.2 Pavement and Bridge Condition (PM2)

The Pavement and Bridge Condition Rule (PM2) establishes performance requirements to assess conditions on the National Highway System (NHS) and outlines the process for State DOTs and MPOs to establish targets and report conditions. TxDOT adopted new pavement and bridge condition targets on February 9, 2023 which consist of the following six (6) performance measures for PM2:

- 1) Percentage of Interstate System pavement in good or better condition,
- 2) Percentage of Interstate System pavement in poor condition,
- 3) Percentage of Non-Interstate National Highway System pavement in good condition,
- 4) Percentage of Non-Interstate National Highway System pavement in poor condition,
- 5) Percentage of Bridge Deck on the National Highway System in good condition, and
- 6) Percentage of Bridge Deck on the National Highway System in poor condition.

MPOs have 180 days from the adoption of performance measure targets by a state department of transportation to adopt those measures for the MPO or adopt their own targets. The SETRPC-MPO adopted the performance measures established by TxDOT for PM2 on June 15, 2023. These performance targets are shown in Table 10-2.

Table 10-2: TxDOT Established (PM2) Pavement and Bridge performance Measure Targets

Performance Measure	Statewide Baseline	2 Year Target	4 Year Target
Pavement on Interstate System			
1) % in “Good” condition	64.5%	63.9%	63.6%
2) % in “Poor” condition	0.1%	0.2%	0.2%
Pavement on Non-Interstate			
3) % in “Good” condition	51.7%	45.5%	46.0%
4) % in “Poor” condition	1.3%	1.5%	1.5%
National Highway System Bridge Deck Condition			
5) % in “Good” condition	49.2%	48.5%	47.6%
6) % in “Poor” condition	1.1%	1.5%	1.5%

The SETRPC-MPO recognizes the importance of linking goals, objectives, and investment priorities to stated performance objectives, and that establishing this link is critical to the achievement of national transportation goals and statewide and regional performance targets. As such, the SETRPC JJOHRTS 2025-2028 TIP planning process directly reflects the goals, objectives, performance measures, and targets as they are available and described in other State and public transportation plans and processes; specifically, the current statewide Texas Transportation Plan 2050 (TTP) and the SETRPC JJOHRTS MTP-2050.

- ➔ The TTP 2050 summarizes transportation needs across the state and identifies future funding projections for projects across transportation modes over the 25-year plan horizon.
- ➔ The SETRPC JJOHRTS MTP-2050 addresses infrastructure preservation and identifies pavement and bridge infrastructure needs within the metropolitan planning area and allocates funding for targeted infrastructure improvements.

To support progress towards TxDOT’s statewide PM2 targets, the SETRPC JJOHRTS 2025-2028 TIP includes investments that will maintain pavement and bridge condition performance. Investments in pavement and bridge condition could include pavement replacement and reconstruction, bridge replacement and reconstruction, new bridge and pavement capacity, and system resiliency projects that improve NHS bridge components.

The fiscally constrained SETRPC JJOHRTS 2025-2028 TIP recommends investments for pavement and bridge condition through Category 1 Preventative Maintenance and Rehabilitation and Category 6 Bridges funds allocated to the TxDOT Beaumont District. These projects are expected to contribute toward achieving pavement and bridge condition performance targets.

10.1.3 System Performance (PM3)

The System Performance rule (PM3) establishes performance measure requirements to assess the performance of the National Highway System (NHS) and to assess freight movement on the Interstate System. These measures focus on evaluating travel time reliability and travel delays on interstate, freeway, and principal arterial class facilities to determine whether the magnitude of travel time variability is considered unreasonable. The objective of the rule is to ensure efforts to improve unreasonable travel delays and expedite the movement of people and goods, furthering the national goal of improving the efficiency of the surface transportation system.

Each MPO and state department of transportation must establish 2- and 4-year performance targets to assess the travel time reliability of all traffic on the National Highway System (NHS) and the travel reliability of national freight movement on the Interstate System. On February 9, 2023, the Texas Department of Transportation adopted revised travel time reliability targets for three performance measures. The MPO can either adopt a separate set of travel time reliability targets or support the targets approved by TxDOT. The SETRPC-MPO adopted the performance measures established by TxDOT for PM3 on June 15, 2023. These performance targets are shown in Table 10-3.

Table 10-3: System Performance (PM3) Measures and Targets

Performance Measure	Statewide Baseline	2 Year Target	4 Year Target
National Highway System Travel Time Reliability			
1) Percentage of the Person-Miles Traveled on the Interstate that are Reliable	84.6%	97%	95%
2) Percent of the Person-Miles Traveled on the Non-Interstate NHS that are Reliable	90.3%	70%	70%
3) Truck Travel Time Reliability (TTTR) Index	1.39	1.55	1.55

The SETRPC-MPO recognizes the importance of linking goals, objectives, and investment priorities to stated performance objectives, and that establishing this link is critical to the achievement of national transportation goals and statewide and regional performance targets. As such, the SETRPC JJOHRTS 2025-2028 TIP planning process directly reflects the goals, objectives, performance measures, and targets as they are available and described in other State and public transportation plans and processes; specifically, the Texas Freight Mobility Plan, the current statewide Texas Transportation Plan 2050 (TTP), and the SETRPC JJOHRTS MTP-2050.

- ➔ The Texas Freight Mobility Plan defines the conditions and performance of the state freight system and identifies the policies and investments that will enhance Texas highway freight mobility well into the future. The Plan identifies freight needs and the criteria Texas will use to determine investments in freight and prioritizes freight investments across modes.

- The TTP 2050 summarizes transportation needs across the state and identifies future funding projections for projects across transportation modes over the 25-year plan horizon.
- The JJOHRTS MTP-2050 addresses reliability, freight movement, and congestion within the metropolitan planning area and allocates funding for targeted improvements.

To support progress towards TxDOT's statewide PM3 targets, the SETRPC JJOHRTS 2025-2028 TIP devotes resources to projects that will address passenger and highway freight reliability and delay. The fiscally constrained SETRPC JJOHRTS 2025-2028 TIP programs \$107,639,998 of investments for travel time reliability improvements through Category 2 Metropolitan and Urban Area Corridor Projects and Category 4 Statewide Connectivity Corridor Projects funds allocated to the TxDOT Beaumont District. The funded projects are expected to contribute toward achieving travel time reliability performance targets.

10.2 Public Transportation/Transit Performance Measures and Targets

The SETRPC-MPO coordinates with the Beaumont Municipal Transit (BMT), Port Arthur Transit (PAT), South East Texas Transit (SETT), and the Federal Transit Authority (FTA) to establish and adopt performance measures and targets for the following performance areas: transit asset management (TAM) and Public Transportation Agency Safety Plans (PTASP).

10.2.1 Transit Asset Management Performance Measures and Targets (TAM)

The Federal Transit Administration (FTA) Transit Asset Management (TAM) Final Rule requires public transit providers to establish and implement TAM plans. The TAM plans for tier II providers must include a transit asset inventory, condition assessment of the inventoried assets, documentation of the provider's decision support tools/process, and a list of investment priorities to improve the state of good repair (SGR) of the provider's capital assets. SGR is defined as the condition in which a capital asset is able to operate at a full level of performance. The premise of the rule is the condition of assets should guide funding prioritization. The rule also outlines the process for State departments of transportation, MPOs, and transit providers to establish and report their transit asset performance targets, and the process FTA will use to assess whether transit providers have met or made significant progress toward meeting their performance targets.

FTA requires public transit providers to review and update their TAM plans at least once every four years. In 2018, Beaumont Municipal Transit, Port Arthur Transit, and South East Texas Transit developed their own TAM plans in accordance with the TAM Final Rule. The TAM plans were updated in 2022, which account for each transit provider's recent asset inventories, condition assessment, and expectations for asset procurement and improvements along with performance targets for fiscal years 2022 and 2023.

Beaumont Municipal Transit, Port Arthur Transit, and South East Texas Transit have approved the proposed updates to the transit asset performance targets for the federally required transit asset types. The MPO can either adopt a separate set of targets for the transit assets or support the targets approved by the transit agencies. The SETRPC-MPO adopted the performance measures established by Beaumont Municipal Transit, Port Arthur Transit, and South East Texas Transit for TAM on June 15, 2023. These performance targets are shown in Table 10-4.

Table 10-4: Transit Asset Management (TAM) Performance Measures and Targets

Asset Category	Asset Class	Asset Type	FY 22 Target for Exceeding Useful Life Benchmark* (%)	FY 23 Target for Exceeding Useful Life Benchmark (%)
Rolling Stock	Revenue Vehicle	Bus	20%	20%
		Cutaway Bus	10%	10%
		Van	10%	10%
Equipment	Non-Revenue Vehicle	Automobile	80%	80%
		Trucks and Other Rubber Tire Vehicles	40%	40%
Facility	Maintenance or Administrative Facility	Administrative Offices and Maintenance Shop/Yard	10%	10%
	Passenger or Parking Facility	Station/Transit Terminal	10%	10%

*Useful Life Benchmark (ULB): defined by FTA as the expected amount of time in years that a vehicle type is estimated to function, when acquired new and assuming routine maintenance is practiced.

** Based on the TERM scale, an asset is in a state of good repair if it has a rating of 3 or over on the TERM scale

*** FTA's Transit Economic Requirements Model (TERM). The TERM scale assigns numerical ratings from 1.0 (poor) to 5.0 (excellent) based on condition.

The SETRPC-MPO recognizes the importance of linking goals, objectives, and investment priorities to stated performance objectives, and that establishing this link is critical to the achievement of national transportation goals and statewide and regional performance targets. As such, the SETRPC JJOHRTS 2025-2028 TIP planning process directly reflects the goals, objectives, performance measures, and targets as they are available and described in other State and public transportation plans and processes, specifically, the current statewide Texas Transportation Plan (TTP) 2050 and SETRPC JJOHRTS MTP-2050.

- è The TTP 2050 summarizes transportation needs across the state and identifies future funding projections for projects across transportation modes over the 25-year plan horizon.
- è The SETRPC JJOHRTS MTP-2050 addresses and identifies transit needs within the metropolitan planning area and allocates funding for targeted improvements.

To support progress towards the TAM targets, the SETRPC MTP-2050 devotes resources to projects that will address transit asset management.

10.2.2 Public Transportation Agency Safety Plan (PTASP)

Under the Federal Transit Administration’s (FTA) Public Transportation Agency Safety Plan (PTASP) Rule, applicable transit agencies are required to develop safety plans that define how these agencies will implement Safety Management Systems (SMS). These transit plans are required to include targets for performance measures defined in the National Public Transportation Safety Plan, which relate to fatalities, injuries, safety events, and system reliability. MPOs are federally required to set performance targets for these transit safety performance measures for their regions, in coordination with transit and state agencies. These requirements acknowledge the collaborative relationships needed to manage safety risks on transit systems.

Beaumont Municipal Transit and Port Arthur Transit are the only transit agencies within the metropolitan area utilizing FTA's Urbanized Area Formula Grants federal funds. Beaumont Municipal Transit and Port Arthur Transit have adopted transit safety performance targets for each performance measure. The SETRPC-MPO adopted the performance measures established by Beaumont Municipal Transit and Port Arthur Transit for PTASP on June 15, 2023. These performance targets are shown in Table 10-5.

Table 10-5: Public Transportation Agency Safety Plan (PTASP) Performance Measures and Targets

Mode	Fatalities (Total)	Fatalities (Per 100,000 VRM*)	Injuries (Total)	Injuries (Per 100,000 VRM)	Safety Events (Total)	Safety Events (Per 100,000 VRM)	System Reliability (VRM between failures)
Fixed Route Bus	0	0	<3	<0.33	<2	<0.66	>10,000
Demand Response Bus	0	0	0	0	<2	<0.8	>50,000

The SETRPC-MPO recognizes the importance of linking goals, objectives, and investment priorities to stated performance objectives, and that establishing this link is critical to the achievement of

national transportation goals and statewide and regional performance targets. As such, the SETRPC JJOHRTS 2025-2028 TIP planning process directly reflects the goals, objectives, performance measures, and targets as they are available and described in other State and public transportation plans and processes, specifically, the current statewide Texas Transportation Plan (TTP) 2050 and the SETRPC JJOHRTS MTP-2050.

- ➔ The TTP 2050 summarizes transportation needs across the state and identifies future funding projections for projects across transportation modes over the 25-year plan horizon.
- ➔ The SETRPC JJOHRTS MTP-2050 addresses and identifies transit needs within the metropolitan planning area and allocates funding for targeted improvements.

To support progress towards the PTASP targets, the SETRPC MTP-2050 devotes resources to projects that will transit safety.

10.3 The JOHRTS FY 2025 – FY 2028 Transportation Improvement Program

The SETRPC MPO staff have reviewed projects in the TIP for compliance with four performance measures as mandated by federal law. The three performance measures are safety (PM1), pavement and bridge condition (PM2), and system performance (PM3). The TIP and any amendments to the TIP were also reviewed to determine their relevance to the Transit Asset Management Plan developed for Beaumont Municipal Transit (BMT), Port Arthur Transit (PAT), and South East Texas Transit (SETT). In addition, the TIP and any amendments to the TIP were reviewed to determine their relevance to the Public Transportation Agency Safety Plans (PTASP) developed for BMT and PAT. Project Contribution to Performance Targets

Table 10-6 below shows the projects programmed within the fiscally constrained JJOHRTS 2025-2028 TIP and the performance targets that each project is anticipated to positively affect. By agreeing to support the TxDOT performance targets in the area of safety (PM1), pavement and bridge condition (PM2), and travel time reliability (PM3), the SETRPC-MPO has agreed to coordinate with TxDOT to program projects that will contribute to the accomplishment of those goals, measures, and targets.

