JEFFERSON-ORANGE-HARDIN REGIONAL TRANSPORTATION STUDY

# Metropolitan Transportation Plan

2040



South East Texas Regional Planning Commission Metropolitan Planning Organization (SETRPC-MPO) for the Jefferson-Orange-Hardin Regional Transportation Study (JOHRTS) Area

30-day Public Comment Period: *June 18, 2014 to July 17, 2014*ADOPTED by the Transportation Planning Committee: *July 31, 2014* 







## Metropolitan Transportation Plan - 2040

South East Texas Regional Planning Commission Metropolitan Planning Organization (SETRPC-MPO) for the Jefferson-Orange-Hardin Regional Transportation Study (JOHRTS) Area

#### **ADOPTED DATE**

July 31, 2014

#### **ACKNOWLEDGEMENTS**

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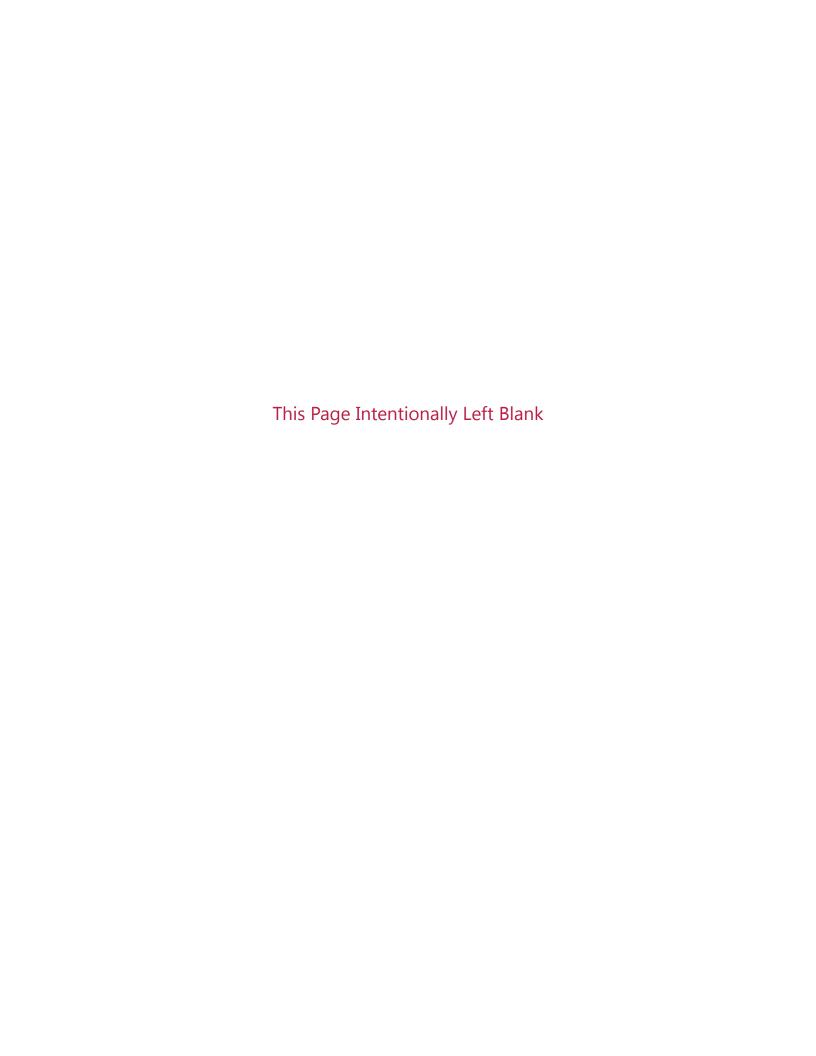
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**JOHRTS** 

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The purpose of this Metropolitan Transportation Plan (MTP) is to provide systematic, long-range planning for transportation projects and programs in Jefferson, Orange, and Hardin Counties, which comprise the Jefferson-Orange-Hardin Regional Transportation Study area (JOHRTS). The metropolitan transportation planning process requires the development of an MTP that addresses at least a 20-year planning horizon and includes both long- and short-range strategies or actions that lead to the development of an integrated, intermodal transportation system that facilitates the efficient movement of people and goods. This MTP was developed through a continuing, cooperative, and comprehensive planning process and identifies needs, financial resources, and priorities for the JOHRTS area. This chapter provides a general overview of the JOHRTS MTP 2040.



## 1.1 South East Texas Regional Planning Commission - Metropolitan Planing Organization



In 1974, the Governor of Texas designated the **South East Texas Regional Planning Commission (SETRPC)** as the Metropolitan Planning Organization (MPO) for Jefferson, Orange, and Hardin Counties. As the MPO, SETRPC is responsible for conducting continuing, cooperative, and comprehensive (3-C) long-range transportation planning in the three-county region. The SETRPC-MPO conducts the transportation planning process and develops a 20-year long-range regional transportation plan that will accommodate the future needs of the three-county region and acknowledge the vital role that transportation plays in the region's social, environmental, and economic health. **This plan is the Jefferson-Orange-Hardin Regional Transportation Study (JOHRTS) area Metropolitan Transportation Plan (MTP) – JOHRTS MTP**. In addition to the MTP, the MPO is required to develop other documents and programs as part of the 3-C transportation planning process. These include:

#### TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

The TIP is short-range transportation plan for the JOHRTS area. The TIP presents the various highway and transit projects that are expected to be let for construction or implementation within the next four years. 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.

#### **UNIFIED PLANNING WORK PROGRAM (UPWP)**

The UPWP 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. It is prepared annually and is a statement of work identifying the planning priorities and activities to be carried out within a metropolitan planning area for a given fiscal year (October 1 through September 30). This document includes a list of the planning task descriptions and resulting products from each associated task, denotes who will perform the work tasks, provides the time frame for conducting the tasks, and identifies the sources of funds for each task.



#### **PUBLIC PARTICIPATION PLAN (PPP)**



The PPP outlines the MPO's procedures to support citizen participation during the transportation planning process. Public involvement fosters an opportunity for better planning decisions and collective acceptance of transportation plans and programs. The MPO utilizes a variety of methods to encourage public participation and promote involvement in the continuing, cooperative, and comprehensive transportation planning process.



## 1.2 Metropolitan Transportation Plan

Federal and state legislation requires that each urbanized area with a population of at least 50,000 have a long range transportation plan covering at least a 20-year period to identify regional transportation system improvements.

This MTP is prepared for the horizon year 2040 and identifies projects and programs that will meet regional goals and accommodate the future needs of the three-county region. This MTP is cooperatively developed by the MPO, TxDOT, and operators of publicly owned transit services and is approved by the MPO policy board.

The focus of this MTP is the JOHRTS area's transportation system and it provides a project listing identifying those transportation improvements selected to meet the MTP's goals and objectives. The MTP also includes a financial analysis that identifies the source and amount of money reasonably expected to be available to build and operate projects during the MTP planning horizon.



#### The primary purpose of the MTP

is to guide the development of the transportation system to serve the travel demands of existing developments and probable new growth as envisioned by local comprehensive plans and estimated by demographic projections.

The JOHRTS area is anticipated to accommodate approximately 464,000 people and 180,000 jobs by the year 2040. There are around 396,000 people and 155,000 jobs currently located in the JOHRTS region.



## MAP-21 and 2040 Metropolitan **Transportation Plan Development**

The Moving Ahead for Progress in the 21st Century Act (P.L. 112-141), or MAP-21, was signed into law by President Obama on July 6, 2012. Funding surface transportation programs at over \$105 billion for fiscal years (FY) 2013 and 2014, MAP-21 is the first long-term highway authorization enacted since 2005. This new transportation bill authorizes and funds federal surface transportation programs for two years, taking effect on October 1, 2012 and expiring on September 30, 2014.

The information in this section is provided to acknowledge the existence of MAP-21 and to note its implications for transportation planning. It is also important to note that the emergence of MAP-21 does not represent an abandonment of the programs and planning requirements established under SAFETEA-LU, the previous federal transportation bill. In fact, many of the same programs and metropolitan planning requirements are continued under MAP-21. However, MAP-21 does consolidate several highway programs and establishes new requirements for transportation planning. The most significant changes are summarized below:



NEW REOUIREMENTS FOR **TRANSPORTATION PLANNING UNDER MAP-21** 

- Each MPO shall include officials of public agencies that administer or operate public transportation systems within two years of the enactment of MAP-21.
- Performance measures must be included as part of the planning process. These measures must be developed in coordination with the state and public transportation providers.
- MPOs will have 180 days to set regional targets once statewide goals are established, which would include performance measures and targets. The MPO will integrate the targets into the planning process directly or by reference to the goals, objectives, performance measures, and targets of state plans.



- Long-range transportation plans (such as this MTP) and transportation improvement programs (TIPs) are to be developed through a performance based approach. Long-range transportation plans will include a description of the performance measures and targets.
- MPOs are to track progress toward attainment of outcomes for the region.

#### 1.3.1 Performance Measures

MAP-21 establishes national goals in seven areas:

Safety; Infrastructure Condition; Congestion Reduction; System Reliability; Freight Movement and Economic Vitality; Environmental Sustainability; and Reduced Project Delivery Delays. The United States Department of Transportation (USDOT

**Delays**. The United States Department of Transportation (USDOT) is responsible for establishing performance measures, in consultation with the states, MPOs, transit agencies, and stakeholders for the following:



- National Highway Performance Program (NHPP) – NHS highway and bridge performance and condition
- Highway safety Serious injuries and fatalities
- Congestion Mitigation and Air Quality Improvement Program (CMAQ) – Traffic congestion and on-road mobile source emissions
- Freight movement-related measures
- Transit safety and state of good repair









**States** are required to establish performance targets in coordination with the MPOs and transit operators within one year after the final rule establishing performance measures (including rural transit-related measures) by USDOT. **MPOs** are required to establish performance targets in coordination with the states and transit operators within 180 days after adoption of targets by the state or transit operators. Performance measures and targets must be incorporated into long-range planning and short-term programming processes.



- Long-range plans, TIPs, and STIPs must show the progress that is expected to be achieved by planned decisions and investments.
- USDOT will evaluate the appropriateness of state targets and the progress that the state is making in achieving performance targets.
- State's and MPO's long-range plans will include System Performance Reports that describe the progress made toward achieving performance targets.
- USDOT will establish minimum condition levels for all highways on the interstate system and bridges on the NHS.

From the preceding summary, it is apparent that performance measures and targets are major new items that will need to be addressed in the transportation planning process. The MAP-21 language appears to require a collaborative process to establish the performance targets that involves the state, the MPOs, and transit operators after the final rule to establish performance measures is put in place by USDOT. The SETRPC-MPO intends to fully participate in this process with TxDOT and public transportation providers to establish appropriate performance targets. If this process results in changes that are required in the 2040 MTP, the appropriate additions and changes will be incorporated as a plan amendment in the future.

## 1.4 **2040 Metropolitan Transportation Plan Content**

The 2040 Metropolitan Transportation Plan was developed through a continuing, cooperative, and comprehensive transportation planning process. This MTP is a culmination of extensive public involvement, active stakeholder input, technical analysis, population and employment projections, and local and regional needs assessment. This process resulted in the recommendations for transportation improvements for the JOHRTS area. The document is organized into the following chapters:



#### 1.4.1 **Overview**

This section provides the general overview of the region and its transportation system, the federal requirements for the plan, and the goals of the MTP.



#### Legislation, Policies, Goals, and Objectives

This chapter serves as a context for transportation planning activities that occur within the southeast Texas region. It includes an overview of transportation issues and federal legislation affecting the United States, along with state and local legislation, policies, and plans that provide important insight and direction for the development of the JOHRTS MTP.



#### **Community Structure**

This chapter establishes a context for the community structure in the MPO planning region and presents the case for transportation improvements and infrastructure needs in the region.



#### **Community Participation**

This chapter summarizes the efforts taken by the MPO to ensure a continuing, cooperative, and comprehensive transportation planning process for the development of this MTP.

#### 1.4.2 Existing Conditions

This section of the MTP provides the existing conditions of all the transportation modes in the JOHRTS region.



#### Roadways

This chapter addresses both current and future conditions and needs and focuses on maintaining and enhancing an efficient and safe roadway system that will effectively meet future demands while optimizing existing financial resources.

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#### **Transit**

This chapter reviews existing transit systems, facilities, and services; analyzes transit service gaps; identifies issues; and suggests strategies and policies to address the overall demand for public transit services within the JOHRTS region.



#### **Bicycle and Pedestrian System**

This chapter establishes the existing conditions and the context for bicycle and pedestrian system needs in the MPO planning region.



#### Airport

This chapter discusses existing conditions of the airports, issues of concern and needs, and strategies to address these needs, so that the JOHRTS area may fully benefit from its airport services.



#### **Goods Movement**

The purpose of this chapter is to identify and assess trends in freight transportation and how they may impact the region in the future. Within the context of determining the needs and opportunities for freight transportation in the three-county region, the chapter presents a profile of the regional freight transportation infrastructure, as well as historically observed and projected trends in goods movement.



#### 1.4.3 Impacts and Financial Plan

This section of the MTP provides the final list of projects identified through the MTP process to support the future transportation demand of the JOHRTS region along with their impacts.



#### **Environment**

This chapter attempts to quantify some of this plan's environmental impacts, as well as provide potential mitigation strategies for the MPO and its planning partners to pursue as they implement this plan.

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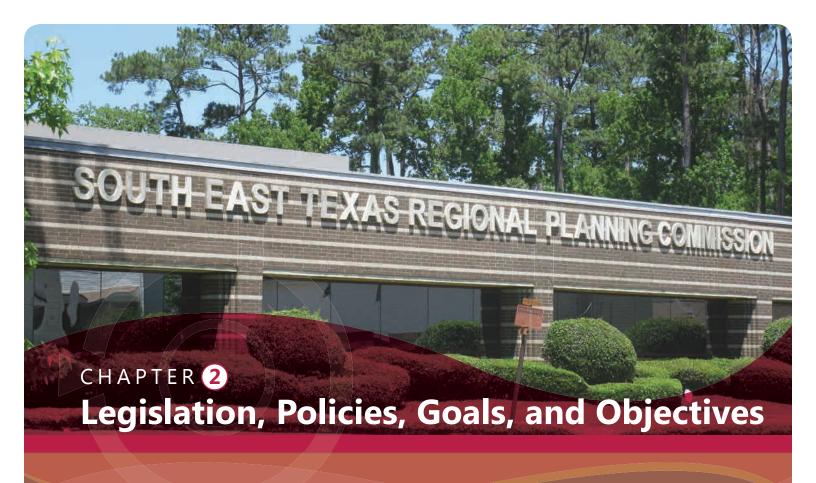
#### **Financial Plan**

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 JOHRTS area over the 27 fiscal years of this Plan.



#### **Recommended Planned Improvements**

This chapter lists the final list of projects that will be funded through this MTP.



Over the last few years transportation planning has progressed beyond planning for transportation systems exclusively and now also encompasses planning for a myriad of issues, including urban growth, safety and security, air quality, citizen participation, accommodations for disadvantaged groups of people, equitable distribution of infrastructure, and general quality of life.

Planning for the movement of people and goods includes multiple forms of transportation systems, such as transport **by foot**, **bicycle**, **transit**, **car**, **rail**, **air**, **and water**, and these systems' needs for intermodal connectivity. Moreover, transportation planning is more concerned than ever before with ensuring that these transportation systems are maintained and operated in the most effective and efficient manner possible in order to maximize their productivity, longevity, and safety. This is especially important as resources and funding become scarcer and the purview of transportation planning continues to expand.

This chapter serves as a context for transportation planning activities that occur within the southeast Texas region. It includes an overview of transportation issues and federal legislation affecting the United States, along with state and local legislation, policies, and plans that provide important insight and direction for the development of the JOHRTS MTP. Further, it describes the federally-mandated development process and content of an MTP and the transportation planning factors that all MPOs must address, along with how the JOHRTS MTP specifically addresses each of these requirements.



Federal and state legislation, local policies, and other considerations provide valuable knowledge in creating the goals and objectives included in this chapter. These goals and objectives serve to guide the transportation planning process in making informed decisions regarding the most optimal transportation solutions and improvements for the southeast Texas region.

## 2.1 Legislation and Policies Affecting Transportation Planning in Southeast Texas

Metropolitan Planning Organizations (MPOs) were formed as a result of federal legislation enacted during the 1960s that aimed to ensure that federally funded transportation projects and programs are based on a continuing, cooperative, and comprehensive (3-C) planning process. Federal mandates require that an MPO be established for any urbanized area with a population of 50,000 or more and that these entities conduct transportation planning according to the 3-C planning process.



Several historical legislative acts and policies have shaped transportation planning in the United States and, in turn, the southeast Texas planning region. These include, among many others, the National Environmental Policy Act, Environmental Justice considerations, the Clean Air Act, and the various surface transportation acts authorizing federal funds for transportation improvements.

#### **National Environmental Policy Act (NEPA)**

**NEPA** signified a change in American thinking about environmental issues and considerations for future generations. NEPA [42 U.S.C. 4321 et seq.], which was signed into law on January 1, 1970, requires federal agencies to integrate environmental values into their decision making processes by considering the environmental impacts of their proposed actions. The Act establishes national environmental policy and goals for the protection, maintenance, and enhancement of the environment, as well as a process for implementing these goals within the federal agencies.

The Act also establishes the Council on Environmental Quality (CEQ). The CEQ produced regulations [40 CFR Parts 1500-1508] addressing the procedural provisions of NEPA and the administration of the NEPA process, including preparation of **Environmental Impact Statements (EISs)**, which are required for all federal actions "significantly affecting the quality of the human environment." To date, the only change in the NEPA regulations occurred on May 27, 1986, when Section 1502.22 was amended to specify how agencies are to carry out their environmental evaluations in situations where information is incomplete or unavailable. Most federal agencies, including the USDOT, have promulgated their own NEPA regulations and guidance which generally follow the CEQ procedures but are tailored for the specific mission and activities of the agency.

Within the latest surface transportation act, MAP-21, several provisions are provided which are intended to enhance the consideration of environmental issues and impacts within the transportation planning process, including:



- Consultations with resource agencies, such as those responsible for land-use management, natural resources, environmental protection, and conservation and historic preservation, which shall involve, as appropriate, comparisons of resource maps and inventories.
- Discussion of potential environmental mitigation activities.
- Participation plans that identify a process for stakeholder involvement.
- Visualization of proposed transportation strategies where practical.



#### **Environmental Justice**

In keeping with the spirit of NEPA, various issues are closely linked to evaluating the effects of proposed actions on the quality of the human environment, both physical and natural, including the equitable distribution of both benefits and adverse impacts as a result of public policy decisions. This concern for equitable distribution is referred to as Environmental Justice (EJ). In relation to transportation planning, EJ provisions require that everyone receives their fair share of transportation improvements without a disproportionate burden of negative effects.

EJ considerations began with Title VI of the Civil Rights Act of 1964, which states "No person in the United States shall, on the ground of race, color, or national origin be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving federal financial assistance." Then, in 1994, Executive Order 12898 mandated that every federal agency was responsible for incorporating EJ concerns into their programs, policies, and activities for traditionally underserved populations, including minority and low-income populations. The USDOT issued its own mandate (DOT Order 5610.2) to ensure that EJ was addressed in transportation decisions, including those of transportation planning agencies. As defined by USDOT, there are three fundamental EJ principles:



- To avoid, minimize, or mitigate disproportionately high and adverse human health and environmental effects, including social and economic effects, on minority populations and low-income populations.
- 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 and low-income populations.



In order to account for EJ concerns in relation to transportation investments and to fulfill environmental justice provisions, long-range transportation planning must identify the location of low-income and minority populations and improve public involvement processes to eliminate participation barriers for such traditionally underserved populations. Beyond accounting for minority and low-income populations, MPOs often consider other special groups in their EJ analyses and programs, including the elderly and persons with disabilities, because federal transportation planning requirements also stipulate that these special groups must be given due consideration in the planning process in order to guarantee them the most accessible transportation options.



Within the MPO planning area, the Environmental Protection Agency (EPA) Office of Environmental Justice has chosen an area in Port Arthur as an Environmental Justice Showcase Community to receive funding to help alleviate environmental and human health challenges facing the community. By using collaborative and community-based approaches, the project hopes to bring together all organizations and stakeholders to use their collective resources and knowledge in order to achieve the best results for everyone. One of ten such projects in the nation, this effort will act as a demonstration project to help guide future efforts that target EJ concerns and address local environmental challenges in the most effective ways.

#### **Clean Air Act and Transportation Conformity**

The Clean Air Act, which was last substantially amended in 1990, requires EPA to set National Ambient Air Quality Standards, or NAAQS, (40 CFR part 50) for pollutants considered harmful to public health and the environment. The Clean Air Act established two types of national air quality standards. Primary standards set limits to protect public health, including the health of "sensitive" populations such as asthmatics, children, and the elderly. Secondary standards set limits to protect public welfare, including protection against decreased visibility, damage to animals, crops, vegetation, and buildings. The EPA Office of Air Quality Planning and Standards (OAQPS) has set NAAQS for six principal pollutants, including carbon monoxide, lead, nitrogen oxide, particulate matter, ozone, and sulfur dioxide.

**Transportation conformity** is a Clean Air Act requirement to conduct air quality analyses on projects, programs, and policies identified in transportation plans, transportation improvement programs, receiving federal funding, or requiring federal approval. This requirement aids in protecting short- and

long-term public health through early consideration of the air quality impacts of transportation decisions, ensuring that new projects, policies, and programs do not cause new air quality violations or worsen existing conditions.



These requirements are specifically for nonattainment areas (areas where air quality does not currently meet federal NAAQS or has not met them in the past) and areas which were redesignated as in attainment after 1990 (maintenance areas). In particular, transportation conformity requirements stipulate that nonattainment areas and attainment-maintenance areas must ensure that transportation activities are consistent with State Implementation Plans (SIPs) and will not cause new air quality violations, worsen existing violations, or delay timely attainment of the relevant NAAQS. EPA's transportation conformity rule (40 CFR Parts 51 and 93) establishes the criteria and procedures for determining whether transportation plans, transportation improvement programs (TIPs), and projects conform to the SIP.

## 2.2 Metropolitan Transportation Planning in the United States

In its earliest years, surface transportation planning in the United States focused on addressing national mobility needs by connecting the various areas of the nation through an interstate highway system. This was officially known as the the National Interstate and Defense Highways Act, which was enacted in 1956. These issues were at the forefront, affecting transportation planning and projects in the wake of two world wars and cold war threats. An interstate highway system was imperative for national defense purposes in the event of a foreign invasion, which would require the quick mobilization of troops across the country.

In recent times, metropolitan transportation planning has been shaped and defined by four significant federal acts: the Intermodal Surface Transportation Efficiency Act (ISTEA), the Transportation Equity Act for the 21st Century (TEA-21), the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), and the Moving Ahead for Progress in the 21st Century Act (MAP-21). The latest surface transportation act, MAP-21, was signed into law on July 6, 2012 and contains requirements for what is to be included in the development of long-range transportation plans.



• The Intermodal Surface Transportation Efficiency Act, or ISTEA, signed into law on December 18, 1991, is heralded as the first piece of federal transportation legislation intended to define the federally aided transportation program in the post-interstate highway system era. This landmark transportation act diverged from traditional transportation planning requirements and advocated, as stated in its declaration of policy, to "develop a National Intermodal Transportation System that is economically efficient, environmentally sound, provides the foundation for the nation to compete in the global economy and will move people and goods in an energy-efficient manner." As such, ISTEA gave more discretionary power to states and MPOs and emphasized initiatives that increased the performance of the existing transportation network.





- The successor to ISTEA, the **Transportation Equity Act for the 21st Century, or TEA-21,** was enacted on June 9, 1998 and continued many of the planning requirements of ISTEA. Streamlining state and metropolitan transportation planning, TEA-21 condensed the original fifteen planning factors contained in ISTEA into seven and combined continuing and improving current programs with new initiatives to meet increasing challenges of improving safety, protecting and enhancing communities and the natural environment, and advancing the nation's economic growth and global competitiveness. Additionally, TEA-21 expanded the role and funding for biking, walking, and mass transit as viable modes of transportation and provided more funding and flexibility for state and local planning agencies to ensure the most cost-effective and optimal strategies for spending highway trust fund dollars on transportation needs.
- The successor to TEA-21, the Safe, Accountable, Flexible and Efficient Transportation Equity Act: A Legacy for Users, or SAFETEA-LU, was signed into law on August 10, 2005. The \$286 billion legislation represented the largest surface transportation investment in our country's history and continued the same goals of providing funding flexibility while addressing several transportation related challenges prevalent in recent years. In particular, SAFETEA-LU identified safety and security as separate factors to be considered in the transportation planning process, increased consideration of freight and transportation on trade corridors and at ports-of-entry, promoted projects of national and regional significance, improved the air quality conformity process, and required additional plans to coordinate public participation and human service provision.





• The latest surface transportation program legislative act, the **Moving Ahead for Progress in the 21st Century Act, or MAP-21**, was signed into law on July 6, 2012.
Funding surface transportation programs at over \$105 billion for fiscal years (FY) 2013 and 2014, MAP-21 is the first long-term highway authorization enacted since 2005. This new transportation bill authorizes and funds federal surface transportation programs for two years, from October 1, 2012 to September 30, 2014. Overall, this bill sets the course for transportation investment in highways, strengthens America's highways, establishes a performance based program, creates jobs and supports economic growth, supports the DOT's aggressive safety agenda, streamlines federal highway transportation programs, accelerates project delivery, and promotes innovation.

#### **Federal Surface Transportation Acts**

#### 2.3 Consideration of State and Local Plans

While the role of the federal government has been to provide guidance and leadership through establishing policy, providing financial assistance, and providing research and training, most transportation planning efforts occur at the state, regional, and local levels. Transportation planning has been concerned with striking a balance between multiple layers of oversight and affording state, regional, and local planning organizations more flexibility and control. The information provided below is intended to give insight into how the State of Texas and local entities contribute to transportation planning in the JOHRTS area, as well as to acknowledge their ideas, issues, and recommendations on past and current planning efforts.



#### **State Agencies and Plans**

The **Texas Department of Transportation (TxDOT)** is responsible for planning, designing, building, operating, and maintaining the state's transportation system in cooperation with local and regional entities. Headquartered in Austin, TxDOT is organized by administration, districts, divisions, and offices. There are 25 district offices that oversee the agency's responsibilities in their assigned counties. TxDOT is governed by the Texas Transportation Commission, which is a five-member commission appointed by the governor with the advice and consent of the Texas Senate. The TxDOT-Beaumont District oversees the implementation of transportation projects throughout the Texas counties of Chambers, Hardin, Jasper, Jefferson, Liberty, Newton, Orange, and Tyler, and works in cooperation with the MPO to carry out transportation planning tasks and activities in the JOHRTS metropolitan planning area.



#### 2013-2017 STRATEGIC PLAN

This document is an overarching policy statement designed to provide a framework for taking action within TxDOT. It addresses strategies and tactics that are necessary in order for TxDOT to fulfill its mission and goals over five years and establishes performance measures to monitor its progress.

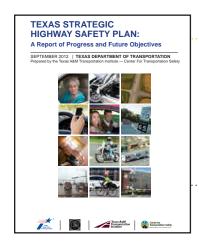
#### **STATEWIDE LONG-RANGE TRANSPORTATION PLAN 2035**

In consultation with the public and various stakeholders, TxDOT developed a new long-range plan in 2010 to address long-term transportation needs in Texas. Per federal transportation planning regulations, all MPO plans must be consistent with this statewide plan.

#### **UNIFIED TRANSPORTATION PROGRAM (UTP)**

TxDOT uses the UTP as an ten-year plan to guide transportation project development. The current UTP was approved in August 2013 and addresses 12 different categories of funding that will guide the development of both preservation and expansion projects throughout the state. The UTP represents a mediumrange planning document that should be consistent with MTPs across the state.

ansportation Program



#### **TEXAS STRATEGIC HIGHWAY SAFETY PLAN (SHSP)**

MAP-21 requires that all states develop and implement a SHSP and that the metropolitan transportation planning process be consistent with the plan. This document identifies safety needs and directs investment decisions in order to reduce highway fatalities and serious injuries on public roads and was last updated in September 2012.

#### **TEXAS STATEWIDE IMPLEMENTATION PLAN (SIP)**

The Texas Commission on Environmental Quality (TCEQ) maintains the Texas State Implementation Plan (SIP). This plan is a collection of regulations that explain how a state will clean up polluted areas under the Clean Air Act. Within the Texas SIP, areas across the state have developed local air quality plans to clean the air and meet federal air quality standards, including the three-county region (also known as Beaumont-Port Arthur Area or JOHRTS region).



All states must have a SIP which establishes enforceable criteria and procedures for making conformity determinations for metropolitan transportation plans, transportation improvement programs, and projects funded by the Federal Highway Administration or the Federal Transit Administration in nonattainment or maintenance areas. Each nonattainment or maintenance area, in turn, must have an MTP that is found to be conforming and consistent with the SIP.

Currently, the JOHRTS area is designated as Attainment-Maintenance for the 1997 eight-hour ozone NAAQS and Attainment/Unclassifiable for the 2008 eight-hour ozone NAAQS. The three-county area has also been designated as nonattainment in the past.

The JOHRTS area was designated as Attainment-Maintenance for the 1997 eight-hour ozone standard in November 2010. In July 2013, EPA revoked the 1997 eight-hour ozone standard for transportation conformity purposes, making the JOHRTS area no longer subject to transportation conformity requirements. Until the 1997 eight-hour ozone standard is fully revoked, the three-county area is still subject to remaining requirements associated with Attainment-Maintenance status.

In May 2012, the EPA published final designations for the 2008 eight-hour ozone NAAQS, and Hardin, Jefferson, and Orange Counties were designated Attainment/ Unclassifiable.





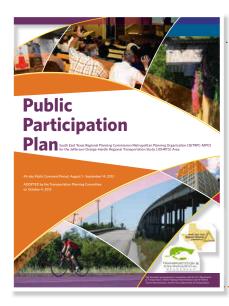
#### **Local Agencies and Plans**

The many jurisdictions within the JOHRTS metropolitan planning area develop their own local initiatives and plans to guide future growth and development, including comprehensive plans, zoning plans, capital improvement plans, building codes, subdivision and platting standards, thoroughfare plans, downtown master plans, and park and open space plans. In developing current estimates and future year projections of various socioeconomic data to help plan for transportation projects and programs included in this MTP, local plans and staff were consulted to gain the most accurate and informed insight into future development patterns.



Additional information on this process can be found in **CHAPTER 3 – COMMUNITY STRUCTURE** 

In addition to these local plans, the following MPO documents were used to inform the JOHRTS long-range transportation planning process.



#### **PUBLIC PARTICIPATION PLAN**

This document serves as the plan for involving all citizens and transportation stakeholders in the public involvement process for metropolitan transportation planning.

#### **REGIONAL PUBLIC TRANSPORTATION COORDINATION PLAN**

The South East Texas Regional Planning Commission's Regional Public Transportation Coordination Plan establishes a basis for a regionally coordinated and streamlined process to provide public transportation in the southeast Texas region. This plan is particularly important for rural areas of the region and for special needs groups with limited access to transportation.

#### TITLE VI / ENVIRONMENTAL JUSTICE PROGRAM

This document serves to prevent any form of discrimination and to ensure certain populations are not disproportionately adversely affected by plans, programs, and projects implemented by the SETRPC-MPO.

## 2.4 Transportation Planning Factors

On February 14, 2007, the U.S. Department of Transportation promulgated the Final Rule on Statewide and Metropolitan Transportation Planning. Within 23 CFR § 450.306, a series of eight planning factors are identified and required to be considered in the metropolitan transportation planning process. The eight planning factors and an explanation of their significance are provided as follows.





#### **Economic Vitality:**

Because the surface transportation network provides people with access to jobs, shopping, education, and recreational activities in the region, as well as providing the connections and accessibility for freight movement, the transportation network must be planned in such a way as to enable global competitiveness, productivity, and efficiency. This issue is especially important in light of the devastation caused by recent hurricanes in the southeast Texas region.



#### Safety:

The public expects its transportation system to be safe for all of its users. As such, programs and projects aimed at providing all transportation users with a safe traveling experience are essential. The MPO continually seeks out strategies to improve the safety of both motorized and non-motorized transportation networks.



#### **Security:**

In a post 9/11, Katrina and Ike nation, concerns for security have gained more prominence in transportation planning. As a major center for the petrochemical industry and a region frequently in the path of severe weather events, southeast Texas must give careful consideration to possible threats, both natural and manmade, while planning for future transportation improvements.



#### **Accessibility and Mobility:**

Mobility is concerned with the quality of movement, while accessibility is concerned with the ease of reaching a destination. The ease and convenience of reaching an end destination, along with the quality of the experience while doing so, are important transportation considerations for many people. All sectors of the regional population, regardless of race, age, income, or disabilities are entitled to quality and accessible transportation options. For instance, well-connected bicycle and pedestrian infrastructure in proximity to transit stops provides increased mobility and convenient access to public transit for those individuals without automobiles.



#### **Environment, Energy Conservation, Planned Growth:**

In today's society, individuals are increasingly more conscious of their impacts on the environment and want to ensure that our natural resources can sufficiently meet today's needs and those of future generations. New technologies and alternative energy sources are becoming increasingly sought after. As growth and development occur, the amount of travel increases, which in turn leads to increased congestion, poorer air quality, and wasted fuel. It is important to plan for smarter growth patterns, supported by sound transportation investments, in order to improve the livability of all residents in a region.



#### **Modal Integration and Connectivity:**

Implementing a balanced, multimodal transportation system is important to ensure that the accessibility and mobility needs of people and goods in the region are met. Enhancing modal connections and seamlessly integrating multiple transportation types through programs and infrastructure, such as complete streets, transit centers, and intermodal facilities, helps to ensure efficient and effective regional transportation.



#### **System Management and Operation:**

Getting the most out of the existing transportation infrastructure is an important concern in light of limited resources. By investing resources in such solutions as advanced technologies, improving access management along existing roadways, and improving existing intersections and interchanges, the existing system can perform more efficiently. Additionally, by promoting non-automobile methods of travel, the burden on the existing roadway system can be reduced.



#### **System Preservation:**

Similar to effective management and operations, ensuring the longevity of transportation systems is important when considering the substantial costs of new transportation infrastructure. Maintaining the existing infrastructure in a state of good repair ensures the maximization of its use.

### 2.5 Development and Content of the Metropolitan Transportation Plan

Within 23 CFR § 450.322, specific requirements of the metropolitan transportation planning process and content of the MTP are outlined. The MPO's approach to addressing these requirements is included in the following table.

#### **CONTENT REQUIREMENT**

#### REQUIRED CONTENT IN JOHRTS MTP



The transportation planning process shall address at least a 20-year planning horizon

This plan has a **27** *year planning horizon*, covering the years from 2014 to 2040.

The transportation plan shall include both long-range and short-range strategies that lead to an integrated multimodal transportation system This long-range MTP includes specific projects, programs, and strategies for movement of freight and people across all transportation modes, including roads, transit, bicycle/pedestrian facilities, aviation, rail, shipping, and intermodal facilities.



The MPO shall review and update the transportation plan at least every four years in nonattainment areas and maintenance areas and at least every five years in attainment areas

The JOHRTS metropolitan area is currently a maintenance area for the 1997 ozone NAAQS and an attainment area for the 2008 ozone NAAQS. The MTP must be updated on a four-year update cycle due to the area's current maintenance status under the 1997 ozone NAAQS.

In metropolitan areas that are in nonattainment or maintenance for ozone or carbon monoxide, the MPO shall coordinate the development of the transportation plan with the Transportation Control Measures (TCMs) in the State Implementation Plan (SIP)

The MPO has coordinated the development of this MTP with applicable Transportation Control Measures (TCMs) in the State Implementation Plan (SIP) and will continue ongoing air quality programs to ensure that the region continues to meet air quality standards.

#### **CONTENT REQUIREMENT**

#### REQUIRED CONTENT IN JOHRTS MTP

The MPO shall base updates on the latest available estimates for population, land use, travel, employment, congestion, and economic activity



The 2040 JOHRTS MTP is based on the most currently available set of socioeconomic and transportation planning data. Specifically, JOHRTS went through a comprehensive process beginning in 2010 to update its demographic and travel demand model with base year data of 2013 and future estimates for year 2040 to account for currently planned developments as well as areas of the region most suitable for growth.

Additional details of the development of these data can be found in **CHAPTER 3 – COMMUNITY STRUCTURE.** 

The transportation plan shall include projected transportation demand of persons and goods in the metropolitan planning area over the period of the transportation plan As part of the transportation planning process, the MTP project development team updated the regional travel model, which was used to predict future vehicular travel in 2040.

In addition, **CHAPTER 9 – GOODS MOVEMENT** includes an analysis of projected freight and goods movement through the region. 

The transportation plan shall include existing and proposed transportation facilities that should function as an integrated system

Chapters 5 through 8 of the MTP include a thorough discussion of the existing transportation system and needed solutions for the effective mobility of people and goods, while Chapter 12 includes a list of planned projects that will shape the future transportation system. To ensure a comprehensive, integrated system, the interconnected movement by foot, bicycle, roadway, transit, rail, air, and water of people and goods are all addressed within the MTP.



The transportation plan shall include operational and management strategies to improve the performance of existing transportation facilities

In Chapter 5 – Roadway Network, the MTP addresses operational and management strategies to improve the performance of the existing system in order to relieve congestion and enhance the safety and mobility of people and goods in the JOHRTS region.



#### CHAPTER 5 – ROADWAY NETWORK

The transportation plan shall consider the results of the congestion management process in TMAs

The JOHRTS metropolitan planning area is not presently considered a Transportation Management Area (TMA), and as such, a congestion management process (CMP) is not a requirement.

#### **CONTENT REQUIREMENT**

#### REQUIRED CONTENT IN JOHRTS MTP

The transportation plan shall include an assessment of capital investment and other strategies to preserve the existing system and provide for multimodal capacity increases

The MTP addresses capital investment strategies to preserve existing transportation infrastructure and provide for multimodal capacity increases based on regional priorities and needs. In particular, the MTP outlines strategies for managing important infrastructure assets to increase their longevity and use maximization, along with capacityenhancing projects as necessary for various modes of transportation.

The transportation plan shall include descriptions of all existing and proposed transportation facilities in sufficient detail for conformity determinations. In all areas (regardless of air quality designation), all proposed improvements shall be described in sufficient detail to develop cost estimates

The MTP project development team worked closely with project proponents to sufficiently define the scope of all projects.



The MTP projects listed in **CHAPTER 12 – RECOMMENDED PLAN IMPROVEMENTS** present both project descriptions and cost estimates described in adequate detail.

The transportation plan shall include a discussion of potential environmental mitigation activities to restore and maintain environmental functions affected by the transportation plan In Chapter 10, the MTP includes a discussion of the environmental impacts of the transportation plan and potential mitigation efforts, as well as a focus on air quality and environmental justice considerations.



#### CHAPTER 10 – ENVIRONMENT

The transportation plan shall include pedestrian walkway and bicycle transportation facilities The MTP recognizes the importance of providing for sufficient pedestrian and bicycle facilities to ensure that all sectors of the population are given viable transportation options to meet their mobility needs. The MPO supports local projects that expand the non-motorized transportation network.



The transportation plan shall include transportation and transit enhancement activities The MTP includes a list of transportation enhancement projects in Chapter 12 that support transit options and enhance the quality of the transportation environment.

#### **CONTENT REQUIREMENT**

#### REQUIRED CONTENT IN JOHRTS MTP

The transportation plan shall include a financial plan that demonstrates how the adopted transportation plan can be implemented and that meets several requirements as outlined in 23 CFR § 450.322

Chapter 11 – Financial Plan presents anticipated revenues, costs, funding sources, and the recommendations for financing transportation improvements, while Chapter 12 – Recommended Plan Improvements includes the recommended, financially constrained list of projects. Together, these chapters were developed cooperatively with the MPO's planning partners.

#### CHAPTER 11 – FINANCIAL PLAN

The metropolitan planning organization shall consult with state and local agencies responsible for land use management, natural resources, environmental protection, conservation, and historic preservation regarding development of the transportation plan

The SETRPC-MPO Public Participation Plan calls for involving a variety of stakeholders in the development of the MTP, including agencies with an interest in the areas of land use management, environmental resources, environmental protection, conservation, and historic preservation. Moreover, as described in Chapter 4, representatives of such entities were invited to comment on the plan. In addition, historic, environmental, and regional conditions were inventoried and are reflected in Chapters 3 and 10.

The transportation plan shall include a safety element that incorporates or summarizes the priorities, goals, countermeasures, or projects as well as emergency relief and disaster preparedness plans, strategies, and policies that support homeland security and safeguard the personal security of all motorized and non-motorized users

The MPO recognizes the importance of providing a safe and secure transportation system, and Chapters 5 through 9 contain elements to ensure the safe and secure movement of goods and people. Transportation projects and programs have been identified that enhance transportation safety and security in the JOHRTS region.



The MPO shall provide interested parties with a reasonable opportunity to comment on the transportation plan

The development of the MTP followed a specific participation strategy consistent with the MPO's Public Participation Plan. The MPO has provided all interested parties (including citizens, public agencies, freight shippers, freight carriers, representatives of users of pedestrian walkways and bicycle facilities, representatives of the disabled, and others) with ample opportunity to comment on all aspects of the MTP.



The MTP development process is specifically outlined in CHAPTER 3 – COMMUNITY STRUCTURE.

### **CONTENT REQUIREMENT**

### REQUIRED CONTENT IN JOHRTS MTP

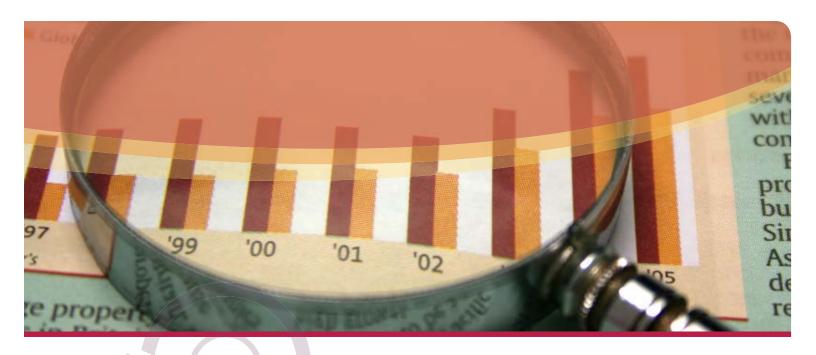
The MTP shall be published or otherwise made readily available for public review



The JOHRTS MTP is made available for public review through both printed copies available at the MPO offices and electronically accessible formats through the SETRPC's website.

The MPO shall not be required to select any project from the illustrative list of additional projects included in the financial plan The MPO acknowledges that it will not be required to select a project from the illustrative list.

In nonattainment and maintenance areas for transportation-related pollutants, the MPO must make a conformity determination on any updated or amended transportation plan in accordance with transportation conformity regulations The JOHRTS area is maintenance for the 1997 ozone NAAQS and attainment/unclassifiable for the 2008 ozone NAAQS. The 1997 ozone NAAQS has been revoked for transportation conformity purposes as of July 20, 2013, and therefore the JOHRTS area is not required to demonstrate transportation conformity.



# 2.6 Vision Statement, Goals, and Objectives

Local plans and initiatives, along with state and federal policies and legislation, were important resources in the development of the MPO's vision, goals, and objectives. In turn, the vision, goals, and objectives provide the underlying foundation for the development of this long-range transportation plan.

# **Vision Statement**

The MPO will **improve mobility** for the **three-county region** by promoting an *efficient, effective, and multimodal transportation system* that optimizes existing finances, protects the environment, and provides a net social benefit for users.

### **Goals and Objectives**

To support the regional vision, this MTP contains a series of *goals and objectives* that reflect regional values and satisfy long-term regional transportation needs.

The goals are used as a general guide to achieve the result stated in the vision statement, while the objectives are more specific and define results that must be attained or actions that must be followed to reach respective goals. Together, the vision statement, goals, and objectives form a coherent plan to provide pragmatic solutions to identified transportation needs.

While the vision statement stands alone, goals and objectives may not be mutually exclusive of each other and may even conflict with each other. For example, some projects that may encourage economic development may be excluded from the MTP because they have the potential to endanger wetlands or have an adverse effect on local communities. The cumulative effect that each project has on the MTP's goals and objectives must produce a significant net benefit before it can be incorporated into the MTP. The transportation goals and objectives established by the SETRPC-MPO fulfill the MTP's vision statement.

### Goal #1

### Preserve and Maintain the Existing Transportation System.

This goal focuses on keeping regional transportation assets in a state of good repair.



### **OBJECTIVES**

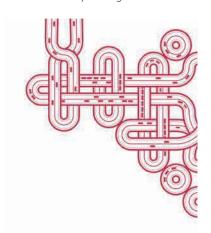
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- Give priority to projects that maintain and improve the condition of the existing transportation system.
- Discourage improvements that create unnecessary increases in travel demand.

### Goal #2 -----

### Improve the Operational Efficiency of the Transportation Network.

This goal centers on optimizing the existing system while accommodating present and future transportation needs without constructing expensive new transportation facilities. This will help improve system reliability, enhance safety, and reduce operating costs.



#### **OBJECTIVES**

- Support measures that reduce traffic congestion and peak hour travel demand.
- Identify and improve "bottlenecks" or "points of congestion" with applicable transportation-related projects.
- Promote operational efficiency through the use of technological improvements.
- Encourage initiatives that promote transit and other transportation modes as alternatives to the single occupancy vehicle.
- Improve junctions between transportation modes.

### Goal #3

### Enhance the Safety of the Transportation Community.

Public safety is a major concern for all residents in the JOHRTS area. Every effort is made to ensure that the safety of the public is improved whenever possible. Projects promoted under this initiative include those that develop and maintain hurricane evacuation routes or prevent rail/vehicle accidents at railway crossings.



- Promote programs and projects that reduce the number and severity of traffic accidents, especially at railway crossings.
- Give priority to construction projects that eliminate roadway hazards.
- Support the development and implementation of roadway design standards that improve highway safety.
- Maintain and enhance the existing hurricane evacuation system.

### Goal #4 ......

### Enhance the Security of the Transportation Community.

Because the JOHRTS area is a hub of intermodal traffic (land and seaborne) in a region that often experiences severe weather, the MPO has many facets to consider in transportation planning as they relate to the security of the system.