Table 10-6: Project Contribution to Performance Targets

CSJ	MPO ID	Roadway	Limits From	Limits To	Project Name	Project Description	PM1	PM2	PM3	TAM
0028-13-142	24007-50N	IH 10	US 90, East	At UPRR	IH 10 - UPRR Overpass - Replace Bridge and Approaches	Bridge Replacement		X		
0064-07-044	24004-50N	US 96	Sabine Co/L, South	0.8 Miles North of RE 255	Widen from 2 to 4 Lanes Divided	Widen Non-Freeway			X	
0064-08-062	24005-50N	US 96	0.8 Miles North of RE 255, South	RE 255	Widen from 2 To 4 Lanes Divided	Widen Non-Freeway			X	
0065-06-067	19095-F45N	US 69	US 96, South	Jefferson C/L	Widen Freeway from 4 to 6 Lanes	Widen Freeway			X	
0065-07-065	19084-F45N	US 69	Hardin C/L, South	Tram Road	Widen Freeway from 4 to 6 Lanes	Widen Freeway			X	
0200-04-020	24003-50N	US 69	Angelina County Line	Tyler County Line	Reconstruct Existing 2 Lane Highway to 4 Lanes Divided	Widen Non-Freeway		X	X	
0200-10-060	24005-50N	US 69	0.75 Mi S of FM 1003	Mitchell Road	US 69 Corridor (Kountze to Lumberton)	Construct New Road			X	
0200-15-025	24006-50N	US 69	Nederland Ave, South	Jimmy Johnson Blvd.	US 69 (Nederland Ave to Jimmy Johnson) Ramp Reversal, Bridge Widening, and Intersection Improvements	Freeway Operational Improvements	X			
0200-15-XXX	24010-50N	US 69	SH 347	FM 365	Widening of US 69 (North Segment)	Widen from 4 lanes to 6 lanes			X	
0200-16-XXX	24008-50N	US 69	FM 365	SH 73	Widening of US 69 (South Segment)	Widen from 4 lanes to 6 lanes			X	
0339-03-XXX	24011-50N	SH 105	FM 770	SH 326	Construct Passing Lanes (Super 2	Construct Passing Lanes (Super 2 Standards)	X			

Continued... Table 10-6: Project Contribution to Performance Targets

CSJ	MPO ID	Roadway	Limits From	Limits To	Project Name	Project Description	PM1	PM2	PM3	TAM
					Standards) Of SH 105					
TBD	24009-50N	9 th Avenue	36 th Street	Evergreen Drive	9 th Avenue Paving and Drainage Improvements	Paving and Drainage Improvements		X		
0200-14-060	24006-50N	US 69	IH 10, South	SH 347	US 69 Widening - IH-10 to SH 347	Widen Road - Add Lanes			X	
0339-04-036	18001-F40N	SH 105	.10 Miles East of SH 326	Pine Island Bayou	SH 105 (SH 326 to Pine Is. Bayou) - Widen	Widen Road - Add Lanes			X	
0920-38-288	24001-50N	Houston	Corner of Houston Ave and	4 th Street	Port of Port Arthur Truck Queuing Area and Laydown Yard Project - Construction of a truck queuing Area at the corner of Houston Avenue and 4 th Street - Rider 37	Intersection & Operational Imprv.	X			
0920-38-291	24002-50N	Austin	Corner of Rev. Dr. Ransom Howard Drive	And Austin Avenue	Port of Port Arthur - Construct a queuing area at the corner of Rev. Dr. Ransom Howard Drive and Austin Avenue	Intersection & Operational Imprv.	X			
0920-00-133	No MPO ID	Various	Districtwide	.	IH-10 Drainage Improvements	Safety Improvement Projects	X			
0920-00-149	No MPO ID	Various	District Wide	.	FY 24 Districtwide ADA Project	Pedestrian, Sidewalks & Curb Ramps	X			

Continued... Table 10-6: Project Contribution to Performance Targets

CSJ	MPO ID	Roadway	Limits From	Limits To	Project Name	Project Description	PM1	PM2	PM3	TAM
0920-00-150	No MPO ID	Various	District Wide	.	Districtwide - ITS Upgrade to Install 40 CCTV Cameras and 8 DMSs	Traffic Control Devices	X			
0920-00-171	No MPO ID	Various	District Wide	.	Truck Parking (FY 25)	Transportation Non-Roadway	X			
0920-00-172	No MPO ID	Various	District Wide	.	Truck Parking (FY 26)	Transportation Non-Roadway	X			
0920-00-173	No MPO ID	Various	District Wide	.	Truck Parking (FY 27)	Transportation Non-Roadway	X			
Multiple	NA	NA	NA	NA	Transit Operations and Maintenance	Transit Operations and Maintenance				X

In addition, by agreeing to support regional transit agency performance targets in the areas of transit asset management (TAM) and Public Transportation Agency Safety Plans (PTASP), the SETRPC-MPO has agreed to coordinate with Beaumont Municipal Transit (BMT), Port Arthur Transit (PAT), and South East Texas Transit (SETT) to program projects that will contribute to the accomplishment of those goals, measures, and targets. See Table 10-7 below.

Table 10-7: Project Contribution to Transit Performance Targets

MPO ID	Project Sponsor	FY Year	Description	TAM	PTA SP
20014-TXXE	Beaumont Municipal Transit	2025	Purchase three 35' CNG buses and four paratransit vehicles	X	
22015-TXXE	Beaumont Municipal Transit	2025	Operating assistance for FY 2025	X	X
22022-TXXE	Port Arthur Transit	2025	Operating assistance for FY 2025	X	X
22024-TXXE	South East Texas Transit	2025	Operating assistance for FY 2025	X	X
22085-TXXE	South East Texas Transit	2025	Administration and Operation of a Rural Transportation Program (2025)	X	X
20015-TXXE	Beaumont Municipal Transit	2025	Purchase two-three paratransit vehicles	X	
20016-TXXE	Beaumont Municipal Transit	2025	Purchase one 35' CNG bus	X	
22016-TXXE	Beaumont Municipal Transit	2025	Capital assistance for FY 2025	X	
22017-TXXE	Beaumont Municipal Transit	2025	Replacement vehicles - battery electric	X	X
22018-TXXE	Beaumont Municipal Transit	2026	Operating assistance for FY 2026	X	X
22021-TXXE	Beaumont Municipal Transit	2026	Short Range Transit Plan	X	X
22023-TXXE	Port Arthur Transit	2026	Operating assistance for FY 2026	X	X
22025-TXXE	South East Texas Transit	2026	Operating assistance for FY 2026	X	X
22086-TXXE	South East Texas Transit	2026	Administration and Operation of a Rural Transportation Program (2026)	X	X
22019-TXXE	Beaumont Municipal Transit	2026	Replacement vehicles - battery electric	X	X
22020-TXXE	Beaumont Municipal Transit	2026	Replacement vehicles - battery electric	X	X

Continued... Table 10-7: Project Contribution to Transit Performance Targets

MPO ID	Project Sponsor	FY Year	Description	TAM	PTA SP
24012-TXXE	Beaumont Municipal Transit	2027	Operating assistance for FY 2026	X	X
24013-TXXE	Port Arthur Transit	2027	Operating assistance for FY 2026	X	X
24014-TXXE	South East Texas Transit	2027	Operating assistance for FY 2026	X	X
24015-TXXE	South East Texas Transit	2027	Administration and Operation of a Rural Transportation Program (2026)	X	X
24016-TXXE	Beaumont Municipal Transit	2028	Operating assistance for FY 2026	X	X
24017-TXXE	Port Arthur Transit	2028	Operating assistance for FY 2026	X	X
24018-TXXE	South East Texas Transit	2028	Operating assistance for FY 2026	X	X
24019-TXXE	South East Texas Transit	2028	Administration and Operation of a Rural Transportation Program (2026)	X	X
24021-TXXE	Beaumont Municipal Transit	2025	Low- and No Emission (Low-No) Vehicle Program	X	X
21003-TXXE	Port Arthur Transit	2025	Electric Vehicle (LoNo) project, bus purchase, electric charges and facility	X	X

An aerial photograph of a city, likely San Jose, is shown with a green tint. The image is partially obscured by decorative curved lines in blue, white, and red at the top. The text 'Chapter 11: Public Involvement Documentation' is overlaid in white on the left side of the image.

Chapter 11: Public Involvement Documentation



TRANSPORTATION &
ENVIRONMENTAL
RESOURCES

REGISTRATION

PLEASE PRINT

MEETING: PUBLIC MEETING – MTP 2050/TIP FY 2025-2028
& TRANSPORTATION CONFORMITY

LOCATION: HARDIN COUNTY COURTHOUSE

DATE: APRIL 11, 2024 3:00 P.M.

NAME	TITLE	AGENCY	PHONE	EMAIL
1. Bob Dickman	T&E Director	SETRPC	409-899-8444 7520	
2. James Moore	GIS Analyst	" "	x6601 409 899-8444	
3. Carolina Lopez-Herrera	Planner II	TXDOT BEAUMONT		Carolina.Lopezherrera@ txdot.gov
4. Clay Woodward	Grant Coordinator	HARDIN COUNTY	409-269-5385	clay.woodward@co.hardin.tx.us
5.				
6.				
7.				
8.				
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11.				



TRANSPORTATION &
ENVIRONMENTAL
RESOURCES

REGISTRATION

PLEASE PRINT

MEETING: PUBLIC MEETING – MTP 2050/TIP FY 2025-2028
& TRANSPORTATION CONFORMITY

LOCATION: PORT ARTHUR PUBLIC LIBRARY

DATE: APRIL 15, 2024 3:00 P.M.

NAME	TITLE	AGENCY	PHONE	EMAIL
1. Bob Dickmeyer	DEUW-cty	SETRPC-MPO Director	409-899-8444	bdickmeyer@setrpc.org
2. James Moore	GIS Analyst	SETRPC-MPO	" "	jmoore@setrpc.org
3. Steven Williams	Director	PAPL	409 5433286	Swilliams@paplibrary.org
4.				
5.				
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11.				



REGISTRATION

PLEASE PRINT

MEETING: PUBLIC MEETING – MTP 2050/TIP FY 2025-2028
& TRANSPORTATION CONFORMITY

LOCATION: ORANGE PUBLIC LIBRARY

DATE: APRIL 16, 2024 3:00 P.M.

NAME	TITLE	AGENCY	PHONE	EMAIL
1. Bob D. Chinran	T/E Director	SETRPC	409-899-8444 7520	—
2. James Moore	GIS Analyst	SETRPC	X6601 (409) 899-8444	jmoore@setrpc.org
3. Madison Floyd	Dep. Director P.W.	City of Orange	(409) 988-7307	mfloyd@orange.tx.us.gov
4.				
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REGISTRATION

PLEASE PRINT

In Person and Virtual Meeting

MEETING: PUBLIC MEETING – MTP 2050/TIP FY 2025-2028
& TRANSPORTATION CONFORMITY

LOCATION: SETRPC – HOMER E. NAGEL ROOM

DATE: APRIL 18, 2024 10:00 A.M.

NAME	TITLE	AGENCY	PHONE	EMAIL
1. Bob Dickinson	T&E DIRECTOR	SETRPC	409-899-8444	
2. James Moore	GIS Analyst	SETRPC	(409) 899-8444 x6601	jmoore@setrpc.org
3. Rachael Robinson	Planner	SETRPC	(409) 899-8444	RRobinson@setrpc.org
4.				
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TRANSPORTATION &
ENVIRONMENTAL
RESOURCES

REGISTRATION

PLEASE PRINT

MEETING: PUBLIC MEETING – MTP 2050/TIP FY 2025-2028
& TRANSPORTATION CONFORMITY

LOCATION: JASPER COUNTY ANNE BUILDING

DATE: APRIL 22, 2024 1:30 P.M.

NAME	TITLE	AGENCY	PHONE	EMAIL
1. Bob Dickinson	T&E Director	SETRPC-MPO	409-899-8444	bdickinn@setrpc.org
2. James Moore	GIS Analyst	" "	" "	jmoore@setrpc.org
3. Kandi Davis	Admin. Asst.	Jasper Co. Judge	409-384-2612	Kandi.davis@co.jasper.tx.us
4. Mark Allen	County Judge	Jasper County	409-384-2612	MARK.ALLEN@CO.JASPER.TX.US
5. Brittany Cloud	Admin Asst. Jasper County Judge	Jasper County	409-384-2612	brittany.cloud@co.jasper.tx.us
6. Stormy Dorthy	MAINT SUPERVISOR JASPER COUNTY JUDGE	JASPER COUNTY	909-384-2612	Stormy.Dorthy@co.jasper.tx.us
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of your ad. Payment methods accepted: VISA, MC, AMEX, Discover, check by phone.
All remain the same. Rates are non-transferable to new ads. Some restrictions apply.



Legal Notices

Legals/Public Notices

Legals/Public Notices

Legals/Public Notices

Operator No. 280875] has made application
e Rule 37 (16 Tex. Admin. Code section 3.37).
in Sec. Bk. SUDDUTH, H W Survey, A-381,
ARSH (YEGUA 5TH) and BLUE MARSH (Y-2)

ation may be granted WITHOUT A HEARING
ntitled to protest this application. Affected
acts and tracts nearer to the proposed well
c to the Application or the information set
-6751. If a hearing is called, the applicant has
tablish standing as an affected person, and to
pplication with cross-examination or presen-
any questions regarding the hearing proce-
s.

EAR IN PROTEST MUST BE RECEIVED IN
OR E-MAIL ADDRESS SET OUT ABOVE BY
ALL LOSE YOUR RIGHT TO PROTEST AND

We Value Your Input!

The South East Texas Regional Planning Commission (SETRPC) is the designated Metropolitan Planning Organization (MPO) for the Jefferson-Orange-Hardin Regional Transportation Study (JJOHRTS) area, comprised of Jasper, Jefferson, Orange and Hardin Counties. In conjunction with the Texas Department of Transportation, the SETRPC-MPO is responsible for an overall plan that identifies the most desirable and efficient means of meeting transportation needs for the next twenty years.

As part of the continuing, cooperative, and comprehensive transportation planning process, the SETRPC-MPO will be hosting five public meetings to provide the citizens an overview of, and an opportunity to comment on, the draft JJOHRTS Metropolitan Transportation Plan 2050 (MTP-2050) which includes transportation projects through year 2050, the draft JJOHRTS FY 2025-2028 Transportation Improvement Program (TIP) which contains projects and programs scheduled for implementation within the next four years, and the draft Transportation Conformity Document.