#### **OBJECTIVES**

- Ensure that priority access routes for emergency vehicles and other responders are identified and marked.
- Ensure that TxDOT, county, and city agencies work to coordinate the use of reversible lanes in the event of an emergency (either natural or manmade).
- Ensure that transit authorities and stakeholders are included in the planning process.
- Work with state and federal agencies to optimize the use of new and existing electronic message boards.

### Goal #5

### Protect and Improve the Environment.

The JOHRTS area contains extensive wetlands, parks, and wildlife preserves. The MPO recognizes its responsibility in maintaining and protecting the integrity of these precious ecosystems as a legacy for future generations. Due to the presence of petrochemical industries, the regional dependency on the automobile as the main source of transport, and the proximity to other areas with similar characteristics, air quality is also a major environmental issue in the JOHRTS area. Improving air quality in the region is one of the MPO's top priorities.



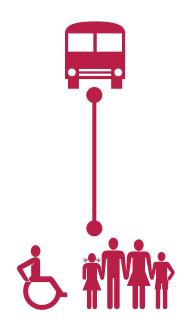
- Continue to develop plans and programs that will help the JOHRTS area maintain the federal clean air standard for ozone in accordance with the 1990 Clean Air Act Amendments (CAAA).
- Promote the development of a transportation system that minimizes the degradation of wetlands, wildlife reserves, recreational areas, and other valuable natural resources in the JOHRTS area.
- Promote consistency of transportation plans and transportation improvement programs with State and local planned growth and economic development patterns.
- Support the design and construction of transportation projects that adhere to high environmental standards. Such projects should reduce soil erosion, control sediment runoff, assist in floodplain management, protect watersheds, and enhance wetlands.

### Goal #6

### Maximize the Social Benefits of the Transportation System.

Every effort will be made to improve social conditions in the area by promoting transportation projects and programs that provide a net benefit to society. Projects and programs that have a potential to adversely impact society will be modified.

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#### **OBJECTIVES**

- Promote programs that provide transportation services to the economically disadvantaged, the disabled, and persons lacking automobile access.
- Support initiatives that improve access to natural, historic, cultural, and recreational resources within the region.
- Minimize any detrimental impacts of proposed transportation improvements upon neighborhoods.
- Encourage transportation projects and programs that support community development and revitalization.
- Improve the aesthetics of existing transportation facilities through landscaping, beautification, roadway design, and architecture whenever possible.
- Ensure that all segments of the public have an opportunity to participate in the transportation planning process and all interested public and private organizations are kept up-todate on all current transportation issues.

### Goal #7 -----

### Foster Economic Development.

All transportation projects and programs should support efforts to improve the economy in southeast Texas.

- Support regional cooperation and collaboration in the promotion and operation of economic assets in the JOHRTS area.
- Encourage all economic development organizations to continuously promote the economic attributes of the region.
- Continue to promote transportation programs and projects that support economic development initiatives, with particular emphasis on intermodal facilities.
- Subscribe to efforts that encourage the development of tourism in the region.
- Give priority to transportation programs that retain existing businesses and attract new businesses to the area.



### Goal #8

# Maintain Financial Responsibility in the Development and Preservation of the Transportation System.

All MTPs must adhere to the principles of financial responsibility. The MPO seeks to expand on this initiative by including it as a goal of the MTP for the JOHRTS area.



- Uphold cost-effective operating strategies for all transportation services.
- Ensure that all transportation projects and programs utilize available funds in the most cost-effective and financially responsible manner possible.
- Give priority to those transportation projects and programs that provide the greatest net benefit at the least cost.
- Seek out additional federal and state transportation funds whenever possible.



# A region's transportation system and the demand for transportation services are intimately linked to its geography, demographics, environment, and economy.

An understanding of both current and future growth and development patterns can help inform choices about where, when, for whom, in what form, and why transportation investments should be made. As such, the intent of this chapter is to establish a context for the community structure in the SETRPC-MPO planning region and present a case for transportation improvements and infrastructure needs. Among the important community elements that play crucial roles in determining future transportation decisions are: historic and future population and employment trends, land use development patterns, major traffic generators, and travel characteristics of the three-county planning area.



# 3.1 Geographical Context

The Jefferson-Orange-Hardin Regional Transportation Study (JOHRTS) area consists of the three-county region of southeast Texas - Jefferson, Orange, and Hardin Counties. The area covers the corporate limits of the cities of Beaumont, Bevil Oaks, Bridge City, China, Groves, Kountze, Lumberton, Nederland, Nome, Orange, Pine Forest, Pinehurst, Port Arthur, Port Neches, Rose City, Rose Hill Acres, Silsbee, Sour Lake, Taylor Landing, Vidor, and West Orange. 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 geographic locations of the three counties in JOHRTS can be described as follows:



### **JEFFERSON COUNTY**

Jefferson County is bounded on the north by Pine Island Bayou, on the northeast by the Neches River, on the west by Liberty and Chambers Counties, and on the east by the Neches River, Sabine Lake, and the mouth of the Sabine River. These bodies of water feed into the Gulf of Mexico, which provides the boundary for the southern portion of the county. The county seat, Beaumont, is located 85 miles east of

Houston and 25 miles north of the Gulf of Mexico.





### **ORANGE COUNTY**

Orange County is bounded by the Sabine River on the east, which forms a natural border between it and the state of Louisiana, the Neches River to the south and west, and the counties of Jasper and Newton to the north. The county seat, Orange, is located approximately 25 miles east of Beaumont and 290 miles southeast of Dallas.







Hardin County is bordered by the Neches River to the east, Pine Island Bayou to the south, Liberty County to the west and south, and Polk and Tyler Counties to the north. Kountze, the county seat, is located about 25 miles northwest of Beaumont.



Figure 3.1: SETRPC-MPO Planning Area Newton County 69 Silsbee Hardin Kountze 327 County 96 Lumberton Orange 12 326 Pine Forest County Rose Hill Acres 69 62 Vidor Orange Sour Lake **Bevil Oaks Pinehurst** Beaumont **Rose City** West Orange China 90 Nome Bridge City Nederland Port Neches

Groves **Liberty County** Sabline Lake 124 Taylor Port Arthur Landing 73 87 LOUISIANA **Jefferson** County **Chambers County** Trimity Bay TEXAS Legend **JOHRTS Cities JOHRTS Counties** 87 East Bay 0 2.5 5 10 Gulf of Miles Mexico

# 3.2 History of the Region

The southeast Texas region of Jefferson, Orange, and Hardin Counties boasts a rich history. Before the advent of railroads and roadways, the JOHRTS region's substantial waterways ensured that water transportation was the most frequently used mode of movement when trade and communication were slower over land. Beginning in the 1870s and into the early twentieth century, the lumber industry prospered and provided the region with population and economic growth. As the lumber industry grew, rail transportation was introduced in the 1880s and provided a more efficient and secure form of transporting the vast amounts of logs coming from the East Texas Piney Woods. The Sabine-Neches Waterway was first deepened to Port Arthur between 1897 and 1898, which further improved goods movement.

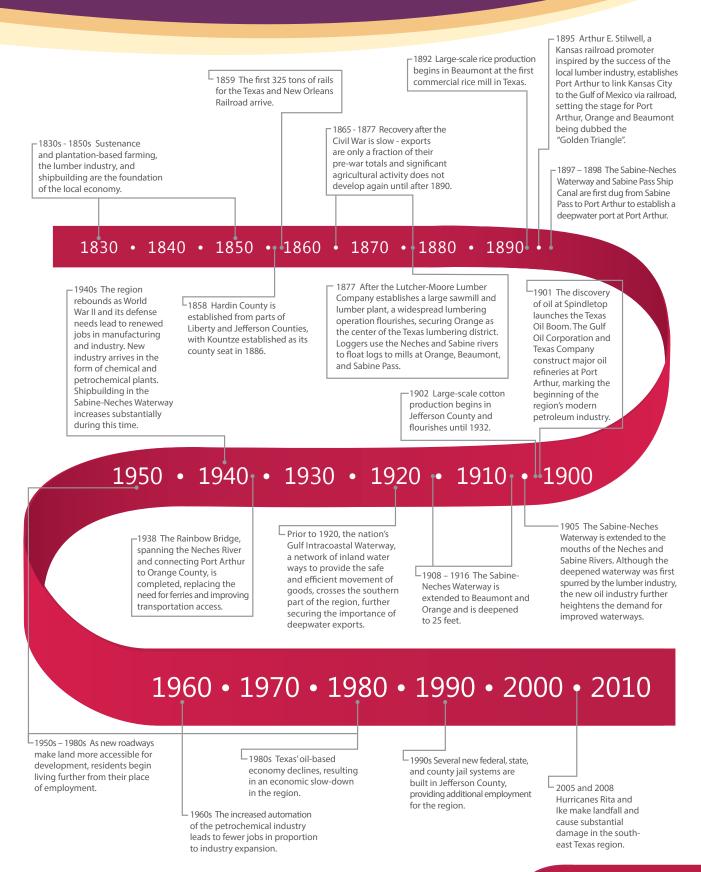
One of the most important events in the region's history was the discovery of oil on January 10, 1901 at Spindletop, a salt dome formation located in modern day southern Beaumont. This discovery provided the impetus for regional growth in the early twentieth century and marked the beginning of the modern petroleum industry. As the petroleum-based economy grew, storage facilities, pipelines, and major refining units were built in the Beaumont, Port Arthur, Sabine Pass, and Orange areas. In addition, the Sabine and Neches Rivers were improved to provide deepwater ports at Beaumont and Port Arthur.







Three major oil companies—the Texas Company (later Texaco and then part of Chevron), Gulf Oil Corporation (later part of Chevron), and Humble (later part of ExxonMobil)—were formed in Beaumont during the first year of the Spindletop boom.



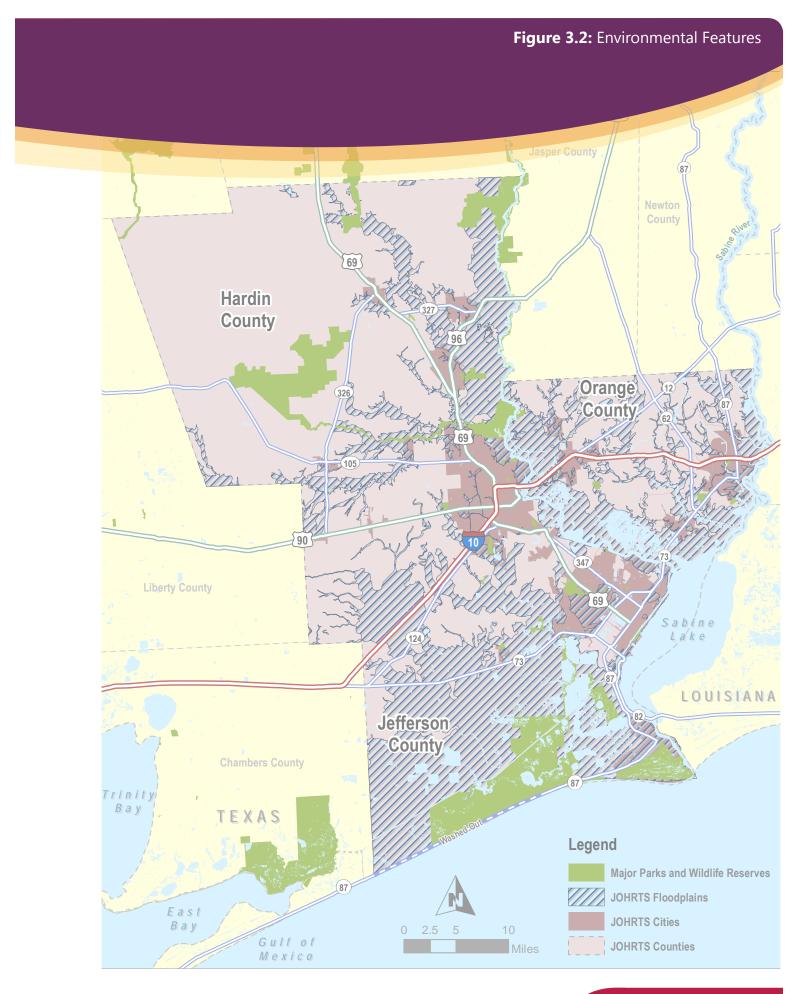
# 3.3 Land Development Patterns

Land use is a major factor that influences demand for transportation services and affects the capacity of transportation systems. The types of land use and development in a region generally fall into categories of where a person lives, works, or plays. The links connecting the nodes of activity are the highways, roads, and other such pathways in a transportation system. Where these land use types are located, as well as their density and design, impacts the amount of travel and mode choice in a region. For example, a school located within a neighborhood would more likely have children walking to it than would a school located on a major highway.

In general, how a region is planned in terms of land use has a direct effect on how the transportation system is developed. This is also true for how the transportation system is planned and how it affects future land use. Therefore, linking land use planning and transportation planning is important for the overall health of a region. Land use developments often create opportunities for expansion of the transportation network, but could also hinder roadway improvements. Major constraints on the development and expansion of the transportation network include: waterways, rivers and bayous, lakes, canals, floodplains, wildlife preserves, parks, railroads, and reservoirs.

The environmental characteristics of the JOHRTS region, shown in **Figure 3.2**, are important to consider when developing transportation networks and infrastructure, as they offer natural barriers and opportunities. Land use development and expansion/improvement of the transportation system can contribute to degradation of these environmental features. Many of the region's natural resources are significant, not only in terms of the ecosystem, but also in terms of the attractiveness of the region. As a result, developing in harmony with natural and geographical features, instead of against them, is a smart investment strategy for a sustainable future. Flooding along roadways and other transportation infrastructure is always a major concern, especially in light of the recent hurricanes that have impacted the region. Therefore, it is imperative that transportation projects and roadway improvements avoid floodplains.







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 the areas of 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.



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 on 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 the larger cities in the JOHRTS 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.



Orange County contains many waterways and canals that are used to support local irrigation and drainage needs.



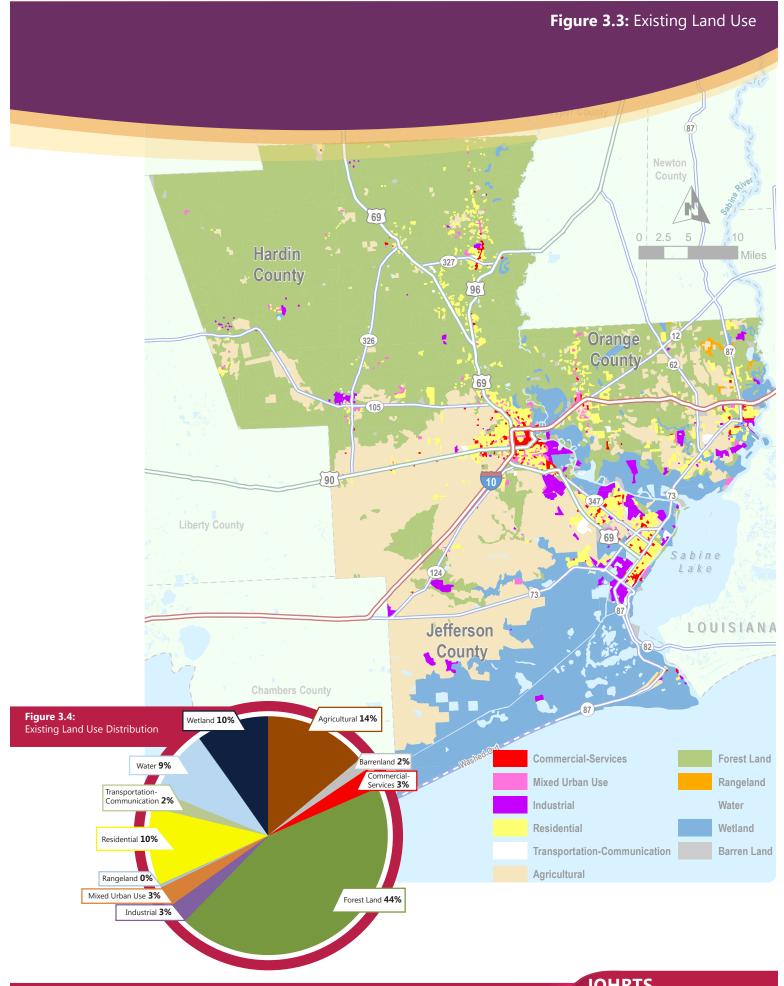
Hardin County, in the Big Thicket of southeast Texas, is part of the larger East Texas timberlands region. The dense pine and hardwood forests of the Big Thicket dominate the county's land area, providing residents and tourists with recreational activities. Pine Island and Little Pine Island Bayous join 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 products 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.



**Figure 3.3** illustrates the existing land use patterns in the JOHRTS area. Overall, commercial and retail development tends to be situated along major road thoroughfares such as I-10 and US 90, while industrial uses are predominately located in close proximity to the area's waterways.

**Figure 3.4** illustrates the distribution of the total land, in square miles, in the JOHRTS area in different land use categories. In particular, forest and agricultural land use consumes the majority of the area, indicating that the region has the potential to attract a significant amount of future development.



# 3.3.1 Major Traffic Generators

Special traffic generators, such as industrial facilities, hospitals, universities, and shopping centers, place special demands upon the transportation system. These points of major activity attract many people, and thus contribute to regional traffic volumes and flow patterns. It is important to identify the location of these regional traffic generators to plan effectively for transportation infrastructure and improvements.



### **INDUSTRIAL FACILITIES**

Industrial facilities place special demands on the transportation system because of the high volume of commercial vehicles they generate. Manufacturing facilities, distribution centers, and oil refineries also employ a large number of people in the region, further contributing to vehicular traffic. Concentrations of industrial facilities exist in Beaumont and Port Arthur and the surrounding communities along the Neches River and Sabine Lake. Several petrochemical facilities are concentrated along FM 1006, often referred to as "Chemical Row," in Orange County. Hardin County also has a few facilities located in and around the cities of Lumberton and Silsbee. Because these facilities demand the use of non-roadway based modes of transportation, many of them are located along railroads and waterways.

It is important to consider the growth of communities in relation to the location of industrial facilities to ensure that people and the natural environment are not negatively impacted. This is a particular concern for areas in the region where large industrial complexes exist alongside residential neighborhoods. Careful planning and communication should continue between industry and the communities to best address future expansion and growth and to mitigate adverse impacts. Further, planning for future transportation projects and improvements will need to safely accommodate both commercial and non-commercial traffic within individual communities.





### **PORTS**

The JOHRTS region has a comprehensive system of ports and waterways. Port facilities include the Port of Beaumont, Port of Port Arthur, Port of Orange, and the Sabine Pass Port Authority. The Sabine River, Neches River, Sabine Lake, and Gulf Intracoastal Waterway provide efficient vessel access to these port facilities. According to the American Association of Port Authorities, the deep-water port of Port of Beaumont is the nation's fourth busiest port and the thirty-fourth largest in the world, in terms of tonnage.



### **EDUCATIONAL INSTITUTIONS**

The JOHRTS region has 18 school districts and many private schools that provide education to the area's youth. Schools place a special demand on the transportation system with an influx of vehicular trips, pedestrians, and bicyclists at peak times during the day. Further, communities must carefully consider the safety of the transportation system near and around schools to ensure that pedestrians, bicyclists, buses, and automobiles can safely navigate the streets and sidewalks unhindered. As such, the locations of all schools are considered when planning for future transportation projects and improvements.



The JOHRTS region also includes one major university and several institutions offering two-year associate degrees and technical degrees. These types of institutions attract vehicular traffic throughout the day from students and employees. The region is the home of the public institutions of Lamar University, Lamar State College-Orange, Lamar State College-Port Arthur, and Lamar Institute of Technology, all of which are a part of the Texas State University System. Lamar State College-Orange is located in downtown Orange and has a student body of approximately 2,000, while Lamar State College-Port Arthur in Port Arthur has about 3,000 students. Lamar Institute of Technology is located in Beaumont and has approximately 2,700 students.

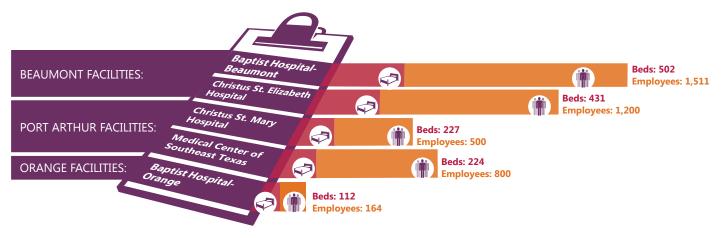


Lamar University, a four-year state-supported institution, offers more than 100 programs of study. More than 14,000 students attend courses on the 270-acre campus. With about 1,171 full-time faculty and staff and some 138 part-time employees, the university is one of the largest employers in the area. The university also offers student housing and has plans to continue expansion of its housing facilities in the future.



### **HEALTHCARE FACILITIES**

With an aging population in the region, healthcare services are increasingly rising in importance, and facilities and employees dedicated to serving such demands are growing in number. The JOHRTS region has several major medical facilities; however, a concentration of medical facilities exists in Jefferson County. The two largest facilities, Christus St. Elizabeth and Baptist Hospital, are located in Beaumont and rank among the top 10 employers in the region.





### **SHOPPING CENTERS**

Shopping centers are also considered major traffic generators as they contribute to increased traffic during certain peak times including weekends and evenings. Parkdale Mall is the largest mall in the area with over 150 stores and is located in the City of Beaumont. Central Mall is located in Port Arthur and has over 50 stores. Other retail centers are located along major transportation corridors throughout the region, close to densely populated areas.

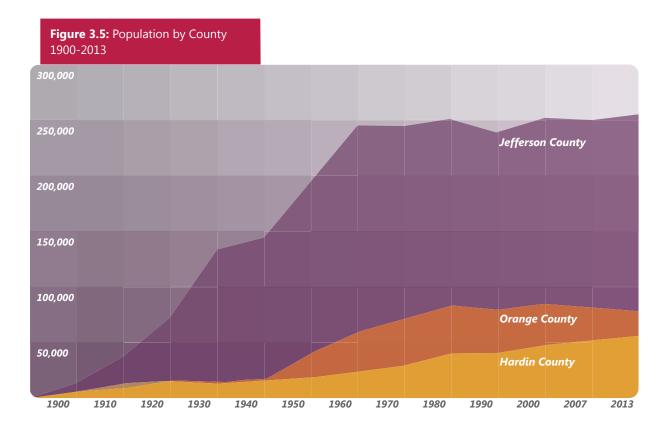
# 3.4 Current Socioeconomic Characteristics

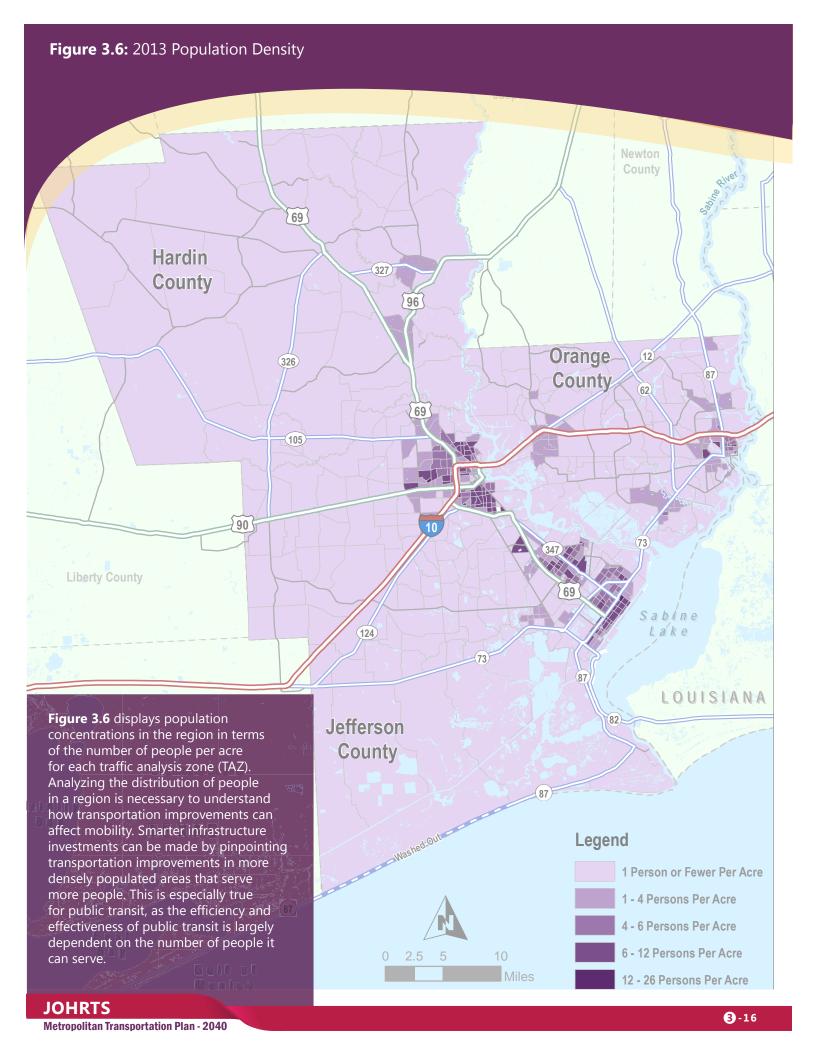
Examining current and projected socioeconomic data of the region is an important step in determining present and future transportation demand. Socioeconomic characteristics, such as population and employment, are key variables that aid in understanding the travel patterns of the region.

# 3.4.1 Population

Population data is considered the most important element of a region's socioeconomic characteristics. Based on the amount and location of population, decisions can be made to satisfy regional transportation needs. 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. In the 1980s, Jefferson, Orange, and Hardin Counties experienced a decline in population and employment growth due to a downturn in the petrochemical industry.

Figure 3.5 exhibits the population of each of the JOHRTS counties from 1900 to today.



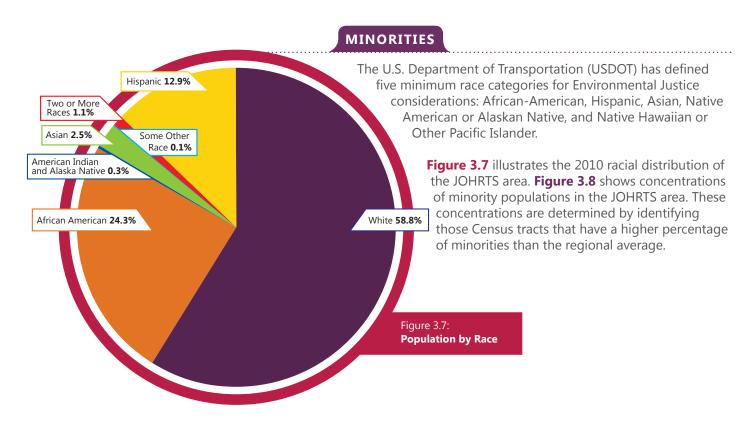




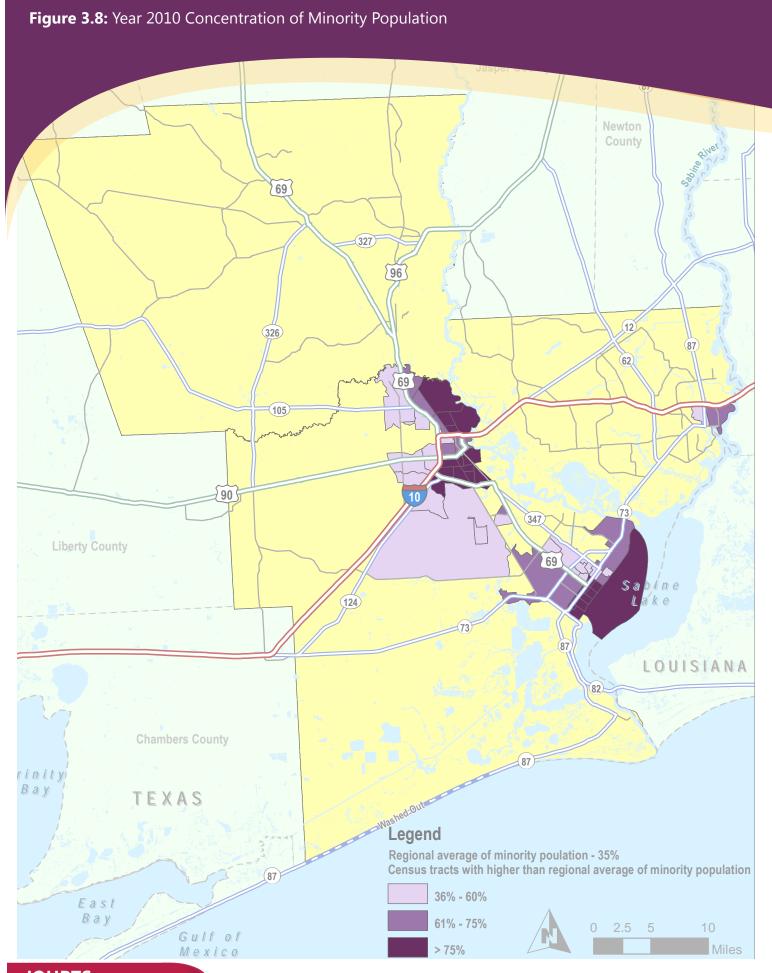
### **ENVIRONMENTAL JUSTICE (EJ)**

In order to account for Environmental Justice concerns in relation to transportation investments, the regional long-range transportation planning process must identify the location of low-income and minority populations and improve public involvement processes to eliminate participation barriers of such traditionally underserved populations. Beyond accounting for minority and low-income populations, the SETRPC-MPO also gives due consideration to the special accessibility needs of the elderly and people with disabilities.

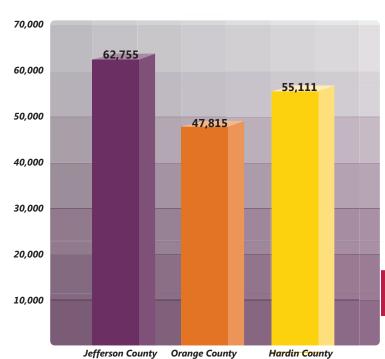
Data from the United States Census Bureau's decennial Census and its annual American Community Survey provide the most recent official source of this information. The MPO has used this information to identify population characteristics and geographic distributions of minority and low-income populations in the region.



Source: 2010 U.S. Census



### **LOW INCOME**



Based on 2010 U.S. Census Bureau estimates, the median household income for the JOHRTS area by County is shown in **Figure 3.9**.

A low income household is defined by the USDOT as a household whose income is at or below the U.S. Department of Health and Human Services poverty guidelines. The U.S. Census Bureau collects income data and identifies the number of persons below poverty in each census tract. **Figure 3.10** displays the density of persons considered below the national poverty level in 2010 by census tracts. These concentrations are determined by identifying those census tracts that have a higher percentage of lowincome households than the regional average.

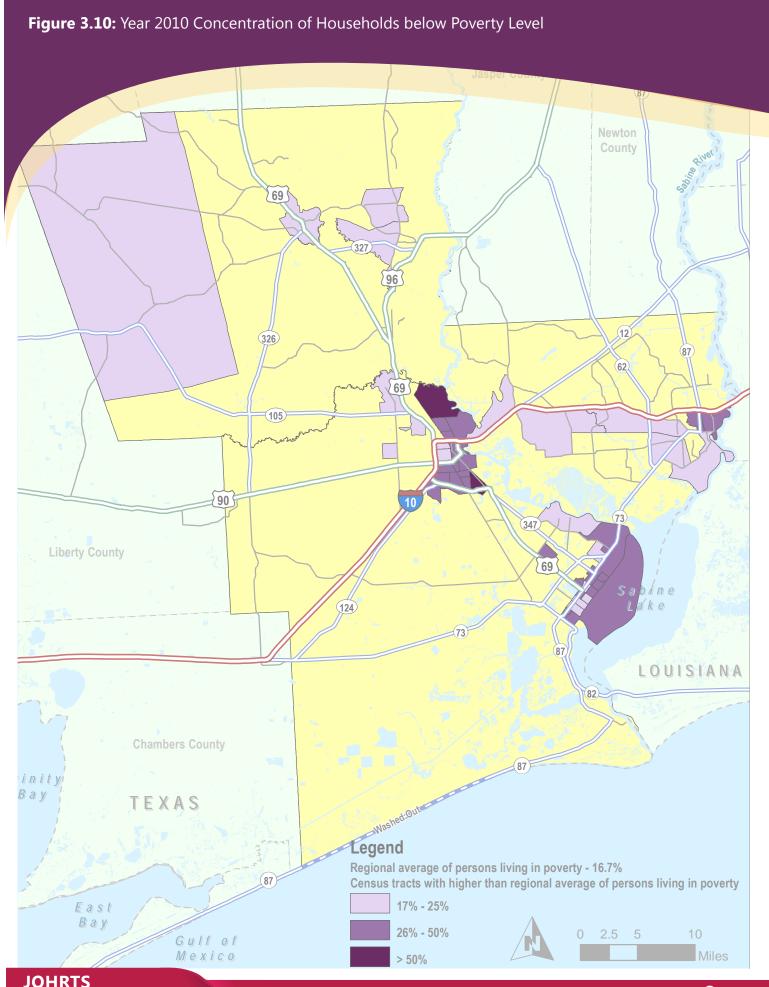
Figure 3.9: Median Household Income, 2010

Source: 2006-2010 American Community Survey, U.S. Census

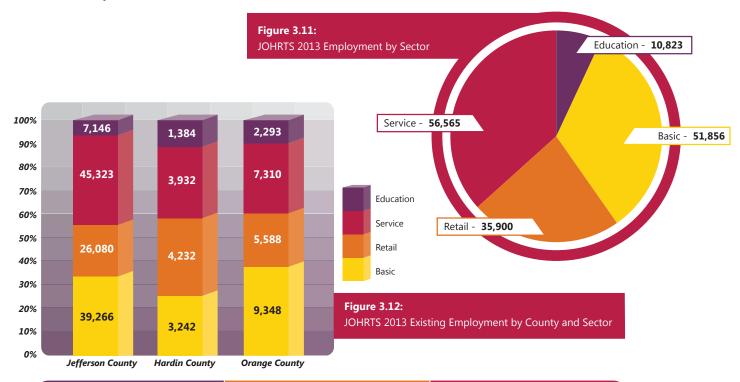
# 3.4.2 Employment and Economy

A region's economy is largely dependent on the availability of jobs and ability of workers to reach their destinations. In turn, a region's transportation system must meet the needs of the users by providing adequate mobility and accessibility. In transportation planning, employment is a major factor to consider because it generates a significant amount of trips and is a key component that drives peak period travel patterns. Therefore, it is essential to review important economic indicators to adequately plan for future transportation investments. The JOHRTS area has a competitive economy, largely supported by the petro-chemical industry.

Measuring employment in the JOHRTS area is accomplished by estimating the number of full time equivalent positions for persons employed at businesses located within the study area. Data from Texas Workforce Commission was utilized in developing employment estimates for the region. Basic sector employment includes mining, construction, manufacturing, transportation, communications and public utilities, and wholesale trade. Retail sector employment includes retail businesses of any kind. Service sector employment includes finance, insurance, real estate services, and governmental organizations. Educational sector employment includes schools, colleges, universities and other educational institutions.



**Figures 3.11** and **3.12** illustrate the distribution of employment in the JOHRTS area by economic sector and counties. In 2013, the service sector accounted for 37% of the total employment followed by basic (33%), retail (23%), and education (7%).



NUMBER OF EMPLOYEES	NAME	INDUSTRY
2,000 or more	Beaumont Independent School District	Education
	Exxon Mobil	Petroleum Refining
	Wal-Mart	Retailer
1 500 1 000	Baptist Hospital of Southeast Texas	Medical Service
1,500-1,999	Christus Health	Medical Service
1,000-1,499	Conex International	Petroleum Refining
	DuPont	Chemical
	Lamar University	Education
	Signal International	Marine and Fabrication
	Turner Industries Group LLC	Industrial Construction
	Motiva Petroleum	Refining
	Brock Services Ltd	Industrial Construction
	City of Beaumont	Government
	Dept of Justice (Federal Prison System)	Government
	Jefferson County	Government
500-999	The Modern Group	Industrial Construction
	The Premcor Refining Group, Inc	Petroleum Refining
	R & R Marine Maintenance Inc	Marine and Fabrication
	Texaco Chemical	Petroleum Refining
	Texas Home Health	Medical Service

**Table 3.1:** Major Employers

### 3.4.3 Travel Trends

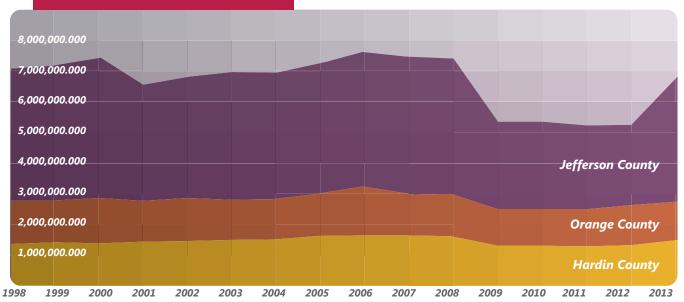
Just as land use and socioeconomic characteristics provide a foundation for understanding urban travel patterns, traveler behavior characteristics offer insight into regional trip making decisions. Analyzing regional transportation data such as vehicle miles traveled and the number of registered vehicles aids in understanding transportation needs and trends.



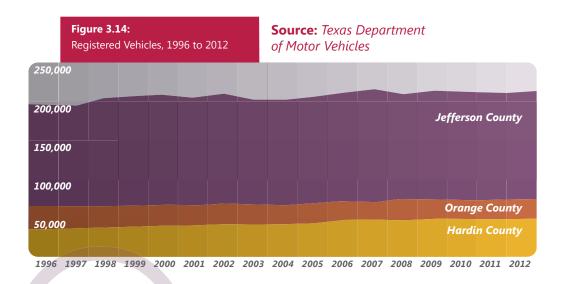
Vehicle miles traveled (VMT) is the total of all miles traveled by all vehicles on all public roads and provides insight into vehicle usage within a region. The VMT data from TxDOT for the years 1998 to 2013 (as shown in **Figure 3.13**) indicate that average daily VMT has been relatively stable in the JOHRTS region for the years prior to 2009. After 2009, all three counties show a steep drop in daily VMT and this is even more pronounced for Jefferson County. 2013 saw a rise in daily VMT in all three counties with Jefferson County having the greatest increase.



**Source:** TxDOT, Transportation Planning and Program Division



**Figure 3.14** displays the number of registered vehicles for 1996 to 2012 in the JOHRTS area by county. The number of registered vehicles has remained stable over the past decade and a half. The slight increase in registered vehicles over the years relates to an increase in vehicle availability, use of personal transportation, and general population growth.



# 3.5 Future Growth

How a region grows or intends to grow has a direct impact on the type and level of investments that must be made in its transportation system. In recent years, hurricanes Rita (2005) and Ike (2008) affected developments in the JOHRTS area to a great extent. Total damage resulting from Hurricane Rita was estimated at \$10 billion, making it the ninth costliest storm in U.S. history. Insured losses to homes and businesses totaled more than \$4.9 billion. An estimated 75,000 dwelling units were destroyed or damaged. Hurricane Ike is considered the third costliest storm in U.S. history with total damages estimated at \$29.6 billion. Ike inundated the southeastern portion of Orange County with substantial flood waters, affecting nearly all homes in Bridge City.



The hurricanes caused population and employment decline in the JOHRTS area. Larger cities within the region that experienced population displacement included Port Arthur, Bridge City, Orange and West Orange, and older areas of Beaumont along the Neches River. Currently the region is recovering from the hurricanes and has since experienced growth in residential and commercial development in the larger cities.

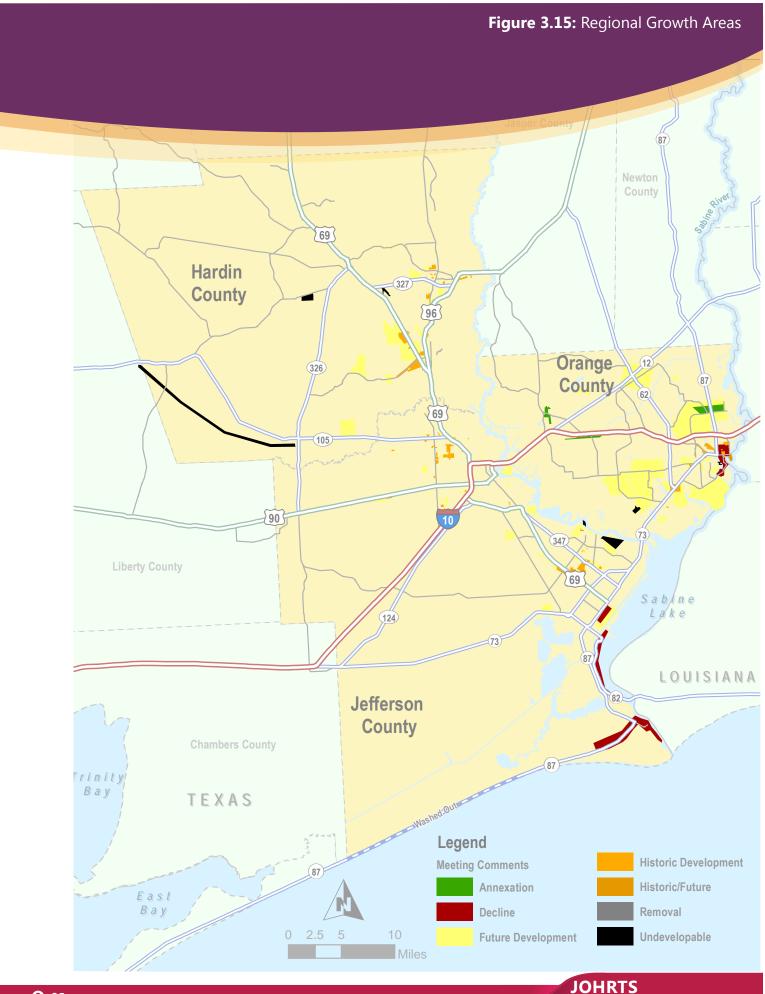
# 3.5.1 Future Socioeconomic Characteristics



**Figure 3.15** presents various areas across the region that are expected to see significant new development or redevelopment in the future. These areas were based upon input from local (city and county) jurisdictions and used to predict where and how much future population and employment growth will occur.

Based upon this information and other sources of future socioeconomic data, the JOHRTS area is anticipated to accommodate approximately 460,000 people and 180,000 jobs by the year 2040. **Table 3.2** presents the future regional control totals for the future horizon year 2040.

	2013	2040		
JEFFERSON COUNTY				
Population	256,640	302,744		
Employment	117,815	138,033		
ORANGE COUNTY				
Population	83,253	93,233		
Employment	24,539	26,691		
HARDIN COUNTY				
HARDIN COUNTY				
Population	56,163	67,850		
	56,163 12,790	67,850 15,081		
Population		-		
Population Employment		-		
Population Employment MPO TOTAL	12,790	15,081		





### **FUTURE GROWTH PATTERNS**

The existing regional travel demand model for the JOHRTS region has a base year of 2007. Data from the U.S. Census, Texas State Data Center (TSDC), Texas Workforce Commission (TWC) and building permit data from local jurisdictions were utilized to develop the 2013 population and employment data for the region. This 2013 data was used as a "foundation" for developing the future population and employment growth throughout the region. The location and distribution of this growth will clearly impact future regional transportation demands. In an effort to predict this impact, both the future population and employment levels were distributed to the 724 internal Traffic Analysis Zones (TAZs) within the regional travel demand model. This model is used to measure the transportation impacts of the projected growth and to test various transportation system improvements to address these impacts.

The allocation of future growth to the TAZs in regional travel demand model was performed in a **two step process**:



Identify the planned and anticipated developments in the region according to city and county planning staff



Predict areas that are likely to experience growth



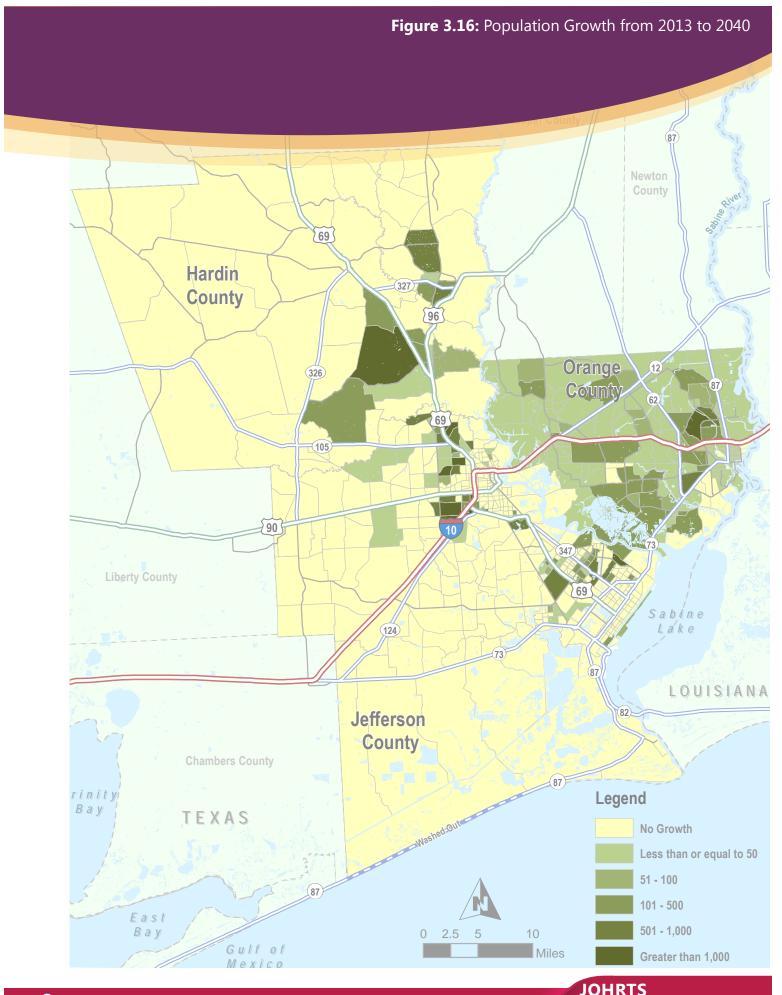
In order to identify future long-term growth areas, the following factors that influence growth and expansion were considered:

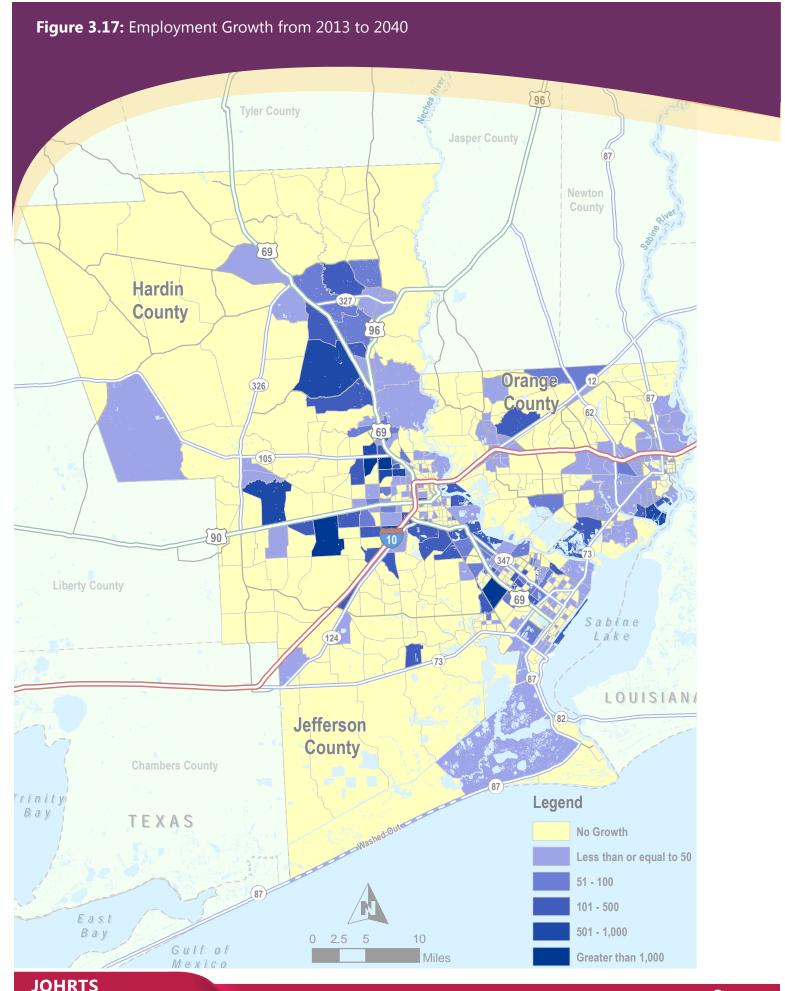
- Availability of Developable Land
- Existing Development
- Recent Developments
- Anticipated Growth Areas

- Accessibility
- Infrastructure
- Future Development Plans

Using a sophisticated process that incorporates these factors, the MPO developed future year population, household, and employment forecasts for each of the 724 internal TAZs. The results of these forecasts are presented in **Figures 3.16** and **3.17**. These figures depict the cumulative growth of population and employment from 2013 to 2040.

The resultant data was then input into the regional travel demand model in order to analyze future travel patterns. The results of these modeling efforts will be discussed in **Chapter 5: Roadway Network**.









The 2040 Metropolitan Transportation Plan was developed as a by-product of a continuous, comprehensive, and cooperative transportation planning process. MAP-21 requires MPOs to engage the general public, public agencies, and other various interest groups in the regional transportation planning process. This MTP involved gathering input from city, county, state, and federal agencies, the business community, community advocates, other interested stakeholders, and the general public at-large. This chapter identifies the efforts the **SETRPC-MPO** undertook to solicit input into the development of this Metropolitan Transportation Plan.



### 4.1 Public Outreach and Stakeholder Involvement

For the development of this MTP, the MPO broadened its stakeholder involvement efforts. Input was sought and received from elected officials, government agencies, the business community, community advocates, and the public at large.

The 2040 MTP was developed through the consensus of both the general community as well as the entities included within the MPO's Policy Board and Technical Committee. Throughout its transportation planning process, the MPO has provided a wide range of opportunities to involve the public in the development of this MTP.



#### FIRST PUBLIC MEETING SERIES

The first series of the two public meeting rounds was held on four different dates and at different locations throughout the JOHRTS region. The detailed schedule of the meetings is shown in **Table 4.1**. The purpose of these public meetings was to gain participants' perspectives on existing and future transportation issues in the JOHRTS region. In addition, ideas were generated regarding future potential transportation investments needed to support the region's growth. The event was attended by approximately 48 individuals. A questionnaire consisting of 14 questions was prepared and handed out to attendees. Comments and responses received from the public meetings include:



- Expand public transportation to surrounding communities
- Transportation system needs to keep up with the regional growth
- Widen I-10 to six lanes within region
- Extend SH 327 to connect with SH 326
- Construct another bridge over Neches River



**Table 4.1:** First Round Public Meeting Schedule

Date	Venue	Address	Time	County
Monday, July 29	Orange Public Library	220 North 5th Street, Orange	3:00 PM	Orange
Tuesday, July 30	Southeast Texas Regional Planning Commission	2210 Eastex Freeway, Beaumont	2:00 PM	Jefferson
Wednesday, July 31	Port Arthur Public Library	4615 9th Avenue, Port Arthur	6:00 PM	Jefferson
Thursday, August 1	Silsbee Public Library	295 4th Street, Silsbee	4:00 PM	Hardin

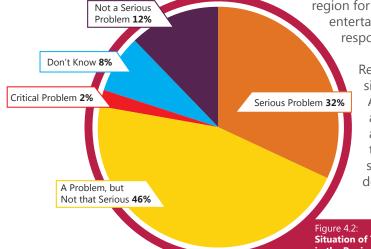
#### **ONLINE SURVEY**

To enable as much input as possible from the public, an online survey tool was also employed. The same questionnaire handed out to attendees at the public meetings was placed online to enable citizens who could not attend the meetings to provide input, as well.

#### **SURVEY RESULTS**

A total of 14 questions were asked and 94 responses were received with 58 being fully completed. Most responses were received from people living in Jefferson County, followed by Orange County, with the least number of responses was from Hardin County. Respondents were asked to indicate their rating for the community in which they live. A majority of respondents believed the community was a good place to live with just a little over a quarter rating the community as fair. About 45 percent of the respondents like living

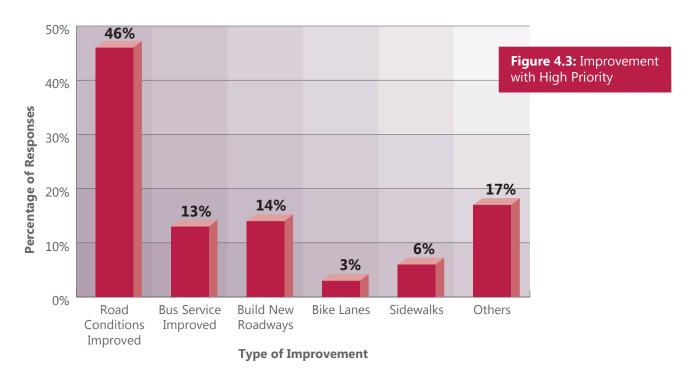
in the region because of its small town feeling, while 19 percent like the region for its employment opportunities. Access to shopping and entertainment in the region received the lowest percentage of responses.



Respondents were asked how they would describe the situation related to transportation in the three county area. A total of 65 responses were received with about 46 percent alluding to the fact that transportation is a problem but not a serious problem. About 32% of the respondents regarded transportation as a serious problem. The transportation situation as perceived by the respondents is illustrated in detail in **Figure 4.2**.

Figure 4.2: Situation of Transportation in the Region

Respondents were first asked if there were any transportation system improvements they would like to see made. Two follow up questions were asked to inquire about specific types of improvements that would be preferred. The first question allowed the respondents to choose as many improvements as they would like to see made, and the second required respondents to select the improvement with the highest priority. About 94 percent of the respondents wanted to see improvements made in the transportation system with 46 percent opting for improvement of road conditions as their highest priority. **Figure 4.3** below illustrates the responses received for what kind of projects should be high priority.



Respondents were also asked to indicate how they would spend \$100 on six types of improvements – new roads; expand existing roads; expand transit service; new sidewalks; new bicycle lanes and maintenance of existing facilities. Amounts indicated by respondents were grouped into four ranges to enable easy classification – less than \$25; \$26-\$50; \$51-\$75; and greater than \$75. Expanding existing roads had the highest total amount of money spent, followed by maintenance of existing facilities. The least amount of money was spent on construction of new bicycle lanes. Additionally, a majority (about 40 percent) of respondents feel roadway capacity is the most serious problem in the region, followed by public transportation.

A majority of the respondents believed preserving and maintaining the exiting system should be the top goal for the region, followed by maintaining financial responsibility. The detailed survey results are enclosed in Appendix A.



#### HIKE AND BIKE WORKSHOP

On Thursday, May 15, 2014 the MPO conducted a regional workshop to gain participants' perspectives on possible future hiking and bicycle initiatives, including the opportunities and challenges that each of those initiatives may present. In addition, ideas for future potential hike and bike projects for the region were generated during the workshop. The event was attended by approximately 32 individuals. The participants identified the importance of encouraging and investing in bicycle and pedestrian facilities throughout the region. Additional details about this workshop can be found in Chapter 7.



#### **SECOND PUBLIC MEETING SERIES**

The second series of public meeting was held in an open house format from June 23rd to 26th, 2014 at various locations within the region. The detailed schedule for the meeting is shown in **Table 4.3**. The purpose of these public meetings was to receive comments on the 2040 Metropolitan Transportation Plan. The event was attended by approximately 13 individuals.

**Table 4.2:** Second Round Public Meeting Schedule

Date	Venue	Address	Time	County
Monday, June 23	West Side Development Center	601-A W. 7th Street (W. Rev. Dr. Ransom Howard St.), Port Arthur	4:00 PM	Jefferson
Tuesday, June 24	Orange Public Library	220 North 5th Street, Orange	5:00 PM	Orange
Wednesday, June 25	Southeast Texas Regional Planning Commission	2210 Eastex Freeway, Beaumont	10:00 AM	Jefferson
Thursday, June 26	Silsbee Public Library	295 4th Street, Silsbee	4:00 PM	Hardin

### Transportation Planning Committee (TPC) Meetings

The TPC serves as the Policy Board 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.

### Technical Committee Meetings

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

### MTP Adoption Process

The process of formally adopting the MTP began with the completion of the draft MTP 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 MTP, 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. Documentation of this process can be found in Appendix A.

#### Plan Amendment Process

As the MPO carries out their continuing, cooperative, and comprehensive planning process, amendments to this MTP 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."



#### **AMENDMENTS**

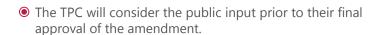
The MTP can be amended at any time between formal updates, and the following are the examples of significant changes in the MTP requiring an amendment.

- 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.



#### 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 MAP-21. 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 also 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 Community Dialogue section of the Public Participation Plan (PPP).
- The public review and comment period is 30 days for the MTP, 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.



- 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.

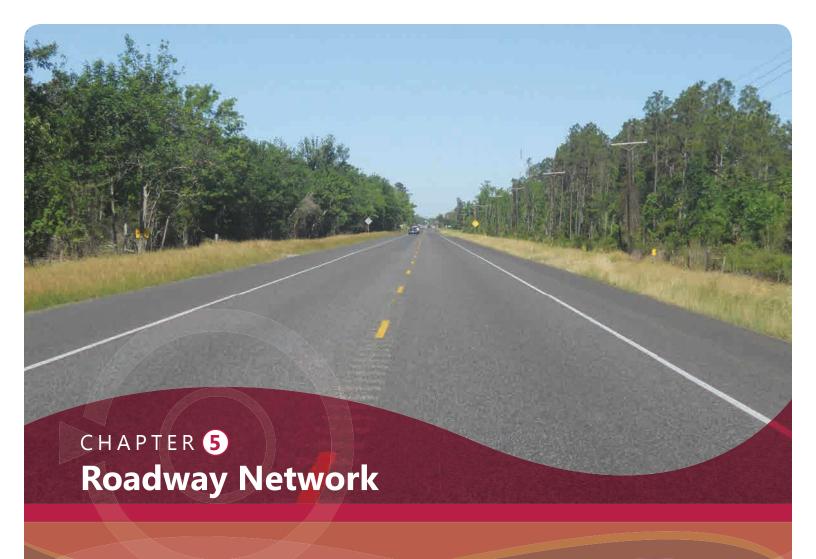


#### **ADMINISTRATIVE MODIFICATION**

Administrative modifications to the MTP 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 MTP. Examples of changes requiring administrative modifications are:

- 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.
- Ochanging 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).





The roadway network is the most important aspect of the MPO planning area's transportation system as it bears the burden of transporting the majority of goods and people throughout the region. The region's economic vitality is dependent on this roadway network, which makes the region accessible for commuter, industrial, commercial, and other day-to-day uses. This system should be viewed as an indispensible regional economic asset that requires constant reinvestment to protect the economic stability of the region. Maintenance of the roadway network is a critical factor in ensuring the safe and efficient travel of both residents and visitors alike.

This chapter addresses both current and future conditions and needs and focuses on maintaining and enhancing an efficient and safe roadway system that will effectively meet future demands while optimizing existing financial resources.



# 5.1 **Existing System**

The existing roadway network system provides area residents with the ability to travel for work, shopping, and other important purposes. The efficiency with which these trips can be made determines the effectiveness of the current roadway network. A few major roadways that act as links between the various communities dominate southeast Texas' network. Route choice is limited and makes most travelers dependent on a single route for intercity regional travel. This creates challenges for cities, counties, and the state, each of which must continue to manage their existing facilities while accommodating increased travel demand. Wetlands and other environmentally sensitive areas in the region necessitate extensive environmental studies and interagency consultation for new projects, often making it difficult to build new linkages that would increase route choice and system flexibility.

## 5.1.1 **Regional Connections**

The regional roadway network consists of interstate, freeway, arterial, collector, and local roadways. TxDOT maintains just over 700 centerline miles of state roadways which mainly provide regional mobility, while the local entities (cities and counties) collectively maintain the balance of roadways which primarily provide access within the region.



#### 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.



#### **US HIGHWAYS**



**US 69/287** • 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 with the proposed I-69/NAFTA Corridor running through Lufkin and Angelina County.



**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 though Beaumont as College Street and a pair of one-way couplets before it connects to I-10 near the Jefferson/Orange County line.



**US 96** • This four-lane, north-south divided facility with partial access control acts as a vital transportation link connecting portions of Hardin County to Beaumont and Port Arthur.



#### STATE HIGHWAYS

While not an exhaustive list of all state highways, the following state-owned roadways play an important role in 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 73 is one of only three roadways in the region that crosses the Neches River, with the other two being I-10 and US 96.



**SH 347** ● This four-lane divided roadway connects SH 87 in Port Arthur to US 69 in Beaumont.



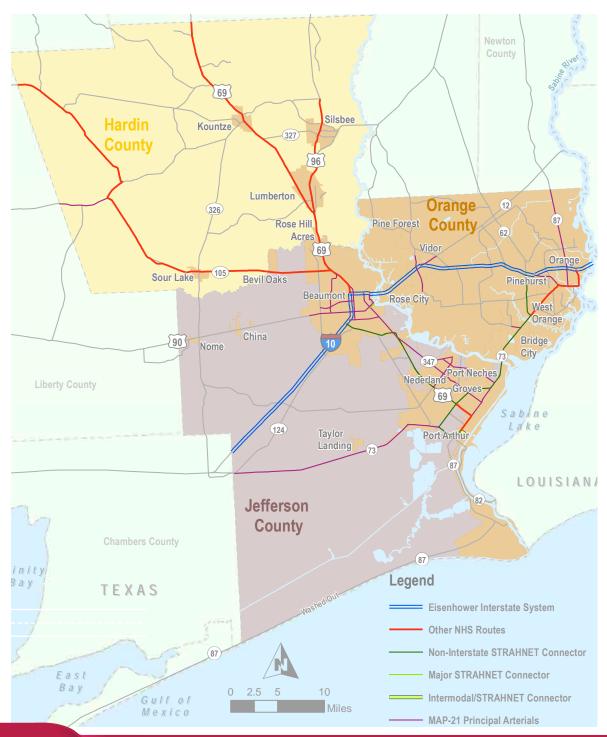
**SH 87** • This two-lane, east-west roadway connects Sabine Pass to the rest of the region. It is coaligned with SH 73 between Port Arthur and the City of Orange.



**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.

# 5.1.2 National Highway System

The National Highway System (NHS) is comprised of the Interstate Highway System and other roads that are important to the nation's economy, defense, and mobility. The NHS was developed by the U.S. Department of Transportation in cooperation with the states, Metropolitan Planning Organizations, and other local officials. Roadways on the NHS in the region are eligible to receive NHS funding.





### 5.1.3 Functional Classification

Functional classification is the process by which roadways are grouped into categories according to the character of service they are intended to provide. Individual roads do not serve travel independently; most travel involves movement through a network of roads. Functional classification examines the channelization of traffic throughout a roadway network and defines the role that each roadway plays in serving traffic flow. Two important variables define roadway function: mobility and access. At one end of the spectrum, freeways provide the highest level of mobility and the lowest level of access, serving long distance trips with minimal access to abutting land uses. Local streets, on the other hand, have numerous driveways and connections to provide local access to businesses and residences and are not intended for use over long distances.



The SETRPC-MPO, along with TxDOT, is currently in the process of updating the functional classification of the region's roadways. The table on the following page provides additional details regarding the functional classification categories and examples.

### **Functional Classification**

# Interstate Highway

FACILITY TYPE: High speed, divided highway with full control of access and grade-separated interchanges.



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	100	TO CO	(I) (I) (I)	ID II	<b>1</b>
	an an				

Less than | 1,500 to | 5,000 to | 10,000 to | 20,000 to

FUNCTION: Move inter- and intra-regional traffic, particularly on long trips on high traffic volume corridors. Provide access between cities and across metropolitan areas.

### Other Freeway

FACILITY TYPE: High speed, divided highway with full control of access and grade-separated interchanges.



FUNCTION: Traverse metropolitan areas and provide mobility between major activity centers (two or more miles).

### **Principal Arterial**

FACILITY TYPE: Typically, divided street with major access points at intersections with the surface street system. Some limited direct access permitted to abutting land uses.



# 

FUNCTION: Serve major centers of activity, with service to abutting land uses secondary to the provision of travel service.

### Minor Arterial

FACILITY TYPE: Number of lanes and type of median directly related to traffic volumes and abutting land use.



### 

FUNCTION: Augment and feed the primary arterial system and distribute traffic to geographic areas smaller than those served by the higher system, with more emphasis on service to abutting land uses.

### Collector

FACILITY TYPE: High access to local streets and driveways.



# 

FUNCTION: Connect local streets to the arterial system. Typically serve trips that are near their origin or destination point, primarily connecting neighborhoods within and among sub-regions.

### Local

FACILITY TYPE: High access to driveways.



FUNCTION: Provides direct access to abutting property.

Traffic Demand by Functional Classification (in vehicles per day)

,500 to	5,000 to 15.000	10,000 to	20,000 to 50,000*

\*Normally in excess of 20,000 and often over 50,000

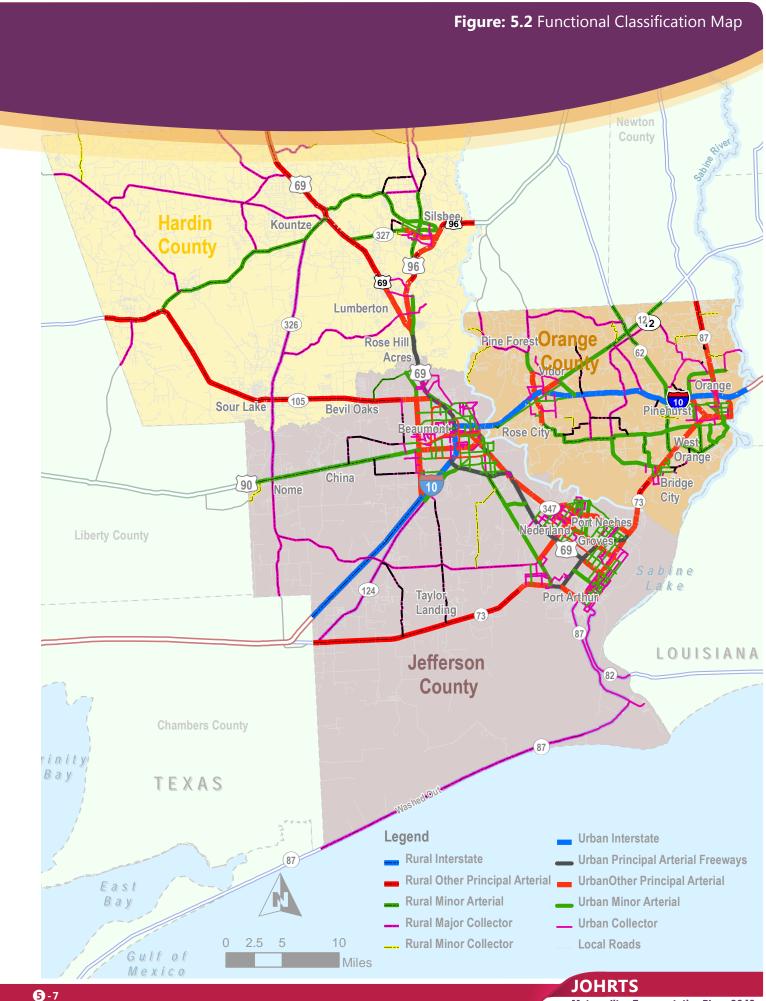
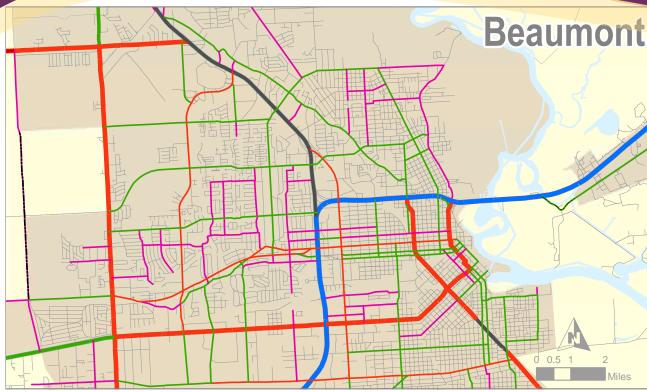
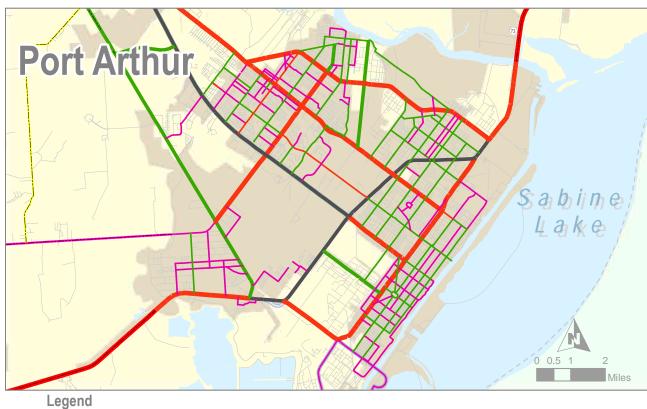


Figure 5.3: Functional Classification Map





Rural Interstate

Rural Other Principal Arterial

**Rural Minor Arterial** 

Rural Major CollectorRural Minor CollectorUrban Interstate

Urban Principal Arterial Freeways UrbanOther Principal Arterial Urban Minor Arterial Urban Collector



### 5.1.4 Hurricane Evacuation Network

In addition to serving daily travel demand, the regional roadway network is also the primary means of departure during emergency evacuations. Consequently, development and maintenance of evacuation routes are an important element of this Metropolitan Transportation Plan.

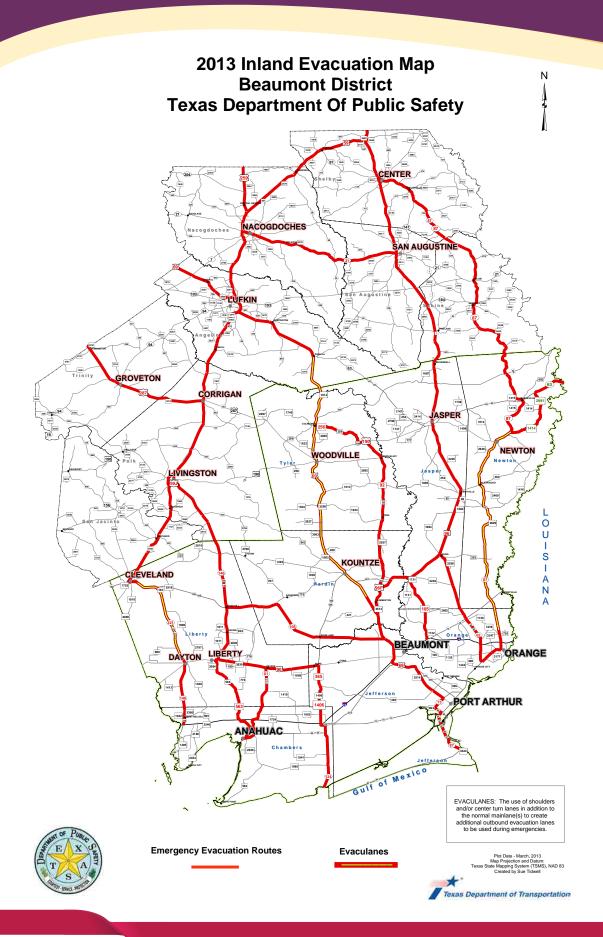
Hurricanes and tropical storms often make landfall and cause damage to the United States' Gulf Coast, including the Texas coastline. Hurricanes range in size and intensity, and the accompanying high winds, storm surge, rainfall, and tornadoes cause significant loss of life and property damage. Each year on average, ten tropical storms (of which six become hurricanes) develop over the Atlantic Ocean, Caribbean Sea, or Gulf of Mexico. Many of these remain over the ocean. However, about five hurricanes strike the United States coastline every three years. Of these five, two will be major hurricanes (Category 3 or greater on the Saffir-Simpson Hurricane Scale). The coastal counties of Jefferson, Orange, and lower portions of Hardin are vulnerable to extensive flooding during hurricanes. During such potential disasters, the safe and timely evacuation of coastal and floodplain areas is crucial to ensure public safety.

In 1994, the Texas Transportation Commission established the Hurricane Evacuation Task Force to increase safety, access, and mobility for the transportation 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.



The **Region 2B Traffic Management Plan**, which is under the jurisdiction of the **Texas Department of Public Safety**, outlines *specific plans in case of a manmade or natural disaster.* US 69/96/287, US 87, US 90, SH 62, SH 87, FM 92, FM 105, FM 365, and FM 1406 serve as the primary evacuation routes for the region.

Figure 5.4: Evacuation Map



# **5.2** Roadway Network Usage

# 5.2.1 **Daily Traffic Volumes**

Annual average daily traffic (AADT) volumes for the region were obtained from TxDOT. The location with the highest daily traffic volume in 2012 was on I-10 between College Street and Calder Avenue, with a volume of 131,000. **Table 5.1** presents daily traffic volumes at the locations that experienced the highest increase of vehicles per day between 2002 and 2012. The most significant growth occurred along I-10 and US 69/287, which highlights the importance of these roadways.

**Table 5.1:** High Traffic Volume Growth Locations

ROADWAY	LOCATION	2002	2012
I-10	Between FM 365 and Smith Rd	35,000	45,000
I-10 (10)	Between Washington Blvd and US 90	106,000	116,000
I-10 10	Between Hamshire Rd and SH 73	34,000	43,000
I-10 10	Between FM 365 and Hamshire Rd	35,000	44,000
I-10 10	Between S Major Dr and Walden Rd	38,000	47,000
I-10 10	Between US 90 and Phelan Blvd	122,000	131,000
I-10 10	Between Concord St and Evangeline Dr	43,000	52,000
US 69/ 69 US 287 287	Between Labelle Ave and 75th St	56,000	64,000
I-10 III	Between US 90 (N Simmons Dr) and LA 109	38,000	46,000
US 69/ 69 US 287 287	Between 75th St and SH 73	51,000	58,000



### 5.2.2 Truck Volumes

The trucking industry plays a vital role in the movement of freight through the region. The Texas Roadway Inventory obtained from TXDOT's website was used in calculating truck traffic. The Texas Roadway Inventory contains various truck percentages and total ADT for 2012. Truck percentages were applied to total ADT counts to obtain truck traffic .The location with the highest observed truck volumes in 2012 was along I-10 between US 69/287 and Washington Blvd in Beaumont. Truck volumes at this location have historically comprised between 15 percent and 20 percent of the total traffic volume. **Table 5.2** shows the locations with the highest truck ADT for the 2012 and the associated truck volumes.

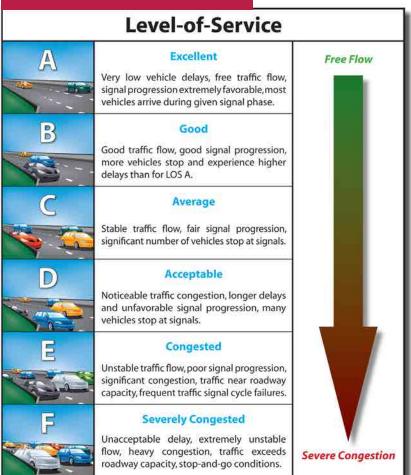
**Table 5.2:** High Truck Volumes for 2012



### 5.2.3 **Capacity Analysis**

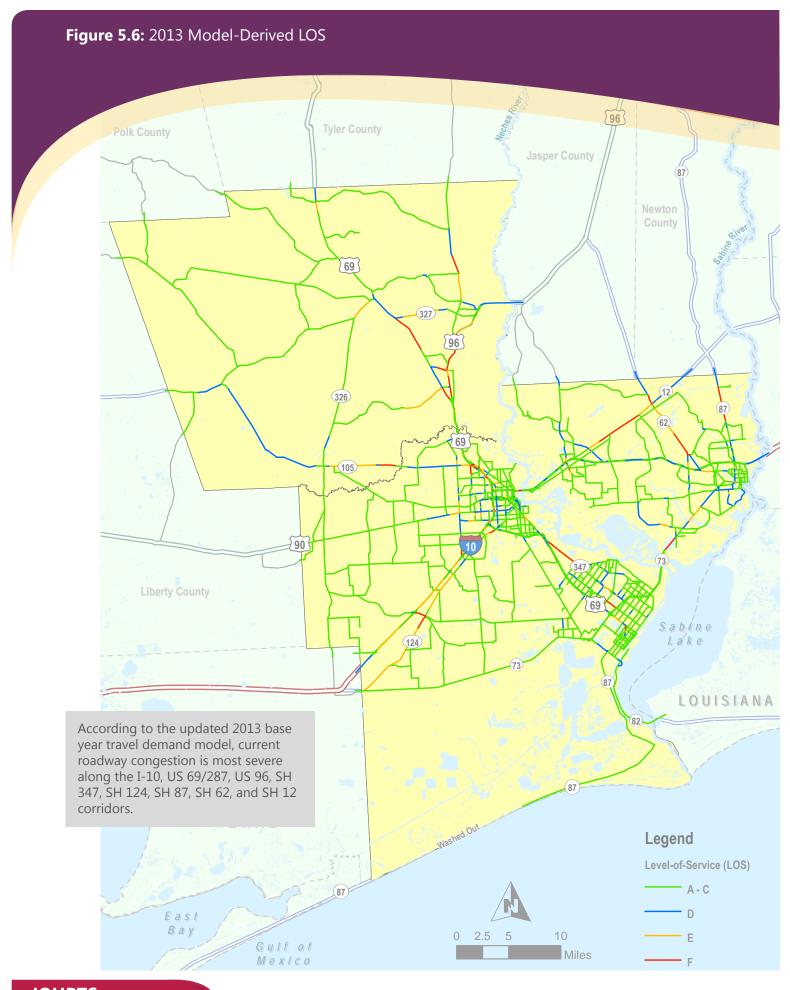
Level of Service (LOS) is a scale used to evaluate how the use of a roadway compares to the number of vehicles it was designed to accommodate. Transportation planners derive LOS for a roadway by examining its traffic volumes, operating capacity (the number of vehicles per hour the roadway can handle without creating congestion), and vehicle speeds. When the roadway traffic volume exceeds the capacity of the roadway, the facility loses its ability to efficiently move traffic and becomes congested. **Figure 5.5** describes the conditions a driver would experience on a roadway given a particular level of service rating. These levels of congestion range from uncongested traffic traveling at high speeds (LOS A) to severely congested traffic traveling at low speeds (LOS F).

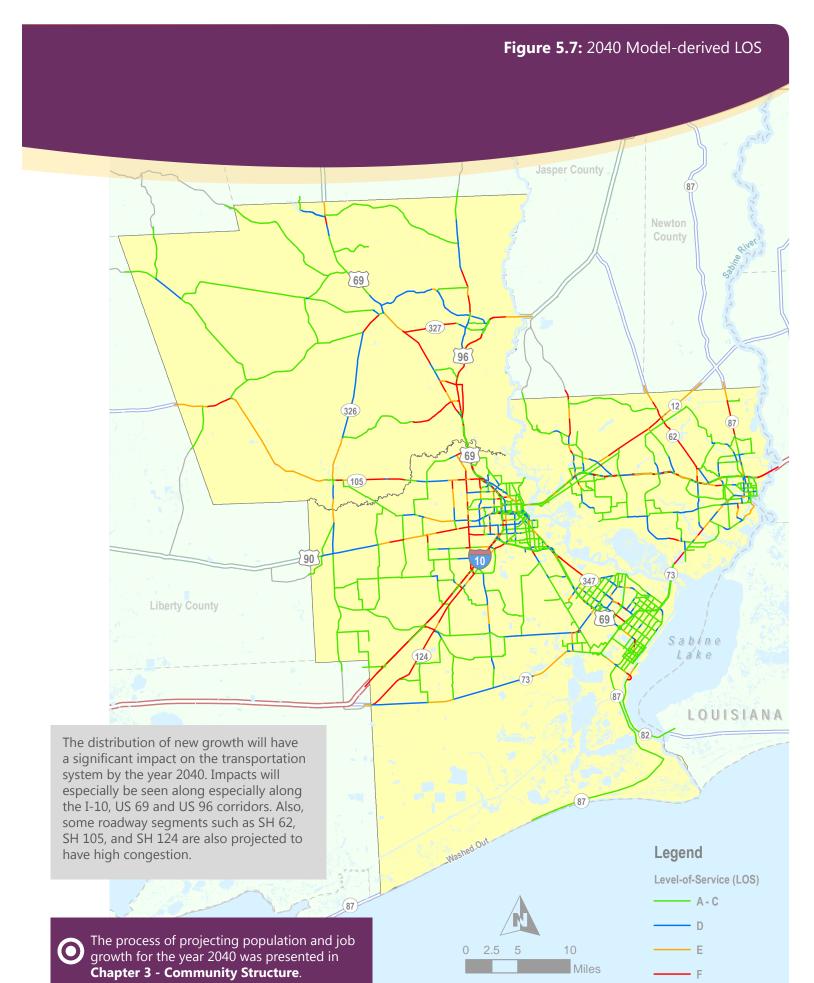




A planning level capacity assessment of existing roadway system traffic conditions was developed using the regional travel demand model. This model was updated to a base year of 2013 and attempts to predict travel conditions in the region by looking at both the supply of and demand for transportation. The supply dimension of the model is reflected in the roadway network, while population and employment data drive the demand side of the equation.

Source: Wilbur Smith Associates, 2007





**JOHRTS** 



### 5.2.4 Congestion

Congestion is a severe problem in many of America's urban areas, and it has gotten worse in regions of all sizes. In partnership with the Texas Transportation Institute (TTI), TxDOT collects and uses real-time measures of traffic speeds to compile congestion data for Texas roadways. The following segments of roadways in the JOHRTS region have been identified to be among the Top 500 congested roadway segments in Texas:

- US 69 from SH 105 to I-10 in Beaumont
- US 69 from FM 365 to SH 73 in Port Arthur
- ← ← ← ← ← F-10 between Magnolia Street and Old US 90, east of Beaumont
- FM 365 from Spur 93 (W. Port Arthur Rd) to SH 347 (S. Twin City Hwy) in Port Arthur

Based on information from TTI's 2012 Urban Mobility Report, the annual delay for peak period drivers in the Beaumont area has increased by about one-third over the last decade. The report also estimates that the annual cost of congestion in the Beaumont area was \$41 million in 1999 and \$91 million in 2011. Traffic forecasts indicate that this trend will continue, although future roadway enhancements may prevent dramatic increases.



The annual delay per auto commuter in the Beaumont area has increased from about 18 hours of delay in 1999 to 25 hours of delay in 2011.

Source: TTI's 2012 Urban Mobility Study

### 5.2.5 Crashes

According to TxDOT's Crash Records Inventory System (CRIS), nearly 25,000 crashes occurred within the JOHRTS region between 2010 and 2012. **Table 5.3** identifies the top 10 intersections with the highest number of crashes within the three-year period. The most accidents occurred at the junction of I-10 and US 90 (College St). In addition, most of the high-crash locations are along I-10 and US 69. These high-crash locations will continue to pose significant problems in the future as traffic volume and congestion increases along these corridors.

**Table 5.3:** Top 10 locations with the highest number of crashes between 2010 and 2012

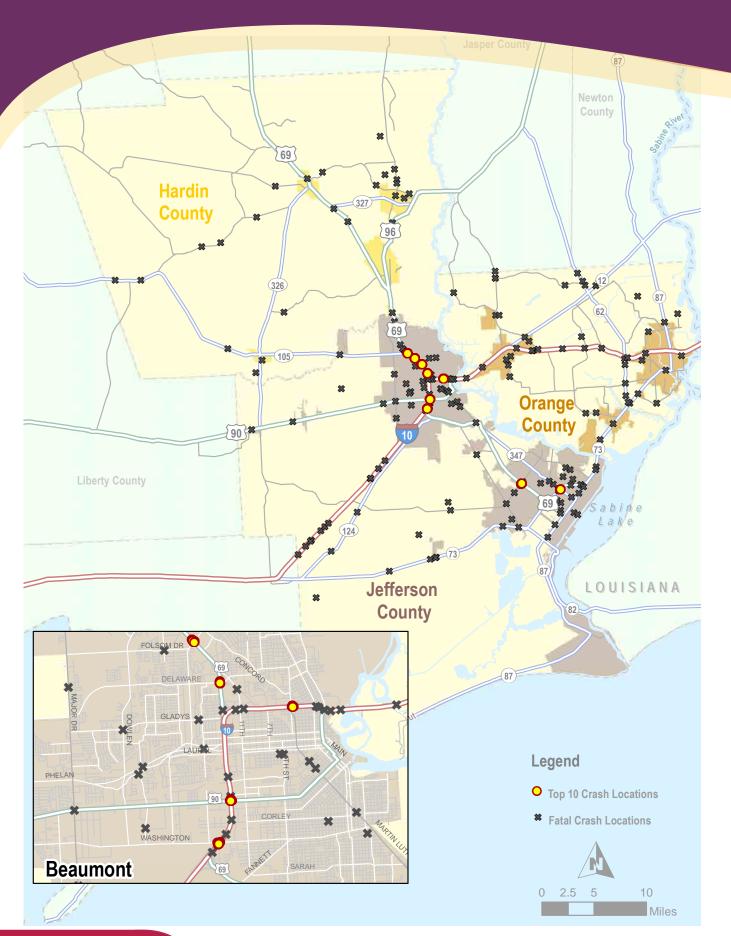
RANK	# OF CRASHES	LOCATION	CITY
01	219	I-10 and US 90 (College St)	Beaumont
02	162	US 69 and FM 365 (Labelle Ave)	Port Arthur
03	148	US 69 and Lucas Dr	Beaumont
04	136	US 69 and Dowlen Rd	Beaumont
05	134	US 69 and Delaware St	Beaumont
06	129	US 69 and SH 73	Port Arthur
07	114	I-10 and Spur 380 (MLK Pkwy)	Beaumont
08	100	I-10 and Washington Blvd	Beaumont
09	94	SH 73 and Texas 347 (N Twin City Hwy)	Groves/Port Arthur
10	82	US 69 and SH 105	Beaumont

Over this three-year period, 66,143 people were involved in crashes resulting in 193 fatalities and 12,395 injuries. The MPO takes safety very seriously and will continue to work with its planning partners to reduce the number of crashes and improve the safety of the region's roadway system.

**Table 5.4:** Severity of Crash

		2010		l	2011		l	2012	
Crash Severity	Jefferson	Orange	Hardin	Jefferson	Orange	Hardin	Jefferson	Orange	Hardin
Fatal	39	20	6	30	23	12	36	16	11
Incapacitating Injury	210	107	42	181	107	50	188	68	33
Non-Incapacitating Injury	876	311	188	790	245	168	950	240	144
Possible Injury	1,910	437	274	1,676	458	243	1,934	394	171
No Injury	11,981	3,638	1,881	11,045	3,290	1,477	13,580	3,096	1,569
Unknown	490	150	44	366	123	29	629	137	30
Total	15,506	4,663	2,435	14,088	4,246	1,979	17,317	3,951	1,958

**Figure 5.8:** Top 10 Crash Locations and Fatal Crash Locations



# **5.3** Condition of Roadway Infrastructure

### 5.3.1 **Pavement Condition**

The deterioration of a roadway surface is primarily a function of the number and weight of the vehicles using the roadway. Generally speaking, the more vehicles on roadways and the heavier they are, the faster roadway pavement quality will decline. In the MPO planning area, major emphasis is placed on roadway maintenance.



TxDOT regularly evaluates pavement conditions of all major roadways within the region in terms of their stress, ride, and condition scores.

These scores are also used to analyze roadway condition trends, evaluate future needs, and prioritize roadway improvement projects. The condition score ranges from 1 to 100 and has five categories: very good, good, fair, poor, and very poor.

Davement Type		(Miles)	Percent Rated
Pavement Type HARDIN COUNTY	Total Rated	Good (70)	Below Good
Asphalt Concrete	237.3	6.7	2.8%
Continuously Reinforced Concrete	5.8	1.0	17.2%
Jointed Concrete	15.6	2.3	14.7%
Total	258.7	9.9	3.8%
ORANGE COUNTY	20011	5115	5.670
Asphalt Concrete	204.9	12.9	6.3%
Continuously Reinforced Concrete	39.6	0.5	1.3%
Jointed Concrete	9.1	6.2	68.1%
Total	253.6	19.6	7.7%
JEFFERSON COUNTY			
Asphalt Concrete	324.8	15.6	4.8%
Continuously Reinforced Concrete	24.5	2.8	11.4%
Jointed Concrete	85.8	28.0	32.6%
Total	435.0	46.3	10.6%
REGIONAL TOTAL			
Asphalt Concrete	766.9	35.1	4.6%
Continuously Reinforced Concrete	69.9	4.3	6.2%
Jointed Concrete	110.5	36.5	33.0%
Total	947.4	75.9	8.0%

**Table 5.5** summarizes the highway length rated (in miles) and the percentages of pavement rated below good (70) by county and the overall region based upon TxDOT's Pavement Management and Information System (PMIS) data from year 2013. About 76 miles of onsystem roadway were rated below good and need to be rehabilitated in the JOHRTS region. These are illustrated in the following map.

**Table 5.5:** On-system Roadway Pavement Condition, 2013

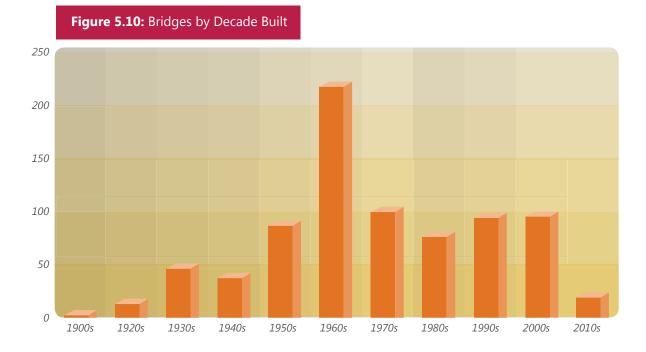
Figure 5.9: State Highway Pavement Condition by County

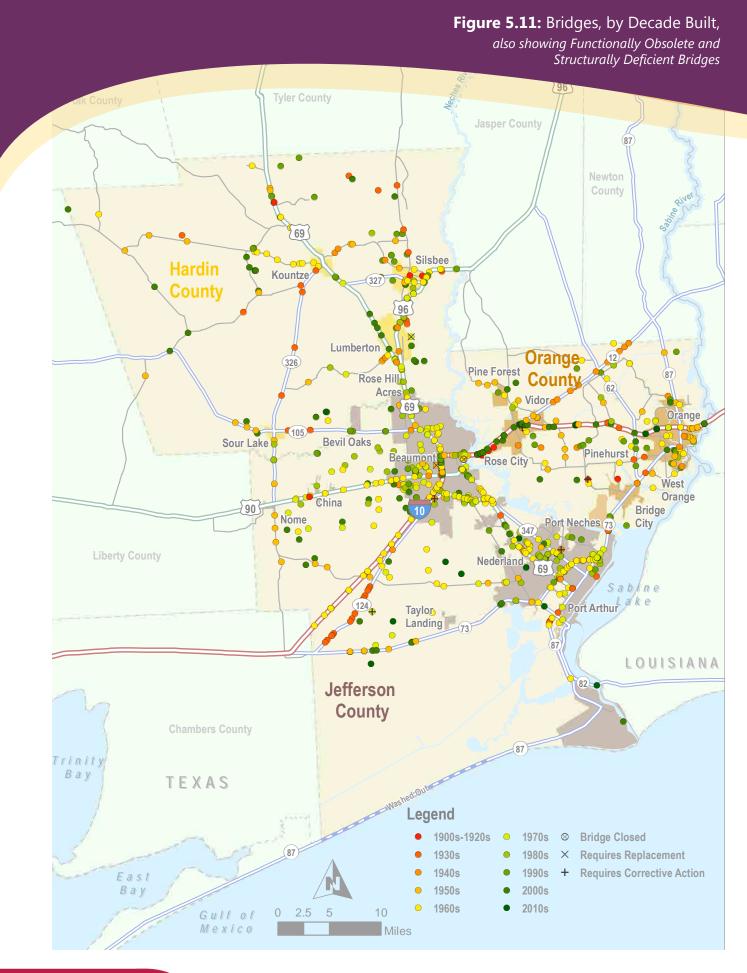


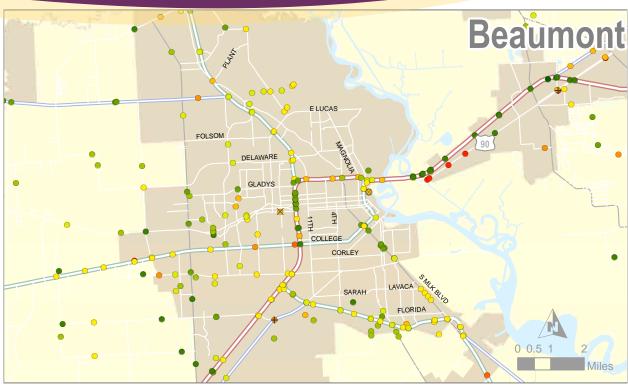


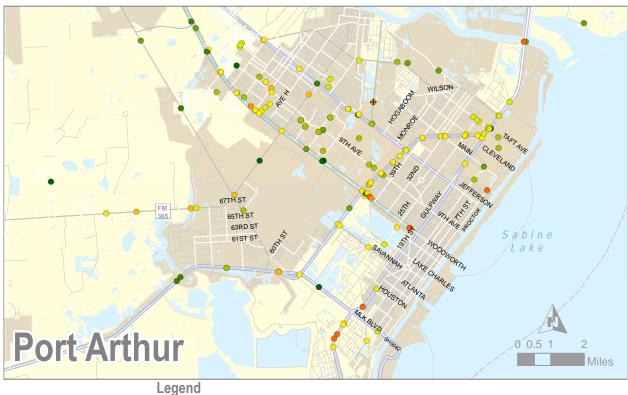
# 5.3.2 **Bridges**

According to TxDOT's bridge inventory system, there are a total of 785 bridges within the three county region. More than half of the region's bridges were built before 1970, and when many of these approach the end of their useful life, they will require rehabitation or reconstruction.