Public Meeting Locations and Times:

Thursday, April 11, 2024 - 3:00 PM
Hardin County Courthouse - 300 W. Monroe Street, Kountze, TX

Monday, April 15, 2024 - 3:00 PM
City of Port Arthur - Public Library, 4615 9th Avenue, Port Arthur, TX

Tuesday, April 16, 2024 - 3:00 PM
City of Orange - Public Library, 220 5th Street, Orange, TX

Thursday, April 18, 2024 - 10:00 AM
South East Texas Regional Planning Commission, 2210 Eastex Freeway, Beaumont, TX *HYBRID MEETING

Monday, April 22, 2024 - 1:30 PM
Jasper County Courthouse - Annex Building, 271 E. Lamar Street, Jasper, TX

The draft JJOHRTS MTP-2050, the draft FY 2025-2028 TIP and the draft Transportation Conformity document can be downloaded at www.setrpc.org/ter. The 30-day public comment period ends on Friday, May 3, 2024. Please attend any one of the meetings to provide input or submit written comments by 5:00 PM, May 3, 2024, to Bob Dickinson at the South East Texas Regional Planning Commission, 2210 Eastex Freeway, Beaumont, Texas 77703. For more information or for special needs requests (48 Hours), please contact Bob Dickinson at (409) 899-8444 extension 7520 or bdickinson@setrpc.org.

Notice to Creditors

Notice to Creditors

NOTICE TO CREDITORS

109

NOTICE TO CREDITORS Notice is hereby given that original Letters of Independent Administration for the Estate of Curtis John Trahan, Sr. Deceased, were issued on



LEGALS

INVITATION TO BID BID NO. PW0224-04

Sealed bids will be received online until **2:00 p.m. (CST), THURSDAY, APRIL 18, 2024**, for furnishing all plans, administration, superintendence, labor, services, materials, tools, equipment, supplies, transportation, utilities, and all other items and facilities necessary therefore, as provided in the Contract Documents for the construction of:

CITY OF BEAUMONT FORBYE DRAINAGE IMPROVEMENTS

+1 903-405-2009
Passcode: 288 175 888#

Attendance at the Pre-bid meeting is a prerequisite to bidding. Prior to the pre-bid conference, interested bidders should obtain forms of proposal, contract, bond, and specifications. No one will be allowed to enter the pre-bid virtually or in-person if arrival is later than 5 minutes after the designated time. Calls for any technical difficulties must be made prior to the meeting.

Bidding forms, specifications and all necessary information may be downloaded from the City's e-bids platform at: <https://beaumont-texas.ionwave.net/login.aspx> and on civcastusa.com. There is no cost to view the plans, and printing can be done through the websites. Sets of hard copies of bidding Documents will not be sold. Bids must be submitted through the City's e-bids platform at: <https://beaumonttexas.ionwave.net/login.aspx>. Vendors

a bid. Be advised, e-bids is the only option to submit bids to the City of Beaumont effective 8/1/23.

Please make sure to reference to Bid Number: PW0224-04

CITY OF BEAUMONT,
TEXAS, OWNER

By: Tina Broussard, TRMC
City Clerk

INVITATION TO BID BID NO. PW0324-05

Sealed bids will be received online until **2:00 p.m. (CST), WEDNESDAY, APRIL 10, 2024**, for furnishing all plans, administration, superintendence, labor, services, materials, tools, equipment, supplies, transportation, utilities, and all other items and facilities necessary therefore, as provided in the Contract Documents for the construction of:

In the form provided within fourteen (14) calendar days after date of Notice of Award of the contract. Bids without the required financial security deposit will not be considered.

A MANDATORY virtual Pre-bid Conference will be held at 3:00 p.m. on WEDNESDAY, APRIL 10, 2024, on Microsoft Teams. Attendees may join by internet or phone call:

<https://bit.ly/3x7kmR8>
+1 903-405-2009
Passcode: 505 070 881#

Attendance at the Pre-bid meeting is a prerequisite to bidding. Prior to the pre-bid conference, interested bidders should obtain forms of proposal, contract, bond, and specifications. No one will be allowed to enter the pre-bid virtually or in-person if arrival is later than 5 minutes after the designated time. Calls for any technical difficulties must be made prior to the meeting.

and all necessary information may be downloaded from the City's e-bids platform at: <https://beaumont-texas.ionwave.net/login.aspx> and on civcastusa.com. There is no cost to view the plans, and printing can be done through the websites. Sets of hard copies of bidding Documents will not be sold. Bids must be submitted through the City's e-bids platform at: <https://beaumonttexas.ionwave.net/login.aspx>. Vendors must register to submit a bid. Be advised, e-bids is the only option to submit bids to the City of Beaumont effective 8/1/23.

Bidders must submit an original Bid Bond, Cashier's Check, Certified Check or irrevocable Letter of Credit issued by a bank satisfactory to the Owner, payable without recourse to the order of the City of Beaumont in an amount not less than five (5) percent of the largest possible bid amount as a guaranty that the Bidder will enter into contract and execute bond and guaranty in the form provided within fourteen (14) calendar days after date of Notice of Award of the contract. Bids without the required financial security deposit will not be considered.

A MANDATORY virtual Pre-bid Conference will be held at 9:00 a.m. on THURSDAY, APRIL 11, 2024, on Microsoft Teams. Attendees may join by internet or phone call:

<https://bit.ly/4ay4yGa>
+1 903-405-2009 Passcode: 674 781 148#

Attendance at the Pre-bid

to bidding. Prior to the bid conference, interested bidders should obtain forms of proposal, contract and specifications. Bids will be allowed to enter pre-bid virtually or in-person if arrival is later than 5 minutes after the designated time. Calls for any technical difficulties must be made prior to the meeting.

Bidding forms, specifications and all necessary information may be downloaded from the City's e-bids platform at: <https://beaumont-texas.ionwave.net/login.aspx>. Vendors must register to submit a bid. Be advised, e-bids is the only option to submit bids to the City of Beaumont effective 8/1/23.

There is no cost to view the plans, and printing can be done through the websites. Sets of hard copies of bidding Documents will not be sold. Bids must be submitted through the City's e-bids platform at: <https://beaumonttexas.ionwave.net/login.aspx>. Vendors must register to submit a bid. Be advised, e-bids is the only option to submit bids to the City of Beaumont effective 8/1/23.

IMPEDIMENT FOR FAIR HOUSING CHOICES RFP NO. DF03-

There will be NO proposal meeting.

Questions about this RFP must be submitted through the e-bids platform at <https://beaumonttexas.ionwave.net/login.aspx> by **10:00 AM (CT) on Friday, April 11, 2024**. Answers to the questions may be provided in an Addendum.

Proposal forms, specifications and all necessary information may be downloaded from the City's e-bids platform at: <https://beaumont-texas.ionwave.net/login.aspx>.

Proposals must be submitted through the e-bids platform at <https://beaumonttexas.ionwave.net/login.aspx>. Vendors must register to submit a bid or proposal.

The City reserves the right to reject any or all bids or to accept any or

ing Corporation, as lienholder, is selling 137 mobile homes as 20 sets of homes, each ranging between 2 and 13 homes, located at 6650 Broad Oak Street, Beaumont, TX 77713. These homes were manufactured between 2017 and 2022. The sale will take place at the most northerly door of the Jefferson County Courthouse, 1001 Pearl Street, Beaumont, Texas, on April 10, 2024 at 10:00 AM, or at the place that may be designated by the Jefferson County Commissioner's Court on the date of sale as the place for conducting non-judicial sales of personal property.

The sale will be conducted by Jones Swenson Auctions as a public auction to the highest bidder for cash, subject to the provisions of the notes and security agreements and Texas law permitting the lienholder to

We Value Your Input!

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As part of the continuing, cooperative, and comprehensive transportation planning process, the SETRPC-MPO will be hosting five public meetings to provide the citizens an overview of, and an opportunity to comment on, the draft JOHRTS Metropolitan Transportation Plan

Includes transportation projects through year 2050, the draft JOHRTS FY 2025-2028 Transportation Improvement Program (TIP) which contains projects and programs scheduled for implementation within the next four years, and the draft Transportation Conformity Document.

Public Meeting Locations and Times:

Thursday, April 11, 2024 - 3:00 PM
Hardin County Courthouse - 300 W. Monroe Street, Kountze, TX

Monday, April 15, 2024 - 3:00 PM
City of Port Arthur - Public Library, 4615 9th Avenue, Port Arthur, TX

Tuesday, April 16, 2024 - 3:00 PM
City of Orange - Public Library, 220 5th Street, Orange, TX

April 4, 2024

TO: Engineers

RE: Lift Station Rehabilitations

Ladies and Gentlemen:

Cardinal Meadows Improvement District is currently seeking qualifications of Engineer Services for lift station rehabilitations.

Sealed proposals from Engineers desiring to be selected, will be accepted prior to, but no later than, **April 26, 2024, by 5:00 p.m.** Proposals will be opened in the Cardinal Meadows Improvement District and will be reviewed on April 27, 2024, at 10:00 a.m.

Proposals should be addressed to Cardinal Meadows Improvement District, Anthony Smith, and delivered to 748 Hillebrandt Rd., Beaumont, TX 77705. Any questions concerning this proposal should be addressed to the project manager at the number 409-273-5867.

You can also send questions by email at cardinalmeadows748@gmail.com. Proposals received later than the date and time above will be returned unopened.

Cardinal Meadows Improvement District reserves the right to reject in part or in whole any or all bids, waive minor technicalities, and award the bid which best serves the interest of Cardinal Meadows. Cardinal Meadows reserves the right to informally negotiate certain finer points of the final contract with a qualified bidder.

NOTICE OF DEFAULT AND FORECLOSURE SALE

WHEREAS, on January 8, 2004, a certain Adjustable Rate Home Equity Reverse Mortgage in that the Mortgagors are now deceased; and

WHEREAS, the entire amount delinquent as of May 7, 2024 is \$78,252.39; and

WHEREAS, by virtue of the default, the Secretary has declared the entire amount of the indebtedness secured by the Reverse Mortgage to be immediately due and payable;

NOW THEREFORE, pursuant to powers vested in me by the Single Family Mortgage Foreclosure Act of 1994, 12 U.S.C. 3751 et seq., by 24 CFR part 27, subpart B, and by the Secretary's designation of me as Foreclosure Commissioner, recorded on October 15, 2007 in Dallas County under Clerk's File Number 20070369306, notice is hereby given that on May 7, 2024, at 01:00 PM local time or no later than three hours thereafter, all real and personal property at or used in connection with the following described property

Classifieds Marketplace



**SERVING
ORANGE COUNTY**

1008 Green Ave.
Orange, TX 77630
409-721-2401

OrangeLeader.com
classifieds@orangeleader.com
public.notices@orangeleader.com

Employment

Job Opportunities

CONTRACTORS NEEDED
Employment Opportunities for Section 3 Residents, Minority and Women Business Enterprises (MWBE) or Historically Underutilized Businesses (HUB). Hurricane Harvey Disaster Recovery For more information, contact: haboutreach@tegrityhomes.com Call 281-710-2844

Help Wanted Office Manager/Bookkeeper Full Time w/Benefits
Email Resume to: stephen.hemelt@orangeleader.com
Call: 409-883-3571



LifeSpan Home Health
Personal Care Attendants
Schedule Varies
EOE

NOW HIRING!!!
DESIGNER/DRAFTSMAN
ELECTRICAL ENGINEER
SEND RESUME TO
CAREERS
@CONRADINDUSTRIES.COM
OR APPLY IN PERSON AT 710
MARKET STREET,
ORANGE, TX 77630

Job Opportunities

SHORE OFFSHORE SERVICES Has Immediate Openings

- Derrick Barge Deck Foreman
- Leaderman
- Rigger
- Derrick Crane Operator
- Deck Crane Operator
- Tower Operator
- Welding Foremen
- Welder (5 GR Certified)
- Clerk
- Chief Engineer
- Chief Electrician
- Mechanic
- Oiler
- Electrician
- Steward
- Night Cook
- Gallery Hand
- Tug Boat Capitan
- Able Body Seaman
- Vanuatu flagged tug crews:
 - *Able seafarer deck III/4 or III/5
 - *Chief engineer III/3
 - *Able seafarer engine III/4 or III/5
- QMED/OILER

All deck officers must hold valid Vanuatu GMDSS General Operator's Certificate (GOC)(IV/2). Minimum 2 years offshore experience on-board a derrick barge required. Applicants must have valid TWIC card

Email Resume To: jobs@shoreoffshore.com

Call 409-721-2401.

Job Opportunities

NOW HIRING
CCOC
Interested candidates can contact Amy via email: ccoc.amyc@gmail.com or by phone: 409-921-2271 to set up an interview.

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are oley
yea**

We didn't think you would. Do you need to successfully market on a tight budget? Orange County Classifieds has customizable programs available to fit any budget.

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Call TODAY
409-721-2401

THE WINE BAR RESTAURANT
AT THE GRAND FAYETTE HOTEL

The Wine Bar is an award winning upscale restaurant located in the historic Grand Fayette Hotel and we are hiring.