1900s-1920s

1930s

Bridge Closed

Requires Replacement

1970s

1980s

In the bridge inventory system, all major structural deficiencies are taken into account to evaluate bridges and a rating is provided to represent the overall structural condition. This appraisal rating is based on the condition rating of superstructure, substructure, and inventory rating. The structural evaluation ratings contain integers 0 and 2 through 9, with 9 representing the best condition and 0 representing the bridge being closed. A bridge with a rating of 3 requires corrective action, and a rating of 2 shows that the bridge requires replacement. The rating of 4 through 8 represents various conditions of the bridge while meeting minimal criteria.



In the JOHRTS region, among the 503 on-system bridges (498 rated), 496 bridges (98.6%) show no immediate need for structural improvement, while two bridges require corrective action and no bridges require replacement or are closed. Among the 282 off-system bridges (267 rated), 261 bridges (92.6%) show no immediate need for structural improvement, while three bridges require corrective action, three bridges require replacement, and one bridge is closed.

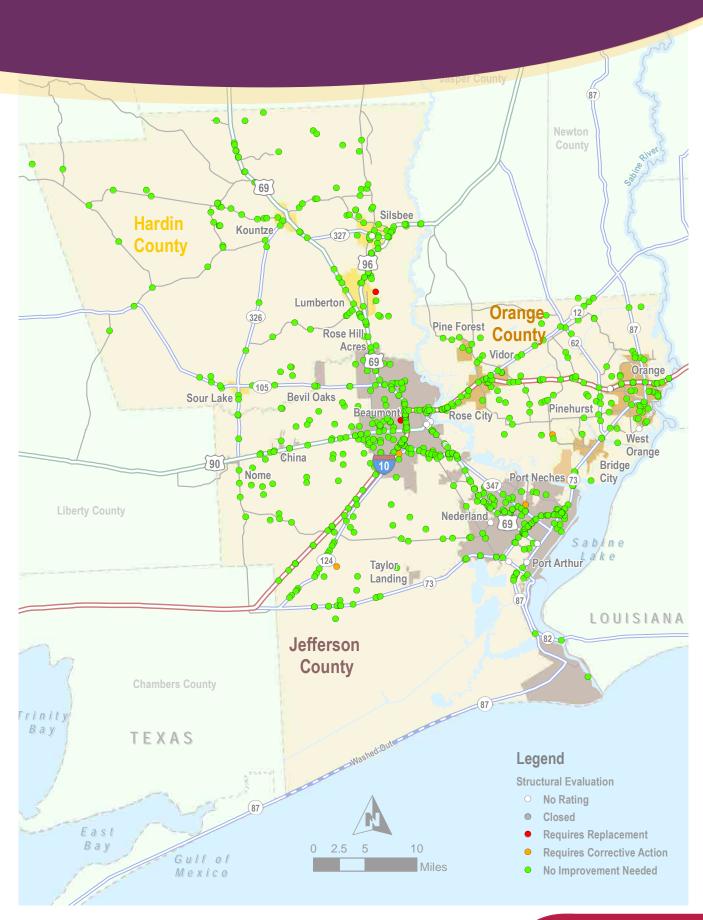
На	ardin	Jefferson	Orange	Total
ile three bridges require corrective actior ed.	n, three l	oridges requ	ire replacem	ent, and

**Table 5.6:** Bridge Condition by County and System

On-System	117	275	111	503
No Improvement Needed	117	271	108	496
Requires Corrective Action	0	2	0	2
Requires Replacement	0	0	0	0
Closed	0	0	0	0
No Rating	0	2	3	5
Off-System	46	175	61	282
Off-System  No Improvement Needed	46	175 159	61 59	282 261
No Improvement Needed	43	159	59	261
No Improvement Needed Requires Corrective Action	43	159 1	59	261

Source: TxDOT, 2013

Figure 5.13: Bridge Structural Condition by Location



## 5.4 Recommended Strategies

Population growth, high automobile availability and usage, and auto-oriented land use development indicate that southeast Texans are heavily dependent upon the automobile as their primary mode of transportation.

Based upon an evaluation of the regional roadway system over the next 27 years, it is evident that increasing demands will be placed on the existing roadway network. The regional roadway system cannot indefinitely sustain this growth in demand without substantial investment. Declining pavement conditions indicate that many roadways in the region are in need of rehabilitation. Poor level of service and low travel speeds along major thoroughfares in the region indicate many roadways are accommodating traffic volumes that exceed their designed operating capacity, and are in need of major improvements.

However, funding levels are not keeping pace with investment needs. Preserving the existing system in a state of good repair, increasing its operational efficiency, enhancing its safety, managing future travel demand, and promoting the use of alternative modes of transportation are all strategies that will need to be employed in order to relieve the pressure on the regional roadway system and advance the goals of this plan.

As such, the most effective use of limited transportation resources is to direct them toward the following:

1 Roadway Construction
<u> </u>
2 System Preservation
3 System Efficiency – – – – – – – – – – – – – – – – – – –
3 System Emelency
4. Safety and Security
5 Travel Demand Management – – – – – – – – – – – – – – – – – – –
6 Land Use and Urban Design



## 5.4.1 Roadway Construction

Major investment in the regional roadway network is still essential if current and future demand for automobile use in the region is to be satisfied. The MPO is committed to investing in a variety of projects that preserve the existing system, enhance its efficiency and safety, and improve its overall quality. Roadway improvements in this MTP focus on improving traffic flow and system efficiency, increasing safety, and spurring economic development and focus on key regional corridors such as I-10 and US 69.



A complete listing of all planned improvements is presented in the MTP project listing within CHAPTER 12 – RECOMMENDED PLANNED IMPROVEMENTS

To be sure, there are limitations on roadway construction, such as natural and man-made barriers that hinder roadway improvements. These barriers often include factors that determine when and how fast improvements can be made to roadways, such as the processes used to obtain funding for transportation projects, environmental requirements, and other government regulations.

### The main barriers to accommodating the transportation needs in the area include:

## **ENVIRONMENT**

Environmentally sensitive areas such as wildlife preserves and wetlands make it difficult to improve existing roadways without compromising environmental assets or conducting comprehensive and costly environmental studies. The cost of construction projects in these areas is often much higher than other improvements due to the extra precautions or mitigations that must be taken in order to protect these environmentally sensitive areas.

# LIMITED FINANCIAL RESOURCES

It is difficult for cities, counties, and the state to find the necessary financial resources to keep pace with transportation investment needs and develop proactive approaches for satisfying the mobility needs of both today and the future.

# AIR QUALITY MANDATE

The region's previous designation as a non-attainment area has prevented transportation planners from solving congestion problems strictly through added capacity improvements, since building new roads induces automobile traffic which adds to mobile source emissions.



#### 5.4.2 **System Preservation**

Preserving the existing system and maintaining it in good condition will continue to be a high priority for the MPO. Adequate resources must be directed toward system preservation to keep the transportation network in good condition. These resources will be used to maintain high quality, smooth roadway surfaces, to quickly repair unexpected damages, and to reduce the number of structurally deficient bridges.



Roadway maintenance activities can be generally categorized into three areas:

### Routine:

These activities are undertaken on a regular, ongoing basis and can be grouped into cyclic and reactive efforts. Cyclic works are those undertaken on a regular predefined schedule, such as mowing, while reactive works are those undertaken in response to any deficiencies that may arise, such as pothole repairs.

### **ROADWAY MAINTENANCE**

The maintenance of the existing transportation system is important for satisfying future transportation needs in the JOHRTS area. The implementation of an effective roadway maintenance program requires expertise in management, engineering, and economics, and encompasses routine/corrective maintenance, preventive maintenance, and rehabilitation activities. Roadway pavements require continual reinvestment to sustain their structural viability and to maximize the original financial investment made to build them. Roadways that lack proper maintenance experience increased failure rates, increased overall costs, and contribute to safety hazards.

The Maintenance Division of TxDOT oversees the preservation, upkeep, and restoration of all state-owned roads in the JOHRTS area. Much of TxDOT's budget is allocated toward activities that focus on preventive maintenance and rehabilitation. Preserving and maintaining the structural integrity of transportation facilities is less expensive than replacing them and therefore overall costs are minimized. Roadway work that falls under TxDOT's maintenance budget includes reconstruction, resurfacing, signing, striping, and other routine or periodic maintenance.

### 2 Preventive:

These are projects undertaken at regular, somewhat longer intervals to preserve the structural integrity of a road, such as crack sealing.

### 3 Special:

The activities include emergency work to repair unexpectedly damaged roads.

Cities and counties in the JOHRTS area undertake street maintenance and rehabilitation for non-state owned roadways within their jurisdictional boundaries. Through scheduled routine maintenance, staff and contractors fill potholes, mow grass, clean out ditches, and perform other work. Area cities and counties maintain Capital Improvement Programs, which include roadway paving, resurfacing, and reconstruction projects.



#### **PAVEMENT MANAGEMENT**

TxDOT monitors the surface condition of all of its roadways within its PMIS. Road conditions are rated on a scale from "poor" to "better" that takes into account factors that include the smoothness of the ride and the structural integrity of the roadway. The PMIS data for the JOHRTS region is completely updated every two years and helps TxDOT in prioritizing its roadway maintenance projects.



### **BRIDGES**

Like roadways, bridges require scheduled maintenance and inspection to ensure they can continue to safely carry increasing traffic volumes and higher numbers of loaded trucks. As previously mentioned, TxDOT has a robust bridge inspection program that allows the state to make informed decisions about where and how to spend funds for bridge replacement and rehabilitation. TxDOT provides all off-system bridge data to local engineering departments and assists them with maintenance and rehabilitation and provides low-rate loans through the State Infrastructure Bank, paying half the share for bridge rehabilitation and replacement through the Highway Bridge Program.



**The SETRPC-MPO** will continue to promote adequate roadway and bridge maintenance in the region and collaborate with TxDOT and local area agencies to support and fund roadway and bridge preservation and maintenance projects.



## 5.4.3 **System Efficiency**

Transportation System Management (TSM) strategies help to improve the safe and efficient movement of people and vehicles within the existing transportation system. They typically involve roadway improvements that increase capacity, optimize traffic operation, or apply traffic calming in residential areas. Generally, implementation of these strategies can be completed at relatively low cost, requiring minimal right-of-way, and often can be accomplished quickly.





### **ITS STRATEGIES**

An example of a broad TSM program is the implementation of intelligent transportation systems (ITS) technologies. In particular, ITS can improve transportation safety and mobility and enhance efficiency through the integration of advanced communications technologies. Intelligent transportation systems include a broad range of wireless and wire line communications-based information and electronics technologies.

ITS technology is employed by various agencies in the three county region. In 2003, TxDOT's Beaumont District developed the Beaumont Regional ITS Architectures and Deployment Plan. Stakeholders from throughout and adjacent to the district participated in the development of the plan, including representatives from TxDOT, the Texas Department of Public Safety (DPS), SETRPC, cities, counties, transit agencies, and rail operators. This Regional ITS Architecture represents a shared vision of how each agency's systems will work together in the future by sharing information and resources to provide a safer, more efficient, and more effective transportation system. The plan recommended a variety of ITS projects to be implemented, which are categorized into short, medium, and long-term timeframes.

TxDOT oversees the operations of its major highways through its Transportation Management Center (TMC). At the TMC, TxDOT monitors and distributes information from various ITS



technologies deployed through the region, including dynamic message signs, traffic cameras, traffic signals, and a video image vehicle detection system. Dynamic message signs along the I-10 and US 69/96/287 corridors provide up-to-date information about traffic flow conditions and incidents so that motorists can make more informed decisions during their trip.

Moving forward, the MPO will continue to pursue new ITS projects and programs and invest in their deployment.



### TRAFFIC CALMING

Traffic calming efforts include an array of programs, such as traffic law enforcement, public awareness, and educational programs, as well as physical measures, which calm traffic flows and encourage safer roadways. In terms of transportation management, this usually includes a variety of infrastructure improvements that reduce the negative effect of vehicle use and improve conditions for non-motorized transportation. Further, these strategies can be effective in eliminating cut-through traffic on local or neighborhood streets. Some examples of traffic calming techniques utilized in transportation management include speed humps, roundabouts, traffic circles, and raised medians or islands that limit vehicular access and turning capabilities. The MPO will continue to work with local entities to promote these techniques.



### **ACCESS MANAGEMENT**

Another method to improve mobility and alleviate congestion is access management, which includes a broad set of techniques designed to improve roadway capacity, mobility, and safety by limiting the accessibility of vehicular traffic. The techniques usually control and regulate the location, spacing, and design of driveways, medians, median openings, traffic signals, and freeway interchanges. Furthermore, when combined with streetscape improvements, access management techniques can also contribute to attractive multimodal environments.



Some of the corridors in the JOHRTS region where access management techniques can be implemented are:



11th Street in Beaumont



**Memorial Blvd in Port Arthur** 

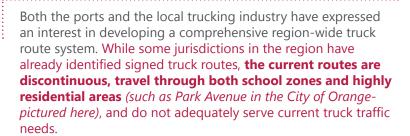


16th Street in the City of Orange



## INTERMODAL CONNECTIVITY

With the presence of international and domestic ports, petroleum refineries, and industrial parks, goods movement is one of the major backbones of the regional economy. Recent and future planned expansions of port facilities and the associated growth in trade will increase traffic to and from all the ports in the region.





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



### 5.4.4 **Safety and Security**

Safety may be defined as the freedom from unintended harm. Transportation safety planning considers ways that all elements of the system can operate efficiently while still being safe for users. This could include any number of projects or programs such as police surveillance, intelligent transportation systems (ITS), and improvements at high-crash locations. Security, on the other hand, may be defined as the freedom from intentional harm, including those inflicted by people and natural phenomena. In particular, security goes beyond safety and includes planning to prevent, manage, and respond to threats to the regional transportation system. These threats could include a variety of events, such as natural disasters, terrorist threats, or hazardous spills, all of which endanger the lives of people and important transportation infrastructure. In the JOHRTS region, safety and security of the transportation system is coordinated within various agencies at the federal, state, and local levels.

SETRPC's Homeland Security and Emergency Management Planning Division (HSEMPD) facilitates the development of plans that enable the region to prevent, prepare, respond, and recover more



effectively from man-made and natural disasters. HSEMPD also provides technical assistance and grant administration for the Department of Homeland Security funds that come to the region via the State Administrative Agency, a division of the Texas Department of Public Safety.

The following plans have been recently completed to enhance safety and security in the three-county region:



- Regional and County Mitigation Action Plans
- Regional Response Plans
- Implementation Plan (correlates with Governor's Strategic Homeland Security Plan)
- Regional Interoperable Communications Plan
- The Portwide Risk Mitigation and Continuity Plan



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. **SETRPC was the first regional 9-1-1 system to fully implement Enhanced 9-1-1 in all of its three-county service area.** 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 three-county region.



TxDOT's Beaumont District works on behalf of the State and in coordination with the 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 in order to develop projects to make the roadways safer. If crashes are infrastructure-related, TxDOT plays a vital role in improving road design and configurations through roadway improvement projects.



TxDOT's Strategic Highway Safety Plan (SHSP) and its related Highway Safety Improvement Program (HSIP) provide a comprehensive framework for reducing highway fatalities and serious injuries on all public roads. The SHSP strategically establishes statewide goals, objectives, and key emphasis areas developed in consultation with federal, state, local, and private sector safety stakeholders.

The MPO will continue 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 MPO will also work to maintain awareness of various security initiatives in the region.



### 5.4.5 **Travel Demand Management**

Travel Demand Management (TDM) is the application of strategies and policies to reduce travel demand (specifically that of single-occupancy private vehicles), to redistribute this demand in time or space, and to offer a set of strategies aimed at maximizing traveler choices. Managing demand can be a cost-effective alternative to increasing capacity and also has the potential to deliver better environmental outcomes, improved public health, stronger communities, and more prosperous and livable cities.

TDM strategies are effective in influencing travel patterns and behavior, increasing vehicle occupancy, promoting and encouraging alternative transportation modes, and redistributing the timing of trips to reduce traveling peaks, thereby reducing the overall demand on the transportation system. Strategies promoted by the SETRPC's Ozone Action Day program such as "Limit driving," "Pick one day a week to leave your car at home," and "Combine trips whenever possible" while intended to improve air quality, also promote travel demand management in the region.

### Other TDM strategies that would benefit the JOHRTS region include:

**Telecommuting** 

It is quite feasible and practical to work closer to home with today's communication technologies. This is an excellent tactic for reducing the number of vehicles on the road. Additionally, other flexible work options which enable employees to shift their work schedules to earlier or later parts of the day spread out demand for travel, thereby reducing congestion.

**Support for Transit** 

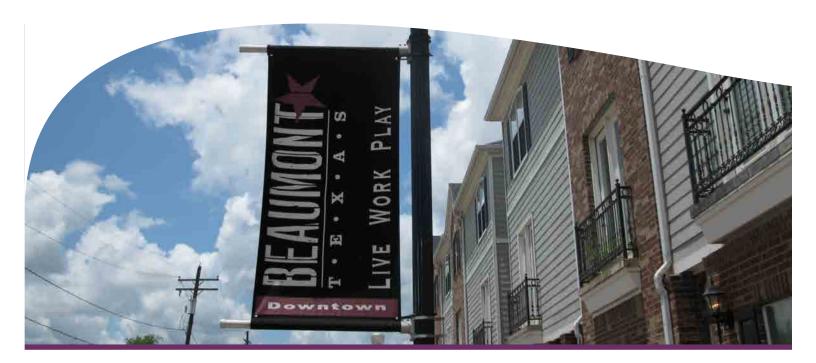
Providing necessary support for transit ridership can be instrumental in encouraging people to use alternative modes of transportation. People value their time and the convenience of a vehicle; therefore, transit should provide frequent service and be accessible to multiple origins and destinations. Specific programs to encourage transit use include employer-provided, tax-free transit passes and guaranteed-ride-home programs.

Support for Walking and Bicycling

Bicycle and pedestrian facilities that offer safe, accessible, contiguous, and direct pathways are most ideal and can take some of the burden off the roadway network.

**School Considerations** 

Schools generate a substantial amount of vehicular traffic when parents drive their children to and from school. Even the children living within close proximity to schools may not walk or bike to school because parents do not feel that the environment is safe. Programs such as Safe Routes to School and the Walking School Bus (which provides chaperoned walks to schools) are effective in providing safe and accessible walking environments. Better coordination between local governments and school districts can also help with selecting sites for new schools that are conducive to walking and bicycling.



## 5.4.6 Land Use and Urban Design

The types of land uses and development in a region generally fall into the categories of where a person lives, works, or plays. These nodes of activity are oftentimes separated, but are becoming more integrated as people realize the benefits of mixed use. The links connecting the nodes of activity are the highways, roads, and other such pathways in a transportation system. Therefore, promoting smart and integrated land use and transportation development planning policies is vital for the overall health of a region. The MPO will work with stakeholders to promote the integration of transportation improvements and land use development, especially mixed use development.





Public transportation is an integral component of the JOHRTS region's multimodal transportation system, offering tangible transportation benefits, including transit service for the elderly, the disabled, and people who either choose to not, or are otherwise unable to, drive. Public transit also offers additional benefits to society as a whole, as increased transit use promotes clean air and decreased fuel consumption.

This chapter reviews the existing transit systems, facilities, and services; analyzes transit service gaps; identifies issues; and suggests strategies and policies to address the overall demand for public transit services within the JOHRTS region.



## 6.1 Existing System

Public transportation in the JOHRTS area includes two separate fixed-route systems in Beaumont and Port Arthur and demand response service in the rural areas.

### **Fixed Route Service**



### **BEAUMONT MUNICIPAL TRANSIT (BMT):**

BMT operates nine local bus routes throughout the Beaumont area. The routes converge at the BMT 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, disabled, and youth (ages 6 through 18). Transfers are \$0.25. 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):**

PAT operates eleven local bus routes throughout the Port Arthur area. Transit routes serve most major roadways between FM 365 and the Sabine-Neches Waterway. Fares are \$1.00 for adults, with reduced fares of \$0.50 for senior citizens, children (age 5-12), and handicapped patrons. Children under 5 years of age are free when accompanied by a fare paying individual. Zone transfers (satellite routes) and route transfers both have a \$0.50 charge.





**Figure 6.1: Existing Transit Routes** 





### Legend



Major Stops Beaumont Transit Network Port Arthur Transit Network

## **Demand Response Service**

Both Beaumont Municipal Transit and Port Arthur Transit offer curb-to-curb paratransit service to those individuals within their service areas who are unable to use the fixed route system due to disability. Residents outside of the BMT and PAT service areas are served by a variety of agencies.



### **SOUTH EAST TEXAS TRANSIT (SETT):**

A curb-to-curb demand-response system that provides persons residing in non-urbanized areas with transportation to healthcare, shopping, social services, employment, education, and recreational locations.



### **ORANGE COUNTY TRANSIT (OCT):**

A curb-to-curb transportation service for residents of Orange County. Transportation is available anywhere in Orange County and to destinations within the county, Port Arthur, and Beaumont.



### **NUTRITION AND SERVICES FOR SENIORS (NSS):**

A low-cost transit service for residents in west Jefferson and Hardin counties for medical appointments, dialysis, prescriptions, groceries, recreation, work, and other travel needs.

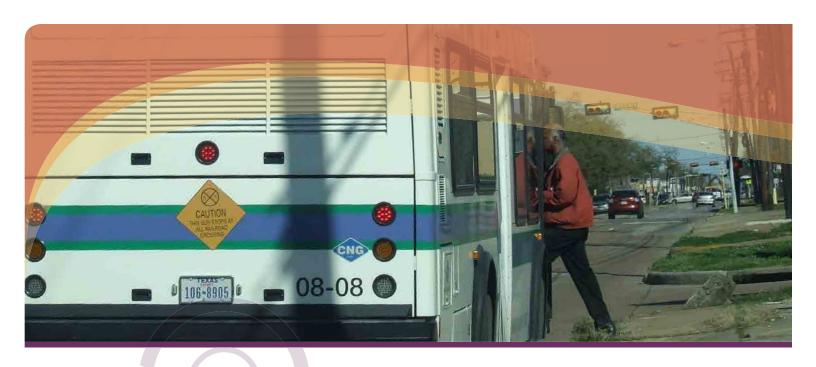
## ORANGE COMMUNITY ACTION ASSOCIATION (OCAA):

A private transportation service for all residents within Orange city limits for shopping, medical, work, education, and any other trip purposes.



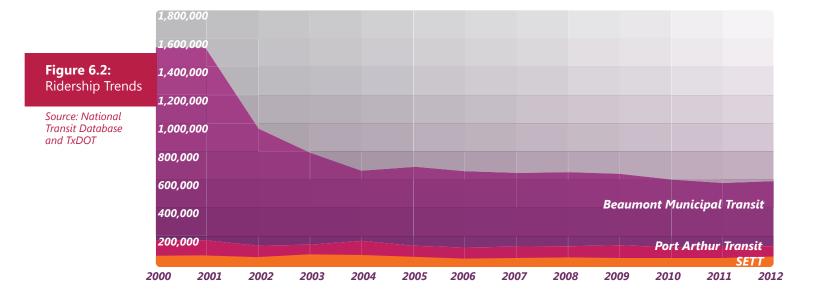
**Table 6.1:** Southeast Texas Public Transportation Providers

_		Beaumont Municipal Transit	Beaumont Municipal Transit > Special Transit Services	South East Texas Transit (SETT)  > NSS > OCAA  > Orange County Transportation	
	Area	Beaumont	Beaumont	Rural Jefferson, Hardin (except Lumberton), and Orange Counties	
	Hours	Mon-Sat 6am-9:30pm	Mon-Fri 6am-9:30pm Sat 8am-9:30pm	Various	
	Services	Fixed Route	Demand Response	Demand Response	
L	Eligibility	General Public	Elderly and Disabled	General Public	
H	-0	Port Arthur Transit  > ADA Paratransit Services	Port Arthur Transit	Orange County Transportation	
	Area	Port Arthur	Port Arthur	Orange County	
	Hours	Mon-Fri 6:15am-5pm	Mon-Fri 6:15am-6:15pm	Mon-Fri 7am-4pm	
	Services	Demand Response	Fixed Route	Demand Response	
	Eligibility	Elderly and Disabled	General Public	General Public	
	_	Nutrition and Services for Seniors (NSS)	Orange Community Action Association (OCAA)		
	Area	Hardin County, Rural Jefferson County, Nederland, Port Neches, and Groves	City of Orange		
	Hours	Mon-Fri 8am-4pm	Mon-Fri 7am-4pm		
	Services	Demand Response	Demand Response		
	Eligibility	Elderly and Disabled	General Public		



## 6.2 Ridership

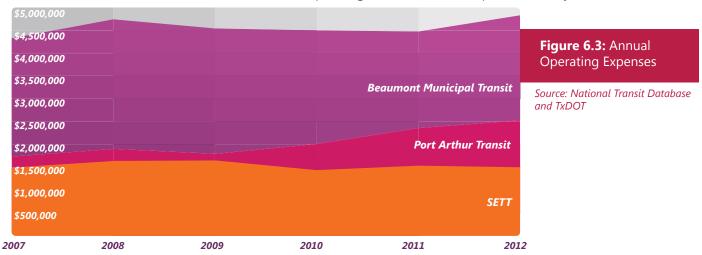
Transit utilization is typically described in terms of the number of passenger trips served. In the JOHRTS region, BMT and PAT report their annual operations summary to the Federal Transit Administration (FTA) and SETT reports their annual operations summary to TxDOT. The ridership data reported is based on the number of unlinked passenger trips, which reflect the total number of passengers that board public transit vehicles. In 2002, BMT ridership dropped significantly due to a fare increase and a reduction in service levels. Since that time, overall transit usage has remained relatively constant.





## 6.3 Operating Cost and Funding

According to the National Transit Database, the cost of operating BMT fixed route and paratransit services have remained relatively steady over the last few years, apart from a surge in year 2012. This surge was due to the expiration of warranties for many buses that year. The cost of operating PAT fixed route and paratransit services has been increasing consistently since year 2009. According to TxDOT's Texas Transit Statistics, the cost of operating SETT showed an improvement in year 2010.





Fare Revenue Local Funds State Funds Federal Assistance

BMT, PAT, and SETT are funded mostly through user fees (fares), and local, state, and federal funds. In 2012, BMT and PAT received respectively 37% and 46% of their operating expense through federal assistance, while fare revenue covered only around 11% and 5% of operating expense. In 2012, SETT received 37% of their operating expense through federal assistance, while fare revenue covered only 4% of the operating expense.

**Figure 6.4:** Operating Cost Funding Sources, 2012

Source: National Transit Database and TxDOT



## **6.4** Performance Measures

Performance measures are useful tools that provide insight into a system's ability to meet specific goals and objectives. Several performance measures are provided in the annual transit operations reports completed by area transit systems and can be used to make strategic decisions regarding future transit service. More specifically, these performance measures offer planning, budgeting, and cost statistics to monitor and evaluate regional transit services. *In order to monitor the service performance of the three transit providers, the following performance measures are examined.* 

### PERFORMANCE VARIABLES

## 1543111

**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 their origin to their destination.

Passenger Miles Traveled (PMT): The cumulative sum of the distances traveled 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.

### 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.





Table 6.2: Service Effectiveness -Annual Passenger Mile

Source: National Transit Database and TxDOT



### SERVICE EFFICIENCY

SERVICE **EFFECTIVENESS** 

**BMT Fixed Route** 

per VRH

12.39

13.04

12.04

11.16

10.79

11

per VRM

0.87

0.94

0.87

0.81

0.78

0.79

Year

2007

2008

2009

2010

2011

2012

Service efficiency is measured by dividing operating expenses by revenue miles or by revenue hours. Decreasing operating expenses per VRM or VRH indicates increasing efficiency of transit service. In recent years, the operating expense per VRM and VRH of both BMT and PAT has been increasing. SETT realized an improvement in service efficiency in 2012 over previous years.

Service effectiveness is simply a measure of transit utilization describing the level of ridership on a system. Increasing the number of riders per mile (or per hour) of service increases the effectiveness of the transit service. In general, the service effectiveness for BMT, PAT, and SETT has mirrored the recent trends in relatively consistent ridership levels.

**BMT Demand Response** 

per VRH

2.24

2.03

2.05

1.78

2.69

2.96

per VRM

0.16

0.15

0.15

0.15

0.25

0.25

**PAT Fixed Route** 

0.5

0.51

0.52

0.48

0.48

0.5

per VRH

8.23

8.49

8.69

7.9

8.1

per VRM

**PAT Demand Response** 

0.2

0.22

0.21

0.21

0.18

0.19

per VRH

2.79

3.12

2.85

2.34

2.03

2.26

per VRM

**SETT** 

per VRM

0.13

0.14

0.14

0.15

0.14

0.14



### Table 6.3: Service Efficiency -**Operating Expense**

Source: National Transit Database and TxDOT

Year	BMT Fixed Route		<b>BMT Demand Response</b>		PAT Fixed Route		PAT Demand Response		SETT
	per VRM	per VRH	per VRM	per VRH	per VRM	per VRH	per VRM	per VRH	per VRM
2007	\$4.74	\$67.07	\$6.15	\$84.79	\$4.98	\$81.42	\$4.87	\$66.38	\$2.82
2008	\$5.56	\$76.96	\$6.94	\$91.45	\$5.80	\$96.03	\$5.26	\$75.83	\$3.76
2009	\$4.87	\$67.24	\$7.00	\$96.62	\$4.99	\$83.10	\$5.07	\$70.06	\$4.32
2010	\$4.79	\$66.21	\$7.14	\$84.44	\$5.58	\$92.03	\$6.18	\$69.96	\$3.34
2011	\$4.81	\$66.51	\$10.75	\$116.37	\$6.41	\$108.68	\$6.23	\$72.03	\$3.42
2012	\$5.25	\$72.67	\$10.49	\$125.47	\$7.62	\$126.69	\$6.35	\$76.36	\$3.32



### Table 6.4: Cost Effectiveness -**Operating Expense**

Source: National Transit Database and TxDOT

### 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 reflects an improvement in the cost effectiveness of service. PAT demand response and SETT realized an improvement in cost effectiveness in 2012.

	BMT Fixed Route		BMT Demand Response		PAT Fixed Route		PAT Demand Response		SETT
Year	per PMT	per APT	per PMT	per APT	per PMT	per APT	per PMT	per APT	per APT
2007	\$1.25	\$5.42	\$5.75	\$37.88	\$1.41	\$9.89	\$4.17	\$23.79	\$22.01
2008	\$1.28	\$5.90	\$6.29	\$45.11	\$1.62	\$11.31	\$4.27	\$24.34	\$27.18
2009	\$1.21	\$5.58	\$6.59	\$47.05	\$1.12	\$9.56	\$3.93	\$24.55	\$28.38
2010	\$1.29	\$5.93	\$6.63	\$47.48	\$1.37	\$11.65	\$5.02	\$29.95	\$23.88
2011	\$1.66	\$6.17	\$10.82	\$43.32	NA	\$13.42	NA	\$35.41	\$25.03
2012	\$1.78	\$6.61	\$10.50	\$42.33	NA	\$15.27	NA	\$33.82	\$24.56

## **6.5** Transit Issues

Each of the area's transit systems must contend with a variety of complexities to meet their goals. A delicate balance between funding, ridership, and service delivery must be achieved in order to operate a successful system. Specifically, these transit systems must receive adequate funding to provide quality service and attract ridership to increase revenue sources. In contrast, if funding is insufficient, service suffers and ridership decreases, which in turn causes revenue to drop. Therefore, balancing these elements is at the heart of most transit issues and challenges.

Land Use and Transportation

Development policies that support all types of transportation modes will enable transit to operate more efficiently and effectively. Without the proper incentives and supporting land use densities, a fixed route transit system becomes little more than a social service rather than a significant contributor to the overall mobility of the entire population.

Service Boundaries and Coordination

The urban and rural boundaries in the JOHRTS region dictate the extent of public transportation service boundaries. The urban transportation providers cannot go beyond the urbanized area boundaries. While rural transportation providers can transport riders into the urbanized area, the origin of the trip cannot begin within the urbanized area. This lack of connectivity between the rural and urban systems can be improved through coordination between the different transportation providers and frequent assessment of their service areas. The Regional Public Transportation Coordination Plan, completed in 2011, aims to maximize the overall efficiency of transit service throughout the region.

**Intercity Riders** 

An often-repeated message that was heard throughout this plan's public outreach process was the need for an intercity bus route. The previous 2030 and 2035 MTPs also discussed the implementation of such a service similar to the LINK program. The LINK, a program initiated by SETRPC in August 2001, connected the Beaumont and Port Arthur fixed-route services. The service operated with provider buses and averaged less than 100 rides per month. However, the project was terminated in July 2003 due to low ridership and the unavailability of continued funding. In a recent survey conducted by the SETRPC-MPO, 88% of the survey respondents indicated that they do think that there is a need for an express bus service that would carry individuals to/from major employers, institutions of higher learning, and other popular locations. The MPO and its regional transportation planning partners will continue to monitor the need for such service.

# Growing Elderly Population

As the baby-boomer population ages, society will need to seriously consider additional transportation options for those individuals who may not be able to operate their own vehicle. Public transit and special mobility services, such as demand-response paratransit services, will enable a growing elderly population to continue to engage in the community and receive needed medical and support services. However, the cost borne by the public for increasing specialized transportation services can be extensive. Therefore, it will become vital to coordinate services and funding through a collaboration of many providers, such as medical, social, human services, and faith-based groups. Recognizing the importance of the transportation of our nation's elderly and disabled population, the Federal Transit Administration (FTA) provided formulabased funding (49 U.S.C. 5310) to states to assist private non-profit organizations in meeting the transportation needs of our senior and physically disabled citizens. SETT utilizes Section 5310 funds to provide demand response service in portions of the JOHRTS region.

# Captive and Choice Riders

Users of public transportation services can be divided into two general types of riders: captive riders and choice riders. Captive riders usually have no other choice but to use public transit and consist of people without access to their own vehicle, persons with disabilities, and individuals who are otherwise unable to transport themselves. In contrast, choice riders have other means of transportation at their disposal. They may use transit for a variety of reasons, including cost savings, convenience, or environmental cognizance. Attracting additional choice riders is a challenge where roadway congestion or parking prices are not a significant problem or where a stigma or negative perception of transit is attached to using the system. In addressing future mobility issues, transit must offer a competitive alternative to the personal automobile.

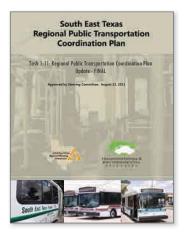




## 6.6 Proposed Strategies

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 JOHRTS 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.





### **REGIONAL PUBLIC TRANSPORTATION COORDINATION PLAN**

Transit service providers within the JOHRTS 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 responds to the requirements laid out in MAP-21 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 general 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.

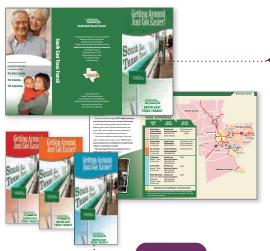
A steering committee provides guidance to the SETRPC on the planning process, oversees transportation coordination planning activities, provides input for each member's respective agency/organization, and serves as an advocate for the Regional Public Transportation Coordination planning process. The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



### **EXPRESS BUS SERVICE SURVEY**

In fulfillment of the RPTCP, the SETRPC conducted a survey to assess the need and desire for an express bus service in the southeast Texas region. An express bus service provides direct connections to limited destinations with quicker travel times than traditional fixed-route bus services. It not only serves as an alternative to commuting by private car to alleviate congestion, it also improves the employment and educational opportunities for community residents. Express bus lines have fewer stops than regular bus lines and the stops are located at greater distances apart in order to reduce the running time.

The SETRPC-MPO analyzed the survey to gauge the level of interest in express bus service within the region, as well as to understand the need for such a service among the region's residents. An overwhelming number of respondents (88%) believe there is a need for an express bus service in the region. Additionally, 77% of respondents believed that public funding should be spent on express bus service. The survey data showed that a significant portion of the respondents have had difficulty accessing employment (49%) and educational opportunities (33%), and that express bus service would make them more likely to access employment and/or educational opportunities (65%). The SETRPC-MPO will continue to examine the need for an express bus service in southeast Texas.



### **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 JOHRTS 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.

**SETRPC** has developed a series of colorful and informative brochures that describe the different types of services offered by South East Texas Transit.





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.

### 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.

### **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.

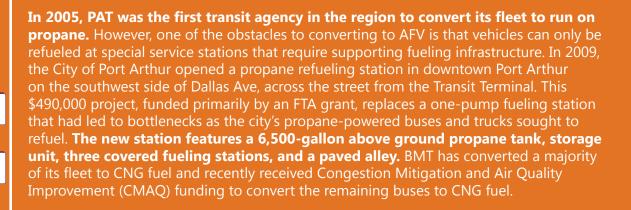
### INTELLIGENT TRANSPORTATION SYSTEMS (ITS) FOR TRANSIT



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.

### **ALTERNATE FUEL VEHICLES**

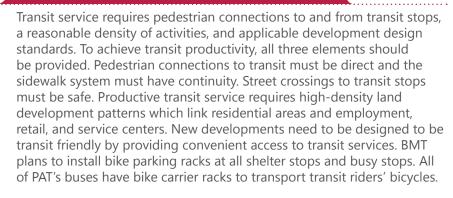
By converting transit vehicles to run on alternate fuel, numerous benefits can be realized. Alternate Fuel Vehicles (AFVs) produce lower emissions and fewer toxic contaminants than gasoline and diesel vehicles. Alternate fuels like propane cost significantly less than gasoline or diesel, which helps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



### **DESIGNING ROADWAY IMPROVEMENTS**

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 safely and efficiently conduct their travel. 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.

#### LAND USE AND DEVELOPMENT STANDARDS



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.



## **6.7** Transit Projects

Based upon current funding projections, fixed route transit service is generally expected to remain at current levels. Over time, the MPO and different transit providers will monitor the changing transit needs of the region and pursue service expansions when economically



feasible. Particular attention will be given to connecting Beaumont and Port Arthur, connecting workers to employment centers, and promoting transit-oriented development.



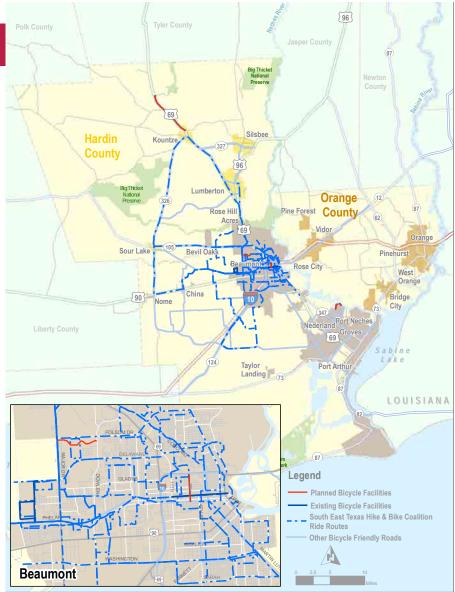
There is a renewed interest in developing underutilized transportation modes that can contribute to more effective and efficient multimodal transportation networks. Consequently, states and local communities are implementing bicycle and pedestrian programs to encourage these alternative transportation modes. Walking and bicycling are valuable modes of transportation that are low cost and environmentally friendly. These activities provide relaxation, recreation, exercise, and the opportunity to enjoy nature, and also serve as an alternative, affordable means of transportation for travel to school, work, and other destinations. For some portions of the population, these alternative modes of transportation are their only means. The SETRPC-MPO is committed to identifying and promoting the regional non-motorized transportation system.



## 7.1 Existing System

The JOHRTS region covers a large land area, one in which cars are the primary mode of transportation. As such, bicycle and pedestrian infrastructure investments have been somewhat limited. However, these modes have recently been given more attention as TxDOT and several cities have committed to constructing new facilities. In general, bicycle facilities include existing off-road trails, existing roadways with special treatment to accommodate bicycles (such as designated lanes or signed routes), as well as roadways that are considered to be "bicycle-friendly" by local cycling interest groups, but have not yet been physically marked as an officially designated bicycle route.

**Figure 7.1:** Bicycle and Pedestrian Network





### 7.1.1 Bicycle and Pedestrian Requirements

In Texas, a bicycle is legally recognized as a vehicle, with all the rights and responsibilities for roadway use that are also provided to motor vehicles. Cyclists can legally ride on any roadway in the region, except controlled access highways such as the I-10 and US 69 main lanes. In order to make bicycling and walking more tenable options, the basic needs of pedestrians and bicyclists must be taken into consideration. Environments that are more encouraging to walking are those that include mixed and dense land uses and offer pedestrian-oriented activities. Pedestrian facilities must be safe and ADA-compliant for individuals with disabilities. A quality pedestrian environment should provide direct paths, be continuous and secure, have safe crossings, provide visual interest, and offer amenities.

The location of pedestrian facilities is very important. Construction of new pedestrian facilities should focus on short walking trips and should be strategically placed along routes that link the community with nearby schools, parks, commercial centers, and other pedestrian networks. Streets that provide visible interest and amenities such as street furniture and trees encourage more people to walk. Also, a sense of safety and security is achieved through features such as street lighting, pedestrian signs, and other visibility-related design features.

Bicyclists' needs are closely related to those of pedestrians. Bicycle facilities must be able to accommodate the needs of all levels of users, ranging from advanced riders to young children. The bicycle and pedestrian system can be comprised of both on-street and off-street facilities.



On-street facilities include bicycle routes that share the roadway as is, designated with signs to make both cyclists and motorists aware of potential bicycle use on the roadway. These facilities can be wide curbside lanes that have autos and bicyclists sharing a lane or they can include a dedicated striped bicycle lane.

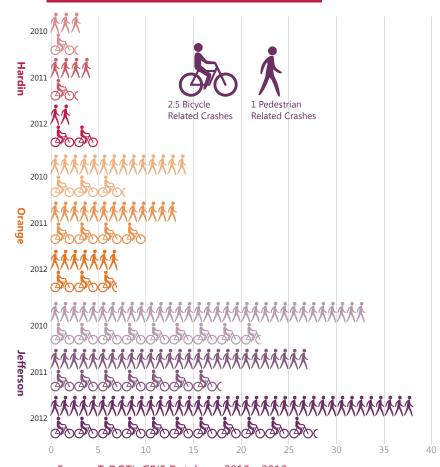


Off-street facilities are pathways, separated from the roadway within the street right-of-way or on a separate right-of-way. They are generally for combined bicycle and pedestrian use. These types of facilities are commonly called "hike and bike trails" or "multi-use trails" when on separate rights-of-way, or may be called "side paths" when adjacent to a roadway.

## 7.1.2 Bicycle and Pedestrian Crashes

It can be dangerous for bicyclists and pedestrians to use the car-dominant transportation system when roadway designs do not adequately consider these modes. Even in locations where a sidewalk or space on the roadway for a bicyclist exists, certain conditions can make public infrastructure basically unusable. Lack of pedestrian crossing indicators or lack of traffic control at free right turns can expose a pedestrian to danger, particularly if that person has no safer alternative to crossing at that location. Long distances between traffic signals can force pedestrians to make unprotected midblock crossings. Short crossing times, lack of sidewalks, and other hazards are common occurrences throughout the region. Out of 21,189 total accidents occurring in the JOHRTS region between 2010 and 2012, 141 involved pedestrians and 104 involved bicyclists, 30 of which were fatal. Compared to the time period from 2007 to 2009, there is a reduction in the numbers of crashes in all these categories.





Source: TxDOT's CRIS Database, 2010 - 2012

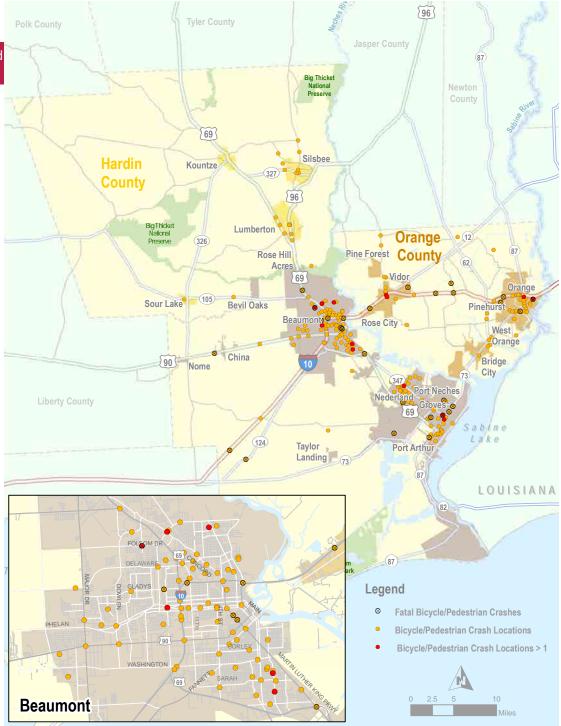
TxDOT develops and implements an annual Highway Safety Performance Plan (HSPP) under the provisions of the 1966 National Highway Safety Act and the Texas Traffic Safety Act of 1967. The purpose of the plan is to reduce crashes and associated deaths, injuries, and property damage, and it includes goals, objectives, and performance measures specific to bicycle and pedestrian safety. Some strategies outlined in the FY 2013 plan to enhance bicycle and pedestrian safety are:

- Increase public information and education on motorists' responsibilities pertaining to pedestrian and bicyclist safety
- Increase public information and education efforts on pedestrian and bicyclist safety
- Improve "walkability" and "bikeability" of roads and streets
- Improve data collection on pedestrian injuries and fatalities
- Improve identification of problem areas for pedestrians



The only intersection that experienced three bicycle/pedestrian related crashes from 2010 to 2012 is the intersection of Concord Road and East Lucas Drive in Beaumont.

**Figure 7.3:** Bicycle and Pedestrian Crashes



**JOHRTS** 

# 7.2 Regional Interest

Although congestion and air quality issues in the JOHRTS area contribute to increased public interest for promoting alternative transportation modes such as bicycling, limited funding and dependency on cars are barriers that hinder efforts for developing and implementing bicycle and pedestrian programs. According to the 2008-2012 American Community Survey, 2% of the commuters in the region indicated that they either walk or bicycle to work.



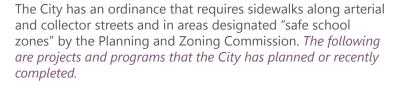
#### **SOUTH EAST TEXAS HIKE & BIKE COALITION**

The South East Texas Hike & Bike Coalition (SETHBC) was organized for the purpose of supporting the creation of recreational and alternative transportation trails throughout Jefferson, Orange, and Hardin Counties. The Coalition works with and encourages local and county governments to designate shared roads and to create dedicated paths that will appeal to users of bicycles and other alternative forms of transportation.

#### **TxDOT**

The Texas Department of Transportation has spent nearly \$2.5 million in the past ten years constructing hike and bike trails within the three-county region. Currently, the state is constructing a 7-mile long trail along US 69 from the Big Thicket information center to Villa Road in the City of Kountze.

#### **CITY OF BEAUMONT**



- Hike and Bike trail from Dowlen to Major
- Walking trail in Babe Zaharias Park
- Walking trails near the new Event Centre located in downtown Beaumont
- School sidewalk program that identifies safe routes to schools and installs sidewalks
- Addition of bike path and sidewalks on 7th Street in Old Town



Future planned, but as of yet unfunded, projects include developing bicycle routes along the following roadways:

- Washington Boulevard (from Major Drive to Langham Road)
- Magnolia Street (from Calder Avenue to Jefferson Street)
- Dowlen Road

#### **CITY OF PORT ARTHUR**

The City ordinance states that sidewalks should be located along all major thoroughfares as outlined in its comprehensive plan.



#### **CITY OF ORANGE**

The City of Orange also has sidewalk provisions stated in its subdivision regulations that require sidewalks on both sides of the street in new areas.

#### **CITY OF KOUNTZE**

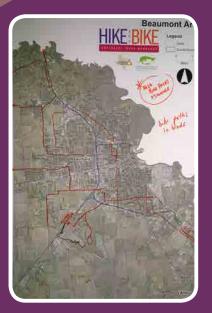
The City is very interested in pursuing the creation of more hike and bike trails as a gateway to Big Thicket National Preserve, which attracts 100,000 people annually. The City views these trails as a regional economic development tool.

The hike and bike trail along US 69 from the Big Thicket Visitor Center to City of Kountze is currently under construction.

#### **PORT NECHES**

The City has sidewalk provisions within its subdivision regulations and is exploring the possibility of adding bicycle routes along several of its roadways, including: Magnolia Avenue (FM 366), Texas Avenue, Doornbos Street, Park Street, FM 136, West Drive, and Lee Avenue.

The City recently completed a CMAQ project to improve sidewalks around elementary and middle schools and will implement an enhancement grant from TxDOT for sidewalks in the downtown area during 2015. The City currently spends \$10,000 to \$20,000 annually for the maintenance and preservation of sidewalks and ADA ramps.



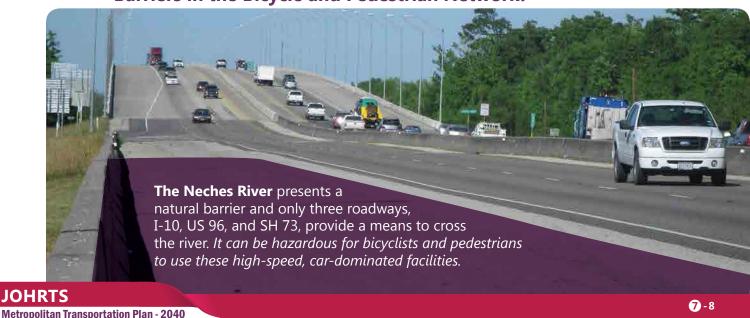
During the course of developing this MTP, a significant amount of interest was expressed in providing more bicycle and pedestrian accommodations in the region.

- Connect Beaumont downtown to Lamar University
- Explore the roadway diet and lane diet options to incorporate bicycle lanes onto existing roads
- Incorporate sidewalks on all streets
- Explore possibilities of adding bicycle lanes along Old Beaumont Road / Sour Lake road
- Provide signage for bicycle paths
- Develop a regional Bicycle and Pedestrian Master Plan

Taking these visions and needs into account, the MPO will continue to promote and enhance bicycling and walking as feasible transportation alternatives and recreational options. Based upon community input and an evaluation of the existing pedestrian and bicycle infrastructure, the MPO will pursue projects that are focused on providing both local access and regional connectivity, as well as enhancing downtown streetscapes that add quality and interest to the pedestrian and bicycling environment.



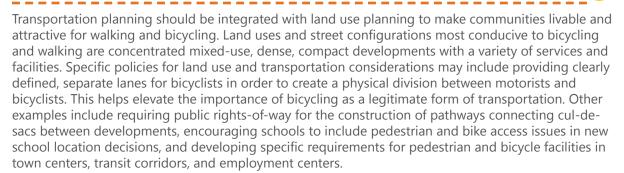
# **Barriers in the Bicycle and Pedestrian Network:**



# 7.3 Recommended Strategies

Several best practices exist for the proper planning of bicycle and pedestrian facilities. These strategies can help advance bicycle and pedestrian transportation in the JOHRTS region.

## Land Use and Transportation





Governmental entities should develop standards, policies, and guidelines in order to support a safe, walkable, and bicycle-friendly environment. The cities of Beaumont, Port Arthur, and Orange have already created such ordinances. The MPO recommends that other communities in the region consider adopting similar ordinances and policies to encourage the use of non-motorized transportation.



In an effort to revitalize its downtown, to enhance quality of life, and to support alternate modes of travel, the City of Beaumont is creating more mixed use areas, enhanced landscapes, and more walkable environments in which to "Live, Work, and Play".



Complete Streets are streets for everyone. They are designed and operated to enable safe access for all users. Pedestrians, bicyclists, transit riders, and motorists of all ages and abilities must be able to safely move along and across a Complete Street. Complete Streets make it easy to cross the street, walk to shops, and bicycle to work. They allow buses to run on time and make it safe for people to walk to and from train stations.

There is no "one solution fits for all" in developing Complete Streets. Each solution should be unique and designed within the community's context and developed according to the tenants of Context Sensitive Solutions, a collaborative, interdisciplinary approach that involves all stakeholders in providing a transportation facility that fits its setting. A Complete Street may include: sidewalks, bike lanes (or wide paved shoulders), special bus lanes, comfortable and accessible public transportation stops, frequent and safe crossing opportunities, median islands, accessible pedestrian signals, curb extensions, narrower travel lanes, roundabouts, and more. Complete Streets could be developed for rural areas as well by designing such roadways in a manner that balances both safety and convenience for everyone using the road.

## An ideal Complete Streets policy:

- Includes a vision for how and why the community wants to complete its streets.
- Specifies that 'all users' includes pedestrians, bicyclists, and transit passengers of all ages and abilities, as well as trucks, buses, and automobiles.
- Encourages street connectivity and aims to create a comprehensive, integrated, connected network for all modes.
- Is adoptable by all agencies to cover all roads.
- Applies to both new and retrofit projects, including design, planning, maintenance, and operations, for the entire rightof-way.
- Makes any exceptions specific and sets a clear procedure that requires high-level approval of exceptions.
- Directs the use of the latest and best design criteria and guidelines while recognizing the need for flexibility in balancing user needs.
- Directs that complete streets solutions will complement the context of the community.
- Establishes performance standards with measurable outcomes.
- Includes specific next steps for implementation of the policy.

Source: National Complete Streets Coalition, 2013



# Connectivity and Accessibility

Gaps in the pedestrian and bicycle network, similar to the one pictured to the right along MLK Parkway, can serve to discourage bicycling and walking, leaving much of the benefit and use of the existing system unrealized. Bicycle and pedestrian activity can be enhanced by filling in existing gaps and connecting key origins and destinations, such as elementary and middle schools, transit stops, grocery stores, government offices, medical complexes, parks and other recreational facilities, and employment centers.

One specific example of a lack of bicycle connectivity can be found on the campus of Lamar University. While two pedestrian overpass bridges exist over MLK Parkway, there is no other safe path for bicycle riders to cross the busy road. Improvements such as retrofitting Virginia Avenue to include bicycle lanes can help connect the east and west sides of campus.



Bicycle parking should be provided at all public buildings and should be encouraged at privately owned facilities that are potential bicyclist destinations. Neighborhood connections by neighborhood bicycle routes can best be accomplished using local and collector streets, and by installing trail connectors and traffic control devices at strategic crossings of major arterial streets that bisect neighborhoods. The MPO will continue work with its planning partners to enhance connectivity and accessibility of the non-motorized transportation system.







#### Link to Transit

Almost all transit riders have to walk a short distance to start or complete their trip. Pedestrian and transit modes work together to move people throughout urban areas, so efforts to increase linkages between them should be pursued. Special efforts should be made to ensure that sidewalks connect to transit stops whenever possible. The ability to link bicycle trips with bus trips provides significant expansion of the service area for bus routes and increases the utility of bicycles as a travel mode.



If public transit is to serve as a viable transportation option, it is important to ensure that transit facilities are pedestrian friendly, can accommodate bicyclists, and are accessible from adjacent neighborhoods. Currently, BMT plans to install bicycle parking racks at shelter stops and busy stops to promote bicycle access. PAT's buses have bicycle carrier racks on the buses. These measures enable cyclists to fulfill trips using a combination of bus and bicycle transit modes.

#### Coordination



Coordinating bicycle and pedestrian planning among entities in the JOHRTS region, including counties, cities, school districts, Lamar University and other educational institutions, is essential to ensure a well-connected and high-quality bicycle and pedestrian network. Different entities have different jurisdictional authority throughout the region, and a coordinated approach is necessary for improving bicycle and pedestrian infrastructure. Bicycle and pedestrian coordinators employed by local governments or at the regional level can play vital roles in coordinating bicycle and pedestrian issues and projects.



#### Rail-Trails

<del>------</del>|‡|

Rail-trails are multi-purpose public paths created from former railroad corridors and are ideal for many activities—such as bicycling, walking, inline skating, and horseback riding. According to a report published by the National Conference of State Legislatures, since the 1960s, more than 15,000 miles of rail-trails have been created nationwide. These rail-to-trail conversions can also stimulate local economies in suburban and rural communities by increasing tourism and generating local business. Many rail-trails are established using a federal "railbanking" law that allows a railroad to "bank" a corridor for future rail use, if necessary, but allows it to be used as a trail in the interim.

Abandoned rail corridors that could be candidates for rails-to-trails conversion exist in central Hardin County, downtown Port Arthur, and along SH 124 south of FM 365 in western Jefferson County. The MPO will explore the possibility of converting these abandoned rail lines into rail-trails.



### Safe Routes to School

Schools can be considerable sources of traffic and congestion, particularly when large numbers of parents drive their children to school. Therefore, cities should work with school districts to ensure that improvements near schools are designed to minimize conflicts between pedestrians, bicyclists, and motorists by directing students along safer routes. Further, school districts should be encouraged to consult with local governments about transportation circulation and to ensure safe and appropriate pedestrian and bicycle access. Safe Routes to School (SRTS) is a federal program that

was implemented through SAFETEA-LU to encourage bicycle and pedestrian safety. Unlike the previous legislation, MAP-21 does not provide funding specifically for SRTS. Instead, SRTS activities will be eligible to compete for funding alongside other programs, including the Transportation Enhancements program and Recreational Trails program, as part of a new program called Transportation Alternatives. The MPO will work with local cities and ISDs to pursue the development of Safe Routes to School projects for schools and surrounding neighborhoods that are in need of bicycle and pedestrian infrastructure.





#### Preservation and Maintenance

Like any asset, bicycle and pedestrian facilities need to be maintained in a state of good repair. Continued maintenance efforts are needed to ensure that the use of pedestrian and bicycle facilities is maximized. Street and path surfaces should be kept in smooth condition and free of debris. TxDOT and local municipalities allocate funds towards routine maintenance of bicycle and pedestrian facilities.

## Public Awareness and Safety



Educating motorists, bicyclists and pedestrians about their rights and responsibilities when using the public roadway system can effectively encourage bicycling and walking and promote safe coexistence among all roadway users. Youth can especially benefit from bicycling and safety education since they are likely to walk or bike to school or other destinations. Further, public awareness programs can educate motorists about the importance of sharing the roadway with nonvehicular traffic. The SETHBC conducts a variety of safe cycling events throughout the region, including a Bicycle Safety Rodeo and presentations in local elementary schools.



## Marketing

Various marketing campaigns that get people thinking about bicycling and walking can convey reasons to bicycle or walk, and can include safety reminders for drivers, cyclists, and pedestrians. A coordinated approach to public information and awareness programs that promote bicycling and walking yields the best results. Such an approach may include events like bicycle- or walk-to-work days to encourage bicycling or walking trips, which may lead to more frequent use of these modes.



From fund-raising walks and runs to higher-end races and tours through the Big Thicket National Preserve, local events are held to promote pedestrian and bicycling activities in the region. An excellent example of this is the SETHBC's efforts in organizing regular short- and long-distance rides.

Materials such as route maps and websites can be created to promote bicycling and walking and inform people about bicycle-compatible roads, pedestrian-friendly areas, and other bicycle and pedestrian amenities. The SETHBC has created a website, www.funtrails.org, to distribute information on regional bicycling activities.

# Funding

Funding for proposed bicycle and pedestrian facilities is often the last hurdle to implementation. Federal, state, and local funds are available that are dedicated for improving the non-motorized transportation system.

The major funding programs are

#### NATIONAL HIGHWAY SYSTEM (NHS) FUNDS:

These funds may be obligated for the construction of bicycle facilities on land adjacent to any highway on the NHS, other than the Interstate system, and are made available at the discretion of the state.

#### SURFACE TRANSPORTATION PROGRAM (STP) FUNDS:

These funds encompass a much broader range of funds for transportation projects that can be used for bicycle facilities. Specific bicycle projects sponsored by Transportation Enhancement Activities (TEAs) include construction of bicycle facilities and the conversion of abandoned railway corridors to bicycle trails.

#### CONGESTION MITIGATION AND AIR QUALITY IMPROVEMENT (CMAQ) PROGRAM FUNDS:

These 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. Eligible projects must contribute either directly or indirectly towards the attainment of required standards. Bicycle projects eligible for CMAQ funds include bikeway construction projects, public education programs, and bicycle safety initiatives.

#### • THE NATIONAL RECREATIONAL TRAILS FUND:

This fund may be used for a variety of recreational trail programs to benefit bicyclists, pedestrians, and other non-motorized and motorized users. In Texas, this category of funding is administered by the Texas Parks and Wildlife Department.

#### • THE NATIONAL SCENIC BYWAYS PROGRAM:

This program provides for the designation by the Secretary of Transportation of roads that have outstanding scenic, historic, cultural, natural, recreational, and archaeological qualities as All-American Roads or National Scenic Byways.

#### • THE SECTION 402 HIGHWAY SAFETY GRANT PROGRAM:

This safety program considers bicycle safety programs a priority and expedites application and funding processes for these and other priority projects.

#### • FEDERAL TRANSPORTATION ALTERNATIVES PROGRAM (TAP):

Funding under this initiative may be used for planning and construction of any pedestrian and bicycle facilities.

#### STATE BRIDGE PROGRAM:

Funds used to maintain and rehabilitate bridges in the State can also support the accommodation of bicycle facilities on bridges if such improvements can be provided at a reasonable cost as part of a highway bridge deck replacement or rehabilitation.

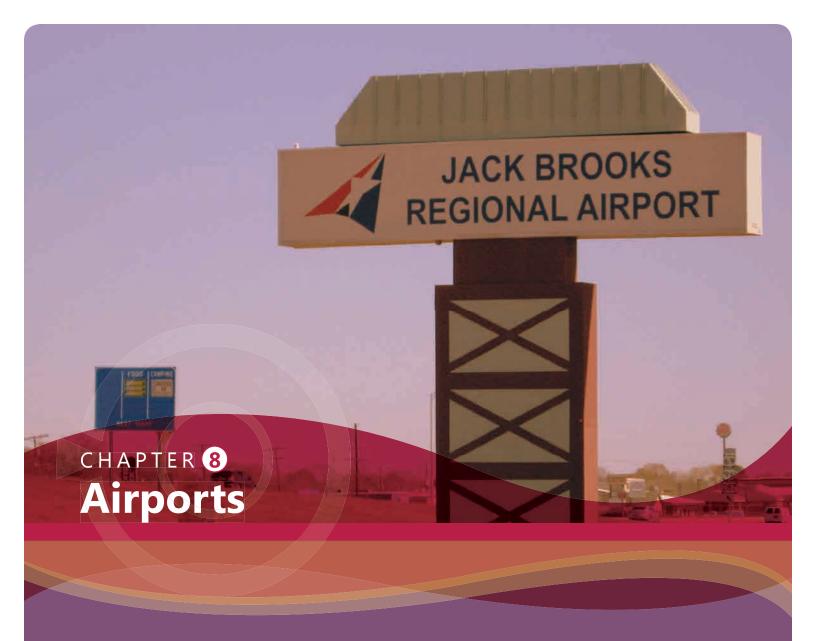
#### O LOCAL FUNDING SOURCES:

Depending on the level of commitment, there are various local options available to support the development of bicycle and pedestrian facilities. One such strategy is to require developers to incorporate bicycle and pedestrian facilities as part of their proposed development or contribute to local bicycle and pedestrian projects as a condition for project development.



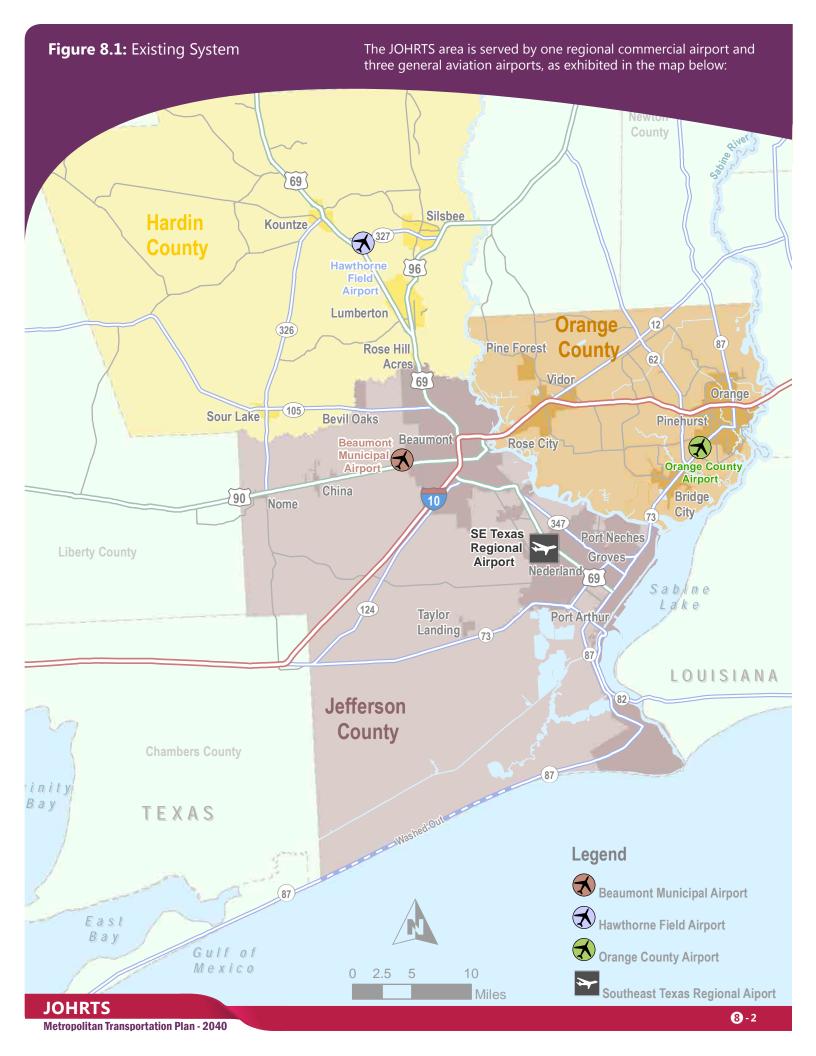
The MPO will continue to pursue the variety of funding sources available for trail development. In the JOHRTS region, the SETHBC has a rich history of participating in charitable fund raisers like the Big Thicket Bike tour. Similar events could be organized to help raise funds for the construction of bicycle accommodation projects. This type of event could also be used to raise public awareness of the importance of bicycling in the community.





Airports constitute an important element of the regional intermodal transportation system. Air transportation provides a global reach for the fast movement 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. This section discusses existing conditions of the region's airports, issues of concerns and needs, and strategies to improve these needs, so that the JOHRTS area may fully benefit from airport services.







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 for the JOHRTS area. JBRA is the only airport in the region that provides passenger transport.

CHARACTERISTICS

**Table 8.1:** Existing conditions of Jack Brooks Regional Airport

CHARACTERISTICS	JACK BROOKS REGIONAL AIRPORT		
Location ID	> BPT		
Year Established	<b>&gt;</b> 1944		
Type of Airport	> Nonhub Primary		
Land Area	> 1799 acres		
Ownership	> Jefferson County		
Facility Use	> Open to the Public		
Opening Hours	> Sunday through Friday: 4am - 11pm > Saturday: 4am - 10pm		
Distance from Beaumont Central Business District	> 9 miles		
Roadway Access	> Direct Access to US Highway 69/96/287 from Jerry Ware Drive		
Commercial Airline	> American Airlines		
Daily Operations	> 3 Flights to and from Dallas		
FACILITY INFORMATION			
Terminals	> 1 Commercial Terminal - 45,000 square feet > 1 General Aviation Terminal - 20,000 square feet		
Aircraft Hangars	> 5 total		
Runways	> 2 total		
Taxiways	> 8 total		
Parking Lots	<ul> <li>3 lots; 1,250 available parking spaces for both terminals and the general aviation area</li> </ul>		
OTHER INFORMATION			
Air Traffic Control Tower (FAA operated)	> Flight Instruction, Aircraft Rental		
Aircraft Rescue and Fire Fighting (Index A)	> Fueling: 100LL, Jet-A		
Customs Landing Rights	> Hangars and Tiedowns		
Foreign Trade Zone	> Car Rental Agencies Onsite > 85+ Acres Available for Development		

JACK BROOKS REGIONAL AIRPORT





In February 2013, American Eagle began operating three flights daily to Dallas.

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 an airplane 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, with declining enplanements and operations during the last decade.

Historical Enplanements and Operations

140,000

100,000

Enplanement

80,000

Operation

20,000

1992 1993 1994 1995 1996 1997 1998 1999 2000 2001 2002 2003 2004 2005 2006 2007 2008 2009 2010 2011 2012

**Figure 8.2:** Jack Brooks Regional Airport Historical Enplanements and Operations

Source: FAA Terminal Area Forecast



The JOHRTS region has three general aviation airports, which do not offer passenger operations.



**The 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.



**The 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 Hardin County, the airport is located between Kountze and Silsbee at the junction of SH 327 and US 69/287.

 Table 8.2: Airport Characteristic





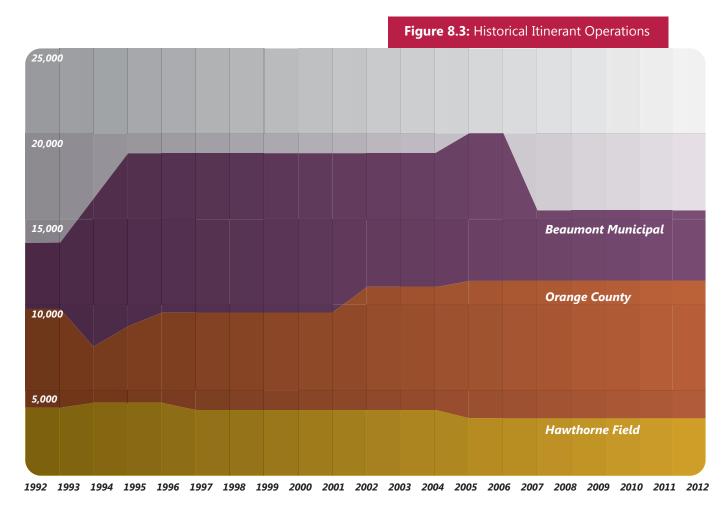


		Table 6.2. All port Characteristics		
CHARACTERISTICS	BEAUMONT MUNICIPAL AIRPORT	ORANGE COUNTY AIRPORT	HAWTHORNE FIELD	
Location ID	> BMT	> ORG	> 45R	
Year Established	> 1937		> 1966	
Land Area (Acres)	> 276	<b>&gt;</b> 820	> 167	
Ownership	> City of Beaumont	> Orange County	> Hardin County	
Opening Hours	> 8:00am to Sunset Daily	> 7:00am to Sunset Daily	> 8:30am to 5:30pm Daily	
Distance from Central Business District	> 6 Miles W of Beaumont	> 3 Miles SW of Orange	> 3 Miles SE of Kountze	
Roadway Access	> Located on Keith Road, between Phelan Blvd. to the North and US 90 to the South	> Gravel Roads Provide Access to SH87	> Located at SH 327 and US 69/287; Main Access Road Connects the Airfield to SH 327	
Terminals	> 1 General Aviation Terminal	> None, 1 Administration Building	> 1 General Aviation Terminal	
Aircraft Hangers	> 2 Larger Hangers > 3 Nest-T Hangers	> 4 Total	<ul><li>1 Public and 8 Privately Owned Hangers</li><li>10 T-Hangers</li></ul>	
Runways	> 2		>1	
Taxiways	> 1 Major Taxiway	> 6 Total, 2 have Pavements		
Parking Lots	> 20 Parking Spaces	> Grass Lot with 15 Parking Spaces	<ul> <li>Airfield Provides 3.2 Acres of Parking for the Terminal and Hanger Areas</li> </ul>	
	> Fueling: 100 LL, JET-A > 24 Hour Self-Service	> Fueling: 100 LL, JET-A	> Fueling: 100 LL, JET-A; > 24 Hour Self-Service	
Other Information	> Hangers and Tiedowns		> Hangers and Tiedowns	
	> Flight Instruction			

Source: Federal Aviation Administration (FAA)



Operations at these three airports have remained relatively stable over the last two decades.



Source: FAA Terminal Area Forecast

# 8.3 Proposed Strategies

Continued investment in JOHRTS 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 JOHRTS 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.



#### **ACCESSIBILITY**

Without safe and efficient ground access to regional airports, the JOHRTS area will not be able to take full advantage of available airport services. JOHRTS area airports may also grow attractive to the region's air cargo carriers, as the cost and time associated with nearby major airports, such as George Bush Intercontinental and Houston Hobby, 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.



#### **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 JOHRTS area's airports will continue to follow the rules, regulations, and safety measures set forth by the FAA.

#### **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.

# FAA approved the **Passenger Facility Charge** fee for the **eight** "Impose and Use" projects listed here:

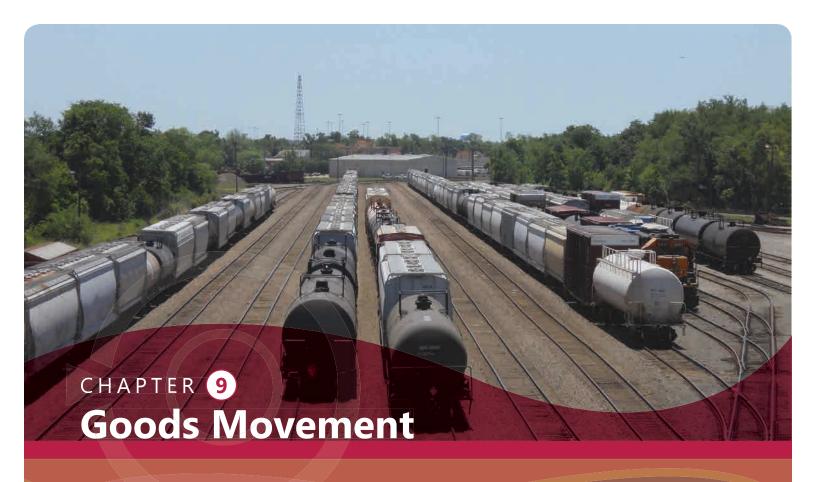
- Three planning studies
  - 1. An Access Road Study
  - 2. Wildlife Hazard Assessment Study
  - 3. Airfield Approach/Geometry Study
- North Apron Rehabilitation-Phase I and Phase II
- Airfield Sweeper Truck Purchase (to remove debris and collect Foreign Object Debris (FOD) from the runway per FAA Part 139 requirements)
- West Ditch Drainage Improvements to improve airfield drainage
- Airfield Pavement Marking
- AOA Security Improvements, including Four Airport Operations Area (AOA) gates

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 JOHRTS region, JBRA and the other general aviation airports will continue to follow the system preservation and maintenance procedures set forth by the FAA.



#### 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.



# 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, especially as transportation system efficiencies improve. Improvements in the 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.

The purpose of this chapter is to identify and assess trends in freight transportation and how they may impact the region in the future. Within the context of determining the needs and opportunities for freight transportation in the three-county region, this chapter presents a profile of the regional freight transportation infrastructure, as well as historically observed and projected trends in goods movement. This assessment can be used to formulate a vision for the future of the regional freight transportation system.



# 9.1 Freight Infrastructure

The three-county region has a robust freight transportation system that includes highways, railroads, waterways, airports, and pipelines. Increasing the effective utilization of every component in the system will increase the region's economic competitiveness.

# 9.1.1 Truck Network

While all modes play a key role in moving freight to, from, and through the region, the local flow of goods and services is dominated by the trucking sector. The regional truck network is comprised of one interstate and several state highways, a number of arterials and collectors, and local roads that provide the last mile access to major freight generators. The region also has major truck service facilities along I-10: one at Walden Road in Beaumont and two facilities at SH 62 west of Orange.



The regional truck network provides a vital link between nodes of goods production, consumption, interchange, and re-handling such as ports, intermodal facilities, truck/pipeline terminals, industrial parks, warehouse and distribution centers, and manufacturing facilities.

I-10 is one of the major truck routes on the National Highway System (NHS). Some sections of the interstate within the three-county region carry upwards of 12,000 trucks per day, where every fourth vehicle is a truck. According to the Federal Highway Administration's Freight Analysis Framework 3 (FAF3), daily truck volumes in the region are expected to double by year 2040. This growth in commercial vehicle traffic poses special challenges for the region and requires the identification of strategies and investments to enhance the mobility provided by the regional truck network.



# 9.1.2 Railroad Infrastructure and Operators

Railroads are a "mode apart" in America's transportation system, as rail is the only mode that relies almost solely on private funding for both operations and infrastructure.



**The Surface Transportation Board** categorizes all railroads into one of three classes based upon the annual operating revenue. **Class I Railroads** have the highest threshold which is currently set at **\$433.2m** or more. Currently, there are only eight Class I railroads in the United States. **Class II Railroads** have **less than \$433.2m** in annual operating revenues, but more than the maximum amount for **Class III Railroads** which is currently set at around **\$34.7m**.



#### **CLASS I**

Three Class I freight railroads, Burlington Northern Santa Fe Railway (BNSF), the Kansas City Southern Railway (KCS), and the Union Pacific Railroad (UP)

#### **CLASS II**

No Class II or regional railroad

#### **CLASS III**

One Class III or "short line railroad," the Sabine River & Northern (SRN) railroad provides connecting service between local shippers and the national Class I railroad system

These lines range from high-frequency, heavy-tonnage main lines to barely-serviced short line operations. Railway operations play a major role in the economy of southeast Texas, especially in the small community of Silsbee, where railroads are one of the major local employers. The reliance on railroads for goods transport to and from the major ports in the area makes an efficient and effective rail freight system invaluable to the continued economic vitality of the region.

# **Railroad Lines Operating in the Region**

#### THE BURLINGTON NORTHERN SANTA FE (BNSF)



railroad travels through the three-county region in both north-south and east-west directions. BNSF rail yards are located in Silsbee and Beaumont and have capacities of 1,200 and 600 railcars, respectively.

#### **● THE KANSAS CITY SOUTHERN (KCS) RAILROAD**



travels from the northeast portion of Orange County to Beaumont where it turns southeast to Port Arthur. The KCS line provides rail access to the Port of Port Arthur and the communities between Beaumont and Port Arthur. The major KCS rail yards are located in Port Arthur and Beaumont and have capacities of 1,790 and 420 railcars, respectively.

#### THE UNION PACIFIC (UP) RAILROAD



travels in an east-west direction from the Louisiana border, through Orange County to Beaumont where it runs parallel to US 90 and splits into two separate railroads through western Jefferson County. UP has another railroad along West Port Arthur Road (Spur 93) that provides access from Beaumont to the refineries and port facilities in the Port Arthur area. Other UP rail lines extend from with City of Orange north through Orange County. UP has three major rail yards in the region: the Beaumont yard with a capacity of 1,700 cars, the Guffie yard between Beaumont and Port Arthur with a capacity of 200 cars, and the yard near Sour Lake with a capacity of 550 cars.

#### THE SABINE RIVER & NORTHERN (SRN) RAILROAD

is the smallest railway company operating in the area. It operates one rail line that runs from the City of Orange to the Inland Paper Company plant in northeast Orange County, and then travels west to Mauriceville to connect with the north branch of the UP rail line. SRN operates a small rail yard near the Inland Paper Company plant.

# 9.1.3 Ports and Waterways

The region has a comprehensive system of ports and waterways. Port facilities include the Port of Beaumont, Port of Port Arthur, Port of Orange, and the Sabine Pass Port. Vessel access to these ports is provided by the Sabine River, Neches River, Sabine Lake (also known as the Sabine-Neches Waterway), and Gulf Intracoastal Waterway.



U.S. inland waterways provide a number of benefits to waterway users and to the general public. A recent study commissioned by the U.S. Department of Transportation Maritime Administration (MARAD)<sup>4</sup> revealed the following:

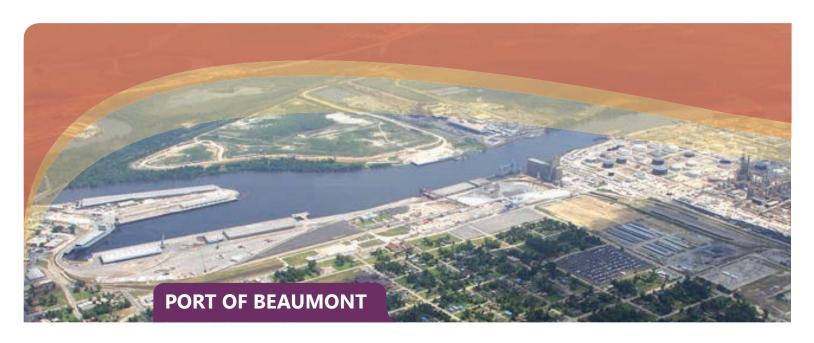
- One dry cargo barge carried the equivalent of 16 rail cars or 70 trucks
- A common 15-barge tow of dry cargo has the equivalent capacity of 216 rail cars and six locomotives, or 1,050 tractor-trailers
- One barge load of gasoline would require 46 rail cars or 144 trucks to move the same amount to market; in regions that are served by waterway transportation, today's gasoline costs might be even higher, if not for the lower-cost waterway alternative

"Not only do waterways and associated ports and terminals have large economic impacts for the nation, they are also a driver for local business activity. Since the very dawn of human civilization, activity has been concentrated in areas with access to transportation infrastructure; areas that can offer competitive transportation facilities and resources have a significant advantage in their future prospects."

From: The Impact of Deepening the Sabine-Neches Waterway on Business Activity in Jefferson County, the Surrounding Region, and Texas; The Perryman Group; September 2010

U.S. waterways have excess capacity for growth in bulk commodities and can absorb cargo that has been moving by truck or rail. U.S. waterways carry the equivalent of 58 million truck trips per year, with plenty of room to spare. Because there are only a few bottlenecks in the system (typically where lock and dam projects are currently scheduled for replacement), the waterways within the three-county region are well-positioned to respond to future demands.

<sup>&</sup>lt;sup>4</sup> Texas Transportation Institute and the National Waterways Foundation for the U.S. Department of Transportation Maritime Administration, A Modal Comparison of Domestic Freight Transportation Effects on the General Public, November 2007.





The Port of Beaumont, located 84 miles east of Houston and 270 miles west of New Orleans, is accessible from the Gulf of Mexico and the Intracoastal Waterway via the 40-foot deep federally maintained Sabine-Neches Ship Channel. The Intracoastal Waterway and Mississippi River connect Beaumont with the inland waterway system serving major cities located along the Mississippi River. Ships and barges have free and easy access to the port via the Sabine-Neches Waterway.

All three major rail carriers, BNSF, UP, and KCS, and five major roadways feed into the Port of Beaumont. BNSF serves the port five days a week while UP serves the port three days a week, and KCS two days a week.



The main entrance gate of the port is located at the intersection of Main and Franklin Streets and is accessible from I-10, US 90, US 69/96/287, SH 347, and Spur 380. In 2009, about 7,000 trucks and 22,000 railcars were serviced at the port, with the highest amount of activity taking place on weekday mornings.

#### The main infrastructure components of the Port of Beaumont include:



- The Main Street wharves (wharves 2 through 7) which offer nearly 3,000 feet of berthing space, 267,000 square feet of covered space, and 121,000 square feet of open storage, as well as rail access along their front aprons
- A bulk terminal with a loading capacity of 10,000 metric tons per day and access to BNSF, UP, and KCS rail carriers
- A grain elevator with a loading capacity of 80,000 bushels per hour and a total capacity of 3.5 million bushels
- The Harbor Island Marine Terminal with nearly 1,900 feet of berthing space and 345,000 square feet of covered and open storage space
- U.S. military office building that houses the U.S. Surface Deployment and Distribution Command's 842nd Transportation Battalion
- A roll on/roll off (RO/RO) ramp with a 40-foot wide roadway
- An open storage area with more than 90 acres on the southern edge of the port
- A 650-foot cargo wharf in Orange County that provides access to approximately 445 acres owned by the port on the east bank of the Sabine-Neches Waterway



In 2012, the U.S. Army Corps of Engineers ranked the Port of Beaumont 5th in the nation by total tonnage. In addition, the Port of Beaumont is considered to be the busiest military port in the country and is the headquarters of the United States Army's 842nd Transportation Battalion, which specializes in port logistical activity. Recently port activity has been significantly impacted by the growth of cargo that consists of items which are too big or too heavy to fit into a container, also known as "project cargo." Wind turbines are a type of project cargo which shows particularly promising growth potential at the Port of Beaumont.

An assessment of the freight mobility and accessibility issues affecting the port's operations indicates the following:

- Rail congestion is a continuous concern at the Port of Beaumont. The port has to carefully coordinate the receipt of rail cars because the rail carriers have a relatively small number of tracks.
- In Jefferson County, rail service reliability is an issue. The three railroads (BNSF, UP and KCS) should provide more frequent service in order to accommodate the many different types of trains and cargoes handled by the port. Also, the communication and coordination of railroad service could be improved.



- The Orange County property's accessibility could be improved. Both short-term projects (such as improving Old US 90) and long-term projects (such as upgrading the I-10 and Old U.S. 90 interchange) would enhance landside access to the wharf.
- On-street parking on Franklin Street, between Orleans and Main Streets, restricts truck mobility. Franklin Street, which is a designated truck route, has four lanes but its capacity is reduced to two lanes because of the permitted on-street parking. Removing the on-street parking at Franklin Street would enhance truck mobility and landside access to the port.

#### Current and recently completed capital investments at the port include the following:

- A \$16 million dollar rail expansion project, which will add car storage and operational tracks. The project will create a rail-car holding yard inside the port's property, demolish several tracks in the area, and close the current car holding area behind city hall. The new yard is designed to store about 400 cars, more than tripling the current 120-car capacity. The new tracks will provide the port with a total of about 130,000 feet of railroad track. The project will allow trains to make a turn into the port from the KCS line instead of putting all the cars on the tracks along the riverfront. As a result, it is expected that the blocking that occurs along Pearl, Neches, and Trinity Streets in downtown should be greatly reduced.
- \$3.0 million project improving the access road connecting the new 600-foot-long wharf in Orange County to I-10.
- An \$11 million project to provide rail access to the port's property in Orange County. Includes the
  installation of new rail access from existing rail lines to serve the Orange County wharf and a spur
  track to serve open storage lots.
- A \$9.1 million project to construct a railroad grade separation on the Orange County property entrance. This will alleviate truck congestion at the port entry.









The Port of Port Arthur is strategically located midway on the barge shipping route of the Intracoastal Waterway that extends from St. Marks, Florida, to Brownsville, Texas. Vessel access is provided along the Sabine-Neches Waterway, 19 miles inland from the Gulf of Mexico, which has a minimum width of 400 feet and a 40-foot depth for navigation of large petro-chemical tankers and cargo ships.

The Port of Port Arthur is directly connected to the Kansas City Southern (KCS) Railroad providing direct intermodal service to and from major North American markets. Through reciprocal switching and trackage rights, the port handles cargo connections to the east with the Norfolk Southern (NS) Railroad and to the west and northwest with the Union Pacific (UP) and Burlington Northern Santa Fe (BNSF) Railroads. The Port of Port Arthur has road access via US 69/287/96, SH 73, SH 82, Procter Street and Houston Avenue. The single entrance gate of the port is located on Lakeshore Drive near Houston Avenue.



#### The main infrastructure components of the Port of Port Arthur are:





- A total of five docks with a total length of approximately 3,100 feet; this includes two berth docks with a length of 1,390 feet and three berth docks with a length of 1,700 feet
- A 100-foot wide front apron
- A roll on/roll off (RO/RO) dock with a roadway 80 feet wide that can handle large pieces of cargo and direct rail transfer
- A shed storage offering over 500,000 square feet of covered space
- Open storage with 17 acres of asphalt surface
- A rail system that includes three wharf tracks with up to 150 car capacity, two shed tracks with up to 80 car capacity, and six track storage yard with up to 140 car capacity



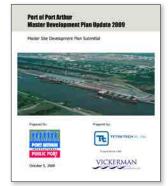
In 2012, the US Army Corps of Engineers ranked the Port of Port Arthur 23th in the nation based on total tonnage.

An assessment of the freight mobility and accessibility issues affecting the port's operations indicates the need for the following:

- More rail tracks to increase holding capacity to 1,200 cars, which would more than triple the current 370-car capacity
- Additional staging areas, which could be accommodated on existing port property
- More rail infrastructure in southeast Hardin County

The master development plan for the Port of Port Arthur was updated in 2009 and identifies the infrastructure investment necessary to enhance operational efficiency and capacity in hopes of making the port more attractive for business growth. The main focus of the master development plan is to provide multimodal capabilities for the 55 acres of waterfront property the Port acquired from KCS railroad in 2009.

Two of the three recommended plan alternatives integrate direct rail, intermodal, truck, and transload services with distribution and warehousing within close proximity of one another. These features create the density needed to build one train, rather than several groups of rail cars. As a result, shippers would benefit from more reliable and consistent service and a reduction in



operational costs. Furthermore, cross-docking can be applied to a number of circumstances. For distribution, cross-docking can be used to consolidate inbound products from different suppliers which can be delivered when the last inbound shipment is received. For transportation, cross-docking involves the consolidation of shipments from several suppliers (often in Less-than-Truckload batches) in order to achieve economies of scale. Economies of scale can be also achieved with the introduction of value-added logistic services.

This plan provides an excellent opportunity to develop comprehensive functions at or in close proximity to the port that not only include pure logistics services, such as transportation and storage, but also specialize in value-added services, such as bonding service, import clearance, inbound transportation, and quality control. Diversified functions could increase the potential customer base and minimize industrial risks due to economic environment changes. Specializing in value-added services could make the region more competitive.



The Port of Orange is located on the western shore of the Sabine River in the southern portion of the City of Orange and within two miles of the Gulf Intracostal Waterway. The port's main gate is located on Alabama Street which is accessible from I-10 and SH 87 via 8th and Border Streets and from FM 1006 via DuPont Drive. The UP railroad provides rail service to the Port, while the 30-foot Sabine River Channel provides access to the Gulf of Mexico.

#### The main infrastructure components of the Port of Orange include:



- Four ship berths
- 354,000 square feet of transit sheds alongside a 2,300 foot by 30 foot concrete dock apron
- A 600 linear foot Transmodal Marine Yard (TMY) with open concrete staging area and dock with heavy lift capabilities



The Port of Orange is a landlord port, which means that all wharves are leased to private terminal operators. Currently, about 1,000 trucks and about 10 trains are serviced at the port each month, although prior to track damage caused by Hurricane Ike, about 35 trains per month were serviced at the port. According to the U.S. Army Corps of Engineers, the port handled nearly 697,000 tons of exclusively domestic cargo in 2011, which mostly included primary manufactured goods (mainly cement and concrete), crude materials (mainly limestone), petroleum and petroleum products (mainly residual fuel oil), and chemicals.