Waitstaff
Kitchen Help
Cook
Dishwasher

Call 979-716-6988 to interview

OAKWOOD MANOR
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CNAs
6-2 and 2-10 Shifts
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225 S. Main
Vidor, TX
or Call 409-769-3692 to schedule and interview

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Job Opportunities



We are seeking qualified and experienced PERSONNEL TO WORK ON OUR subsea construction fleet

- Master
- Senior Chief Officer
- Chief Office
- Second Office
- Chief Engineer
- Second Engineer
- Third Engineer
- Fourth Engineer
- Electro-Technical Officer
- Electrician
- Instrument Technician
- Bosun
- Able Seafarer
- Able Seafarer (Engine)
- Welder
- Crane Operator
- Crane Technician
- Materials Coordinator
- Chief Pipelay Engineer
- Technician Supervisor
- Hydraulic Technician
- PLC Technician
- Electrical Technician
- Mechanical Technician
- Pipelay Operator
- Deck Mechanic
- Offshore Construction Supervisor
- Senior Offshore Construction Supervisor
- Offshore Operations Engineer
- Deck Supervisor
- Rigging Supervisor
- Asst. Rigging Supervisor
- Rigger (incl Lead rigger)
- RiggerWelder
- ROV Superintendent
- ROV Senior Supervisor
- ROV Supervisor
- ROV Senior Pilot Technician
- ROV Pilot Technician
- HSE Advisor
- Medic Admin
- Offshore Administrator
- Fitter
- Deck Coordinator
- Offshore Construction Manager

Send Resume to: Offshoresveseljobs@technipfmc.com

Auctions & Sales

Estate Sales

Hidden Treasures Estate Sale
6795 Knollwood, Beaumont
Thursday 4/4-3:00-6:00
(#'s at 2:30)
Friday 4/5-9:00-2:00
Saturday 4/6-8:00-2:00

Merchandise

Furniture & Appliances

HARRY'S APPLIANCE
Buy and sell major home appliances new/used. We service what we sell & have parts.
Free Local Delivery
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409-886-4111

Real Estate

Homes For Sale

Exquisite three-bedroom, two-bath residence nestled on an expansive acre and a half of land. Originally built in 1982, this home underwent a tasteful remodel in 2018, blending timeless charm with modern comforts. Ideal for a discerning small family seeking the perfect blend of security and space in a welcoming neighborhood.
For more information please email house4sale.c@gmail.com

Rentals

Houses For Rent

3BR/2BA House in Orange
Central a/c & heat
\$1,100 monthly + \$800 deposit
No Pets
Call: 832-572-9588

Office & Commercial Rental

OFFICE SPACE FOR RENT

1008 Green Avenue Orange TX
Approximately 600 square feet of office space conveniently located next door to the Chamber of Commerce at the corner of 10th Street and Green Ave.
Monthly rent is \$650 plus utilities
Contact 409-883-3573
news@orangeleader.com

Transportation

Trucks, SUVs & Vans

FOR SALE
2010 Nissan Pickup
4 door
Asking \$9,000
Call: 409-313-7732

Services

Carpentry

AMERICAN CUSTOM CARPENTRY LLC
409-238-0752
American Custom Carpentry is a reliable and insured provider of carpentry services in Southeast Texas.
It is our honor to make our client's dreams into reality.
We provide high-quality craftsmanship and use only the best materials and equipment to get the job done.
For professional services that you can count on, contact us at American Custom Carpentry!
[Facebook.com/AmericanCarpentry](https://www.facebook.com/AmericanCarpentry)
Call 409-238-0752.

Construction

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25 YEARS OF EXPERIENCE
FREE ESTIMATES!!!
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Roofing and Guttering

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Public Notices

Public Notices

PUBLIC NOTICE
IN THE CIRCUIT COURT ST. CLAIR COUNTY ALABAMA
ASHVILLE DIVISION
Case No. DR-2024-900011
THOMAS P. DEVILLE, PLAINTIFF V. CHRISTINA ANN EZELL, DEFENDANT
NOTICE OF DIVORCE ACTION

Christina Ezell, (Def), whose whereabouts are unknown, must answer Thomas Deville's Complaint for Divorce and other relief by May 5, 2024, or thereafter, a judgment by default may be rendered against her in Case Number DR-2024-900011, in the Circuit Court of St. Clair

Public Notices

County, Alabama.

Attorney for Plaintiff
ANNA E. LANE, Esq.
One Perimeter Park South,
Suite 312s Birmingham, AL
35243

Orange Leader: Mar. 23, 30, Apr. 6 and 13, 2024
2024-900011

PUBLIC NOTICE

NOTICE OF PUBLIC AUCTION

Notice is hereby given that My Garage Self Storage will sell the contents of the following self-storage units by public auction to satisfy their liens against these tenants, in accordance with the Texas Self-Storage Facility Act. The auction will take place online at www.storageauctions.com. The auction will start on April 8th and close on April 15th. Units are believed to contain household goods, unless otherwise listed.

I-10 Location
2525 IH-10 East, Orange, TX
77630

Customer Names
Ebony Adams Unit:2121
Miscellaneous Items Women Items
Armani Dolford Unit:1056
Miscellaneous Household Items & Furniture
Nekia Armstrong Unit:2110
Miscellaneous Items
Jacobi Woodrow Unit 2033
Kid items an miscellaneous items
Geneva Ducharme Unit 2118
House hold items an miscellaneous items

Orange Leader:
Mar. 30 and Apr. 6, 2024
AUCTION

PUBLIC NOTICE

NOTICE TO CREDITORS

Notice is hereby given that original Letters of Independent Administration for the Estate of Sidney Benjamin Griggs, Deceased were issued on March 25, 2024, in Cause No. P19874, pending in the County Court of Orange County, Texas, to: Sara Ann Griggs, Independent Administrator. The post office address of the Independent Administrator is:

Sara Ann Griggs
c/o Walter D. Snider
Snider Law Firm, PLLC
3535 Calder, Suite 300
Beaumont, TX 77706

All persons having claims against this Estate, which is currently being administered, are required to present them within the time and in the manner prescribed by law.

Dated the 28th day of March, 2024.

SNIDER LAW FIRM, PLLC
/s/ Walter D. Snider
Walter D. Snider
State Bar No. 18797000
3535 Calder, Suite 300
Beaumont, Texas 77706
(409) 924-9595/(409) 924-0808
FAX walter@sniderlawfirm.com
ATTORNEY FOR ESTATE

Orange Leader:
Apr. 6, 2024
EST/GRIGGS, S.

Do you have available jobs?

Call 409-721-2401 to let others know about job opportunities at your business.

PUBLIC NOTICE

RE: ESTATE OF ROY MCDANIEL, JR., DECEASED NOTICE TO CREDITORS

Notice is hereby given that original Letters Testamentary for the Estate of RoyMcDaniel, Jr., Deceased were issued on the 3 day of April, 2024 in Cause No. P19952 pending in the County rd Court of Orange County, Texas, in Probate, to Shon Dale McDaniel.

All persons having claims against the Estate which is currently being administered are required to present same within the time and in the manner prescribed by law to the attorney for the Estate, Paul D. Henderson, Paul D. Henderson, P. C., 712 W. Division Ave., Orange, Texas 77630.
DATED this 3rd of April, 2024.
Shon Dale McDaniel Independent Executor of the Estate of Roy McDaniel, Jr., Deceased

Orange Leader:
Apr. 6, 2024
EST/MCDANIEL, R.

PUBLIC NOTICE

We Value Your Input!

The South East Texas Regional Planning Commission (SETRPC) is the designated Metropolitan Planning Organization (MPO) for the Jefferson-Orange-Hardin Regional Transportation Study (JOHRTS) area, comprised of Jasper, Jefferson, Orange and Hardin Counties. In conjunction with the Texas Department of Transportation, the SETRPC-MPO is responsible for an overall plan that identifies the most desirable and efficient means of meeting transportation needs for the next twenty years.

As part of the continuing, cooperative, and comprehensive transportation planning process, the SETRPC-MPO will be hosting five public meetings to provide the citizens an overview of, and an opportunity to comment on, the draft JJOHRTS Metropolitan Transportation Plan 2050 (MTP-2050) which includes transportation projects through year 2050, the draft JJOHRTS FY 2025-2028 Transportation Improvement Program (TIP) which contains projects and programs scheduled for implementation within the next four years, and the draft Transportation Conformity Document.

Public Meeting Locations and Times:

Thursday, April 11, 2024 - 3:00 PM
Hardin County Courthouse – 300 W. Monroe Street, Kountze, TX

Monday, April 15, 2024 - 3:00 PM
City of Port Arthur – Public Library, 4615 9th Avenue, Port Arthur, TX

Tuesday, April 16, 2024 - 3:00 PM
City of Orange – Public Library, 220 5th Street, Orange, TX

Thursday, April 18, 2024 - 10:00 AM
South East Texas Regional Planning Commission, 2210 Eastex Freeway, Beaumont, TX
*HYBRID MEETING

Monday, April 22, 2024 - 1:30 PM
Jasper County Courthouse – Annex Building, 271 E. Lamar Street, Jasper, TX

The draft JJOHRTS MTP-2050, the draft FY 2025-2028 TIP and the draft Transportation Conformity document can be downloaded at www.setrpc.org/ter. The 30-day public comment period ends on Friday, May 3, 2024. Please attend any one of the meetings to provide input or submit written comments by 5:00 PM, May 3, 2024, to Bob Dickinson at the South East Texas Regional Planning Commission, 2210 Eastex Freeway, Beaumont, Texas 77703. For more information or for special needs requests (48 Hours), please contact Bob Dickinson at (409) 899-8444 extension 7520 or bdickinson@setrpc.org.

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public.notices@panews.com

Employment

Job Opportunities

CONTRACTORS NEEDED
Employment Opportunities for Section 3 Residents, Minority and Women Business Enterprises (MWBE) or Historically Underutilized Businesses (HUB). Hurricane Harvey Disaster Recovery For more information, contact: huboutreach@tegrityhomes.com Call 281-710-2844

Help Wanted Office Manager/Bookkeeper Full Time w/Benefits Email Resume to stephen.hemelt@panews.com Call: 409-721-2400

Job Opportunities

SHORE OFFSHORE SERVICES Has Immediate Openings

- Derrick Barge Deck Foreman
- Leadermen
- Rigger
- Derrick Crane Operator
- Deck Crane Operator
- Tower Operator
- Welding Foremen
- Welder (5 GR Certified)
- Clerk
- Chief Engineer
- Chief Electrician
- Mechanic
- Oiler
- Electrician
- Steward
- Night Cook
- Gallery Hand
- Tug Boat Captain
- Able Body Seaman
- Vanuatu flagged tug crews:
 - *Able seafarer deck III/4 or III/5
 - *Chief engineer III/3
 - *Able seafarer engine III/4 or III/5
- QMED/OILER

All deck officers must hold valid Vanuatu GMDSS General Operator's Certificate (GOC)(IV/2). Minimum 2 years offshore experience on-board a derrick barge required. Applicants must have valid TWIC card

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Do you have available jobs? Call 409.721.2401 to let others know about job opportunities at your business.

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OR APPLY IN PERSON AT 710
MARKET STREET,
ORANGE, TX 77630

Job Opportunities

**THE
WINE BAR
RESTAURANT
AT THE GRAND FAYETTE
HOTEL**

The Wine Bar is an award winning upscale restaurant located in the historic Grand Fayette Hotel and we are hiring.

Waitstaff
Kitchen Help
Cook
Dishwasher

Call 929-716-6988 to interview.

Auctions & Sales

Estate Sales

Hidden Treasures Estate Sale
6795 Knollwood, Beaumont
Thursday 4/4-3:00-6:00
(#'s at 2:30)
Friday 4/5-9:00-2:00
Saturday 4/6-8:00-2:00

Garage Sales

Estate Sale
5760 Baird, Groves,
4/5/24-4/6/24 8am- 2pm
Women's clothing, Antiques,
Collectibles, Furniture, House-
hold items, Holiday items, Rain
or Shine.

Garage Sales

ASAP
CONCRETE & FOUNDATION

HOUSE LEVELING & REMODELING
30+ Years in Business
Licensed & Bonded: Up to \$2 million
SENIOR CITIZENS DISCOUNT
GIVE US A CALL!
936-648-6241

Garage Sales

Yard Sale
1429 STILWELL BLVD
Port Arthur,
APRIL 6th 8:00a.m.
Furniture, clothes and
hardware items!

YARD SALE!
2905 LAS BALMAS DRIVE
APRIL 5TH-6TH 7AM-1PM
DISHES, CLOTHES, SOME
FURNITURE, SHOES. A
LITTLE BIT OF EVERYTHING!

Merchandise

Miscellaneous For Sale

Transportation

Motorcycles & ATV's

**2007 Harley-Davidson
FLHTCU**
Electra Glide Ultra Classic,
96 c.i., 15838 miles, black,
adult owned,
info at virtex3@viasatnet.com,
priced to sell \$1,500
214-504-9940

Recreational Vehicles

**Keystone 2004 Montana
Mountaineer 318BHS, A/C,**
gas, electric, refrigerator,
2 slide outs 1 awning, info at
abigxet2@windstreamnet.com,
asking \$1,800. 281-464-4814

PUBLIC NOTICE

WANTED FUGITIVE REWARD



ANGELO DELVIE GONZALES
DOB:6-15-2002 HEIGHT 6'2" WEIGHT 176
LAST KNOWN ADDRESS: 3500 NORMANDY AVE
APT # 4303. PORT ARTHUR, TX
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If you have any information regarding the whereabouts of this person, please contact us at the number below OR contact authorities immediately.

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- 99% signal reliability* plus exclusive Signal Saver™ technology**
*Based on Nationwide Study of representative cities. **Requires HD DVR (model 8844 or later) connected to high-speed internet.

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for 24 months
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DIRECTV DEALER

PUBLIC NOTICE

CITY OF PORT ARTHUR, TEXAS INVITATION FOR BIDS

NOTICE IS HEREBY GIVEN THAT sealed Bids, addressed to the City of Port Arthur, will be received at the Office of the City Secretary, City Hall 444 4th Street or P.O. Box 1089, Port Arthur, Texas 77641 no later than **3:00 P. M., Wednesday, April 24, 2024**. Applicant names will be read aloud beginning at **3:15 P.M., Wednesday, April 24, 2024** on this date in the City Council Chambers, City Hall, 5th Floor for certain services briefly described as:

JANITORIAL SERVICES FOR CITY HALL & ANNEX

Bids received after the deadline stated above, regardless of method of delivery, will not be considered and returned unopened.