An assessment of the freight mobility and accessibility issues that affect the port's operations indicates the need for the following:



- Reconstruction of the currently out-of-service railroad tracks damaged by Hurricane Ike in September 2008
- Improvement of the last two miles of the port's access road
- Enhancement of intermodal rail service and movement of containerized cargo

#### Recently completed and planned capital investments at the port include the following:

- A \$3.5 million Command Control Center and Access Control System
- A \$7.5 million heavy-lift dock and staging area to allow flexibility for project cargo, containers on barges and bulk transfers
- 20-foot diameter fiberglass storage tanks for loading onto barges for export

#### **Sabine Pass Port**

According to the U.S. Army Corps of Engineers, the domestic cargo handled by the Sabine Pass Port in 2008 consisted of nearly 1.2 million tons, which mostly included petroleum and petroleum products and crude materials. More recent data is not available for this facility.



#### PORT ECONOMIC IMPACTS

The regional ports provide a significant economic benefit to the southeast Texas area. Thousands of direct and indirect jobs are generated from the cargo moving through these marine terminals, representing millions of dollars in direct wages and salaries. In addition, the activities at the ports generate tens of millions of state and local tax dollars annually.

# 9.1.4 Major Issues Confronting Ports

**Dredging and Dredged Material Management:** Maintaining adequate navigation channels through regular dredging is a priority at ports to ensure the safe and proper passage of vessels, and finding beneficial use of dredged materials can present issues.

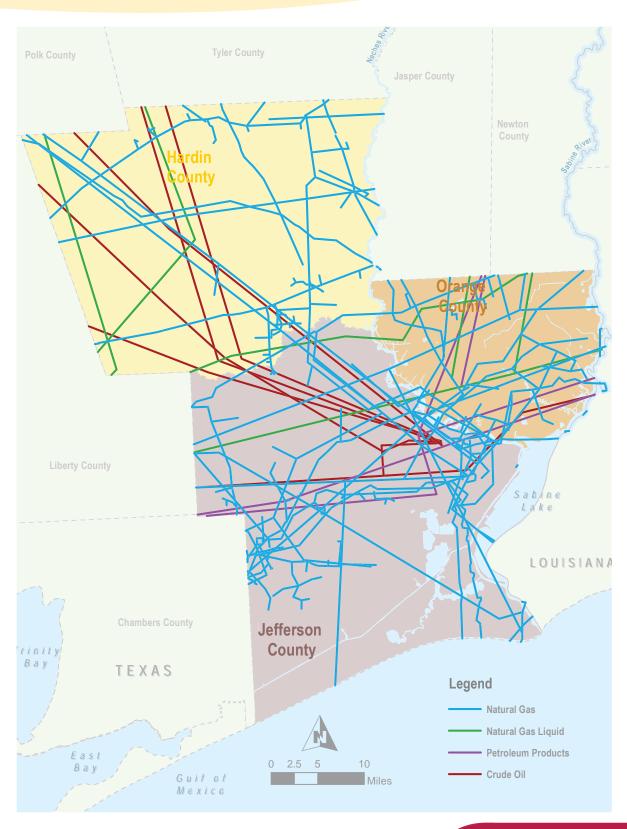
**Port Security Funding:** Because federally mandated security measures often come at a steep cost, additional grant funding is required to ensure the security of all ports.

**Antiquated Cargo-handling Facilities:** A combination of improved machinery and advanced technology can significantly improve port operations and enhance trade.

**Intermodal Transportation Connections:** To increase economic competitiveness, efficient access between ports and inland transportation facilities must be maintained.

## **Figure 9.1: Pipelines**

This often unseen, but nevertheless important, form of transportation in the region is comprised of a vast network of underground transmission lines for natural and refined resources. The region is crisscrossed with thousands of miles of pipelines that transport natural gas, oil, and petroleum products. (Source: US Energy Administration, 2013)





## 9.1.5 Commercial Airport

**Jack Brooks Regional Airport (JBRA)** is a public airport located nine miles southeast of the central business district of Beaumont and about 100 miles from Houston. JBRA covers an area of approximately 1,800 acres and has two paved runways. 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.

# 9.2 Regional Freight Movement

In many metropolitan areas, freight movements are growing at a faster rate than personal travel. Several factors have spurred this growth. The deregulation of the trucking, rail, and air industry since 1975 has significantly reduced the operating costs of these modes, thus promoting the entry of new carriers, services, and routes. The growth in containerization revolutionized cargo shipping and freight logistics, resulting in the internationalization of supply chains. The liberalization of trade policies, such as the Trans-Pacific Partnership (TPP) Free Trade Agreement and the North American Free Trade Agreement (NAFTA), and the use of advanced information and communication technologies have resulted in significant changes in U.S. freight movement patterns.

This section profiles domestic and international freight flows by direction, transportation mode and type of commodity, and provides insight into the needs and opportunities for freight transportation in the three-county region.

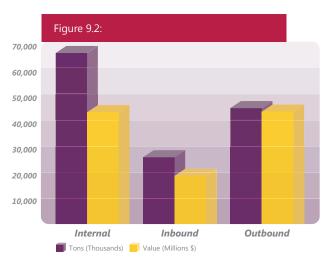


### **Safety and Security**

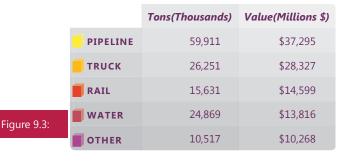
In 2006, the Security and Accountability for Every Port Act (SAFE Port) was signed into law. Its primary purpose was to improve maritime and cargo security through "enhanced layered defenses." In addition to establishing interagency operational centers, establishing a port security grant program, and a container security initiative, SAFE Port also established the Transportation Worker Identification Credential program, or TWIC. This program heightens security at all ports by requiring everyone that wishes to access secure areas of port facilities to possess a valid TWIC card, or be escorted by someone that does. Each of the ports within the three-county area takes safety and security issues very seriously and will continue to cooperate with federal and state authorities to improve the security of these vital transportation assets.

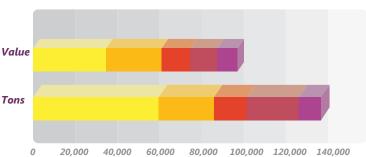
## 9.2.1 Domestic Freight Movement

According to the Freight Analysis Framework 3 in 2011, nearly 137 million tons of freight valued at \$104 billion moved into, out of, and within the three-county region. The exhibit to the right presents the breakdown of the total tonnage and value by direction. Internal movements capture the traffic originating within the region and destined to another point within the region itself. Inbound movements capture the traffic transiting from a point outside the region. Outbound movements correspond to the traffic transiting from a point within the region, with a destination outside the region.



Because of the prevalence of the petro-chemical industry, pipelines move nearly half the weight of all commodities transported in the region. With three very productive ports, it is not surprising that waterways play a very important role in the transportation of freight as well.





A variety of commodities are transported into, out of, and through the three-county region, but a majority of these goods falls into a small number of major commodity groups. Energy- and petrochemical-based products are the leading commodities that are transported within the region and represented nearly 90 percent of the total value of all internal flows in 2011.

Commodity	Value(Millions \$)
GASOLINE	\$11,410
BASIC CHEMICALS	\$9,789
FUEL OILS	\$7,290
PLASTICS/RUBBER	\$4,846
COAL AND PETROLEUM PRODUCTS	\$3,450
MACHINERY	\$1,482

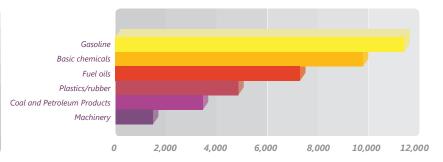
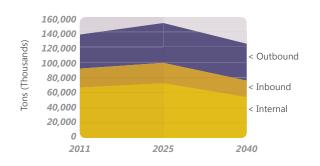


Figure 9.4:

Based upon projections contained within FAF, by 2040 nearly 124 million tons of freight valued at \$102 billion will be moved into, out of, and within the region, with domestic freight movements expected to realize a decline. Over the next 25 years, pipeline and trucking will continue to be the predominant modes, and energy- and chemical-based commodities are expected to continue to be the leading commodities transported in the region.

Figure 9.5: Current and Future Tonnage and Value of Regional Freight Flows by Type



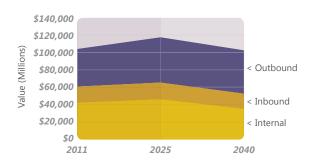
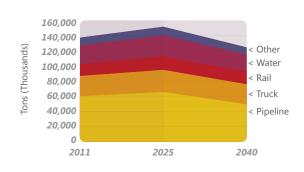


Figure 9.6: Current and Future Tonnage and Value of Regional Freight Flows by Mode



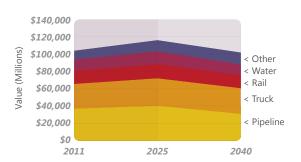
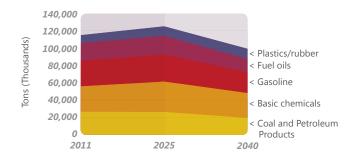
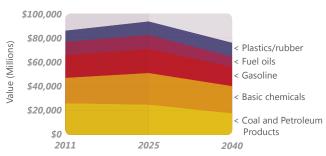


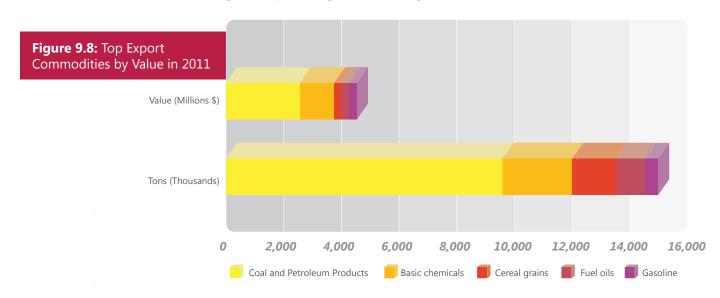
Figure 9.7: Current and Future Tonnage and Value of Regional Freight Flows by Commodity

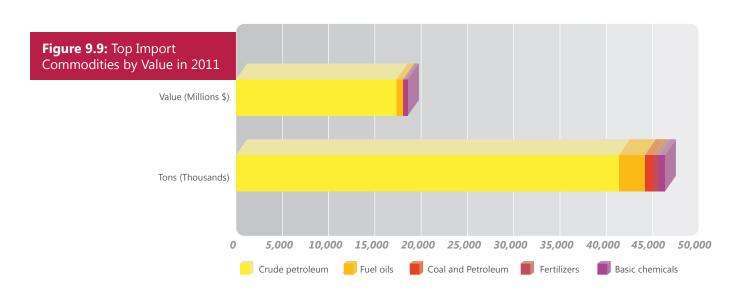




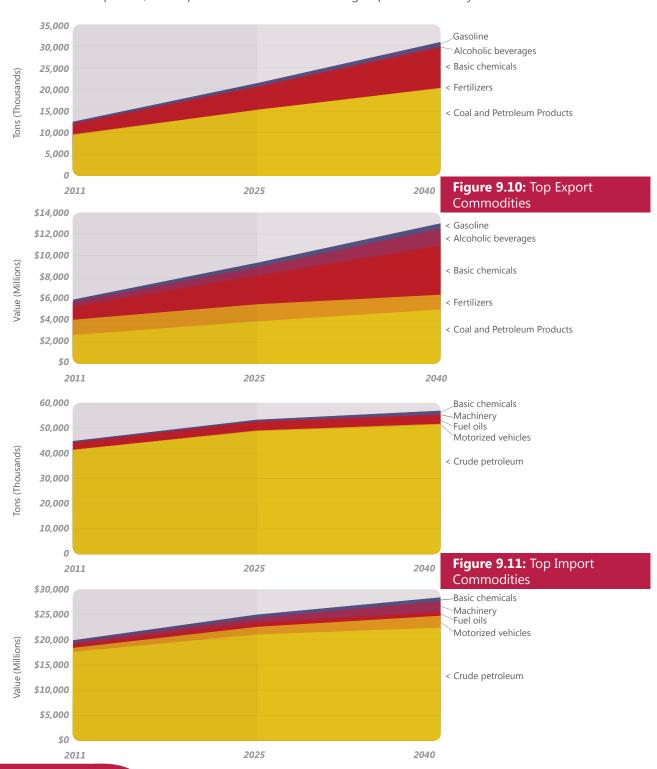
## 9.2.2 International Freight Movement

Due to easy access to the Gulf of Mexico via Sabine Pass, ports in the three-county region handle vast amounts of international freight. In 2011, export commodities accounted for 16 million tons and \$7 million dollars, while all import commodities represent nearly 48 million tons and \$21 billion. Coal and Petroleum Products and Crude Petroleum are by far the leading import and export commodities, respectively. Approximately 77% of foreign imports stay within the region, while most of the remaining imports are distributed to other locations in Texas and its neighboring states. In contrast, less than 55% of the region's exports originate in the region.



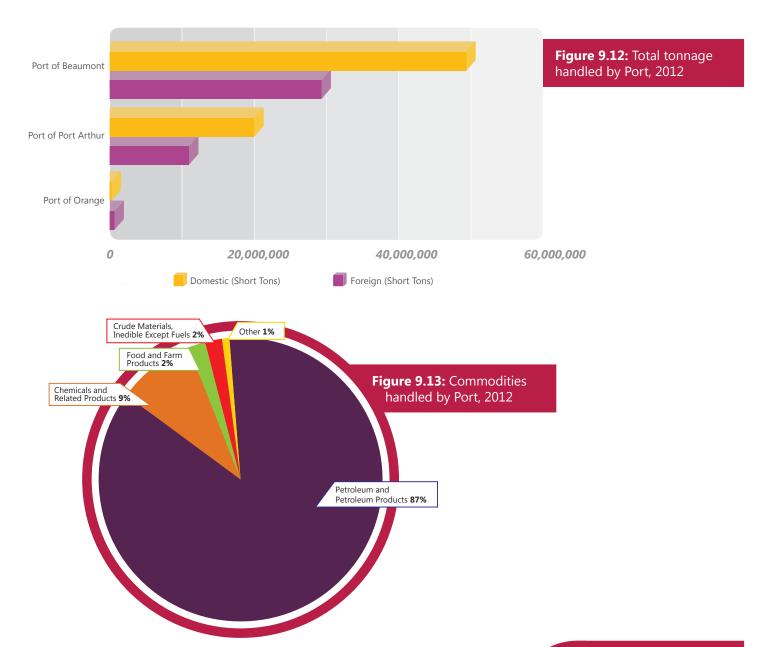


According to FHWA's Freight Analysis Framework 3, coal and petroleum products, fertilizers, basic chemicals, alcoholic beverages, and gasoline are expected to be the leading exports on a value basis. As expected, crude petroleum will be the leading import commodity.



## 9.2.3 Port-Only Freight Movement

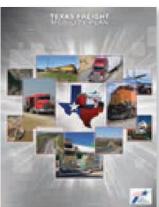
According to the U.S. Army Corps of Engineers Waterborne Commerce Statistics of the United States, over 109 million short tons of freight were moved by the Port of Beaumont, Port of Port Arthur, and Port of Orange in 2012, about 70 million tons of which was foreign trade. While petroleum and chemical-related products are shown as the largest commodity group handled by the ports, the vast majority of this type of freight is handled via pipeline and not directly by port operators.



# 9.3 Texas Freight Mobility Plan Listening Session

TxDOT is in the proxess of preparing a fright mobility plan for the state of Texas. As part of the planning process, TxDOT conducted listening sessions at various location to understand the issues facing the region. The listening session had representation from the providers and users of all modes of the freight transportation system which included:

- Transportation providers, e.g. railroad, motor carrier, steamship line
- Freight generators, e.g. distributors, manufacturers, retailers, forwarders
- Elected officials and appointed representatives
- Transportation and planning agencies
- Governing entities
- Enforcement agencies, national and statewide



One such session was conducted on June 11, 2013 in Beaumont, Texas. Some of the responses from the session are outlined below:

- Lack of signed trucking routes not always clear for truckers.
- TxDOT has completed a study of the 2nd railroad bridge studied by Transystems with three proposed plans. Each with a cost of greater than \$100 million; TxDOT can provide assistance in building the needed 2nd bridge to overcome hurdles and challenges of the development.
- Cooperation is necessary so as to address local issues that are common. We think "statewide", but the statewide and national system is often slowed by the need for local improvements that are not that costly (Improvement of "last mile" connections) and could be easily completed.
- Port of Beaumont provides swift and efficient movement of freight and is vital to the success of the community. There is a need for collaborative effort with TxDOT to develop a multimodal and comprehensive plan to address freight movement.
- Main roads meet today's needs involving commuter and freight movements. Rail in the local area needs include increased capability of handling large unit moves and crossing the Neches River. Deepening of the waterway and maintenance of Sabine-Neches Waterway (SNWW) & Gulf Intracoastal Waterway (GIWW) are critical; there is a need for TxDOT support of SNNW channel and GIWW.

- There is a \$50 million project being developed in Orange County (within Port of Beaumont) to transfer light crude from rail to barges to move across the region (similar project being built in Houston). These products will sell by barge-load to area refineries. The facility is planned to handle 120 car trains. Local Class 1 rail service is adequate though currently lacking train staging space, if need is present.
- Intermodal connections are not working, e.g. "last mile" connections to ports and rail yards by truck.
- FM roads are seeing increased traffic with rural production therefore need to ensure system is maintained and expanded.
- Area is 'bottom of the funnel' for major lumber, chemical, petroleum products requiring sufficient capacity for these movements.
- Much of the increased traffic is driven by oil and gas development, this will drive rail and eventually significant pipeline development. The Keystone pipeline will bring very heavy crude that will require import of products to better refine it. This new refinement volume will turn the port and the surrounding area from 60-70% import currently to 60-70% export. These volumes increase with additional exports and are not replacing imports but are adding to the total volume.
- We need help regaining tier 1 port security status from the Transportation Security Administration. Deeper and wider channel would improve efficiency and safety. Growth in this region in the future will be staggering. Port Arthur and Beaumont is attractive to industry due to the availability of real estate on the water. This is in contrast to the Port of Houston and surrounding area.

Responses were further summarized into current and future condition comments.

**Table 9.1:** Summarized Comments

CURRENT CONDITIONS	FUTURE CONDITIONS
The majority of observations focused on intermodal connectivity and system capacity	Most comments centered around system capacity
Improvements needed for rail and port	Growth of Port of Beaumont important, particularly with Panama Canal expansion
Roadway system enhancements needed to address last mile issue	

## 9.4 Conclusion

With its robust intermodal transportation network anchored by its ports, the three-county region is poised to capture the associated economic growth that comes with the projected increase in demand for goods and commodities. Therefore investments that provide improved access to the JOHRTS area ports are very important. Improvements should target improved traffic flow and increase safety, and their benefits should extend to all vehicles, including trucks. As heavy commercial vehicles cause far more pavement damage than passenger cars, the maintenance and preservation of the region's truck routes are of utmost importance. Since much of the increase traffic is driven by oil and gas development, rail and pipelines are expected to be significantly developed.

Other considerations for commercial vehicles include intelligent transportation systems (ITS) technology and intersection and roadway design standards. Moreover, designated truck and hazardous materials routing is appropriate for separating commercial and non-commercial vehicles. These routes should be updated periodically, especially as land use changes and roadway improvements occur. The MPO recognizes the importance of freight movement in the regional economy and understands how public investments in the regional freight transportation system can help improve the region's economic competitiveness. As such, the MPO will continue to collaborate with its planning partners to maintain and enhance the region's freight transportation infrastructure.







The implementation of this transportation plan will advance many of the goals of the region. Improved roadways, safer interchanges, reconstructed bridges, and new bicycle facilities will all serve to improve the regional transportation system. However, the construction of these projects will not be without disruption to some members of the community, nor will they alone guarantee a better quality of life. Therefore, this chapter attempts to quantify some of this plan's impacts, as well as provide some mitigation strategies for the MPO and its planning partners to pursue as they implement this plan.





## 10.1 Environmental Assessment

As MAP-21 requires a discussion of environmental mitigation strategies within Metropolitan Transportation Plans, a qualitative screening analysis was performed to assess the potential environmental impacts of this plan's roadway projects. The purpose of this initial environmental assessment is to identify projects that may negatively impact the natural and built environment. This assessment is done early in the planning process with the intent of preventing negative impacts on the environment.

It is inevitable that some projects presented in this transportation plan will have an impact on the region's environmental and social features. Roadway projects tend to require land acquisition in order to construct a new facility or widen an existing one. While sidewalks and bicycle facilities involve smaller cross-sections and often occur as part of a larger roadway project, they also have an impact on the environment for which they are designed. Transit improvements — whether they are extensions of an existing bus route or the creation of a new one — can occur on existing or planned roadways and can also impact the natural and social environments of a community. As communities in a region continue to grow, they face increasing challenges concerning the relationship between natural resources and development needs. It will be important to strike an acceptable balance between development, mobility, and commerce and the desire for a high quality of life that includes clean air and water, environmental preservation, and recreational opportunities. In the three-county area, environmental features that may be impacted by transportation programs include wetlands, public parks, wildlife management areas, and historic structures.

### 10.1.1 Natural Resources

The southeast Texas region is located along the coast of the Gulf of Mexico and includes numerous rivers and streams.

The various natural resources in the area include:



#### **JEFFERSON 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. Numerous bayous, rivers, and lakes in the region also support recreational boating and water sport activities. Extensive tracts of land adjacent to the Gulf of Mexico and the Neches River have also been set aside for use as parks, wetlands, or wildlife refuges.



#### **ORANGE COUNTY**

Natural resources include Cow Bayou, Adams Bayou, and Blue Elbow Swamp along the Sabine River. The Blue Elbow Swamp also serves as a wetlands mitigation bank for TxDOT.



#### **HARDIN COUNTY**

The County includes recreational areas that are part of the Big Thicket National Preserve, a major environmental resource for the region. The Big Thicket National Preserve protects part of the old thicket, highlighting the area's biological resources. The preserve includes a varied ecology of southwestern desert, piney woods, swamps, and coastal prairies. The preserve also houses diverse plant species including orchids, cactus, cypress, and pine in close proximity to each other. Approximately 65,000 people visit the preserve each year.



Due to its location along the Gulf Coast, the region also includes a large number of flood-prone areas. In order to prevent future damage to property and transportation infrastructure, it is imperative to avoid developing in floodplains.

### 10.1.2 Cultural Resources

Cultural resources are significant and meaningful assets in a community and encompass a number of places that serve essential, enriching, or humanizing functions. For the purposes of this analysis, cultural and community resources are comprised of schools, libraries, museums, historic sites, hospital or medical facilities, parks or recreational facilities, airports, and cemeteries found within the region. They are worthy of preservation and protection, as these locations provide popular destinations for citizens 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 so as to not adversely impact the community.

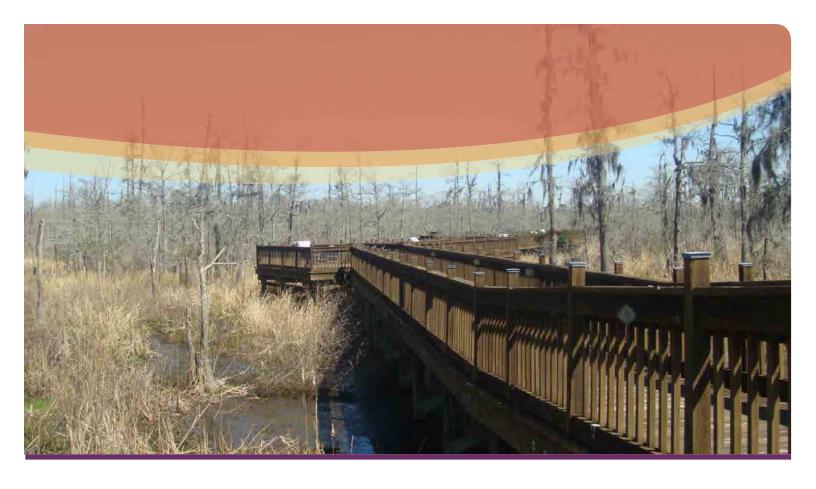








Most cultural resources in the region are located within city boundaries. Schools are comprised of both public and private facilities and higher education facilities including Lamar University, Lamar State College-Orange, and Lamar State College-Port Arthur. Parks or recreational facilities include pocket parks and larger regional parks, as well as community centers, convention or exhibition halls, performing arts centers, country clubs, golf courses, and stadiums. Historic sites include those deemed historically significant at either the local, state, or national level. In particular, it is important for metropolitan transportation planning purposes to identify historical landmarks or sites. 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 requires the Federal Highway Administration (FHWA) 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.



## **10.1.3 Environmental Impacts**

The fiscally constrained projects identified in Chapter 12 were evaluated to determine the impacts on the natural and cultural resources of the region. This analysis consisted of overlaying project alignments and locations onto a series of GIS layers representing sensitive natural and cultural resources. Buffers were assigned to financially constrained projects that have potential environmental impact. The environmental features previously described that fell within the buffers were noted. The buffer size for each project varied depending on its type. Interchange projects were given a buffer of 500 feet from entrance and exit ramps and cross streets. Linear road projects were given a buffer of 250 feet on either side of the road, making a 500 feet wide buffer overall.



**Figures 10.1** and **10.2** present and **Table 10.1** summarizes the potential impact the projects may have on environmentally sensitive areas. This analysis does not identify the various levels of potential impacts, but simply denotes an environmental factor's proximity to a proposed transportation project. This inventory of environmental features in no way substitutes for a project sponsor's need to complete a more in-depth environmental assessment.

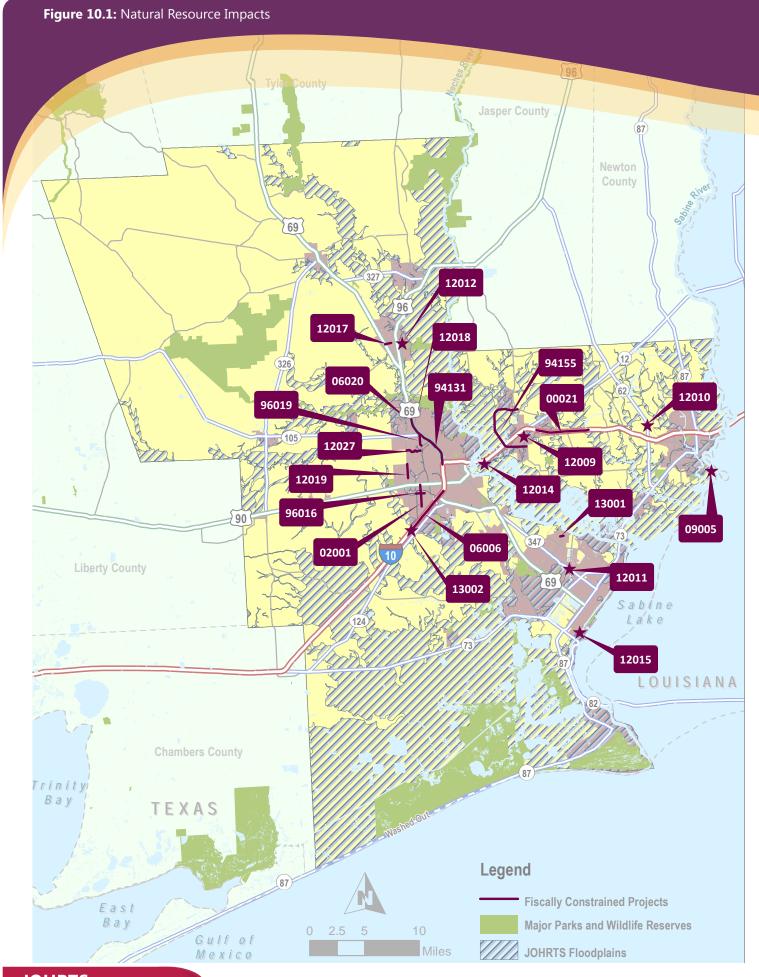
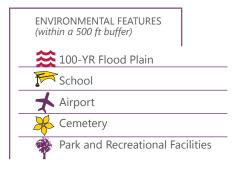


Figure 10.2: Cultural Resource Impacts Newton 12012 12017 12010 (12) 06020 326 12018 94155 00021 96019 94131 12027 12009 12019 02001 13001 90 96016 12014 09005 06006 **Liberty County** 13002 Sabine 12011 12015 LOUISIANA **Chambers County** Trimity Legend Bay TEXAS **Fiscally Constrained Projects** Airport **Historic Landmark** Museum / Library 10 2.5 School East Bay Miles Gulf of Cemetery Mexico



MAP ID	FACILITY	LIMITS/LOCATION	PROJECT TYPE	RESOURCE IMPACTED	
00021-F40N	I-10	KCS RR, East to 5 miles East	Widen from 4 to 6 lanes	≋	
94131-F40N	US 69	SH 105, south to I-10	Widen from 4 to 6 lanes	<b>≋</b> ⋈	
06006-F40N	I-10	FM 364 to Washington	Widen from 4 to 6 lanes	≋	
94155-F40N	FM 299	South of Walden Rd and FM 105 to Conner Rd and FM 105	Construct a new 2 lane highway	<b>≋</b> ⊁	
12018-FXXE	US 69	Lucas St to Dowlen Rd	Construct sidewalks on the west side of US 69 right of way	≋	
12019-FXXE	FM 364	Delaware St to Phelan Blvd	Construct sidewalks	≋ ♥	
12027-FXXE	CA	Folsom Dr, from Dowlen Rd to FM 364/Major	Construct hike and bike trail	≋	
96016-F40N	CS	Washington Blvd, at Guinn Ave to Langham Rd	Widen to 4 lanes with a continuous left turn lane	≋	
02001-F40N	CS	Dowlen Rd, from US 90, south to Walden Rd	Construct a new 4 lane street with left turn lanes at the major intersections	≋	
13001-FXXE	CS	Port Neches Ave, from Block St to Llano St	Construction of sidewalks and ADA ramps	*	
06020-F40N	US 69	Tram Rd, south to SH 105	Widen from 4 to 6 lanes	オペ	
12014-FXXE	CR	Old Highway 90, south of IH-10 access road to East bank of Neches River	Construct railroad grade separation	≋	
12015-FXXE	VA	Inside the Port of Port Arthur	Install railroad track	≋	
09005-FXXE	VA	Port of Orange	Upgrade the rail within the port	≋	
05036-FXXE	VA	Big Thicket Visitor Center, south to City of Kountze	Construct a hike and bike trail	≋	



## 10.1.4 Mitigation Activities

MAP-21 requires that Metropolitan Transportation Plans 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, MAP-21 requires that potential environmental mitigation activities be developed in consultation with federal, state, tribal, wildlife, land management, and regulatory (resource) agencies. The MPO is committed to minimizing and mitigating the negative effects of transportation projects on the natural and built environment in order 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.



Avoiding the impact altogether by not taking a certain action or parts of an action.



Minimizing impacts by limiting the degree or magnitude of the action and its implementation.



Rectifying the impact by repairing, rehabilitating, or restoring the affected environment.



Reducing or eliminating the impact over time by preservation and maintenance operations during the life of the action.



Compensating for the impact by replacing or providing substitute resources or environments.

(Source: 40 CFR 1508.20)



An ordered approach to mitigation, known as "sequencing," involves understanding the affected environment and assessing transportation effects throughout project development.

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. The table below details possible mitigation activities and measures that could be considered when dealing with environmental impacts. Many of the measures are considered by the MPO during the project development phase. As described in the previous section, each of the projects will need to be reviewed and the appropriate mitigation strategy applied during the planning and implementation phases.

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 <sup>1</sup> .
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	Avoidance, minimization; landscaping for historic properties; preservation in place or excavation for archeological sites; design exceptions and variances; environmental compliance monitoring.
Endangered and threatened species	Avoidance, minimization; time of year restrictions; construction sequencing; design exceptions and variances; species research, fact sheets and species management; environmental compliance monitoring.
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	Impact avoidance or 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.

<sup>&</sup>lt;sup>1</sup>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.

# 10.2 Air Quality

Air quality continues to play a major 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 are intended 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, then 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 managing 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, concerned citizens, 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 help improve air quality in the region, the AQAC is continuing its effort to:* 

Inform citizens about the immediate and long-range air quality concerns that face southeast Texas
 Advise elected public officials and citizens 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.



## 10.2.1 Emissions

Air pollution in the JOHRTS area also 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 JOHRTS area would not have occurred if air pollution from outside the JOHRTS area had not 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:





Generated by industrial operations and comprise the majority (59%) of NOx emissions and 9% of VOC emissions in the JOHRTS area.

#### Area or Non-road Sources



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 JOHRTS area.

#### On-road or Mobile Sources



Come from cars and trucks and make up 25% and 3% of NOx and VOC emissions, respectively.

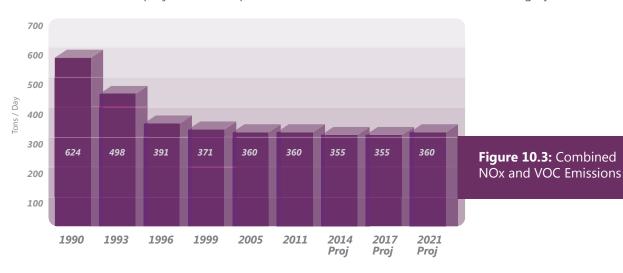
### **Biogenic Sources**



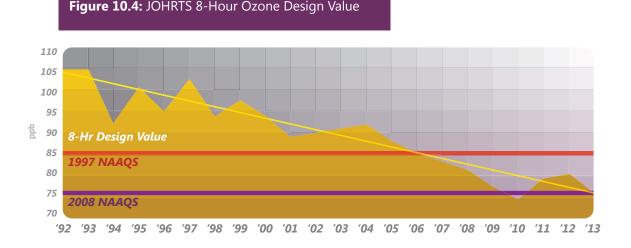
Naturally produced as a result of plant photosynthesis, the amount of which is based on the quantity and type of vegetation in the area. While biogenic emissions only comprise 1% of NOx emissions, they account for 83% of VOC emissions in the JOHRTS area.

## 10.2.2 Measuring Air Quality

The JOHRTS area has been supplementing the state agency's ambient monitoring network since 1989. These additional ozone and criteria pollutant monitors have shown that the air quality in 2010 is much better than it was in 1990. Monitored levels of NOx and VOC are 40-50% lower than they were ten years ago. The graph below illustrates continued reductions in combined NOx and VOC levels from 1990 - 2011 and projections that predict that ozone levels will remain stable through year 2021.



One of the key daily measurements taken from each monitoring site is the maximum rolling eight-hour average ozone level. At the end of each year, the fourth highest daily eight-hour average reading at each monitoring site is documented. If the average of the fourth highest daily eight-hour average readings over three consecutive years from any monitor in the area exceeds the NAAQS, the area is considered to not be in attainment of the eight-hour standard. Figure 10.4 and Table 10.2 show the eight-hour readings from various monitoring sites within the three county-area.



**Table 10.2:** Average 4th Highest Daily Maximum Eight-Hour Ozone Levels Per Three-Year Period

	SETRPC Monitoring Sites (ppb)				TCEQ Monitoring Sites (ppb)				
Years	Sabine Pass	Mauriceville	SE Texas Reg. Airport	Port Arthur	Beaumont	Port Arthur	Hamshire	West Orange	Nederland
97-99	99	88	95		88	86		76	
98-00	94	85	92		86	87	85	75	
99-01	89	81	89		80	85	83	74	
00-02	90	76	85		80	84	79	81	
01-03	91	76	86		78	78	75	80	
02-04	92	72	84		79	78	76	82	
03-05	88	74	84		81	80	79	79	
04-06	85	71	83		82	81	81	77	
05-07	81	74	83	78	82	79	79	75	
06-08	77	71	81	74	79	76	76	71	
07-09	73	70	77	70	74	72	72	70	72
08-10	74	68	73	68	72	74	70	71	70
09-11	79	69	71	69	73	76	71	75	72
10-12	80	69	71	73	75	74	72	74	72
11-13	75	68	67	70	72	68	71	69	69

## 10.2.3 Attainment Status

Currently, the JOHRTS area is designated as Attainment-Maintenance for the 1997 eight-hour ozone NAAQS and Attainment/Unclassifiable for the 2008 eight-hour ozone NAAQS. The three-county area has also been designated as nonattainment in the past. Ozone is a harmful gas formed when volatile organic compounds (VOCs) and nitrogen oxides (NOx) react with sunlight. Major sources of these air pollutants are refineries, petrochemical facilities, power plants, trucks, and cars.

The JOHRTS area was designated as Attainment-Maintenance for the 1997 eight-hour ozone standard in November 2010. In July 2013, EPA revoked the 1997 eight-hour ozone standard for transportation conformity purposes, making the JOHRTS area no longer subject to transportation conformity requirements. Until the 1997 eight-hour ozone standard is fully revoked, the three-county area is still subject to remaining requirements associated with Attainment-Maintenance status.

In May 2012, the EPA published final designations for the 2008 eight-hour ozone NAAQS, and Hardin, Jefferson, and Orange Counties were designated Attainment/Unclassifiable.



### 10.2.4 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 citizens informed of the importance of clean air issues through the following air quality data and educational programs.



### Air Monitoring Network:

With funding from area industries, 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.



### Ozone Action Day Program:

This voluntary program is designed to increase public awareness by encouraging individuals to reduce ozone producing activities. This 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 also involves local industries, small businesses, and local governments that all work together to improve air quality in the JOHRTS area.



## Alternative Fuels Program:

The SETRPC-MPO in conjunction with TxDOT has initiated this program to help fleets in Orange, Jefferson and Hardin counties develop, deploy and maintain viable fossil fuel reduction programs. This program will assist area fleets with making the right choices in lowering their fuel and operating costs and then help them combine these efforts into a cohesive, region-wide initiative.

# 10.3 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. 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 greenhouse gases (GHGs) may be the predominant cause.



In 2007, it was estimated that approximately 28% of GHG emissions in the United States come from transportation, and 82% of the transportation sector's emissions are generated by road use. The transportation sector's adverse contribution to climate change is primarily through greenhouse gas emissions from cars, trucks, buses, trains and ships. The transportation sector can also be a positive force for improving the quality of the air. Investments to expand transit services, to provide bicycle paths, and to introduce cleaner fuels and vehicles that are more fuel efficient all contribute to reducing emissions of mobile source air pollutants and greenhouse gases. Public education regarding the effects of auto-dependant 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 air pollution. 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 JOHRTS region is particularly vulnerable to hurricanes, tropical storms, and flooding, which may be intensified by some presumed results of climate change, such as sea level rise. Other potential impacts of climate change upon the regional transportation system include accelerated deterioration of roadways, flooding and increased storm water issues, bridge damage, rail buckling, and reduced water levels in rivers that could affect the passage of ships.

The following four primary strategies can reduce GHG emissions from transportation:



#### IMPROVE SYSTEM AND OPERATIONAL EFFICIENCIES

Traffic flow improvements can be achieved through 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 a number of signals to an Advanced Traffic Management System.



#### REDUCE GROWTH OF 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. The MPO promotes carpooling and rideshare activities.



#### 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 JOHRTS region, the MPO promotes the use of alternative fuel vehicles.



#### **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 JOHRTS area, utilize natural gas and propane, respectively, to fuel their fixed route buses.

The MPO is engaged in many activities and programs, and anticipates that these efforts will need to be increased as the climate change issue becomes more defined. 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.



## 10.4 Environmental Justice

**Title VI of the 1964 Civil Rights Act (42 U.S.C. 2000d-1) states that,** "No person in the United States shall, on the ground of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving federal financial assistance."



Title VI bars intentional discrimination as well as disparate impact discrimination (i.e., a neutral policy or practice that has a disparate impact on protected groups). The President's Executive Order on Environmental Justice amplifies Title VI by providing that "each federal agency shall make achieving environmental justice part of its mission by identifying and addressing, as appropriate, disproportionately high and adverse human health or environmental effects of its programs, policies, and activities on minority populations and low income populations."

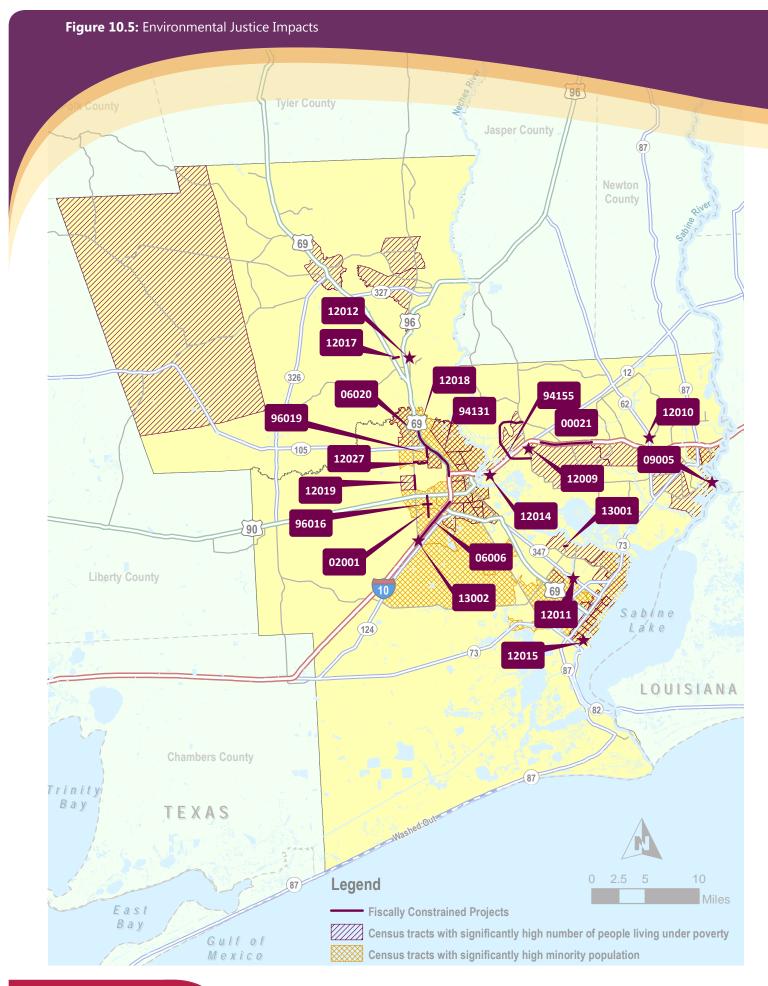
The Environmental Justice analysis examined the potentially adverse impacts of the projects contained within this plan. This plan's fiscally constrained projects were layered in GIS over maps indicating where the JOHRTS environmental justice populations are located. Capacity-improvement projects such as road widening were found to provide positive impacts to minority and low-income populations. Alternative mode investments in transit service and bicycle and pedestrian facilities were considered



to provide positive impacts to the minority and low-income populations of the region. Alternative mode services and facilities would provide additional lower-cost transportation options to increase mobility and accessibility to those locations that do not currently have multimodal transportation facilities.

As part of this transportation plan update, Census 2010 data was used to identify the geographic distribution of minority and low-income populations. The Council on Environmental Quality (CEQ) provides guidelines for determining areas where disproportionate effects to minorities are likely to occur. The CEQ advises identifying areas where the minority and low-income populations (1) exceeds 50 percent or (2) is "meaningfully greater" than the local neighborhood area population. In the JOHRTS region, the concentrations of minority and low-income populations are determined by identifying those census tracts that have a higher percentage of minority or low-income population than the regional average.

The following figure presents the locations of Environmental Justice populations and the funded priority projects within this plan, while the following table identifies which projects are located in Environmental Justice areas.



MAP ID	FACILITY	LIMITS/LOCATION	PROJECT TYPE	LOW-INCOME	MINORITY
13002-F40N	I-10	at FM 364	Construct new overpass	CENSUS TRACT	CENSUS TRACT
12011-FXXE	SP 136	0.65 miles north of HWY 347 to 0.61 miles north on Spur 136	Install right and left turn lanes on Spur 136 at Huntsman Plant		0
12015-FXXE	VA	Inside the Port of Port Arthur	Install railroad track	0	0
09005-FXXE	VA	Port of Orange	Upgrade the rail within the port	0	
12009-FXXE	CS	Old US 90 at Stephenson Dr to 0.40 miles northwest of FM 105	Install right turn lane at Vidor Elementary	0	
94131-F40N	US 69	SH 105, south to I-10	Widen from 4 to 6 lanes	0	0
06020-F40N	US 69	Tram Rd, south to I-10	Widen from 4 to 6 lanes	0	0
06006-F40N	I-10	FM 364 to Washington	Widen from 4 to 6 lanes	0	0
12018-FXXE	US 69	Lucas St to Dowlen Rd	Construct sidewalks on the west side of US 69 right of way	0	0
12019-FXXE	FM 364	Delaware St to Phelan Blvd	Construct sidewalks	0	0
12027-FXXE	CA	Folsom Dr, from Dowlen Rd to FM 364/Major	Construct hike and bike trail	0	0
96016-F40N	CS	Washington Blvd, at Guinn Ave to Langham Rd	Widen to 4 lanes with a continuous left turn lane		0
02001-F40N	CS	Dowlen Rd, from US 90, south to Walden Rd	Construct a new 4 lane street with left turn lanes at the major intersections	0	0
96019-F40N	CS	Old Dowlen Rd, from SH 105, south to Dowlen Rd	Widen to 4 lanes	0	0
94155-F40N	FM 299	South of Walden Rd and FM 105 to Conner Rd and FM 105	Construct a new 2 lane highway	0	
13001-FXXE	CS	Port Neches Ave, from Block St to Llano St	Construction of sidewalks and ADA ramps	0	



## 10.4.1 Potential Effects of the Recommended Plan

It must be stressed that the Environmental Justice screening conducted for this study is not intended to quantify specific impacts. The critical purpose of this screening is the identification of projects in the MTP that, due to proximity, have the potential to affect communities of special interest. When individual studies begin as part of project implementation, more detailed analyses will be needed to identify and minimize specific community impacts on a project-by-project basis. Proactive efforts should be made to ensure meaningful opportunities for public participation, including specific activities to increase outreach for low-income and minority participation during the project development process for each of the fiscally constrained projects identified in the MTP. This participation will be important to the decision-making process and will help to ensure that transportation needs of the target populations are met to the greatest extent possible.

In summary, all population groups would benefit from the planned transportation improvements in the region. In fact, many of the improvements will have positive impacts to these populations in terms of increased mobility within the community and additional transportation options. Relative to burdens, all segments of the population who live adjacent to roadway construction projects may endure some short-term construction-related impacts related to visual changes, noise, and alterations to access. In general, neither low-income nor minority populations in the region would endure high and disproportionate impacts due to the projects proposed by the 2040 MTP.



On November 17, 2009, the U.S. EPA announced a new national initiative to address Environmental Justice (EJ) challenges in ten communities across the country. The Westside community of the city of Port Arthur, Texas was chosen as one of these ten. More than half of the residents are African American and Hispanic and live in close proximity to chemical plants, refineries, and a hazardous waste incinerator. Following are the accomplishments through this program:



- Supported community forums on improving the quality of life for Port Arthur Westside residents
- Engaged in partnerships with Port Arthur stakeholders and industry leading to a \$1,000,000 award for a construction of a Health Clinic on the Westside of Port Arthur Texas
- Received significant support from Administrator Jackson
- Conducted Healthy Home trainings and health outreach for 60 neighborhood residents
- Provided emergency response training to 75 community representatives
- Supported air quality and job training and education of over 100 families on energy conservation
- Provided school chemical cleanout training to more than 30 science teachers
- Supported revitalization by leveraging \$329,598 worth of Brownfield assessments on 1,300 properties



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 JOHRTS area over the 27 fiscal years of this MTP. The MPO, in cooperation with Technical Committee members and TxDOT staff, 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 27 years of this plan will depend largely upon future actions and public policy directives initiated at the federal and state levels.



## 11.1 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 recent 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 recently declined 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 auto registration and licensing fees. Nevertheless, MPOs must make some prediction 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.







## 11.1.1 Roadway and Bicycle/Pedestrian Funding Revenue

A description of the various categories of funding available through TxDOT is summarized in **Table 11.1** 

	Table 11.1:	TxDOT Funding Category		AL FUND LLOCATIO	
п	FUNDING CATEGORY	DESCRIPTION	FED	STATE	LOCAL
1	Preventive Maintenance and	Provides for preventive maintenance and pavement rehabilitation on the existing state highway system,	90%	10%	
ı	Rehabilitation	including installation and rehabilitation of traffic control devices and the rehabilitation and maintenance of operational traffic management systems.	80%	20%	
ı				100%	
2	Metropolitan and Urban Area Corridor	Addresses mobility needs in all metropolitan areas throughout the state.	80%	20%	
ı	Projects			100%	
3	Non-Traditionally Funded Transportation	Addresses mobility needs throughout the state using funding sources not traditionally part of the state	80%	20%	
	Projects	highway fund. The projects in this category include Proposition 12, Proposition 14, Pass-through Toll		100%	
ı		Financing, Texas Mobility Fund, Concession, Regional Toll Revenue, Comprehensive Development Agreement, Local			100%
ı		Participation, and unique federal funding.	Varies by	agreement d	and rules
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	80%	20%	
ı		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 waterports.		100%	
(5)	Congestion Mitigation and Air Quality	Addresses the attainment of national ambient air quality standards in the non-attainment areas of the state.	80%	20%	
	Improvement	Projects are for congestion mitigation and air quality improvement in the non-attainment areas in the state.	80%		20%
			90%	10%	

			Maria de la composición dela composición de la composición dela composición de la co		
				JAL FUND	
ш	FUNDING CATEGORY	DESCRIPTION	FED	STATE	LOC
<b>6</b>	Bridges	Addresses the replacement or rehabilitation of deficient existing bridges located on public highways, roads and	90%	10%	
		streets in the state; the construction of grade separations at existing highway-railroad grade crossings; and the rehabilitation of deficient railroad underpasses on the		20%	
ш		state highway system.	80%	10%	109
7	Metropolitan Mobility/	Addresses transportation needs within the metropolitan	80%	20%	
	Rehabilitation	area boundaries of Metropolitan Planning Organizations having urbanized areas with populations of 200,000 or	80%		209
ш		greater.		100%	
(8)	Safety	Addresses safety needs on and off the state highway	90%	10%	
		system, and includes the Safe Routes to School program, the High Risk Rural Roads program, and the Rail-way-	90%		109
		Highway Safety program.	100%		
			• • • • • • • • • • • • • • • • • • • •	100%	
(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,	80%	20%	
ı		historic, aesthetic, and environmental aspects of transportation infrastructure.	80%		209
(10)	Supplemental	Addresses projects that do not qualify for funding in	•	100%	
	<b>Transportation Projects</b>	other categories, such as state park roads, landscaping, and handicap accessible curb ramps at on-system	80%	20%	
		intersections.	100%		
(11)	District Discretionary	Addresses projects selected at the District Engineer's	80%	20%	
	-	discretion.	80%		209
				100%	
12	Strategic Priority	Addresses needs related to statewide economic development, military deployment routes, and man-	80%	20%	
		made and natural emergencies.		100%	



## 11.1.2 Federal Funding Programs for Transit

A description of each of the FTA programs from which funding is available for the JOHRTS region is provided in **Table 11.2**.

	Table 11.2: FTA Fund	ing Category		JAL FUND LLOCATIO	
CATEGORY	PROGRAM	DESCRIPTION	FED	STATE	LOCAL
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	90%		10%
		operating costs.	80%		20%
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.	80%		20%
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.	80%		20%
5311	Rural Transit and	Capital, planning, and operating expenses for	80%		20%
	Intercity Bus	public transit in non-urbanized areas with a population under 50,000 as designated by the	50%		50%
		Bureau of the Census.	90%		10%
5316	Job Access and	Capital, planning, and operating expenses for	80%		20%
	Reverse Commute Program	projects that transport low income individuals to and from jobs and activities related to	50%		50%
		employment and for reverse commute projects.	100%		
5317	New Freedom Program	Capital and operating expenses for new public transportation services and new public transportation alternatives beyond those	80%		20%
		required by the Americans with Disabilities Act of 1990 (ADA) that are designed to assist individuals with disabilities.	50%		50%



#### 11.1.3 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

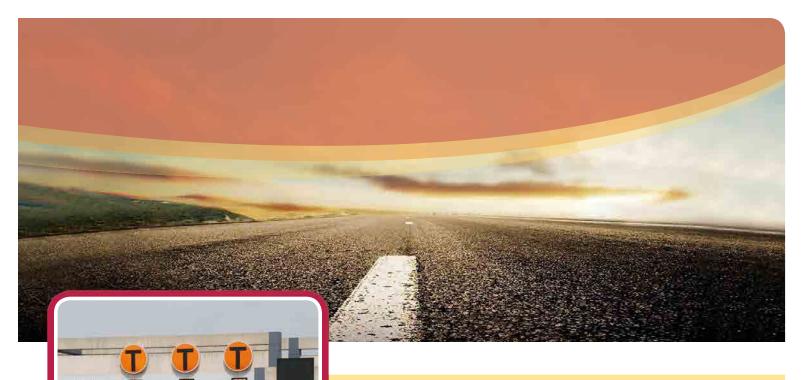
The use of local option sales tax revenues to fund transportation needs in the southeast Texas region represents a significant opportunity. In general, the State of Texas Tax Code authorizes cities and counties to adopt local sales and use taxes for any purpose other than repaying bonds. Provided the 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  $\frac{1}{2}$ % 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 as a means 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. A number of 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 JOHRTS area.

## 11.2 Revenue Projections



The first step in the process of demonstrating financial constraint is to determine what revenues can be reasonably expected over the life of the plan.

#### 11.2.1 Roadway and Bicycle/Pedestrian Funding Revenue

The MPO has worked with the TxDOT-Beaumont District to determine the expected levels of funding for the fiscal years included in this plan. The following table summarizes the estimated funds of the JOHRTS area in the various funding categories. A summary of these amounts is shown in **Table 11.3**.

CATEGORY	ANNUAL AVERAGE AMOUNT	FY 2014 TO 2040 PROJECTED AMOUNTS
1	\$16,086,713	\$434,341,253
2	\$3,469,000	\$84,773,000
3	\$2,115,010	\$57,105,267
4	\$0	\$0
5	Not Applicable*	\$16,822,500*
6	\$4,512,407	\$121,834,946
7	Not Applicable	Not Applicable
8	\$3,630,946	\$98,035,530
9	\$680,322	\$18,368,959
10	\$680,322	\$18,368,959
11	\$1,410,744	\$38,090,086
12	Not Applicable*	\$2,880,000*

**Table 11.3:** Roadway and Bicycle/Pedestrian Funding Revenue

### 11.2.2 Transit Funding Revenue

**Table 11.4** contains the annual average amount of funding anticipated for the various FTA funding categories FTA funds, along with the amount projected for all the fiscal years included in this plan.

CATEGORY	ANNUAL AVERAGE AMOUNT	FY 2014 TO 2040 PROJECTED AMOUNTS
5307	\$6,866,972	\$185,408,249
5310	\$228,526	\$6,170,202
5311	\$1,178,288	\$31,813,765

**Table 11.4:** Transit Funding Revenue

<sup>\*</sup>Projected amount reflects current allocation. SETRPC-MPO expects current allocation only, with no future allocations. As such, an annual average was not developed.

## 11.3 Estimated Revenue Vs Cost Estimate

**Table 11-5** and Table **11-6** demonstrate that the MPO's 2035 long-range MTP is financially constrained. In other words, the revenue anticipated during the life of this plan is adequate to cover the projected costs.



**1** -9

Detailed project cost is included in **CHAPTER 12 – RECOMMENDED PLANNED IMPROVEMENTS** 

CATEGORY	FY 2014 TO 2040 PROJECTED AMOUNTS	PROGRAMMED AMOUNT
1	\$434,341,253	Not Applicable*
2	\$84,773,000	\$84,650,000
3	\$57,105,267	\$57,105,267
4	\$0	\$0
5	\$16,822,500	\$15,230,477
6	\$121,834,946	Not Applicable*
7	Not Applicable	Not Applicable
8	\$98,035,530	Not Applicable*
9	\$18,368,959	\$1,553,607
10	\$18,368,959	\$5,952,377
11	\$38,090,086	\$5,000,000
12	\$2,880,000	\$70,461

**Table 11.5:** Roadway and Bicycle/Pedestrian Fiscal Constraint

<sup>\*</sup>This category is programmed by TxDOT and typically does not require individual listing. As such, a programmed amount is not reflected.

CATEGORY	FY 2014 TO 2040 PROJECTED AMOUNTS	PROGRAMMED AMOUNT
5307	\$185,408,249	\$34,334,861
5310	\$6,170,202	\$1,142,630
5311	\$31,813,765	\$5,891,438

**Table 11.6:** Transit Fiscal Constraint



The 2040 Metropolitan Transportation Plan includes a variety of recommendations. This chapter summarizes the list of projects that will be funded through this MTP for the next 27 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 MTP focus on adding new capacity, improving traffic flow and system efficiency, increasing safety, enhancing regional gateways, and spurring economic development.





# 12.1 Financially Constrained Projects

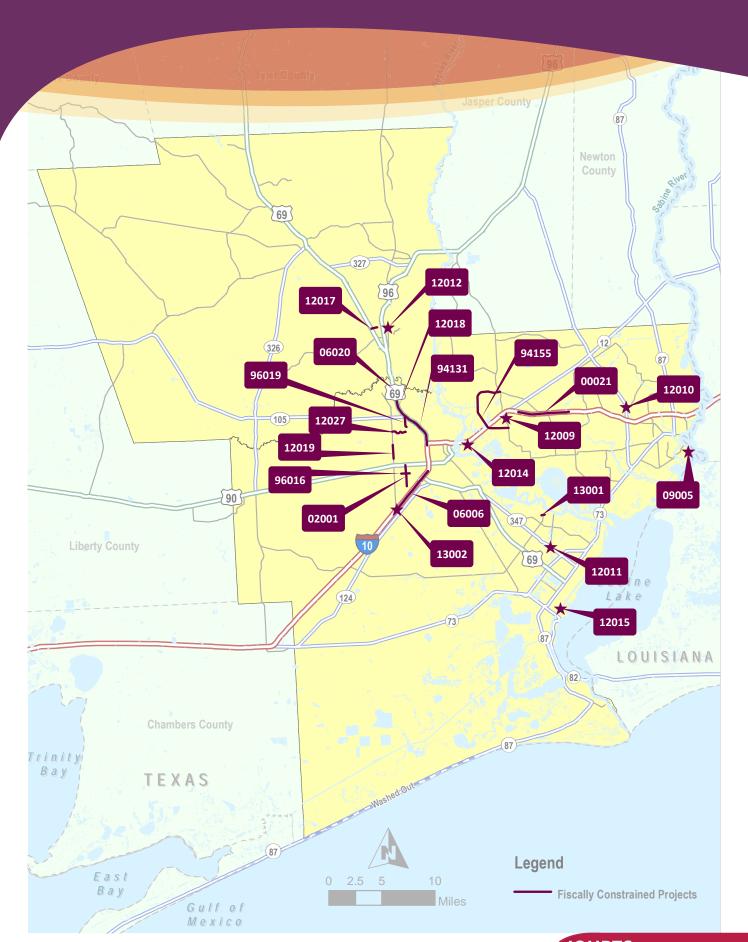
The financially constrained projects are illustrated in **Figure 12.1** and summarized in **Table 12.1** 

The projects that have been included within the JOHRTS 2040 MTP Plan 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.

During the course of the development of this MTP a wide variety of worthwhile and needed projects were identified. However, due to financial constraints, there is simply not enough funding to support them. These projects are considered as "illustrative" and are outside the financial constraint of this plan. The details of these projects were included in **Appendix B**.



Figure 12.1: Planned Improvements



### Table 12.1: Planned Improvements

	HWY	PHA	SE CITY	•	PROJECT SP	ONSOR	YOE COST
BEAUMONT Orange 002	8-11-193 IH 10	С			TXDOT		\$9,250,000
LIMITS FROM KCS RR, e	ast						
LIMITS TO: 5 miles ea	ast				MPO PROJ	JECT ID:	00021-F40N
DESCRIPTION: Widen fro	om 4 to 6 lanes				FUNDING	CATEGORY:	2
REMARKS:							
AIR QUALITY BENEFIT EMISSIONS REDUCTION:				PROJECT HI	ISTORY:		
PRELIMINARY ENGINEERING:	\$453,250		Aut	thorized Fun	ding by Cat	egory/Share:	
ROW PURCHASE:	\$0					Local	FUNDING BY
CONSTRUCTION ENGINEERING:	\$19,211		Federal	State	Local	Contribution	CATEGORY
CONSTRUCTION COST:	\$9,250,000	2U	\$7,400,000	\$1,850,000	\$0	\$0	\$9,250,000
CONTINGENCIES:	\$166,500						
INDIRECT COSTS:	\$446,775						
BOND FINANCING:	\$0	FUNDING					
TOTAL PROJECT COST:	\$10,335,736	BY SHARE:	\$7,400,000	\$1,850,000	\$0	\$0	\$9,250,000
DISTRICT COUNTY CSJ	HWY	РНА	SE CITY	•	PROJECT SP	ONSOR	YOE COST
BEAUMONT Jefferson 073	9-02-155 IH 10	С			TXDOT		\$16,700,000
LIMITS FROM at FM 364	1						
LIMITS FROM at FM 364 LIMITS TO:	1				MPO PROJ	JECT ID:	13002-F40N
LIMITS TO:	new overpass					JECT ID: CATEGORY:	13002-F40N 2
LIMITS TO:							
LIMITS TO:  DESCRIPTION: Construct				PROJECT HI	FUNDING		
LIMITS TO: DESCRIPTION: Construct REMARKS: AIR QUALITY BENEFIT EMISSIONS			Aut		FUNDING ISTORY:		
LIMITS TO: DESCRIPTION: Construct REMARKS: AIR QUALITY BENEFIT EMISSIONS REDUCTION:	new overpass			thorized Fun	FUNDING  STORY:  ding by Cate	CATEGORY:	
LIMITS TO:  DESCRIPTION: Construct  REMARKS:  AIR QUALITY  BENEFIT EMISSIONS  REDUCTION:  PRELIMINARY ENGINEERING:	\$818,300 \$0		<b>Au</b> 1 Federal		FUNDING ISTORY:	CATEGORY: egory/Share:	2
LIMITS TO: DESCRIPTION: Construct REMARKS: AIR QUALITY BENEFIT EMISSIONS REDUCTION: PRELIMINARY ENGINEERING: ROW PURCHASE:	\$818,300 \$0	2U		thorized Fun	FUNDING  ISTORY:  ding by Cate  Local	CATEGORY:  egory/Share:  Local	2 FUNDING BY
LIMITS TO: DESCRIPTION: Construct  REMARKS:  AIR QUALITY BENEFIT EMISSIONS REDUCTION:  PRELIMINARY ENGINEERING: ROW PURCHASE: CONSTRUCTION ENGINEERING:	\$818,300 \$0 \$37,830	2U	Federal	t <b>horized Fun</b> State	FUNDING  ISTORY:  ding by Cate  Local	egory/Share: Local Contribution	FUNDING BY CATEGORY
LIMITS TO: DESCRIPTION: Construct  REMARKS:  AIR QUALITY BENEFIT EMISSIONS REDUCTION:  PRELIMINARY ENGINEERING: ROW PURCHASE: CONSTRUCTION ENGINEERING: CONSTRUCTION COST:	\$818,300 \$0 \$37,830 \$16,700,000	2U	Federal	t <b>horized Fun</b> State	FUNDING  ISTORY:  ding by Cate  Local	egory/Share: Local Contribution	FUNDING BY CATEGORY
LIMITS TO: DESCRIPTION: Construct  REMARKS:  AIR QUALITY BENEFIT EMISSIONS REDUCTION:  PRELIMINARY ENGINEERING: ROW PURCHASE: CONSTRUCTION ENGINEERING: CONSTRUCTION COST: CONTINGENCIES:	\$818,300 \$0 \$37,830 \$16,700,000 \$499,330	2U FUNDING	Federal	t <b>horized Fun</b> State	FUNDING  ISTORY:  ding by Cate  Local	egory/Share: Local Contribution	FUNDING BY CATEGORY

DISTRICT	COUNTY	CSJ	HWY	PHA	SE CIT	Y	PROJECT SE	PONSOR	YOE COST
BEAUMONT	Jefferson	0200-11-095	US 69	С	Bea	umont	TXDOT		\$7,000,000
LIMITS FROM	И SH	105, south							
LIMITS TO:	IH	10					MPO PRO	JECT ID:	94131-F40N
DESCRIPTION	N: Wi	den from 4 to 6 l	anes				FUNDING	CATEGORY:	2
REMARKS:									
AIR QUALITY BENEFIT EMI REDUCTION:	SSIONS					PROJECT H	ISTORY:		
PRELIMINAR	Y ENGINEER	NG: \$343,000			Au	thorized Fur	nding by Cat	egory/Share:	
ROW PURCH		\$0 ERING: \$14,538			Federal	State	Local	Local Contribution	FUNDING BY CATEGORY
CONSTRUCT		\$7,000,00	00	2U	\$5,600,000	\$1,400,000	\$0	\$0	\$7,000,000
CONTINGEN INDIRECT CO	CIES:	\$126,000 \$338,100							
BOND FINAN	NCING:	\$0		FUNDING					
TOTAL PROJ	ECT COST:	\$7,821,63	38	BY SHARE:	\$5,600,000	\$1,400,000	\$0	\$0	\$7,000,000
DISTRICT	COUNTY	CSJ	HWY	РНА	SE CIT	Y	PROJECT SE	PONSOR	YOE COST
BEAUMONT	Jefferson	0200-11-094	US 69	С	Bea	umont	TXDOT		\$13,000,000
LIMITS FROM LIMITS TO: DESCRIPTION	SH	am Rd, south 105 den from 4 to 6 l	anes				MPO PRO FUNDING	JECT ID: CATEGORY:	06020-F40N 2
REMARKS:						' DDO IF CT LI	TCTODY		
AIR QUALITY BENEFIT EMI REDUCTION:	SSIONS					PROJECT H	ISTORY:		
PRELIMINAR	Y ENGINEER	NG: \$637,000					nding by Cat	egory/Share:	
ROW PURCH	IASE:	\$0						Local	FUNDING BY
CONCEDUCE	ION ENGINE	ERING: \$27,000			Federal	State	Local	Contribution	CATEGORY
CONSTRUCT				2U	\$10,400,000	\$2,600,000	\$0	\$0	\$13,000,000
CONSTRUCT CONTINGEN INDIRECT CO	CIES:	\$13,000,0 \$234,000 \$627,900		20					
CONSTRUCT CONTINGEN	CIES: DSTS:	\$234,000		FUNDING					

DISTRICT	COUNTY	CSJ	HWY	РНА	SE C	ITY	PROJECT SPO	ONSOR	YOE COST
BEAUMONT	Jefferson	0739-02-140	IH 10	С	В	eaumont	TxDOT		\$38,700,000
LIMITS FROM	И FM	364							
LIMITS TO:	Was	shington					MPO PROJE	ECT ID:	06006-F40N
DESCRIPTION	N: Wic	len from 4 to 6 la	nes				FUNDING (	CATEGORY:	2
DEMANDIC.									
REMARKS:						PROJECT I	JICTODV:		
AIR QUALITY BENEFIT EMIS	SSIONS					PROJECT	IISTORT.		
REDUCTION:									
PRELIMINAR'	y engineerin	NG: \$1,896,30	0		1	Authorized Fu	nding by Cate	gory/Share:	
ROW PURCH		\$0			Federal	State	Local	Local	FUNDING BY
		RING: \$1,664,10		21.1				Contribution	
CONSTRUCT		\$38,700,0	00	2U	\$30,960,00	0 \$7,740,000	) \$0	\$0	\$38,700,000
CONTINGEN		\$696,600							
INDIRECT CC		\$1,869,21	0						
BOND FINAN		\$0		FUNDING	****			4.0	*
TOTAL PROJE	ECT COST:	\$44,826,2	10	BY SHARE:	\$30,960,00	0 \$7,740,000	) \$0	\$0	\$38,700,000
DISTRICT	COUNTY	CSJ	HWY	PHA	SE C	ITY	PROJECT SPO	ONSOR	YOE COST
BEAUMONT	Orange	0710-03-001	FM 299	C			Orange Coun	ty	\$41,922,000
LIMITS FROM	1 Sou	th of Walden Ro	and FM	I 105					
LIMITS TO:	Cor	ner Rd and FM 1	.05				MPO PROJE	ECT ID:	94155-F40N
DESCRIPTION	N: Cor	struct a new 2 la	ne highv	way			FUNDING (	CATEGORY:	3
REMARKS:									
						PROJECT I			
AIR QUALITY						INOSECTI	115101(1.		
BENEFIT EMI: REDUCTION:									
	Y ENGINEERIN	NG: \$2,054,17	 8			Authorized Fu	nding by Cate	gory/Share:	
ROW PURCH		\$0						Local	FUNDING BY
		RING: \$2,054,17	8		Federal	State	Local	Contribution	CATEGORY
CONSTRUCT	ION COST:	\$41,922,0	00	3	\$0	\$0	\$0	\$41,922,000	\$41,922,000
CONTINGEN	CIES:	\$524,025							
INDIRECT CC	OSTS:	\$2,024,83	3						
BOND FINAN	ICING:	\$0		FUNDING					
TOTAL PROJE	ECT COST:	\$48,579,2	14	BY SHARE:	\$0	\$0	\$0	\$41,922,000	\$41,922,000

DISTRICT	COUNT	Y CSJ	HWY	PHA	SE	CITY		PROJECT SP	ONSOR	YOE COST
BEAUMONT	Orange	0243-0	3-061 SH 62	C, E		Oran	ge	TXDOT		\$83,488
LIMITS FROM	Л	FM 1078								
LIMITS TO:		700' south of	FM 1078					MPO PROJ	ECT ID:	12010-FXXE
DESCRIPTION	N:	Install right to	urn lane					FUNDING (	CATEGORY:	5
REMARKS:		_	phase include		_	ing				
AIR QUALITY	/	only (does no	ot include prelir	ninary engine	ering).		PROJECT I			
BENEFIT EMI							 			
REDUCTION:	:	NOX=3.3770	) KG/Day	VOC=1.0050	KG/Day		 			
PRELIMINAR	Y ENGINE	EERING: \$3	,846			Aut	horized Fu	nding by Cate		
ROW PURCH	HASE:	\$0							Local	FUNDING BY
CONSTRUCT	TON ENG	INEERING: \$5	,009		Feder	al	State	Local	Contribution	CATEGORY
CONSTRUCT	ION COS	T: \$7	8,479	CMAQ-5	\$66,790		\$16,698	\$0	\$0	\$83,488
CONTINGEN	ICIES:	\$1	,012							
INDIRECT CO	OSTS:	\$4	,505							
BOND FINAN	NCING:	\$0		FUNDING						
TOTAL PROJ	ECT COST	Γ: \$9	2,851	BY SHARE:	\$66,790		\$16,698	\$0	\$0	\$83,488
DISTRICT	COUNT	Y CSJ	HWY	PHA	SE	CITY		PROJECT SP	ONSOR	YOE COST
BEAUMONT	Jefferso	n 0653-0	1-013 SP 136	C, E		Port	Neches	City of Port N	leches	\$414,287
LIMITS FROM	Л	.65 miles nor	th of HWY 347							
LIMITS TO:		.61 miles nor	th on Spur 136					MPO PROJ	ECT ID:	12011-FXXE
DESCRIPTION	N:	Install right a Plant	nd left turn lan	es on Spur 13	6 at Hunts	sman		FUNDING (	CATEGORY:	5
REMARKS:		Funding for E	phase include	s construction	n engineer	ing				
AIR QUALITY	/	only (does no	ot include prelir	ninary engine	ering).		PROJECT I	HISTORY:		
BENEFIT EMI							 			
REDUCTION:	:	NOX=3.1410	) KG/Day	VOC=0.8840	KG/Day		 			
PRELIMINAR	Y ENGINE	ERING: \$1	9,082			Aut	horized Fu	nding by Cate	egory/Share:	
ROW PURCH	HASE:	\$0							Local	FUNDING BY
CONSTRUCT	TON ENG	INEERING: \$2	4,857		Feder	al	State	Local	Contribution	CATEGORY
CONSTRUCT	ION COS	T: \$3	89,430	CMAQ-5	\$331,430	)	\$0	\$82,857	\$0	\$414,287
CONTINGEN	ICIES:	\$5	,024							
INDIRECT CO	OSTS:	\$2	2,353							
BOND FINAN	NCING:	\$0		FUNDING						
TOTAL PROJ	ECT COST	Γ: \$4	60,746	BY SHARE:	\$331,430	)	\$0	\$82,857	\$0	\$414,287
DUACE: C	CONCED	LICTION 5 551	CINEEDING D -		ICCED					

DISTRICT COUNTY	CSJ	HWY	PHASE	CITY		PROJECT SP	ONSOR	YOE COST
BEAUMONT Hardin	0920-03-078	CS	C, E	Lumb	perton	City of Lumbe	erton	\$40,500
LIMITS FROM Ea	ast Candlestick Dr, fr	om FM 3513						
LIMITS TO: 24	40' west of FM 3513					MPO PROJ	ECT ID:	12012-FXXE
DESCRIPTION: In	nstallation of right tu	rn lane at East	Candlestick [	Orive		FUNDING (	CATEGORY:	5
REMARKS: Fu	unding for E phase i	ncludes constr	uction engine	ering				
AIR QUALITY	nly (does not include	e preliminary e	ngineering).	ļ	PROJECT I			
BENEFIT EMISSIONS				İ				
	NOX=0.1030 KG/Day	VOC=0	0090 KG/Day		L			
PRELIMINARY ENGINEER	RING: \$1,865			Aut	horized Fu	nding by Cate	egory/Share:	
ROW PURCHASE:	\$0		Гал	lawal	Ctata	اممما	Local	FUNDING BY
CONSTRUCTION ENGIN	EERING: \$2,430			eral	State	Local	Contribution	CATEGORY
CONSTRUCTION COST:	\$38,070	CMAQ	-5 \$32,40	0	\$0	\$8,100	\$0	\$40,500
CONTINGENCIES:	\$491							
INDIRECT COSTS:	\$2,185							
BOND FINANCING:	\$0	FUNDI	NG					
TOTAL PROJECT COST:	\$45,041	BY SHA	ARE: \$32,40	0	\$0	\$8,100	\$0	\$40,500
DISTRICT COUNTY	CSJ	HWY	PHASE	CITY		PROJECT SPO	ONSOR	YOE COST
BEAUMONT Orange	0920-30-081	CR	C, E	Othe	r	Port of Beaun	nont	\$9,000,000
LIMITS FROM O	ld Highway 90, sout	h of IH-10 acc	ess road					
LIMITS TO: Ea	ast bank of Neches F	River				MPO PROJ	ECT ID:	12014-FXXE
DESCRIPTION: Co	onstruct railroad gra	nde separation				FUNDING (	CATEGORY:	5, 3-LC
REMARKS: Fu	unding for E phase i	ncludes constr	uction engine	ering				
Ol	nly (does not include		_	i	PROJECT I	HISTORY:		
AIR QUALITY BENEFIT EMISSIONS				ļ				
	NOX=1.7610 KG/Day	VOC=0	4960 KG/Day					
PRELIMINARY ENGINEER	RING: \$414,540			Aut	horized Fu	nding by Cate	gory/Share:	
ROW PURCHASE:	\$0						Local	FUNDING BY
CONICEDIUCTION ENICINI	EERING: \$540,000		Fed	eral	State	Local	Contribution	CATEGORY
CONSTRUCTION ENGIN		CMAQ	-5 \$5,212	,746	\$0	\$1,303,187	\$0	\$6,515,933
CONSTRUCTION ENGINE	\$8,460,000				\$0	\$0	\$2,484,067	\$2,484,067
	\$8,460,000 \$105,750	Lcl Cor	nt-3 \$0		ΨΟ	4 -	φ2, 10 1,007	
CONSTRUCTION COST:		Lcl Cor	nt-3 \$0		Ψ0	7.5	ψ <u>υ</u> , το τησση	
CONSTRUCTION COST: CONTINGENCIES:	\$105,750				40	**	<i>\$2,</i> 10 1,007	
CONSTRUCTION COST: CONTINGENCIES: INDIRECT COSTS:	\$105,750 \$485,604	FUNDI	NG	,746	\$0	\$1,303,187	\$2,484,067	\$9,000,000

DISTRICT COUNTY	CSJ HWY	PHA	SE CITY	1	PROJECT SPO	ONSOR	YOE COST
BEAUMONT Jefferson	0920-38-250 VA	C, E	Port	Arthur	Port of Port A	Arthur	\$3,324,947
LIMITS FROM Inside	e the Port of Port Arth	nur					
LIMITS TO:					MPO PROJ	ECT ID:	12015-FXXE
DESCRIPTION: Instal	ll railroad track				FUNDING (	CATEGORY:	5
	ing for E phase includ (does not include prel						
AIR QUALITY	(does not include prei	illillilary erigine	ering).	PROJECT I	HISTORY:		
BENEFIT EMISSIONS							
REDUCTION: NOX	(=42.2460 KG/Day	VOC=11.8910	) KG/Day	<u> </u>			
PRELIMINARY ENGINEERING	G: \$153,147		Au	thorized Fu	ınding by Cate	egory/Share:	
ROW PURCHASE:	\$0		Endoral	Ctata	Local	Local	FUNDING BY
CONSTRUCTION ENGINEER	ING: \$199,496		Federal	State	Local	Contribution	CATEGORY
CONSTRUCTION COST:	\$3,125,451	CMAQ-5	\$2,659,958	\$0	\$664,989	\$0	\$3,324,947
CONTINGENCIES:	\$40,318						
INDIRECT COSTS:	\$179,401						
BOND FINANCING:	\$0	FUNDING					
TOTAL PROJECT COST:	\$3,697,813	BY SHARE:	\$2,659,958	\$0	\$664,989	\$0	\$3,324,947
DISTRICT COUNTY	CSJ HWY	PHA	SE CITY	1	PROJECT SPO	ONSOR	YOE COST
BEAUMONT Various	0920-00-112 VA	C, E	Vari	ous	TXDOT		\$484,792
LIMITS FROM Distri	ctwide						
LIMITS TO:					MPO PROJ	ECT ID:	12016-FXXE
DESCRIPTION: Instal	ll dynamic message si	gns			FUNDING (	CATEGORY:	5
	ing for E phase includ						
AIR QUALITY	(does not include prel	liminary engine	ering).	PROJECT I	HISTORY:		
BENEFIT EMISSIONS							
REDUCTION: NOX	(=19.0220 KG/Day	VOC=19.0220	) KG/Day	<u> </u> -L			
PRELIMINARY ENGINEERING	G: \$22,330		Au	thorized Fu	ınding by Cate	egory/Share:	
ROW PURCHASE:	\$0			•		Local	FUNDING BY
CONSTRUCTION ENGINEER	ING: \$29,087		Federal	State	Local	Contribution	CATEGORY
CONSTRUCTION COST:	\$455,705	CMAQ-5	\$387,834	\$96,958	\$0	\$0	\$484,792
CONTINGENCIES:	\$5,879						
INDIRECT COSTS:	\$26,157						
BOND FINANCING:	\$0	FUNDING					
TOTAL PROJECT COST:	\$539,158	BY SHARE:	\$387,834	\$96,958	\$0	\$0	\$484,792
	ψ <i>JJJ</i> ,± <i>J</i> 0	DI SIIAKE.	\$307,03 <del>T</del>	450,550	40	Ψ0	\$ 10 1,7 32

DISTRICT COUNT	Y CSJ	HWY	PHA	SE CIT	Y	PROJECT SP	ONSOR	YOE COST
BEAUMONT Hardin	0920-03-079	CS	C, E	Lum	berton	City of Lumb	erton	\$315,479
LIMITS FROM	Forest Rd, from US	69/287						
LIMITS TO:	West Chance Rd					MPO PROJ	ECT ID:	12017-FXXE
DESCRIPTION:	Construct sidewalk ramps	s on both si	ides of road	lway, including	)	FUNDING (	CATEGORY:	5
REMARKS:	Funding for E phas	e includes c	onstruction	n engineering				
	only (does not incl				PROJECT I	HISTORY:		
AIR QUALITY BENEFIT EMISSIONS								
REDUCTION:	NOX=0.3600 KG/I	Day VC	OC=0.0440	KG/Day				
PRELIMINARY ENGINE	ERING: \$14,531			Au	thorized Fu	ınding by Cate	egory/Share:	
ROW PURCHASE:	\$0				_		Local	FUNDING BY
CONSTRUCTION ENG	INEERING: \$18,928			Federal	State	Local	Contribution	CATEGORY
CONSTRUCTION COST	Г: \$296,55	1 C	MAQ-5	\$252,383	\$0	\$63,096	\$0	\$315,479
CONTINGENCIES:	\$3,826							
INDIRECT COSTS:	\$17,022							
BOND FINANCING:	\$0	FI	UNDING					
TOTAL PROJECT COST	÷ \$350,858		Y SHARE:	\$252,383	\$0	\$63,096	\$0	\$315,479
DISTRICT COUNT	Y CSJ	HWY	PHA	SE CIT	Υ	PROJECT SP	ONSOR	YOE COST
BEAUMONT Jefferso	n 0200-11-103	US 69	C, E	Bear	umont	TXDOT		\$342,201
LIMITS FROM	Lucas St							
LIMITS TO:	Dowlen Rd					MPO PROJ	ECT ID:	12018-FXXE
DESCRIPTION:	Construct sidewalk	s on the we	st side of U	S 69 right of v	vay	FUNDING (	CATEGORY:	5
REMARKS:	Funding for E phas	e includes c	onstruction	n engineering				
	only (does not incl				PROJECT I	HISTORY:		
AIR QUALITY BENEFIT EMISSIONS						2.2		
REDUCTION:	NOX=0.8160 KG/[	Day VC	OC=0.1000	KG/Day				
PRELIMINARY ENGINE	ERING: \$15,761			Au	thorized Fu	ınding by Cate	egory/Share:	
ROW PURCHASE:	\$0				-		Local	FUNDING BY
CONSTRUCTION ENG	INEERING: \$20,532			Federal	State	Local	Contribution	CATEGORY
CONSTRUCTION COST	Т: \$321,669	<sub>9</sub> C	MAQ-5	\$273,760	\$68,441	\$0	\$0	\$342,201
CONTINGENCIES:	\$4,150							
INDIRECT COSTS:	\$18,464							
BOND FINANCING:	\$0	FI	UNDING					
BOND FINANCING: TOTAL PROJECT COST			UNDING Y SHARE:	\$273,760	\$68,441	\$0	\$0	\$342,201

DISTRICT	COUNT	Y CSJ	HWY	PHA	SE (	CITY		PROJECT SP	ONSOR	YOE COST
BEAUMONT	Jefferso	n 0786-01-08	0 FM 36	4 C, E	E	Beaumo	ont	TXDOT		\$333,851
LIMITS FROM	1	Delaware St								
LIMITS TO:		Phelan Blvd						MPO PROJ	ECT ID:	12019-FXXE
DESCRIPTION	1:	Construct sidewal	ks					FUNDING	CATEGORY:	5
REMARKS:		Funding for E pha	se include	es construction	n engineeri	ng				
AID OLLALITY		only (does not inc			_		ROJECT H	HISTORY:		
AIR QUALITY BENEFIT EMIS										
REDUCTION:	5510115	NOX=1.1280 KG/	'Day	VOC=0.1380	KG/Day					
PRELIMINARY	Y ENGINE	ERING: \$15,378	 3			Autho	rized Fu	nding by Cat		
ROW PURCH.	ASE:	\$0							Local	FUNDING BY
CONSTRUCTI	ON ENG	INEERING: \$20,03	L		Federa	al	State	Local	Contribution	CATEGORY
CONSTRUCTI	ON COS	T: \$313,82	20	CMAQ-5	\$267,081	\$6	66,770	\$0	\$0	\$333,851
CONTINGEN	CIES:	\$4,048								
INDIRECT CO	STS:	\$18,013	3							
BOND FINAN	ICING:	\$0		FUNDING						
TOTAL PROJE	CT COST	: \$371,29	90	BY SHARE:	\$267,081	\$6	66,770	\$0	\$0	\$333,851
DICTRICT		n/ <b>aa</b> .			_					
DISTRICT	COUNT	Y CSJ	HWY	PHA	SE (	CITY		PROJECT SP	ONSOR	YOE COST
BEAUMONT				C PHA		<b>CITY</b> Beaumo	ont	BMT	ONSOR	\$1,875,000
	Jefferso		1 VA	С			ont		ONSOR	
BEAUMONT	Jefferso	n 0920-38-25	1 VA	С			ont			
BEAUMONT LIMITS FROM	Jefferso	n 0920-38-25	1 VA pal Transi	C	Ī	Beaumo	ont	BMT  MPO PROJ		\$1,875,000
BEAUMONT LIMITS FROM LIMITS TO:	Jefferso	n 0920-38-25 Beaumont Munici Replace 3 diesel b (CNG) buses Transit developme	1 VA pal Transii uses with	C t compressed	l natural gas	Beaumo	ont	BMT  MPO PROJ  FUNDING	ECT ID: CATEGORY:	\$1,875,000 12020-FXXE 5
BEAUMONT LIMITS FROM LIMITS TO: DESCRIPTION REMARKS:	Jefferso I J:	n 0920-38-25 Beaumont Munici Replace 3 diesel b (CNG) buses	1 VA pal Transii uses with	C t compressed	l natural gas	Beaumo		BMT  MPO PROJ  FUNDING	ECT ID:	\$1,875,000 12020-FXXE 5
BEAUMONT LIMITS FROM LIMITS TO: DESCRIPTION	Jefferso	n 0920-38-25 Beaumont Munici Replace 3 diesel b (CNG) buses Transit developme	1 VA pal Transii uses with	C t compressed	l natural gas	Beaumo		BMT  MPO PROJ  FUNDING	ECT ID: CATEGORY:	\$1,875,000 12020-FXXE 5
BEAUMONT LIMITS FROM LIMITS TO: DESCRIPTION REMARKS: AIR QUALITY	Jefferso	n 0920-38-25 Beaumont Munici Replace 3 diesel b (CNG) buses Transit developme	1 VA pal Transit uses with ent credits tch.	C t compressed	natural gas ested for the	Beaumo	ROJECT I	BMT  MPO PROJ FUNDING  HISTORY:	ECT ID: CATEGORY:	\$1,875,000 12020-FXXE 5
BEAUMONT LIMITS FROM LIMITS TO: DESCRIPTION REMARKS: AIR QUALITY BENEFIT EMIS	Jefferso  I  I:	n 0920-38-25 Beaumont Munici Replace 3 diesel b (CNG) buses Transit developme \$375,000 local ma	1 VA pal Transit uses with ent credits tch.	C compressed of will be reque	natural gas ested for the	Beaumo e PF	ROJECT H	BMT  MPO PROJ FUNDING  HISTORY:	ECT ID: CATEGORY:	\$1,875,000 12020-FXXE 5
BEAUMONT LIMITS FROM LIMITS TO: DESCRIPTION REMARKS: AIR QUALITY BENEFIT EMIS REDUCTION:	Jefferso I I: SSIONS	n 0920-38-25 Beaumont Munici Replace 3 diesel b (CNG) buses Transit developme \$375,000 local ma	1 VA pal Transit uses with ent credits tch.	C compressed of will be reque	natural gas ested for the KG/Day	e PF	ROJECT H	BMT  MPO PROJ FUNDING  HISTORY:	ECT ID: CATEGORY: egory/Share: Local	\$1,875,000  12020-FXXE  5  FUNDING BY
BEAUMONT LIMITS FROM LIMITS TO: DESCRIPTION REMARKS: AIR QUALITY BENEFIT EMIS REDUCTION: PRELIMINARY ROW PURCH.	Jefferso I J: SSIONS Y ENGINE ASE:	n 0920-38-25 Beaumont Munici Replace 3 diesel b (CNG) buses Transit developme \$375,000 local ma  NOX=0.3630 KG/	1 VA pal Transit uses with ent credits tch.	C t compressed will be reque	natural gas ested for the KG/Day Federa	e PF Autho	ROJECT F	BMT  MPO PROJ FUNDING  HISTORY:  nding by Cate	ECT ID: CATEGORY:  egory/Share: Local Contribution	\$1,875,000  12020-FXXE  5  FUNDING BY CATEGORY
BEAUMONT LIMITS FROM LIMITS TO: DESCRIPTION REMARKS: AIR QUALITY BENEFIT EMIS REDUCTION: PRELIMINARY ROW PURCH.	Jefferso  I  SSIONS  Y ENGINE ASE:	n 0920-38-25 Beaumont Munici Replace 3 diesel b (CNG) buses Transit developme \$375,000 local ma  NOX=0.3630 KG, ERING: \$0 \$0 INEERING: \$0	1 VA pal Transit uses with ent credits tch.	C compressed of will be reque	natural gas ested for the KG/Day	e PF Autho	ROJECT F	BMT  MPO PROJ FUNDING  HISTORY:	ECT ID: CATEGORY: egory/Share: Local	\$1,875,000  12020-FXXE  5  FUNDING BY
BEAUMONT LIMITS FROM LIMITS TO: DESCRIPTION REMARKS: AIR QUALITY BENEFIT EMIS REDUCTION: PRELIMINARY ROW PURCH. CONSTRUCTION	Jefferso  I I: SSIONS Y ENGINE ASE: ON ENGI	n 0920-38-25 Beaumont Munici Replace 3 diesel b (CNG) buses Transit developme \$375,000 local ma  NOX=0.3630 KG, ERING: \$0 \$0 INEERING: \$0	1 VA pal Transit uses with ent credits tch.	C t compressed will be reque	natural gas ested for the KG/Day Federa	e PF Autho	ROJECT F	BMT  MPO PROJ FUNDING  HISTORY:  nding by Cate	ECT ID: CATEGORY:  egory/Share: Local Contribution	\$1,875,000  12020-FXXE  5  FUNDING BY CATEGORY
BEAUMONT LIMITS FROM LIMITS TO: DESCRIPTION REMARKS: AIR QUALITY BENEFIT EMIS REDUCTION: PRELIMINARY ROW PURCH. CONSTRUCTI	Jefferso I I: SSIONS Y ENGINE ASE: SON ENGI	n 0920-38-25 Beaumont Munici Replace 3 diesel b (CNG) buses Transit developme \$375,000 local ma  NOX=0.3630 KG, EERING: \$0 \$0 INEERING: \$0 T: \$1,875,	1 VA pal Transit uses with ent credits tch.	C t compressed will be reque	natural gas ested for the KG/Day Federa	e PF Autho	ROJECT F	BMT  MPO PROJ FUNDING  HISTORY:  nding by Cate	ECT ID: CATEGORY:  egory/Share: Local Contribution	\$1,875,000  12020-FXXE  5  FUNDING BY CATEGORY
BEAUMONT LIMITS FROM LIMITS TO: DESCRIPTION REMARKS: AIR QUALITY BENEFIT EMIS REDUCTION: PRELIMINARY ROW PURCH. CONSTRUCTI CONSTRUCTI CONTINGENO	Jefferso  I I: SSIONS Y ENGINE ASE: ON ENGI	n 0920-38-25 Beaumont Munici Replace 3 diesel b (CNG) buses Transit developme \$375,000 local ma  NOX=0.3630 KG, EERING: \$0 \$0 INEERING: \$0 T: \$1,875, \$0	1 VA pal Transit uses with ent credits tch.	C t compressed will be reque	natural gas ested for the KG/Day Federa	e PF Autho	ROJECT F	BMT  MPO PROJ FUNDING  HISTORY:  nding by Cate	ECT ID: CATEGORY:  egory/Share: Local Contribution	\$1,875,000  12020-FXXE  5  FUNDING BY CATEGORY