Copies of the Specifications and other Contract Documents are on file in the Purchasing Office, 444 4th Street, City of Port Arthur, and are open for public inspection without charge. They can also be retrieved from the City's website at www.portarthurtx.gov/bids.aspx www.publicpurchase.com

NON MANDATORY PRE-BID MEETING IS SCHEDULED FOR TUESDAY, APRIL 16, 2024 AT 10:00 A.M. AT CITY HALL LOCATED AT 444 4TH STREET, PORT ARTHUR, TEXAS

The City of Port Arthur reserves the right to reject any and all bids and to waive informalities.

Per Chapter 2 Article VI Sec. 2-262(C) of the City's Code of Ordinance, the City Council shall not award a contract to a company that is in arrears in its obligations to the City.

Clifton Williams
Clifton Williams
Purchasing Manager

PUBLIC NOTICE

We Value Your Input!

The South East Texas Regional Planning Commission (SETRPC) is the designated Metropolitan Planning Organization (MPO) for the Jefferson-Orange-Hardin Regional Transportation Study (JOHRTS) area, comprised of Jasper, Jefferson, Orange and Hardin Counties. In conjunction with the Texas Department of Transportation, the SETRPC-MPO is responsible for an overall plan that identifies the most desirable and efficient means of meeting transportation needs for the next twenty years.

As part of the continuing, cooperative, and comprehensive transportation planning process, the SETRPC-MPO will be hosting five public meetings to provide the citizens an overview of, and an opportunity to comment on, the draft JJOHRTS Metropolitan Transportation Plan 2050 (MTP-2050) which includes transportation projects through year 2050, the draft JJOHRTS FY 2025-2028 Transportation Improvement Program (TIP) which contains projects and programs scheduled for implementation within the next four years, and the draft Transportation Conformity Document.

Public Meeting Locations and Times:

Thursday, April 11, 2024 - 3:00 PM
Hardin County Courthouse – 300 W. Monroe Street, Kountze, TX

Monday, April 15, 2024 - 3:00 PM
City of Port Arthur – Public Library, 4615 9th Avenue, Port Arthur, TX

Tuesday, April 16, 2024 - 3:00 PM
City of Orange – Public Library, 220 5th Street, Orange, TX

Thursday, April 18, 2024 - 10:00 AM
South East Texas Regional Planning Commission, 2210 Eastex Freeway, Beaumont, TX

*HYBRID MEETING

Monday, April 22, 2024 - 1:30 PM
Jasper County Courthouse – Annex Building, 271 E. Lamar Street, Jasper, TX

The draft JJOHRTS MTP-2050, the draft FY 2025-2028 TIP and the draft Transportation Conformity document can be downloaded at www.setrpc.org/ter. The 30-day public comment period ends on Friday, May 3, 2024. Please attend any one of the meetings to provide input or submit written comments by 5:00 PM, May 3, 2024, to Bob Dickinson at the South East Texas Regional Planning Commission, 2210 Eastex Freeway, Beaumont, Texas 77703. For more information or for special needs requests (48 hours), please contact Bob Dickinson at (409) 899-8444 extension 7520 or bdickinson@setrpc.org.

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We Value Your Input

Public Meetings for Drafts of the JJOHRTS MTP-2050, JJOHRTS 2025-2028 TIP & Transportation Conformity

The SETRPC-MPO is hosting a series of five public meetings providing citizens in Jasper, Jefferson, Orange, Hardin, and Counties the opportunity to provide comments on the **JJOHRTS MTP-2050, JJOHRTS 2025-2028 TIP** and associated **Transportation Conformity**.

Thursday, April 11, 2024
@ 3:00 PM

*Hardin County
Courthouse - Red Room*

300 W. Monroe Street
Kountze, TX 77625
(409) 249-5120

Monday, April 15, 2024
@ 3:00 PM

*City of Port Arthur - Public
Library*

4615 9th Avenue
Port Arthur, TX 77642
(409)985-8838

Thursday, April 18, 2024
@ 10:00 AM

Hybrid Event

In-Person:
Homer E. Nagel Room 2210
Eastex Freeway Beaumont,
TX 77703 (409) 899-8444
Ext. 6600

Virtual:
To attend the meeting
virtually, please visit our
website (www.setrpc.org)
under our upcoming events
to access the link.

Tuesday, April 16, 2024
@ 3:00 PM

*City of Orange - Public
Library*

220 5th Street Orange,
TX 77630
(409) 883-1086

Monday, April 22, 2024 @
1:30 PM

*Jasper County Courthouse
Annex Bldg. Upstairs
Conference Room*

271 E Lamar Street Jasper,
TX 75951
(409) 384-6226

Please attend any meeting to provide your input or submit written comments by 5:00 PM CST, **May 3, 2024** to:

Bob Dickinson | bdickinson@setrpc.org | 2210 Eastex Freeway, Beaumont, Texas 77703

All comments received will be addressed and provided to the Transportation Planning Committee for consideration.

For special requests, please contact **Bob Dickinson** at least 48 hours in advance
at **409-899-8444 x7520** or bdickinson@setrpc.org.

FOR IMMEDIATE RELEASE

March 4, 2024

CONTACT: Bob Dickinson – Director, Transportation and Environmental Resources
409-899-8444 extension 7520 or email: bdickinson@setrpc.org

**Public Encouraged to Provide Comments for the Draft MTP-2050,
Draft FY 2025-2028 TIP and the Draft Transportation Conformity Document**
“SETRPC to Host Series of Public Meetings beginning Thursday, April 11, 2024”

The South East Texas Regional Planning Commission (SETRPC) will host a series of public meetings beginning **Thursday, April 11, 2024**, permitting citizens in Jasper, Jefferson, Orange, and Hardin Counties the opportunity to learn about the draft **JJOHRTS Metropolitan Transportation Plan 2050 (MTP-2050)**, the draft **JJOHRTS FY 2025-2028 Transportation Improvement Program (TIP)**, and the draft **Transportation Conformity Document** and also provide comments on regional transportation needs and issues. “This is an opportunity for the public to be directly involved in the process and have their voices heard as we develop recommendations to address transportation-related issues that are affecting the southeast Texas region. Public input is an essential part of this process, and we want to make sure the needs of our region are properly addressed,” says Bob Dickinson, Director of Transportation and Environmental Resources for SETRPC.

The public is encouraged to attend a meeting or provide written comments by 5:00 PM CST, on Friday, May 3, 2024. Public meetings will be held in **Beaumont – In Person and Virtually, Orange, Port Arthur, Kountze, and Jasper** at the following locations:

Thursday, April 11, 2024 – 3:00 PM CST

Hardin County Court House, Red Room, 300 W Monroe Street, Kountze, TX 77625

Monday, April 15, 2024 – 3:00 PM CST

Port Arthur Public Library, 4615 9th Avenue, Port Arthur, TX 77642

Tuesday, April 16, 2024 – 3:00 PM CST

Orange Public Library, 220 5th Street, Orange, TX 77630

Thursday, April 18 – 10:00 AM CST

Hybrid Event – In Person and Virtual Meeting

Homer E. Nagel Room, SETRPC, 2210 Eastex Freeway, Beaumont, TX 77703

To attend the meeting virtually, please visit our website (www.setrpc.org)
under our upcoming events to access the link.

Monday, April 22, 2024 – 1:30 PM CST

Jasper County Annex Building, Upstairs Conference Room, 271 E Lamar Street, Jasper, TX 75951

These meetings are designed to solicit the public’s ideas and input on transportation needs for the southeast Texas area. All meetings are the same and are not restricted to a specific area. The public is strongly encouraged to be an active part of this process by selecting a meeting day and time that fits their schedule. For more information or for special needs requests (48 hours), please contact **Bob Dickinson** at (409) 899-8444 extension 7520 or bdickinson@setrpc.org.

SETRPC is designated as the Metropolitan Planning Organization (MPO) for the metropolitan planning area comprised of Jefferson, Orange, Hardin, and Jasper Counties. The SETRPC, in conjunction with the Texas Department of Transportation, local governments and other interested parties, facilitates the regional multi-modal transportation planning process.

On behalf of Bob Dickinson:

Thursday, April 4, 2024 is the start of the 30 day public comment period for the draft JJOHRTS Metropolitan Transportation Plan 2050 (MTP-2050), the draft JJOHRTS FY 2025-2028 Transportation Improvement Program (TIP) and the draft Transportation Conformity Document.

The draft JJOHRTS MTP-2050, the draft JJOHRTS FY 2025-2028 TIP and the draft Transportation Conformity Document will be available on the South East Texas Regional Planning Commission's website, <http://setrpc.org/> on April 4, 2024.

The public comment period will close on Friday, May 3, 2024. All comments must be submitted in writing by 5:00 pm on that day.

Should you have any questions or concerns, please do not hesitate to contact Bob Dickinson at 409-899-8444 x7520 or bdickinson@setrpc.org,

Chapter 12: Resolution

An aerial photograph of a city, likely San Jose, is shown with a green tint. The image is partially obscured by decorative curved lines in blue, white, and red at the top. The text 'Chapter 13: MPO Self-Certification' is overlaid in large white font.

Chapter 13: MPO Self-Certification

Chapter 14: Revisions



DATE: MAY 23, 2024

TO: TRANSPORTATION PLANNING COMMITTEE (TPC)

FROM: BOB DICKINSON, DIRECTOR
TRANSPORTATION AND ENVIRONMENTAL RESOURCES DIVISION

SUBJECT: APPROVAL OF RESOLUTION ADOPTING THE JJOHRTS TRANSPORTATION CONFORMITY DETERMINATION FOR THE JJOHRTS METROPOLITAN TRANSPORTATION PLAN (MTP) – 2050 AND THE JJOHRTS FY 2025-2028 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

Attached for your review and consideration is a resolution adopting the JJOHRTS Transportation Conformity Determination for the JJOHRTS Metropolitan Transportation Plan (MTP) – 2050 and the JJOHRTS FY 2025-2028 Transportation Improvement Program (TIP).

As a result of the Environmental Protection Agency (EPA) Guidance on the South Coast II vs EPA Court Decision of November 2018, the MPO is required to go through a conformity determination process to ensure the region is in conformance with this guidance. The MPO staff, in conjunction with consultant services, has completed the process, and is ready for the approval of the JJOHRTS Transportation Conformity Determination document by the TPC. The approval of this document ensures that work on projects within the JJOHRTS MTP-2050 and the JJOHRTS FY 2025-2028 TIP can begin construction.

If any questions arise, please do not hesitate to contact Bob Dickinson at 409- 899-8444 x7520 or bdickinson@setrpc.org.

President – Wayne McDaniel, Hardin County | 1st VP – Johnny Trahan, Orange County | 2nd VP – Mark Allen, Jasper County
3rd VP – Glenn Johnson, Port Neches | 4th VP – Kimberly Cline, Lumberton | 5th VP – Amanda Gates, Kirbyville
Treasurer – Cathy Nagel, Pine Forest | Secretary – Vernon Pierce, Jefferson County

Executive Director – Shanna Burke
2210 Eastex Freeway Beaumont, Texas 77703-4929
(409) 899-8444 | (409) 347-0138 fax
setrpc@setrpc.org | <https://www.setrpc.org>

Resolution

NO. 2024-4

A RESOLUTION BY THE TRANSPORTATION PLANNING COMMITTEE OF THE JEFFERSON-ORANGE-HARDIN REGIONAL TRANSPORTATION STUDY ADOPTING THE TRANSPORTATION CONFORMITY DETERMINATION FOR THE JJOHRTS METROPOLITAN TRANSPORTATION PLAN (MTP) - 2050 AND THE JOHRTS FY 2025-2028 TRANSPORTATION IMPROVEMENT PROGRAM (TIP).

WHEREAS, the Beaumont-Port Arthur Orphan Maintenance Area JJOHRTS Metropolitan Transportation Plan (MTP) - 2050 and the JJOHRTS FY 2025-2028 Transportation Improvement Program (TIP) are in conformance under the November 2018 U.S. Environmental Protection Agency (EPA) guidance regarding the implementation of the District of Columbia Circuit Court's February 16, 2018 decision; and

WHEREAS, SETRPC is responsible for carrying out the transportation conformity process, in consultation with the State and local air quality planning agencies, State and local transportation agencies, Environmental Protection Agency (EPA), and U.S. Department of Transportation (USDOT); and

WHEREAS, the JJOHRTS MTP-2050 and the JJOHRTS FY 2025-2028 TIP have been developed in compliance with SETRPC's Public Participation Plan; and

WHEREAS, transportation conformity can be demonstrated for the 1997 Ozone National Ambient Air Quality Standards (NAAQS) on the JJOHRTS MTP-2050 and the JJOHRTS FY 2025-2028 TIP is showing that the following criteria has been met:

- i. Uses the latest planning assumptions, and
- ii. Meets all consultative requirements, and
- iii. Meets fiscal constraint requirement in the development of the JJOHRTS Metropolitan Transportation Plan (MTP) - 2050 and the JJOHRTS FY 2025-2028 Transportation Improvement Program (TIP)

THEREFORE, BE IT RESOLVED that the Transportation Planning Committee of the Jefferson-Orange-Hardin Regional Transportation Study is shown that the South East Texas Regional Planning Commission Metropolitan Planning Organization JJOHRTS MTP-2050 and the JJOHRTS FY 2025-2028 TIP are in conformance under the EPA guidance on the South Coast II vs EPA Court Decision of November 2018.

PASSED AND APPROVED this 23rd day of May 2024, at a regularly scheduled meeting of the Transportation Planning Committee.

APPROVED:

APPROVED:

Martin Gonzalez, P.E., Secretary
JOHRTS Transportation Planning Committee
TxDOT-Beaumont District Engineer

LW Cooper, Vice-Chairman
JOHRTS Transportation Planning Committee
Commissioner, Hardin County

Transportation Conformity Report

SETRPC JJOHRTS FY 2025-2028 TIP SETRPC JJOHRTS MTP-2050

South East Texas Regional Planning Commission
Metropolitan Planning Organization (SETRPC-MPO)
*for the Jasper-Jefferson-Orange-Hardin Regional
Transportation Study (JJOHRTS) Area*

30-Day Public Comment Period: April 4, 2024 through May 3, 2024

Adopted by the Transportation Planning Committee on month day, 2024

Prepared by WSP

This document was prepared in cooperation with the U.S. Department of Transportation, Federal Highway Administration, Federal Transit Administration, and the Texas Department of Transportation

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Glossary of Abbreviations

ACS	American Community Survey
CAA	Clean Air Act Amendments
EPA	United States Environmental Protection Agency
FHWA	Federal Highway Administration
FTA	Federal Transit Administration
IAC	Inter-Agency Consultation
JJOHRTS	Jasper-Jefferson-Orange-Hardin Transportation Study
MPO	Metropolitan Planning Organization
MTP	Metropolitan Transportation Plan
NAAQS	National Ambient Air Quality Standards
NOx	Oxides of nitrogen
PPP	Public Participation Plan
SETRPC	South East Texas Regional Planning Commission
SIP	State Implementation Plan
TAZ	Traffic Analysis Zone
TCEQ	Texas Commission on Environmental Quality
TCM	Transportation Control Measure
TDC	Texas Demographic Center
TDM	Travel Demand Model
TIP	Transportation Improvement Program
TPC	Transportation Planning Committee
TxDOT TPP	Texas Department of Transportation – Transportation Planning and Programming Division
TWC	Texas Workforce Commission
USDOT	United States Department of Transportation
UTSA	University of Texas – San Antonio
VMT	Vehicle Miles Traveled
VOC	Volatile organic compounds

Chapter 1: Executive Summary

1.0 Conformity Overview

Section 176(c)(4) of the Clean Air Act Amendments (CAAA) of 1990 requires Metropolitan Planning Organizations (MPOs) for areas designated as nonattainment or maintenance for the pollutant ozone to conduct an air quality conformity analysis to ensure Metropolitan Transportation Plans (MTPs) and Transportation Improvement Programs (TIPs) are consistent with the region’s air quality goals.

The South East Texas Regional Planning Commission (SETRPC) MPO serves as the Metropolitan Planning Organization (MPO) for southeast Texas, encompassing a three-county area consisting of Jefferson, Orange, and Hardin counties. Jasper County lies just north of this region. Over the past few years, SETRPC MPO has been collaborating with TxDOT’s Transportation Planning and Programming Division (TPP) to extend its jurisdiction to incorporate Jasper County. To facilitate this incorporation process, updates have been made to the Jasper-Jefferson-Orange-Hardin Regional Transportation Study (JJOHRTS) 2050 Travel Demand Model. Additionally, the new JJOHRTS MTP 2050 and the JJOHRTS 2025-2028 TIP are also developed to encompass this additional area. Currently, SETRPC MPO is working with TxDOT TPP to address the administrative requirements necessary for the resignation of the SETRPC MPO to include Jasper County (**Figure 1**).

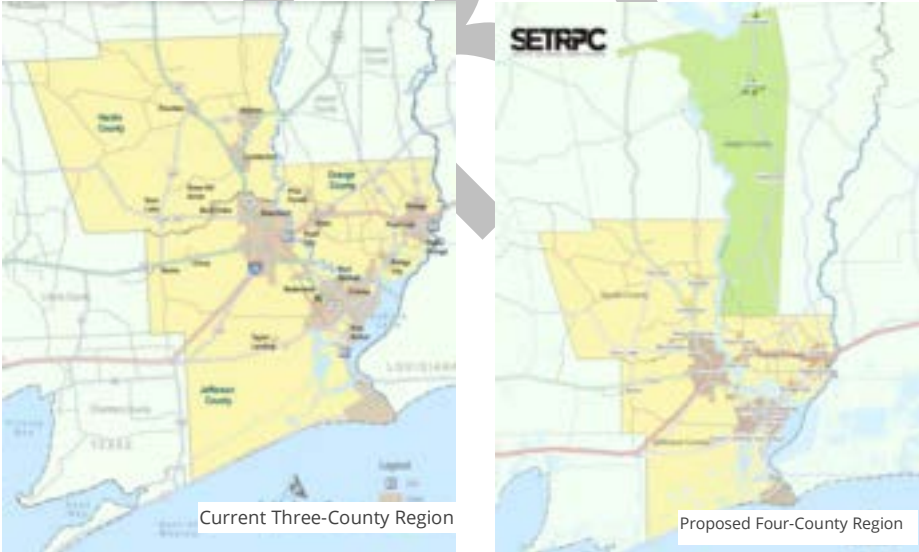


Figure 1: SETRPC MPO Boundary

The November 2018 court rulings in the South Coast Air Quality Management District vs EPA (South Coast II) case have affected the status of areas such as the Jasper-Jefferson-Orange-Hardin Regional Transportation Study (JJOHRTS) area which was re-designated to attainment with a maintenance plan for the 1997 8-hour Ozone NAAQS in 2010 and was designated attainment/unclassifiable for the 2008 8-hour Ozone NAAQS and 2015 8-hour Ozone NAAQS.

The court rulings have resulted in such areas, known as 'orphan' areas, having to demonstrate conformity under their previous designation for the 1997 8-hour Ozone NAAQS. Based on the November 2018 EPA guidance document 'Transportation Conformity Guidance for the South Coast II Court Decision, a regional emissions analysis is not required for this conformity demonstration. This document details this effort by the SETRPC-MPO, with technical assistance from the Texas Department of Transportation – Transportation Planning and Programming Division (TxDOT TPP), to perform the air quality conformity analysis and obtain a conformity determination.

1.1 Maintenance Area

The Beaumont-Port Arthur area (Hardin, Jefferson, and Orange Counties) was re-designated from nonattainment to attainment-maintenance for the 1997 8-hour Ozone NAAQS, effective November 19, 2010. The area was initially designated attainment/ unclassifiable for the 2008 8-hour Ozone NAAQS and remains in attainment for that standard as well as the new 2015 8-hour Ozone NAAQS. When the 1997 8-hour Ozone NAAQS was revoked by the US Environmental Protection Agency (EPA), transportation conformity requirements for the 1997 8-hour Ozone NAAQS were also revoked (effective 4/6/2015). The court's decision in South Coast II reinstated the conformity requirements for the area as part of maintenance for the 1997 8-hour Ozone NAAQS. The EPA's November 2018 guidance document for areas affected by the South Coast II decision includes the conformity criteria that the EPA considers applicable to 'orphan' areas.

1.2 Conformity Criteria

As per the EPA guidance referenced in Section 1.2, conformity for the 1997 8-hour Ozone NAAQS can be demonstrated by the SETRPC-MPO, with technical assistance from TxDOT-TTP, by meeting 1) use of the latest planning assumptions, 2) consultation requirements, 3) fiscal constraint requirements of MTPs and TIPs, and 4) if applicable, timely implementation of Transportation Control Measures (TCMs). As the JJOHRTS region has no TCMs, requirement 4) is not part of the conformity criteria for the region.

1.3 MTP & TIP Conformity

Results of the transportation conformity determination demonstrate that the JJOHRTS MTP-2050 and the JJOHRTS FY 2025-2028 TIP meet all transportation air quality conformity requirements of the CAAA and the South Coast II guidance. This conformity determination involved Interagency Consultation (Chapter 7) and Public Participation (Chapter 8).

Chapter 2: Air Quality

2.0 Air Pollution

Based on the CAAA, the EPA sets national standards, known as National Ambient Air Quality Standards (NAAQS), for six criteria pollutants: ozone, particulate matter, carbon monoxide, sulfur dioxide, nitrogen oxides and lead. In the JJOHRTS region, the primary pollutant issue is ozone. The Texas Commission on Environmental Quality (TCEQ), in concert with the MPO, is responsible for attributing nitrogen oxides (NOx) and volatile organic compounds (VOC) amounts to on-road vehicles. Ground level ozone is known to trigger a variety of health problems. It is particularly harmful for children, older adults and people of all ages who have lung diseases such as asthma.

2.1 Background

The Beaumont-Port Arthur area (Hardin, Jefferson, and Orange Counties) was re-designated from nonattainment to attainment-maintenance for the 1997 8-hour Ozone NAAQS, effective November 19, 2010. The area was initially designated attainment/ unclassifiable for the 2008 8-hour Ozone NAAQS and remains in attainment for that standard as well as the new 2015 8-hour Ozone NAAQS. When the 1997 8-hour Ozone NAAQS was revoked by the EPA, transportation conformity requirements for the 1997 8-hour Ozone NAAQS were also revoked (effective 4/6/2015).

The court's decision in the South Coast II case reinstated the conformity requirements for the area as part of maintenance for the 1997 8-hour Ozone NAAQS. The EPA's November 2018 guidance document for areas affected by the South Coast II decision includes the conformity criteria that the EPA considers applicable to 'orphan' areas. As a result of a court case and subsequent rulings, it has been determined by EPA that transportation conformity applies for the revoked 1997 8-hour Ozone NAAQS and that these areas must demonstrate transportation conformity of MTPs and TIPs.

The current Jefferson-Orange-Hardin Regional Transportation Study (JOHRTS) MTP 2045 and the JOHRTS 2023-2026 TIP were both developed in 2019 and exclusively covered a three-county region. However, with the recent expansion of the Metropolitan Planning Organization (MPO) boundary, the SETRPC MPO is now incorporating Jasper County into its jurisdiction. The SETRPC is working on the Transportation Conformity document for the JJOHRTS MTP-2050 Metropolitan Transportation Plan (MTP) and the JJOHRTS 2025-2028 TIP to encompass this additional area. The new conformity document will address a 4-year Transportation Conformity time frame between November 2024 to November 2028.

Chapter 3: Conformity

3.0 Transportation Conformity

Transportation conformity establishes the framework for improving air quality to protect public health and the environment. Specifically, the CAAA section 176(c) requires that federally funded or approved highway and transit activities are consistent with ('conform to') the purpose of the State Implementation Plan (SIP).

Conformity to the purpose of the SIP means the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) funding and approvals are given to highway and transit activities that will not cause new air quality violations, worsen existing air quality violations, or delay timely attainment of the relevant air quality standard, or any interim milestone.

3.1 Purpose

This report and its supporting appendices explain the conformity determination for the JJOHRTS MTP-2050 and the JJOHRTS FY 2025-2028 TIP with respect to the requirement of transportation conformity for 'orphan' areas such as the JOHRTS region. See Section 1.1 Conformity Overview; Section 1.2 Maintenance Area; Section 2.2 Background; and Section 3.3 Criteria for further explanation regarding 'orphan' areas.

3.2 Criteria

As a result of the South Coast II decision, transportation conformity for the 1997 8-hour Ozone NAAQS applies in 'orphan' areas. This includes the JJOHRTS region as an Orphan Maintenance Area e.g., 1997 maintenance yet 2008 attainment.

As an Orphan Maintenance Area, transportation conformity for the MTP and TIP for the 1997 8-hour Ozone NAAQS can be demonstrated without a regional emissions analysis. As no regional emissions analysis is required, there is no requirement to use the latest emissions model, or use either the emissions budget test or interim emissions test. As no regional emissions analysis is required, there is by extension no requirement to perform any emission modeling or regional travel demand modeling specifically to support a regional emissions analysis.

Based on the South Coast II decision, transportation conformity for the 1997 8-hour Ozone NAAQS can be demonstrated, without a regional emissions analysis as per guidance referenced in Section 1.2, by:

- Use of the latest planning assumptions, including TCMs;
- Meeting consultation requirements; and
- Meeting fiscal restraint requirements.

Documentation of SETRPC-MPO actions to demonstrate adherence to the three above criteria are contained in subsequent chapters of this document.

3.3 Document Format

This Transportation Conformity Report is a streamlined version of the Model Conformity Documentation outline adopted by the Technical Working Group for Mobile Source Emissions. As this conformity does not require a regional emissions analysis, the Transportation Conformity Report does not contain a section on emissions modeling. Additionally, the Travel Demand Model section describes the status of the validated travel demand model (TDM) and does not include discussion pertaining to use of the TDM to develop inputs to the regional emissions analysis.

3.4 Electronic Data Submittal

The MTP, TIP, and Transportation Conformity Report are available in PDF format on SETRPCs website: <https://www.setrpc.org/divisions/ter/transportation/> or by calling (409) 899.8444 x7520.

Chapter 4: MTP & TIP Conformity

4.0 Overview

The MTP is the official multimodal transportation plan for the JJOHRTS area and addresses a 20-year planning horizon. The MTP includes goals and objectives that reflect regional values and long-term regional transportation needs. The MTP underscores the vital role transportation plays in the social, environmental, and economic health of the area. The fiscally constrained MTP is the Jasper-Jefferson-Orange-Hardin Regional Transportation Study Metropolitan Transportation Plan-2050 (JJOHRTS MTP-2050).

The JJOHRTS FY 2025-2028 TIP presents the various highway and transit projects that are expected to be let for construction or implementation within the next four years. Regional transportation projects and programs are identified and prioritized in the TIP. The fiscally constrained TIP is the Jasper-Jefferson-Orange-Hardin Regional Transportation Study Fiscal Years 2025-2028 Transportation Improvement Program (JJOHRTS FY 2025-2028 TIP).

4.1 Submittal Frequency

For nonattainment and maintenance areas subject to conformity requirements, regional transportation conformity analysis is required to be performed on a 4-year cycle. This conformity determination of the JJOHRTS MTP-2050 and the JJOHRTS FY 2025-2028 TIP would cover the 4-year cycle from November 2024 to November 2028.

4.2 Regionally Significant Projects

The networks used in the TDM consist of existing and planned future roadways. Functionally classified roadways (collector and above) or projects seeking federal funding are considered regionally significant. Most of the roadways contained in the model networks are regionally significant. Some roadways are included that are not regionally significant but are necessary to define the traffic analysis zone (TAZ) structure used in the TDM. Networks for the 2021, 2026, 2031, 2036, 2040 and Forecast Year 2050 were developed to support the JJOHRTS MTP-2050 and JJOHRTS FY 2025-2028 TIP.

Funding specifics for projects are noted in the annotations for each project. The funding is identified as Federal, State or Local.

While the cities in the JJOHRTS region have public transit systems and while there are rural transit systems in the lesser populated portions of the three-county area; these systems do not represent a significant portion of the Vehicle Miles Traveled (VMT). Therefore, mode choice was not used in this TDM.

See JJOHRTS MTP-2050 and JJOHRTS FY2025-2028 TIP for area's project listing.

4.3 Latest Planning Assumptions

The JJOHRTS MTP-2050 was developed using the latest demographic and roadway activity assumptions at the time of its development in 2021 and 2022. As the JJOHRTS FY 2025-2028 TIP is drawn from the

JJOHRTS MTP-2050, the JJOHRTS FY 2025-2028 TIP is based on these same planning assumptions. Details of the development of these planning assumptions are provided in the context of discussion of the regional TDM (Chapter 5).

4.4 Non-Federal Projects

The MTP must include the design concept and descriptions for all existing and proposed regionally significant transportation projects, regardless of funding source (23 CFR 450.324(f)(9)). Further, it must also identify all necessary financial resources from public and private sources that are reasonably expected to be available to carry out the plan. Such regionally significant projects are included within the conformity determination of the MTP.

Non-federal projects funded by sources such as local governments and local transportation authorities, such as signal improvements, intersection improvements and local roadway widening, may be of insufficient scale or scope to require inclusion within a transportation conformity regional emissions analysis. These 'non-regionally significant' projects that do not require any federal project approval actions (i.e., environmental clearance or permit approvals) are not individually listed within the MTP or TIP.

4.5 Exempt Projects/Programs

Highway and transit projects characterized as Safety, Mass Transit, Air Quality or Other are exempt from the requirement to determine conformity in accordance with (40 CFR 93.126). Absent Consultative Partner consensus that such projects have the potential for adverse emissions impacts, these projects may proceed to the project development process even in the absence of a conforming MTP and TIP.

Projects exempt from Regional Emission Analysis (40 CFR 93.127) include: intersection channelization projects; intersection signalization projects at individual intersections; interchange reconfiguration projects; changes in vertical and horizontal alignment; truck size and weight inspection stations and bus terminals and transfer points. Absent Consultative Partner consensus that such projects have the potential for regional impacts, these projects may also proceed to the project development process even in the absence of a conforming MTP and TIP.

For SETRPC projects, as described above, see JJOHRTS MTP-2050 and JJOHRTS FY 2025-2028 TIP.

4.6 Constraints

One of the key requirements of the MTP and TIP is financial constraint, which is intended to ensure that the total estimated cost of projects included in the MTP does not exceed reasonably available estimated revenues. A conformity determination on financially constrained plans ensures that conformity findings are based on realistic plans and programs and that any TCMs and other projects that may be beneficial to air quality are funded.

4.7 Long-Range Financial Constraint (MTP)

The JJOHRTS MTP-2050 financial element identifies all sources of funds reasonably expected to be available and any innovative financial strategies that may be necessary to implement the MTP. The financial element of the MTP is documented in JJOHRTS MTP-2050.

4.8 Short-Range Financial Constraint (TIP)

Financial constraint is also required for a conforming TIP, with funds programmed being equal to the total funds available. The JJOHRTS FY 2025-2028 TIP comprises the first four years of transportation activities in the JJOHRTS MTP-2050 and the requirement of financial constraint ensures that those activities committed to be funded in that timeframe have the financial resources available for implementation.

4.9 Summary Statement

The JJOHRTS MTP-2050 and the JJOHRTS FY 2025-2028 TIP adhere to the conformity requirements as described in EPA's November 2018 guidance. The JJOHRTS MTP-2050 and the JJOHRTS FY2023-2026 TIP were developed based on the latest planning assumptions at the time of MTP development in 2023. The JJOHRTS MTP-2050 and JJOHRTS FY 2025-2028 TIP meet the fiscal constraint requirements. The conformity process was completed for the JJOHRTS MTP-2050 and JJOHRTS FY 2025-2028 TIP following the required consultative process described in the Texas Conformity SIP.

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Chapter 5: Travel Demand Model

5.0 Overview

The JJOHRTS regional TDM is used to estimate and forecast vehicular traffic patterns and roadway volumes in the Jasper-Jefferson-Orange-Hardin County region. This model is a Trans CAD-based model cooperatively developed by TxDOT-TPP, the SETRPC-MPO and the TxDOT-Beaumont District.

To establish that the JJOHRTS model is suitable for forecasting future traffic, the model is validated to match observed conditions in a current year. In the case of the version of the JJOHRTS model used in development of the JJOHRTS MTP-2050, the validation year is the year 2021 as it was the year for which the most current set of non-state roadway and state roadway traffic counts that are critical to a robust validation were available.

5.1 Modeling Process

The JJOHRTS TDM uses the traditional three-step process of trip generation, trip distribution and traffic assignment to estimate and forecast travel patterns and traffic volumes. The 'mode-choice' step of the process is excluded in the JJOHRTS model given the very small amount of transit demand in the region. The critical inputs to the three-step process are TAZ demographics and the model networks. Both inputs are developed locally in cooperative fashion by the SETRPC-MPO and the TxDOT-Beaumont District.

5.2 Demographic Development

Demographic data inputs to the development of JJOHRTS MTP-2050 involved creation of population and employment estimates for the year 2021 and forecasts for the years 2026, 2031, 2036, 2040, 2045 and 2050. The demographic inputs were submitted to TxDOT-TPP, who developed and validated the model for use in MTP development.

The year 2021 population demographics were based on two sources of Census data. The block-level 2020 Census data were used and supplemented by 2019 Census American Community Survey (ACS) 5-year block group data to establish TAZ level population and households. Targeted review of aerial photos, previous data sources along with internet searches, and phone calls were performed to obtain information on group quarters, schools, and special generators.

Year 2021 employment demographics were developed based on data from Data Axle (previously known as InfoUSA). SETRPC then performed review of aerial photos, Census data, and previous model data to determine areas of growth and developed growth rates by employment category based on observed growth areas. The growth rates were applied to each category of employment to develop the 2021 data and reviewed the resultant data for reasonableness in numeric growth and in its relationships to other TAZs and to adjacent residential growth.

Both the population and employment demographics were adjusted to match the county-level control totals which were provided by the TDC through TxDOT. The control totals provided both numeric targets for each category and established the relationships between the demographic elements which were followed.

Forecasts of population, households and employment were developed by SETRPC at the TAZ level to serve as inputs for travel model forecasting to support development of the JJOHRTS MTP-2050. Using county-level control totals for population, households and employment provided by the TDC, SETRPC developed TAZ level demographics through allocation of county totals informed by the 2021 base year data, local knowledge of development since 2021, and planned future development and development constraints. The TAZ-level demographics for 2026, 2031, 2040, 2045 and 2050 were provided to TxDOT-TPP for review and use in application in the JJOHRTS travel model that was validated to the year 2021.

5.3 Network Development

Along with TAZ demographics for the base and future years, SETRPC developed model networks for the base year 2021 and future years 2026, 2031, 2040, 2045 and 2050. Starting with a modeling network representing the year 2016, SETRPC added completed roadway projects on regionally significant facilities to bring the network up to a representation of the year 2021.

The future year networks were created by adding projects from the JJOHRTS FY 2025-2028 TIP and JJOHRTS MTP-2050 to the base year 2021 network in the future years as projects became operational. These networks are used in the JJOHRTS TDM to develop estimated and forecasted travel patterns and traffic volumes.

5.4 Model Validation

The model was validated by TxDOT-TPP to within 1.5% of observed traffic counts at the regional level for the year 2021. As the model is validated to recently observed conditions and in keeping with traditional use of regional travel models, the JJOHRTS TDM is applied to the forecast future travel demand in the JJOHRTS region for the MTP year of 2050.

Chapter 6: TCMs

6.0 Description of TCM status

The JJOHRTS region is not required to have, nor has TCMs.

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Chapter 7: Interagency Consultation

7.0 Description of Interagency Consultation Including Process

Interagency review and comments on the conformity finding was conducted in accordance with the consultative process identified in the Conformity SIP and as required by 40 CFR 93.112. Local, state, and federal transportation and air quality agencies affected by this conformity analysis were consulted on the aspects and scope of the conformity finding.

A group of Interagency Consultation (IAC) partners composed of representatives of each of the following agencies was consulted regularly during the conformity process:

- South East Texas Regional Planning Commission-MPO (SETRPC)
- U.S. Environmental Protection Agency (EPA)
- Texas Commission on Environmental Quality (TCEQ)
- Texas Department of Transportation – Transportation Planning and Programming Division (TxDOT-TPP)
- Federal Highway Administration (FHWA)
- Federal Transit Administration (FTA)
- Texas A&M Transportation Institute (TTI)

The purpose of this group is to ensure that the modeling methodology utilized in this conformity analysis is consistent with the on-road modeling utilized in the SIP and that the most recent planning assumptions were used. Emission modeling was not required for this conformity determination. The IAC partners were consulted regularly during the conformity process, and **Table 1** summarizes the meetings that occurred before local determination of this conformity document by the MPO Transportation Planning Committee (TPC). The SETRPC-MPO committee structure helps to ensure that the consultative requirements are met during the transportation conformity determination development process.

The consultative procedures require that copies of the conformity determination to be submitted by the SETRPC-MPO to the IAC partners for a ninety-day review period, including a copy of all comments received during the public comment period and, a summary of any action which was taken to address the comments received. After addressing IAC partner comments and, if necessary, revising the Transportation Conformity Report, the SETRPC-MPO then resubmits the report to the IAC partners.

Table 1: Interagency Consultation Meetings

Date	MPO	TxDOT	TCEQ	FHWA	EPA	Subject
January 23, 2024	X	X	X	X	X	Transportation Conformity – Pre-Analysis Consensus Plan on JJOHRTS MTP-2050 and JJOHRTS 2025-2028 TIP

At the conclusion of the MTP, TIP and Transportation Conformity Report public involvement period, the three documents are provided to the IAC partners for an iterative 90-day review and comment period. Following FHWA, EPA, TxDOT-TTP and TCEQ concurrence, US Department of Transportation (USDOT) issues a Transportation Conformity Determination letter.

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Chapter 8: Public Participation

8.0 Process Description

Public participation is an important (and required) part of the conformity process for SETRPC. The JJOHRTS Public Participation Plan, last amended on November 16, 2023, establishes the methods and structures to be followed when engaging and informing the community of SETRPC activities. SETRPC followed the PPP for the development of the JJOHRTS MTP-2050, the JJOHRTS FY 2025-2028 TIP and the associated Transportation Conformity Report.

Five air quality conformity public meetings were held to further seek public feedbacks on the JJOHRTS MTP-2050, the JJOHRTS FY 2025-2028 TIP, and the associated Transportation Conformity Report. For each meeting, a notice was sent to the four newspaper editors (Beaumont Enterprise, Port Arthur News, Orange Leader, and The Examiner) in the JJOHRTS region for public posting. Also, the meetings and comment periods were advertised in the retail sections of several daily and weekend issues of the area newspapers.

Locations of public meetings, as well as MTP and TIP public involvement periods, were evaluated as steps toward enhancing public involvement under environmental justice directives. The public meetings were increased to five hybrid and virtual meetings during the public involvement period, and public access was enhanced by relocating meetings in the major cities throughout the JJOHRTS region. **Table 2** lists the dates and locations of the five public meetings.

The Transportation Conformity Report, including the MTP and the TIP, were made available to the public and local governmental agencies, at all public meetings. The Report was also posted on the SETRPC-MPO website during the 30-day public comment period. The public comment time frame was April 4, 2024, to May 3, 2024.

Table 3 provides a list of public comments received and SETRPC's responses during our 5 public meetings.

Table 4 provides a list of the JJOHRTS TPC meetings. The TPC meetings ensure a transportation planning process that is comprehensive, cooperative and continuing in nature by providing a forum for both the public and city/county officials to decide on the shape and scope of transportation plans, programs and projects in the JJOHRTS region. Notices for the TPC meetings were sent to city clerks (Beaumont, Orange and Port Arthur), county clerks (Jasper, Jefferson, Orange and Hardin), and the regional newspapers.

Table 5 provides a list of the JJOHRTS Technical Committee meetings.

More detailed information on our Public Participation Process is available in Appendix F.

Table 2: JJOHRTS MTP-2050 & JJOHRTS FY 2025-2028 TIP & Conformity Public Involvement Meetings

DATE	LOCATION	FORMAT	TOPICS
April 11, 2024	Hardin County Courthouse - Red Room 300 W. Monroe Street Kountze, TX 77625	In Person	JJOHRTS MTP-2050, JJOHRTS 2025-2028 TIP & Transportation Conformity
April 15, 2024	City of Port Arthur - Public Library 4615 9th Avenue Port Arthur, TX 44642	In Person	JJOHRTS MTP-2050, JJOHRTS 2025-2028 TIP & Transportation Conformity
April 16, 2024	City of Orange - Public Library 220 5th Street Orange, TX 77630	In Person	JJOHRTS MTP-2050, JJOHRTS 2025-2028 TIP & Transportation Conformity
April 18, 2024	SETRPC 2210 Eastex Freeway Beaumont, TX 77703	Hybrid Meeting	JJOHRTS MTP-2050, JJOHRTS 2025-2028 TIP & Transportation Conformity
April 22, 2024	Jasper County Courthouse, Annex Building 271 E. Lamar Street, Jasper, TX	In Person	JJOHRTS MTP-2050, JJOHRTS 2025-2028 TIP & Transportation Conformity

Table 3: Public Comments Received

DATE	DOCUMENT	SOURCE	COMMENT	SETRPC RESPONSE
April 11, 2024	JJOHRTS MTP-2050	Public Meeting	When will the US 69 Lumberton-Kountze bypass project start?	The proposed LET date for this project to start is 3/1/2032.
April 15, 2024	JJOHRTS MTP-2050	Public Meeting	Why is there so much construction going on in the area?	TxDOT has made funding available for all of these projects and it is essential to our area
April 16, 2024	JJOHRTS MTP-2050	Public Meeting	When will the widening of IH10 be completed through Orange?	This project is still in Active Construction phase and currently there isn't a completion date.
April 22, 2024	JJOHRTS MTP-2050	Public Meeting	When will the widening of US 96 North of Jasper be completed?	Construction on the project has not begun; therefore, a completion date has not been announced.

Table 4: JJOHRTS Transportation Planning Committee Activities

DATE	MEETING TOPICS
March 23, 2022	Overall process and timeline of the JJOHRTS 2050 Travel Demand Model updates
July 28, 2022	Population and Employment Control Totals for of the JJOHRTS 2050 Travel Demand Model updates
November 3, 2022	Updates on the development of the JJOHRTS MTP-2050
January 26, 2023	Updates on the development of the JJOHRTS MTP-2050
March 16, 2023	Updates on the development of the JJOHRTS MTP-2050
June 15, 2023	Updates on the development of the JJOHRTS MTP-2050
July 27, 2023	Updates on the development of the JJOHRTS MTP-2050
August 24, 2023	Updates on the development of the JJOHRTS MTP-2050
September 28, 2023	Updates on the development of the JJOHRTS MTP-2050
November 16, 2023	Updates on the development of the JJOHRTS MTP-2050
February 1, 2024	Updates on the development of the JJOHRTS MTP-2050

Table 5: JJOHRTS Technical Committee Activities

DATE	MEETING TOPICS
May 26, 2022	Overall process and timeline of the JJOHRTS 2050 Travel Demand Model updates
July 14, 2022	Development of demographic data for the JJOHRTS 2050 Travel Demand Model updates
February 16, 2023	Project selection process for the development of JJOHRTS MTP-2050
April 6, 2023	Call for projects process for the development of JJOHRTS MTP-2050
October 26, 2023	Project scoring results for the JJOHRTS MTP-2050

Chapter 9: List of Appendices

Appendix A: Resolution

Appendix B: Link to JJOHRTS MTP-2050

Appendix C: Link to JJOHRTS FY 2025-2028 TIP

Appendix D: JJOHRTS Transportation Planning Committee Agenda and Minutes

Appendix E: Interagency Consultative Process Meetings Summaries

Appendix F: Public Participation Process Documents

DRAFT

May Status Regional Transportation Projects Jefferson, Orange, Jasper, Hardin



JEFFERSON COUNTY

- J6- IH 10 0739-02-161**
Hampshire to FM 365
Widen to Six Lanes
Let: July 2018
Total Cost \$108,315,367.97
79.49% Complete
- J10- US 69 0200-11-095**
LNVA Canal to IH 10
Widen to Six Lanes
Let: July 2018
Total Cost \$31,528,539.20
89.20% Complete
- J11- IH 10 0739-02-162**
FM 365 to Walden Rd
Widen to Six Lanes
Let: July 2018
Total Cost \$128,399,059.91
73.61% Complete
- J21- US 69 0200-15-021 etc**
N of Spurlock to 39th St
Mill and Overlay
Let: August 2021
Total Cost \$7,063,405.84
58.3% Complete
- J22- US 69 0200-16-020**
at SH 73
reconstruct cloverleaf
intersection to Turbine Design
Let: September 2021
Total Cost \$70,021,318.53
46.85% Complete
- J24- FM 365 0932-02-052**
at Pignut Gulley & Ditch
Bridge Replacement
Let: February 2022
Total Cost \$1,947,312.09
53.16% Complete
- J25- IH 10 0739-02-140**
Walden Rd to US 90
Add lanes, widen Rd
Let: March 2022
Total Cost \$307,243,558.40
35.37% Complete
- J26 A/B- US 69 0200-14-093**
NB Frontage Rd
0200-14-099 SB FR
SS 93 to SS 380
roadway restoration
Let: Aug/Oct 2022
Total Cost \$10,175,549.20
Total Cost \$12,100,656.82
50.7% Complete - A
43.09% Complete - B

- J27- SH 124 0368-02-046**
at Taylor's Bayou
Replace Bridge
Let: February 2023
Total Cost \$6,296,239.49
30.27% Complete
- J28- SH 87 0306-03-138**
HWY 73 to HWY 347
Resurface & Restoration
Let: January 2024
Total Cost \$6,555,483.35
0% Complete
- J29- SH 73 0306-03-139**
1 Mile North to 1 Mile South
Bridge Maintenance
Let: February 2024
Total Cost \$10,927,787.70
0% Complete
- J30- FM 366 0667-02-117**
Hogaboom Rd to 32nd St
Resurface & Restoration
Let: February 2024
Total Cost \$5,074,278.87
0% Complete
- J31- SH 73 0508-04-183**
9th Ave to HWY 87 Overpass
Safety Improvement
Let: April 2024
Total Cost \$4,485,762.80
0% Complete
- J32- IH 10 0508-04-183**
9th Ave to HWY 87 Overpass
Widen to Six Lanes
Let: May 2024
Total Cost \$445,396,397.13
0% Complete

ORANGE COUNTY

- O2- IH 10 0028-14-109**
Adams Bayou to Sabine River
Reconstruct, Replace Bridges
Let: February 2014
Total Cost \$68,441,218.70
91.13% Complete
- O18- IH 10 0028-14-091**
E of FM 3247 to Sabine River
Widen to six lanes
Let: June 2020
Total Cost \$52,363,934.17
62.98% Complete
- O21- FM 1442 2562-01-023**
FM 105 to FM 408
Center turn lane
Let: August 2021
Total Cost \$7,694,479.73
82.5% Complete
- O24- IH 10 0028-14-116**
at Sabine River
Bridge Maintenance
Let: February 2023
Total Cost \$4,742,240.62
20.47% Complete
- O25- BU 90Y 0028-15-059**
16th St to Simmons Dr.
Surface/ restore
Let: February 2023
Total Cost \$2,977,919.30
100% Complete

JASPER COUNTY

- JAS6- FM 1005 1275-01-045**
US 96 S TO FM 1013
Restore Roadway
Let: March 2023
Total Cost \$4,779,349.75
95.06% Complete
- JAS7- FM 2246 2120-01-028**
FM 1131 to SH 62
Rehab Roadway
Let: April 2023
Total Cost \$11,322,202.97
62.64% Complete
- JAS8- US 190 0213-08-074**
At Neches River
Replace Bridge
Let: June 2023
Total Cost \$37,497,100.90
0% Complete
- JAS9- FM 777 1109-01-026**
At Big Walnut Run Creek
Replace Bridge
Let: April 2024
Total Cost \$11,493,135.19
0% Complete

HARDIN COUNTY

- H1- US 69 0065-06-070, ETC.**
69/96 Y to Tram Road
LNVA Canal to Delaware
Surfacing Roadway Restore
Let: March 2023
Total Cost \$12,495,080.67
51.84% Complete
- H4- CR 1065 0920-03-082**
W Pineshadows @
Clemmons Gully
Bridge Replacement
Let: May 2024
Total Cost \$2,807,681.19
0% Complete



MPO Self-Certification

In accordance with 23 Code of Federal Regulations (CFR) part 450.334, the Texas Department of Transportation and the Beaumont-Port Arthur Metropolitan Planning Organization for the Hardin, Jefferson, Orange Counties urbanized area(s) hereby certify that the metropolitan transportation planning process is being carried out in accordance with all applicable requirements including:

- 1) 23 United States Code (U.S.C) 134, 49 U.S.C 503, and 23 CFR 450 subpart C – Metropolitan Transportation Planning and Programming;
- 2) In nonattainment and maintenance areas, sections 174 and 176 (c) and (d) of the Clean Air Act, as amended (42 U.S.C. 7504, 7506 (c) and (d)) and 40 CFR part 93;
- 3) Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21;
- 4) 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
- 5) Section 1101(b) of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU (Public Law 109-59)) 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.

Martin Gonzalez, P.E.

Beaumont District
Texas Department of Transportation

District Engineer

Date

LW Cooper

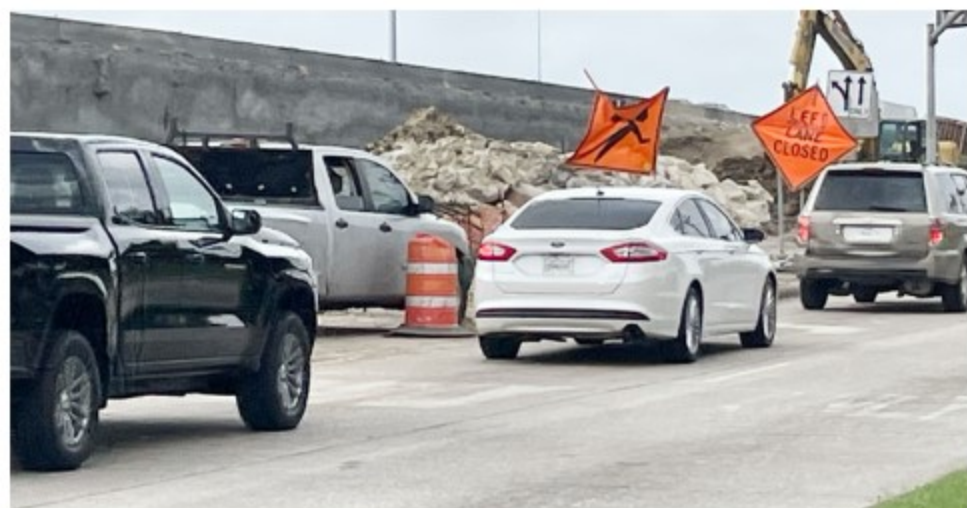
Metropolitan Planning Organization
Vice-Chairperson

Vice-Chairperson

Date

TxDOT details new completion dates for ongoing projects

By Dannie Oliveaux on Friday, May 3, 2024



Vehicles navigate through detours along the feeder road near Washington Boulevard.

Texas Department of Transportation (TxDOT) Beaumont Area Engineer Dave Collins, who manages the highways in Jefferson, Hardin and Tyler counties, offered updates on the active and future projects planned for the area at the Beaumont City Council meeting on April 16, which included a heavy emphasis on answering questions of drainage affecting neighborhood flooding.

"That feeder road floods every time it rains," Councilmember Randy Feldschau balked of the U.S. 69 westside feeder road between Lucas and Delaware Avenue. "That's a common issue and are there plans to elevate it?"

Collins indicated no plans to elevate the feeder road.

"Some of those inlets looked like they've dropped because it's an old system with some cast iron," he said. "I might look and see if we can get some funding to get those inlets raised up."

Currently, various issues have arisen to extend the anticipated completion dates of projects currently in the works, including the massive undertaking at Washington Blvd. City Manager Kenneth Williams asked TxDOT to speak at the July 30 council meeting to again update the community on transportation projects.

TxDOT reported the status of the following projects as:

- Widening of U.S. 69 from the Lower Neches Valley Authority (LNVA) to Interstate 10 – Subcontractors are placing concrete for embankment riprap at Delaware Street and installing metal beam guard fence and concrete mow strips at various locations. Future construction includes removal of temporary concrete barrier and asphalt paving set to begin in May, as well as final striping. The project is estimated to be complete this summer.
- U.S. 69 Cardinal Drive Interchange – Current construction includes placing bent foundations and driving pile for Interstate 10 westbound to the U.S. 69 southbound bridge, placing abutment shafts for I-10 westbound over Washington Boulevard, and bridge work at Washington Boulevard. Future construction is improvement to the State Highway (SH) 124 frontage road bridge and in the center of I-10 between Walden and Washington. In the future, construction includes improvements to SH 124 frontage road bridges and in the center of I-10 between Walden Road and Washington Avenue. Completion is planned for fall 2029.
- U.S. 69 frontage restoration from Spur 93 to Spur 380 – Currently, crews are setting forms between Jimmy Simmons and Rolfe Christopher, tying steel, installing curb inlets and reinforced concrete pipes. In the future, crews will install drainage and gutter on the southbound lanes, along with additional work on the northbound ramps. Also, crews will demolish existing concrete, and apply grading and subgrade treatments. The project is set for completion in January 2025.
- Interstate 10 widening from FM 365 to Walden Road – Currently, crews are removing cast-in-place box culverts at Kidd Gully and placing 13-inch Class P concrete on westbound lanes near the gully. Also, they are installing Intelligent Transportation Systems (ITS) ground boxes near Walden Road and milling and removing detour asphalt. Upcoming activities include installing precast box culverts at Kidd Gully, pouring concrete for the main lanes and demolishing Kidd Gully bridge for fall 2024. The project is set for completion in fall 2025.
- Interstate 10 widening from Hampshire Road to FM 365 – Currently, crews are pouring footers to Hampshire overpass bents, placing lime for main lanes west of FM 365 and placing embankment for Hampshire bridge header banks. Future construction includes preparing to move westbound traffic to the main lanes west of FM 365, a concrete median barrier between Hampshire and FM 365, and the FM 365 overpass is set for demolition in fall 2024 and will be down for a year. Completion is planned for summer 2026, and the project is managed by the Liberty area office.
- U.S. 69 restoration from the Lumberton Y to Tram Road and LNVA Canal to Delaware Street (frontage road from canal to Delaware) – Currently, wedge milling gutter lines and curb repairs, and dowel bar retrofitting are underway. Upcoming activities include adding seal coat and asphalt overlay. Project completion is scheduled for late summer/early fall 2024.
- U.S. 69 restoration from the Lumberton "Y" to Tram Road and LNVA Canal to Delaware Street (U.S. 69 main lanes from Lumberton Y to Tram Road) – Upcoming construction includes multi-layer polymer overlay overpasses and bridges in project limits, as well as ride quality improvements to bridge transitions. The project is set for completion in summer 2024.
- Spur 380 restoration from Jim Gilligan Way to 500 feet south of Sulphur Plant Road – The project, completed in April, consisted of milling off existing seal coat and asphalt surface course, full depth concrete repair and spall repairs to concrete sublayer, concrete joint cleaning and sealing, new seal coat and upgrades to existing guard fence. To check the status of specific projects, visits www.txdot.gov/about/districts/beamont-district.html.