DISTRICT (	COUNTY	CSJ	HWY	PHA	SE C	CITY		PROJECT SP	ONSOR	YOE COST
BEAUMONT J	OHRTS A	rea 0920-00-1	L14 VA	С	J	OHRTS	S Area	SETRPC		\$1,500,000
LIMITS FROM	Ir	Jefferson, Ora	nge, and H	ardin Countie	S					
LIMITS TO:								MPO PROJ	ECT ID:	12021-FXXE
DESCRIPTION:	А	reawide Ridesl	nare Prograi	m				FUNDING (	CATEGORY:	5
DEN 44 DIVE										
REMARKS:							DOILCE I	IICTODY.		
AIR QUALITY						P	ROJECT F	1151 OKY.		
BENEFIT EMISS REDUCTION:		NOX=49.5060	KG/Day	VOC=6.4110	KG/Dav					
			NO/Day	VOC-0.4110		ـــــــــــــــــــــــــــــــــــــ				
PRELIMINARY E						Autno	orizea Fu	nding by Cate		FUNDING DV
ROW PURCHAS		\$0 FEDING: \$0			Federa	I	State	Local	Local Contribution	FUNDING BY CATEGORY
CONSTRUCTIO			0.000	CMAQ-5	\$1,500,000	) \$	0	\$0	\$0	\$1,500,000
CONSTRUCTIO CONTINGENCI			0,000	CIVII (Q 5	Ψ1,300,000	<i>σ</i> Ψ		ΨΟ	Ψ0	Ψ1,500,000
INDIRECT COST		\$0 \$0								
BOND FINANCE		\$0 \$0								
TOTAL PROJEC			0,000	FUNDING BY SHARE:	\$1,500,000	n ¢	0	\$0	\$0	\$1,500,000
	COUNTY	CSJ	HWY	PHA	SE C	CITY		PROJECT SP		YOE COST
BEAUMONT J	lefferson	0920-38-2	239 CA	C, E	В	Beaum	ont	City of Beaun	nont	\$826,418
LIMITS FROM	F	olsom Dr, from	Dowlen Rd	I						
LIMITS TO:	F	M 364/Major						MPO PROJ	ECT ID:	12027-FXXE
DESCRIPTION:	C	onstruct hike a	and bike trai	il				FUNDING (	CATEGORY:	9
REMARKS:	F	unding for E pl	nase include	s nreliminary	engineering	hns r				
		onstruction en		23 premimary	crigineering		ROJECT H			
AIR QUALITY	IONC						ROJECTI	115101(1)		
BENEFIT EMISS REDUCTION:	101/13					į				
PRELIMINARY I	ENGINEEI	RING: \$36,3					orized Fu	nding by Cate	gory/Share:	
ROW PURCHAS		\$0							Local	FUNDING BY
CONSTRUCTIO	N ENGIN	EERING: \$49,5	85		Federa	I	State	Local	Contribution	CATEGORY
CONSTRUCTIO	N COST:	\$740	471	TRAN EN-9	\$661,134	\$	0	\$165,284	\$0	\$826,418
CONTINGENCI	ES:	\$9,55	2							
INDIRECT COST	TS:	\$42,5								
BOND FINANC	ING:	\$0		FUNDING						
TOTAL PROJEC	T COST:	\$878	473	BY SHARE:	\$661,134	\$	0	\$165,284	\$0	\$826,418

CSJ

HWY

**PHASE** 

CITY

**PROJECT SPONSOR** 

**YOE COST** 

DISTRICT	COUNTY	CSJ	LIAAI	PHA	SE C	111	PROJECT 3P	CNSCK	TOE COST
BEAUMONT	Jefferson	0920-38-254	CS	С	Po	ort Neches	City Port Ned	ches	\$727,189
LIMITS FRON	Л P	ort Neches Ave, fro	om Bloc	k St					
LIMITS TO:	L	lano St					MPO PROJ	JECT ID:	13001-FXXE
DESCRIPTIO	N: C	onstruction of side	ewalks a	ind ADA ramp	S		FUNDING	CATEGORY:	9
REMARKS:									
AIR QUALITY BENEFIT EMI REDUCTION:	SSIONS					PROJECT			
PRELIMINAR	Y ENGINEER						ınding by Cat		
ROW PURCH	IASE:	\$0				<b>6.</b> .		Local	FUNDING BY
CONSTRUCT	TON ENGIN	EERING: \$46,395			Federal		Local	Contribution	CATEGORY
CONSTRUCT	ION COST:	\$727,189		TRAN EN-9	\$545,392	\$181,797	\$0	\$0	\$727,189
CONTINGEN	ICIES:	\$9,381							
INDIRECT CO	OSTS:	\$35,123							
BOND FINAN	NCING:	\$0		FUNDING					
TOTAL PROJ	ECT COST:	\$853,720		BY SHARE:	\$545,392	\$0	\$181,797	\$0	\$727,189
DISTRICT	COUNTY	CSJ	HWY	РНА	SE C	ITY	PROJECT SP	ONSOR	YOE COST
BEAUMONT	Orange	0920-30-067	VA	С	0	range	Port of Orang	ge	\$490,000
LIMITS FROM	/ Р	ort of Orange							
LIMITS TO:							MPO PROJ	JECT ID:	09005-FXXE
DESCRIPTIO	N: U	pgrade the rail wit	hin the	port			FUNDING	CATEGORY:	10
REMARKS:									
AIR QUALITY	/					PROJECT	HISTORY:		
BENEFIT EMI REDUCTION:	SSIONS								
PRELIMINAR	Y ENGINEER		. —			Authorized Fu	ınding by Cat	egory/Share:	
ROW PURCH	IASE:	\$0						Local	FUNDING BY
CONSTRUCT	TON ENGIN	EERING: \$31,262			Federal	State	Local	Contribution	CATEGORY
CONSTRUCT	ION COST:	\$490,000		MISC-10	\$490,000	\$0	\$0	\$0	\$490,000
CONTINGEN	ICIES:	\$6,321							
INDIRECT CO	OSTS:	\$28,126							
BOND FINAN	NCING:	\$0		FUNDING					
TOTAL PROJ	ECT COST:	\$579,719		BY SHARE:	\$490,000	\$0	\$0	\$0	\$490,000

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

**DISTRICT** 

COUNTY

DISTRICT	COUNT	Y CSJ	HV	VY P	HASE	CITY		PROJECT SP	ONSOR	YOE COST
BEAUMONT	Jefferso	n 0920	0-38-187 CS	С		Beau	mont	City of Beaun	nont	\$6,814,679
LIMITS FROM	М	Washingto	on Blvd, at Gui	nn Ave						
LIMITS TO:		Langham	Rd					MPO PROJ	ECT ID:	96016-F40N
DESCRIPTION	N:	Widen to	4 lanes with a	continuous lef	ft turn lane			FUNDING (	CATEGORY:	10, 3-LC
REMARKS:										
	_						PROJECT I	HISTORY:		
AIR QUALITY BENEFIT EMI REDUCTION:	ISSIONS									
PRELIMINAR	RY ENGINE	ERING:	\$681,468			Aut	horized Fu	nding by Cate	egory/Share:	
ROW PURCH	HASE:		\$0		<b>.</b>		<b>6</b>		Local	FUNDING BY
CONSTRUCT	TION ENGI	NEERING:	\$338,008		Fede	ral	State	Local	Contribution	CATEGORY
CONSTRUCT	TION COST	<del>-</del> :	\$6,814,679	MISC-10	\$2,547,7	43	\$0	\$636,936	\$0	\$3,184,679
CONTINGEN	ICIES:		\$135,612	Lcl Cont-	3 \$0		\$0	\$0	\$3,630,000	\$3,630,000
INDIRECT CO	OSTS:		\$329,149							
BOND FINAN	NCING:		\$0	FUNDING	à					
TOTAL PROJ	ECT COST		\$8,298,916	BY SHARI	E: \$2,547,7	43	\$0	\$636,936	\$3,630,000	\$6,814,679
DISTRICT	COUNT	Y CSJ	HV	VY P	HASE	CITY		PROJECT SP	ONSOR	YOE COST
				• • • • • • • • • • • • • • • • • • • •		CITT			<del></del>	
BEAUMONT			0-38-189 CS	C			mont	City of Beaun		\$11,346,898
	Jefferso	n 0920	0-38-189 CS d, from US 90,	С						
BEAUMONT	Jefferson M	n 0920	d, from US 90,	С					nont	
BEAUMONT LIMITS FROM	Jefferson M	n 0920 Dowlen Ro Walden Ro	d, from US 90, d a new 4 lane s	C		Beau		City of Beaun	nont	\$11,346,898
BEAUMONT LIMITS FROM LIMITS TO:	Jefferson M	n 0920 Dowlen Ro Walden Ro Construct	d, from US 90, d a new 4 lane s	C		Beau		City of Beaun	nont ECT ID:	\$11,346,898 02001-F40N
BEAUMONT LIMITS FROM LIMITS TO: DESCRIPTION	Jefferson M N: Y ISSIONS	n 0920 Dowlen Ro Walden Ro Construct major inte	d, from US 90, d a new 4 lane s rsections	C south treet with left	turn lanes at	Beau		City of Beaun MPO PROJ FUNDING	nont ECT ID:	\$11,346,898 02001-F40N
BEAUMONT LIMITS FROM LIMITS TO: DESCRIPTION REMARKS: AIR QUALITY BENEFIT EMI	Jefferson M N: Y ISSIONS	n 0920 Dowlen Ro Walden Ro Construct major inte	d, from US 90, d a new 4 lane s	C south treet with left	turn lanes at	Beau the	mont PROJECT I	City of Beaun MPO PROJ FUNDING	nont  ECT ID:  CATEGORY:	\$11,346,898 02001-F40N
BEAUMONT LIMITS FROM LIMITS TO: DESCRIPTION REMARKS: AIR QUALITY BENEFIT EMI REDUCTION:	Jefferson M N:  Y ISSIONS :	n 0920 Dowlen Ro Walden Ro Construct major inte	d, from US 90, d a new 4 lane s rsections	C south treet with left	turn lanes at	Beau the	PROJECT I	City of Beaun  MPO PROJ  FUNDING (  HISTORY:	nont  ECT ID:  CATEGORY:	\$11,346,898 02001-F40N
BEAUMONT LIMITS FROM LIMITS TO: DESCRIPTION REMARKS: AIR QUALITY BENEFIT EMI REDUCTION: PRELIMINAR	Jefferson M N:  Y ISSIONS :	n 0920 Dowlen Ro Walden Ro Construct major inte ERING:	d, from US 90, d a new 4 lane s rsections \$794,283	C south treet with left	turn lanes at	Beau the	mont PROJECT I	City of Beaun MPO PROJ FUNDING (	nont  ECT ID:  CATEGORY:  egory/Share:	\$11,346,898 02001-F40N 10, 3-LC
BEAUMONT LIMITS FROM LIMITS TO: DESCRIPTION REMARKS: AIR QUALITY BENEFIT EMI REDUCTION: PRELIMINAR ROW PURCH	Jefferson M N:  Y ISSIONS : RY ENGINE HASE:	n 0920 Dowlen Ro Walden Ro Construct major inte ERING:	d, from US 90, d a new 4 lane s rsections \$794,283	C south treet with left	turn lanes at	Beau the <b>Aut</b>	PROJECT I	City of Beaun  MPO PROJ  FUNDING (  HISTORY:	nont  ECT ID: CATEGORY:  egory/Share: Local	\$11,346,898 02001-F40N 10, 3-LC FUNDING BY CATEGORY \$2,277,698
BEAUMONT LIMITS FROM LIMITS TO: DESCRIPTION REMARKS: AIR QUALITY BENEFIT EMI REDUCTION: PRELIMINAR ROW PURCH CONSTRUCT	Jefferson M N: SSIONS : RY ENGINE HASE: TION ENGI	n 0920 Dowlen Ro Walden Ro Construct major inte ERING:	d, from US 90, d a new 4 lane s rsections \$794,283 \$0 \$555,998	C south treet with left	turn lanes at Feder \$1,822,1	Beau the <b>Aut</b>	PROJECT I	MPO PROJ FUNDING ( HISTORY:	egory/Share: Local Contribution	\$11,346,898 02001-F40N 10, 3-LC FUNDING BY CATEGORY
BEAUMONT LIMITS FROM LIMITS TO: DESCRIPTION REMARKS: AIR QUALITY BENEFIT EMI REDUCTION: PRELIMINAR ROW PURCH CONSTRUCT	Jefferson M N: ISSIONS : RY ENGINE HASE: FION ENGI	n 0920 Dowlen Ro Walden Ro Construct major inte ERING:	d, from US 90, d a new 4 lane s rsections \$794,283 \$0 \$555,998 \$11,346,898	C south treet with left	turn lanes at Feder \$1,822,1	Beau the <b>Aut</b>	PROJECT I  chorized Fu  State  \$0	MPO PROJ FUNDING ( HISTORY: Inding by Cate Local \$455,540	egory/Share: Local Contribution	\$11,346,898 02001-F40N 10, 3-LC FUNDING BY CATEGORY \$2,277,698
BEAUMONT LIMITS FROM LIMITS TO: DESCRIPTION REMARKS: AIR QUALITY BENEFIT EMI REDUCTION: PRELIMINAR ROW PURCH CONSTRUCT CONSTRUCT CONTINGEN	Jefferson M N:  (ISSIONS : RY ENGINE HASE: FION ENGI	n 0920 Dowlen Ro Walden Ro Construct major inte ERING:	th, from US 90, the state of th	c south treet with left MISC-10 Lcl Cont-1	Feder \$1,822,1	Beau the <b>Aut</b>	PROJECT I  chorized Fu  State  \$0	MPO PROJ FUNDING ( HISTORY: Inding by Cate Local \$455,540	egory/Share: Local Contribution	\$11,346,898 02001-F40N 10, 3-LC FUNDING BY CATEGORY \$2,277,698
BEAUMONT LIMITS FROM LIMITS TO: DESCRIPTION REMARKS: AIR QUALITY BENEFIT EMI REDUCTION: PRELIMINAR ROW PURCH CONSTRUCT CONSTRUCT CONTINGEN INDIRECT CO	Jefferson M N:  Y ISSIONS : HASE: HON ENGI TION COST ICIES: DSTS: NCING:	Dowlen Rowalden Rowal	th, from US 90, the state of th	C south treet with left	Feder \$1,822,1	Beau the Aut	PROJECT I  chorized Fu  State  \$0	MPO PROJ FUNDING ( HISTORY: Inding by Cate Local \$455,540	egory/Share: Local Contribution	\$11,346,898 02001-F40N 10, 3-LC FUNDING BY CATEGORY \$2,277,698

DISTRICT	COUNT	Y CSJ	Н	WY	PHASI	E CIT	Y	PROJECT SPO	ONSOR	YOE COST
BEAUMONT	Jeffersor	າ 0920	D-38-178 C	S	С	Bea	umont	City of Beaum	ont	\$5,000,000
LIMITS FROM	Л	Old Dowle	n Rd, from S	H 105, south	١					
LIMITS TO:		Dowlen Ro	t					MPO PROJE	ECT ID:	96019-F40N
DESCRIPTION	N:	Widen to 4	4 lanes					FUNDING C	ATEGORY:	11
REMARKS:										
AID OLIALITY	,						PROJECT I	HISTORY:		
AIR QUALITY BENEFIT EMI REDUCTION:	SSIONS									
PRELIMINAR	Y ENGINE	ERING:	\$500,000			Au	thorized Fu	nding by Cate	gory/Share:	
ROW PURCH	IASE:		\$0						Local	FUNDING BY
CONSTRUCT	TON ENGI	NEERING:	\$339,500			Federal	State	Local	Contribution	CATEGORY
CONSTRUCT	ION COST	:	\$5,000,000	DIST D	DISC-11	\$4,000,000	\$0	\$1,000,000	\$0	\$5,000,000
CONTINGEN	ICIES:		\$105,000							
INDIRECT CO	OSTS:		\$241,500							
BOND FINAN	NCING:		\$0	FUND!	ING					
TOTAL PROJ	ECT COST:		\$6,186,000	BY SH		\$4,000,000	\$0	\$1,000,000	\$0	\$5,000,000
DISTRICT	COUNT	Y CSJ	н	WY	PHASI	E CIT	Υ	PROJECT SPO	NSOR	YOE COST
BEAUMONT	Orange	0920	0-30-080 C	S	C, E	Vido	or	City of Vidor		\$70,461
LIMITS FROM	Л	Old US 90	at Stephenso	on Dr						
LIMITS FRON			at Stephensonorthwest of					MPO PROJE	ECT ID:	12009-FXXE
		.40 miles n	•	FM 105	entary			MPO PROJE FUNDING C		12009-FXXE 12-CMAQ
LIMITS TO: DESCRIPTION	N:	.40 miles r Install righ	northwest of later at	FM 105 t Vidor Elem		enaineerina		FUNDING C	ATEGORY:	12-CMAQ
LIMITS TO: DESCRIPTION REMARKS:	N:	.40 miles r Install righ Funding fo	northwest of	FM 105 t Vidor Elemo cludes constr	ruction (		PROJECT I	FUNDING C		12-CMAQ
LIMITS TO: DESCRIPTION REMARKS: AIR QUALITY	N:	.40 miles r Install righ Funding fo	northwest of late turn lane at	FM 105 t Vidor Elemo cludes constr	ruction (		PROJECT I	FUNDING C	ATEGORY:	12-CMAQ
LIMITS TO: DESCRIPTION REMARKS:	N: , :SSIONS	.40 miles r Install righ Funding fo only (does	northwest of late turn lane at	FM 105 t Vidor Elemo cludes constr preliminary o	ruction (	ring).	PROJECT I	FUNDING C	ATEGORY:	12-CMAQ
LIMITS TO: DESCRIPTION REMARKS: AIR QUALITY BENEFIT EMI	N: , , , , SSIONS :	.40 miles r Install righ Funding fo only (does	northwest of t turn lane at or E phase ind not include 240 KG/Day	FM 105 t Vidor Elemo cludes constr preliminary o	ruction ( enginee	ring). G/Day		FUNDING C	ATEGORY:	12-CMAQ
LIMITS TO: DESCRIPTION REMARKS: AIR QUALITY BENEFIT EMI REDUCTION:	N:  SSSIONS  Y ENGINE	.40 miles r Install righ Funding fo only (does	northwest of t turn lane at or E phase ind not include 240 KG/Day	FM 105 t Vidor Elemo cludes constr preliminary o	ruction ( enginee	ring). G/Day <b>A</b> u	thorized Fu	FUNDING C	ATEGORY:	12-CMAQ
LIMITS TO: DESCRIPTION REMARKS: AIR QUALITY BENEFIT EMI REDUCTION: PRELIMINAR	N:  SSIONS  Y ENGINE	.40 miles r Install righ Funding fo only (does NOX=0.7. ERING:	northwest of t turn lane at or E phase ind not include 240 KG/Day \$3,246 \$0	FM 105 t Vidor Elemo cludes constr preliminary o	ruction ( enginee	ring). G/Day		FUNDING C	ATEGORY:  gory/Share:	12-CMAQ
LIMITS TO: DESCRIPTION REMARKS: AIR QUALITY BENEFIT EMI REDUCTION: PRELIMINAR ROW PURCH CONSTRUCT	N: SSIONS Y ENGINE HASE:	.40 miles r Install righ Funding fo only (does NOX=0.72 ERING:	northwest of t turn lane at or E phase ind not include 240 KG/Day \$3,246 \$0	FM 105 t Vidor Elemo cludes constr preliminary o	ruction ( enginee	ring). G/Day <b>A</b> u	thorized Fu	FUNDING C	ATEGORY:  gory/Share:  Local	12-CMAQ  FUNDING BY
LIMITS TO: DESCRIPTION REMARKS: AIR QUALITY BENEFIT EMI REDUCTION: PRELIMINAR ROW PURCH CONSTRUCT	N:  SSIONS  Y ENGINE HASE: ION ENGI	.40 miles r Install righ Funding foonly (does NOX=0.7: ERING: NEERING:	northwest of t turn lane at or E phase inc not include 240 KG/Day \$3,246 \$0 \$4,227	FM 105 t Vidor Elemo cludes constr preliminary o VOC=0	ruction ( enginee	ring). G/Day <b>A</b> u Federal	thorized Fu	FUNDING C HISTORY: Inding by Cate	gory/Share: Local Contribution	12-CMAQ  FUNDING BY CATEGORY
LIMITS TO: DESCRIPTION REMARKS: AIR QUALITY BENEFIT EMI REDUCTION: PRELIMINAR ROW PURCH CONSTRUCT	N: SSIONS Y ENGINE HASE: TON ENGI	.40 miles r Install righ Funding fo only (does NOX=0.72 ERING: NEERING:	northwest of t turn lane at or E phase inc not include 240 KG/Day \$3,246 \$0 \$4,227 \$66,234	FM 105 t Vidor Elemo cludes constr preliminary o VOC=0	ruction ( enginee	ring). G/Day <b>A</b> u Federal	thorized Fu	FUNDING C HISTORY: Inding by Cate	gory/Share: Local Contribution	12-CMAQ  FUNDING BY CATEGORY
LIMITS TO: DESCRIPTION REMARKS: AIR QUALITY BENEFIT EMI REDUCTION: PRELIMINAR ROW PURCH CONSTRUCT CONSTRUCT CONSTRUCT	N:  SSIONS  Y ENGINE HASE: ION ENGI ION COST ICIES: DSTS:	.40 miles r Install righ Funding fo only (does NOX=0.7. ERING:	northwest of t turn lane at or E phase inc not include 240 KG/Day \$3,246 \$0 \$4,227 \$66,234 \$854	FM 105 t Vidor Elemo cludes constr preliminary o VOC=0	ruction (enginee	ring). G/Day <b>A</b> u Federal	thorized Fu	FUNDING C HISTORY: Inding by Cate	gory/Share: Local Contribution	12-CMAQ  FUNDING BY CATEGORY

DISTRICT	COUNTY	CSJ	HWY	PHA	SE CIT	Υ	PROJECT SPO	NSOR	YOE COST
BEAUMONT	Jefferson		BMT		Bea	umont	ВМТ		\$4,715,000
LIMITS FROM	И								
LIMITS TO:							MPO PROJE	CT ID:	11004-TXXE
DESCRIPTION		_	ance for FY	2014-Beaumo	ont Municipal		FUNDING C	ATEGORY:	FTA 5307
DEMANDIC.	Tra	ansit							
REMARKS:						PROJECT I			
AIR QUALITY						PROJECTI	HISTORT.		
BENEFIT EMIST REDUCTION:									
					Λ			/Chara	
PRELIMINAR' ROW PURCH		ING.			Au	itnorizea ru	inding by Cate	Local	FUNDING BY
CONSTRUCT		EDINIC:			Federal	State	Local	Contribution	CATEGORY
CONSTRUCT		LIMINO.		FTA 5307	\$1,800,000	\$400,000	\$2,515,000		\$4,715,000
CONTINGEN									
INDIRECT CO									
BOND FINAN				FUNDING					
TOTAL PROJE	ECT COST:	\$4,71	5,000	BY SHARE:	\$1,800,000	\$400,000	\$2,515,000		\$4,715,000
DISTRICT	COUNTY	CSJ	HWY	PHA	SE CIT	Υ	PROJECT SPO	NSOR	YOE COST
BEAUMONT	Jefferson		PAT		Port	Arthur	PAT		\$1,995,616
LIMITS FROM	И								
LIMITS TO:							MPO PROJE	ECT ID:	11015-TXXE
DESCRIPTION	N: Op	erating assist	ance for FY	2014-Port Ar	thur Trancit		FLINIDING C	ATEGORY:	FTA 5307
					tiiui iiaiisit		FUNDING C	, (12001(1)	117 3307
					thur fransit		FUNDING C	, (1200)(11	117 3307
REMARKS:					tiitii Iraiisit				
AIR QUALITY					ului Italisit	PROJECT I			
AIR QUALITY BENEFIT EMIS	SSIONS				ului Halisit	PROJECT I			
AIR QUALITY BENEFIT EMIS REDUCTION:	SSIONS						HISTORY:		
AIR QUALITY BENEFIT EMIS REDUCTION: PRELIMINAR	SSIONS Y ENGINEERI	 NG:						gory/Share:	
AIR QUALITY BENEFIT EMIS REDUCTION:	SSIONS Y ENGINEERI						HISTORY:		FUNDING BY
AIR QUALITY BENEFIT EMIS REDUCTION: PRELIMINAR' ROW PURCH	SSIONS Y ENGINEERI IASE: ION ENGINE			FTA 5307	Au	thorized Fu	HISTORY:	g <b>ory/Share:</b> Local	FUNDING BY
AIR QUALITY BENEFIT EMIS REDUCTION: PRELIMINAR' ROW PURCH CONSTRUCTS	SSIONS Y ENGINEERI IASE: ION ENGINE ION COST:				<b>Au</b> Federal	sthorized Fu	HISTORY:  Inding by Cate	g <b>ory/Share:</b> Local	FUNDING BY CATEGORY
AIR QUALITY BENEFIT EMIS REDUCTION: PRELIMINARS ROW PURCH CONSTRUCTS	SSIONS Y ENGINEERI IASE: ION ENGINE ION COST: CIES:				<b>Au</b> Federal	sthorized Fu	HISTORY:  Inding by Cate	g <b>ory/Share:</b> Local	FUNDING BY CATEGORY
AIR QUALITY BENEFIT EMIS REDUCTION: PRELIMINAR' ROW PURCH CONSTRUCTS CONSTRUCTS CONTINGEN	SSIONS Y ENGINEERI IASE: ION ENGINE ION COST: CIES:				<b>Au</b> Federal	sthorized Fu	HISTORY:  Inding by Cate	g <b>ory/Share:</b> Local	FUNDING BY CATEGORY

DISTRICT	COUNTY	CSJ	HWY	PHA	SE CIT	Y	PROJECT SP	ONSOR	YOE COST
BEAUMONT	Various		SETT		Vari	ous	SETT		\$228,526
LIMITS FROM	М								
LIMITS TO:							MPO PROJ	ECT ID:	11008-TXXE
DESCRIPTION	N: O	perating assis	tance for FY	2014-South B	East Texas Tran	sit	FUNDING	CATEGORY:	FTA 5310
REMARKS:									
AIR QUALITY	/					PROJECT I			
BENEFIT EMI	ISSIONS								
PRELIMINAR	XY ENGINEER	RING:			Au	thorized Fu	nding by Cate	egory/Share:	
ROW PURCH	HASE:							Local	FUNDING BY
CONSTRUCT	TON ENGIN	EERING:			Federal	State	Local	Contribution	CATEGORY
CONSTRUCT	TION COST:			FTA 5310	\$182,821		\$45,705		\$228,526
CONTINGEN	ICIES:								
INDIRECT CO	OSTS:								
BOND FINAN	NCING:			FUNDING					
TOTAL PROJ	ECT COST:	\$228	,526	BY SHARE:	\$182,821		\$45,705		\$228,526
DISTRICT	COUNTY	CSJ	HWY	PHA	SE CIT	Υ	PROJECT SP	ONSOR	YOE COST
DISTRICT									
BEAUMONT	Various		SETT		Vari	ous	SETT		\$1,372,890
			SETT		Vari	ous	SETT		\$1,372,890
BEAUMONT			SETT		Vari	ous	SETT  MPO PROJ	ECT ID:	\$1,372,890 11019-TXXE
BEAUMONT LIMITS FROM	M N: A	dministration rogram (2014)	and operation		ransportation	ous	MPO PROJ	ECT ID: CATEGORY:	
BEAUMONT LIMITS FROM LIMITS TO:	M N: A		and operation		ransportation	ous	MPO PROJ		11019-TXXE
BEAUMONT LIMITS FROM LIMITS TO: DESCRIPTION REMARKS:	N: A		and operation		ransportation	ous   PROJECT	MPO PROJ FUNDING (		11019-TXXE
BEAUMONT LIMITS FROM LIMITS TO: DESCRIPTION	M: A pi		and operation		ransportation		MPO PROJ FUNDING (		11019-TXXE
BEAUMONT LIMITS FROM LIMITS TO: DESCRIPTION REMARKS: AIR QUALITY	M N: A pi		and operation		ransportation		MPO PROJ FUNDING (		11019-TXXE
BEAUMONT LIMITS FROM LIMITS TO: DESCRIPTION REMARKS: AIR QUALITY BENEFIT EMI	M: A pi  ( ISSIONS :	rogram (2014)	and operation		ransportation	PROJECT I	MPO PROJ FUNDING (	CATEGORY:	11019-TXXE
BEAUMONT LIMITS FROM LIMITS TO: DESCRIPTION REMARKS: AIR QUALITY BENEFIT EMI REDUCTION	M  N: A  pi  / ISSIONS :	rogram (2014)	and operation		ransportation Au	PROJECT I	MPO PROJ FUNDING ( 	CATEGORY: egory/Share: Local	11019-TXXE
BEAUMONT LIMITS FROM LIMITS TO: DESCRIPTION REMARKS: AIR QUALITY BENEFIT EMI REDUCTION PRELIMINAR	M: A pi  ( ISSIONS : EY ENGINEER HASE:	rogram (2014)  RING:	and operation	Texas Transit	ransportation Au Federal	PROJECT I thorized Fu State	MPO PROJ FUNDING ( 	CATEGORY:	11019-TXXE FTA 5311  FUNDING BY CATEGORY
BEAUMONT LIMITS FROM LIMITS TO: DESCRIPTION REMARKS: AIR QUALITY BENEFIT EMI REDUCTION PRELIMINAR ROW PURCH	N: A pi  (SSIONS : EY ENGINEER HASE:	rogram (2014)  RING:	and operation		ransportation Au	PROJECT I	MPO PROJ FUNDING ( 	CATEGORY: egory/Share: Local	11019-TXXE FTA 5311 FUNDING BY
BEAUMONT LIMITS FROM LIMITS TO: DESCRIPTION REMARKS: AIR QUALITY BENEFIT EMI REDUCTION PRELIMINAR ROW PURCH CONSTRUCT	N: A pi  (SSIONS : EY ENGINEER HASE: TION ENGINI TION COST:	rogram (2014)  RING:	and operation	Texas Transit	ransportation Au Federal	PROJECT I thorized Fu State	MPO PROJ FUNDING ( 	CATEGORY: egory/Share: Local	11019-TXXE FTA 5311  FUNDING BY CATEGORY
BEAUMONT LIMITS FROM LIMITS TO: DESCRIPTION REMARKS: AIR QUALITY BENEFIT EMI REDUCTION PRELIMINAR ROW PURCH CONSTRUCT	N: A pr  ( ISSIONS :	rogram (2014)  RING:	and operation	Texas Transit	ransportation Au Federal	PROJECT I thorized Fu State	MPO PROJ FUNDING ( 	CATEGORY: egory/Share: Local	11019-TXXE FTA 5311  FUNDING BY CATEGORY
BEAUMONT LIMITS FROM LIMITS TO: DESCRIPTION REMARKS: AIR QUALITY BENEFIT EMI REDUCTION PRELIMINAR ROW PURCH CONSTRUCT CONSTRUCT CONTINGEN	N: A pl ( ISSIONS : EY ENGINEER HASE: TION ENGINI TION COST: ICIES: DSTS:	rogram (2014)  RING:	and operation	Texas Transit	ransportation Au Federal	PROJECT I thorized Fu State	MPO PROJ FUNDING ( 	CATEGORY: egory/Share: Local	11019-TXXE FTA 5311  FUNDING BY CATEGORY

DISTRICT	COUNTY	CSJ	HWY	РНА	SE CIT	Υ	PROJECT SPO	NSOR	YOE COST
BEAUMONT	Jefferson		ВМТ		Bea	umont	ВМТ		\$4,765,000
LIMITS FROM	М								
LIMITS TO:							MPO PROJE	CT ID:	12001-TXXE
DESCRIPTIO		erating assist nsit	ance for FY	2015-Beaum	ont Municipal		FUNDING C	ATEGORY:	FTA 5307
REMARKS:									
AIR QUALITY	<b>Y</b>					PROJECT I	HISTORY:		
BENEFIT EMI	ISSIONS								
PRELIMINAF	RY ENGINEERI	NG:			Au	ıthorized Fu	nding by Cate	gory/Share:	
ROW PURCH	HASE:							Local	FUNDING BY
CONSTRUCT	TION ENGINE	ERING:			Federal	State	Local	Contribution	CATEGORY
CONSTRUCT	TION COST:			FTA 5307	\$1,850,000	\$400,000	\$2,515,000		\$4,765,000
CONTINGEN	ICIES:								
INDIRECT CO	OSTS:								
BOND FINAI	NCING:			FUNDING					
TOTAL PROJ	ECT COST:	\$4,76	5,000	BY SHARE:	\$1,850,000	\$400,000	\$2,515,000		\$4,765,000
DISTRICT	COUNTY	CSJ	HWY	PHA	SE CIT	Υ	PROJECT SPO	NSOR	YOE COST
BEAUMONT	Jefferson		PAT		Por	t Arthur	PAT		\$2,035,528
LIMITS FROM	М								
LIMITS TO:							MPO PROJE	CT ID:	12002-TXXE
DESCRIPTIO	N: Op	erating assist	ance for FY	2015-Port Ar	thur Transit		FUNDING C	ATEGORY:	FTA 5307
REMARKS:									
AID OLIALITY	/					PROJECT I	HISTORY:		
AIR QUALITY BENEFIT EM									
REDUCTION	:								
	RY ENGINEERI					ıthorized Fu	nding by Cate	gory/Share:	
PRELIMINAR								Local	FUNDING BY
PRELIMINAR ROW PURCH	HASE:								
ROW PURCH	HASE: TION ENGINE	ERING:			Federal	State	Local	Contribution	CATEGORY
ROW PURCH	TION ENGINE	ERING:		FTA 5307	Federal \$926,328	State \$313,294	Local \$795,906	Contribution	CATEGORY \$2,035,528
ROW PURCH	TION ENGINEE TION COST:	ERING:		FTA 5307				Contribution	
ROW PURCH CONSTRUCT	TION ENGINER TION COST: ICIES:	ERING:		FTA 5307				Contribution	
ROW PURCH CONSTRUCT CONSTRUCT CONTINGEN	TION ENGINEE TION COST: ICIES: DSTS:	ERING:		FTA 5307				Contribution	

DISTRICT	COUNTY	CSJ	HWY	PHA	SE CITY	1	PROJECT SP	ONSOR	YOE COST
BEAUMONT	Various		SETT		Vari	ous	SETT		\$228,526
LIMITS FROM LIMITS TO: DESCRIPTIO		perating assist	ance for FY	2015-South I	East Texas Trans	sit	MPO PROJ FUNDING	ECT ID: CATEGORY:	12003-TXXE FTA 5310
REMARKS:						PROJECT I			
AIR QUALITY BENEFIT EMI REDUCTION	ISSIONS					PROJECT	1131OK1.		
PRELIMINAR	RY ENGINEER	RING:			Au	thorized Fu	nding by Cat	egory/Share:	
ROW PURCH CONSTRUCT CONSTRUCT CONTINGEN INDIRECT CO	TION ENGINE TION COST: ICIES:	EERING:		FTA 5310	Federal \$182,821	State	Local \$45,705	Local Contribution	FUNDING BY CATEGORY \$228,526
BOND FINAL	NCING:	\$228,	526	FUNDING BY SHARE:	\$182,821		\$45,705		\$228,526
DICTRICT	COUNTY	CSJ	HWY	PHA	SE CITY	/	PROJECT SP	ONICOR	YOE COST
DISTRICT	COONTY	<u> </u>	11441	FILE	SL CIT		FROJECT SF	ONSOR	102 0031
BEAUMONT		<u> </u>	SETT	FILE	Vari		SETT	ONSOR	\$1,129,637
BEAUMONT LIMITS FROM LIMITS TO: DESCRIPTIO	Various M N: Ad	dministration a	SETT	on of a rural t	Varion ransportation		SETT  MPO PROJ		
BEAUMONT LIMITS FROM LIMITS TO: DESCRIPTIO REMARKS:	Various M N: Ac	dministration a	SETT	on of a rural t	Varion ransportation	ous	SETT  MPO PROJ FUNDING	ECT ID:	\$1,129,637 12004-TXXE FTA 5311
BEAUMONT LIMITS FROM LIMITS TO: DESCRIPTIO	Various  M  N: Ac  pr  Y  ISSIONS	dministration a rogram (2015)	SETT and operation -South East	on of a rural t Texas Transit	Varion ransportation	PROJECT I	SETT  MPO PROJ FUNDING	ECT ID: CATEGORY:	\$1,129,637 12004-TXXE FTA 5311
BEAUMONT LIMITS FROM LIMITS TO: DESCRIPTIO  REMARKS: AIR QUALITY BENEFIT EMI REDUCTION	Various  M  N: Ac  pr  Y  ISSIONS	dministration a rogram (2015)	SETT and operation -South East	on of a rural t Texas Transit	Vari	PROJECT I	SETT  MPO PROJ FUNDING	ECT ID: CATEGORY:	\$1,129,637 12004-TXXE FTA 5311
BEAUMONT LIMITS FROM LIMITS TO: DESCRIPTIO  REMARKS: AIR QUALITY BENEFIT EMI REDUCTION  PRELIMINAR ROW PURCH CONSTRUCT	Various  M  N: Ac  pr  / ISSIONS : RY ENGINEER HASE:	dministration a rogram (2015) cannot be a second	SETT and operation -South East	on of a rural t Texas Transit	Varion ransportation <b>Au</b> Federal	PROJECT I	MPO PRODE FUNDING HISTORY: nding by Cate	ECT ID: CATEGORY:	\$1,129,637  12004-TXXE FTA 5311  FUNDING BY CATEGORY
BEAUMONT LIMITS FROM LIMITS TO: DESCRIPTIO  REMARKS: AIR QUALITY BENEFIT EMI REDUCTION  PRELIMINAR ROW PURCH	Various  M  N: Ac pr  (SSIONS : RY ENGINEER HASE: TION ENGINE TION COST: ICIES: DSTS:	dministration a rogram (2015) cannot be a	SETT and operation -South East	on of a rural t Texas Transit	Varion ransportation <b>Au</b>	PROJECT I	MPO PRODE FUNDING HISTORY:	ECT ID: CATEGORY: egory/Share: Local	\$1,129,637  12004-TXXE FTA 5311  FUNDING BY

DISTRICT	COUNTY	CSJ	HWY	PHA	SE CIT	Υ	PROJECT SPO	ONSOR	YOE COST
BEAUMONT	Jefferson		BMT		Bea	umont	ВМТ		\$4,815,000
LIMITS FROM	М								
LIMITS TO:							MPO PROJE	CT ID:	12005-TXXE
DESCRIPTION		erating assist	ance for FY	2016-Beaum	ont Municipal		FUNDING C	ATEGORY:	FTA 5307
REMARKS:									
AIR QUALITY	(					PROJECT I	HISTORY:		
BENEFIT EMI									
PRELIMINAR	Y ENGINEERI	NG:			A	uthorized Fu	inding by Cate	gory/Share:	
ROW PURCH	HASE:					<b></b>		Local	FUNDING BY
CONSTRUCT	TION ENGINE	ERING:			Federal	State	Local	Contribution	CATEGORY
CONSTRUCT	TION COST:			FTA 5307	\$1,900,000	\$400,000	\$2,515,000		\$4,815,000
CONTINGEN	ICIES:								
INDIRECT CO	OSTS:								
BOND FINAN	NCING:			FUNDING					
TOTAL PROJ	ECT COST:	\$4,81	5,000	BY SHARE:	\$1,900,000	\$400,000	\$2,515,000		\$4,815,000
DISTRICT	COUNTY	CSJ	HWY	PHA	SE CIT	Υ	PROJECT SPO	ONSOR	YOE COST
DEALINAONIT	Jefferson		PAT		Por	t Arthur	PAT		\$2,076,239
BEAUIVIONI	Jeneison		. , , ,						1 77
LIMITS FROM			.,,,,						, , , , , , , , ,
							MPO PROJE	CT ID:	12006-TXXE
LIMITS FROM	М	erating assist		2016-Port Ar	thur Transit		MPO PROJE FUNDING C		
LIMITS FROM	М	erating assist		2016-Port Ar	thur Transit				12006-TXXE
LIMITS FROM LIMITS TO: DESCRIPTION REMARKS:	M N: Op	erating assist		2016-Port Ar	thur Transit	PROJECT I	FUNDING C		12006-TXXE
LIMITS FROM LIMITS TO: DESCRIPTION REMARKS: AIR QUALITY	M N: Op	erating assist		2016-Port Ar	thur Transit		FUNDING C		12006-TXXE
LIMITS FROM LIMITS TO: DESCRIPTION REMARKS:	M N: Op  ( ISSIONS :		ance for FY				FUNDING C		12006-TXXE
LIMITS FROM LIMITS TO: DESCRIPTION REMARKS: AIR QUALITY BENEFIT EMI REDUCTION	M N: Op  ( ISSIONS :		ance for FY	2016-Port Ar		PROJECT I	FUNDING C	ATEGORY:	12006-TXXE
LIMITS FROM LIMITS TO: DESCRIPTION REMARKS: AIR QUALITY BENEFIT EMI REDUCTION	M  N: Op  ( ISSIONS  : RY ENGINEERI		ance for FY		Aı	PROJECT I	FUNDING C	ATEGORY:	12006-TXXE FTA 5307  FUNDING BY
LIMITS FROM LIMITS TO: DESCRIPTION REMARKS: AIR QUALITY BENEFIT EMI REDUCTION PRELIMINAR ROW PURCH	M  N: Op  ( ISSIONS  : RY ENGINEERI	 NG:	ance for FY		<b>A</b> i Federal	PROJECT I	FUNDING C	ATEGORY:  gory/Share:	12006-TXXE FTA 5307
LIMITS FROM LIMITS TO: DESCRIPTION REMARKS: AIR QUALITY BENEFIT EMI REDUCTION PRELIMINAR ROW PURCH	N: Op  ( ISSIONS : : : : : : : : : : : : : : : : : : :	 NG:	ance for FY		Aı	PROJECT I	FUNDING C	ATEGORY:  gory/Share:  Local	12006-TXXE FTA 5307  FUNDING BY
LIMITS FROM LIMITS TO: DESCRIPTION REMARKS: AIR QUALITY BENEFIT EMI REDUCTION PRELIMINAR ROW PURCH CONSTRUCT	N: Op  ( ISSIONS : EY ENGINEERI HASE: TION ENGINEE	 NG:	ance for FY		<b>A</b> i Federal	PROJECT I uthorized Fu State	FUNDING C HISTORY: Inding by Cate	ATEGORY:  gory/Share:  Local	12006-TXXE FTA 5307  FUNDING BY CATEGORY
LIMITS FROM LIMITS TO: DESCRIPTION REMARKS: AIR QUALITY BENEFIT EMI REDUCTION PRELIMINAR ROW PURCH CONSTRUCT	N: Op  ( ISSIONS : : :Y ENGINEERI HASE: TION ENGINEE TION COST: ICIES:	 NG:	ance for FY		<b>A</b> i Federal	PROJECT I uthorized Fu State	FUNDING C HISTORY: Inding by Cate	ATEGORY:  gory/Share:  Local	12006-TXXE FTA 5307  FUNDING BY CATEGORY
LIMITS FROM LIMITS TO: DESCRIPTION REMARKS: AIR QUALITY BENEFIT EMI REDUCTION PRELIMINAR ROW PURCH CONSTRUCT CONSTRUCT CONTINGEN	N: Op  ( ISSIONS : RY ENGINEERI HASE: TION ENGINEE TION COST: ICIES: DSTS:	 NG:	ance for FY		<b>A</b> i Federal	PROJECT I uthorized Fu State	FUNDING C HISTORY: Inding by Cate	ATEGORY:  gory/Share:  Local	12006-TXXE FTA 5307  FUNDING BY CATEGORY

DISTRICT	COUNTY	CSJ	HWY	PHA	SE CITY	1	PROJECT SP	ONSOR	YOE COST
BEAUMONT	Various		SETT		Vario	ous	SETT		\$228,526
LIMITS FROM LIMITS TO: DESCRIPTIO		perating assist	tance for FY	2016-South I	East Texas Trans	sit	MPO PROJ FUNDING	ECT ID: CATEGORY:	12007-TXXE FTA 5310
REMARKS:						PROJECT I			
AIR QUALITY BENEFIT EMI REDUCTION	ISSIONS					PROJECT			
PRELIMINAR	RY ENGINEER	RING:			Au	thorized Fu	nding by Cat		
ROW PURCH CONSTRUCT CONSTRUCT CONTINGEN INDIRECT CO	TION ENGINI TION COST: ICIES:	EERING:		FTA 5310	Federal \$182,821	State	Local \$45,705	Local Contribution	FUNDING BY CATEGORY \$228,526
BOND FINAI	NCING:	\$228,	.526	FUNDING BY SHARE:	\$182,821		\$45,705		\$228,526
DISTRICT	COUNTY	CSJ	HWY	PHA	SE CITY	1	PROJECT SP	ONSOR	YOE COST
BEAUMONT	Various		SETT		Vario	ous	SETT		\$1,129,637
LIMITS FROM LIMITS TO: DESCRIPTIO	M N: A	dministration a rogram (2016)	and operatio		ransportation	ous	MPO PROJ	ECT ID: CATEGORY:	\$1,129,637 12008-TXXE FTA 5311
LIMITS FROM LIMITS TO: DESCRIPTION REMARKS:	M N: Ai		and operatio		ransportation		MPO PROJ FUNDING		12008-TXXE FTA 5311
LIMITS FROM LIMITS TO: DESCRIPTIO	M N: A pi	rogram (2016)	and operation -South East	Texas Transit	ransportation	PROJECT I	MPO PROJ FUNDING	CATEGORY:	12008-TXXE FTA 5311
LIMITS FROM LIMITS TO: DESCRIPTION REMARKS: AIR QUALITY BENEFIT EMI	M N: Ai pi  Y ISSIONS :	rogram (2016)	and operation -South East	Texas Transit	ransportation	PROJECT I	MPO PROJ FUNDING	CATEGORY:	12008-TXXE FTA 5311
LIMITS FROM LIMITS TO: DESCRIPTION REMARKS: AIR QUALITY BENEFIT EMIT REDUCTION PRELIMINAR ROW PURCH CONSTRUCT	N: Acproved Provided	rogram (2016)  RING:	and operation -South East	Texas Transit	ransportation Au Federal	PROJECT I thorized Fu State	MPO PROJ FUNDING HISTORY: nding by Cate	CATEGORY:	12008-TXXE FTA 5311  FUNDING BY CATEGORY
LIMITS FROM LIMITS TO: DESCRIPTION REMARKS: AIR QUALITY BENEFIT EMI REDUCTION PRELIMINAR ROW PURCH	N: Ar properties of the proper	rogram (2016)  RING:	and operation -South East	Texas Transit	ransportation	PROJECT I	MPO PROJ FUNDING HISTORY:	CATEGORY: egory/Share: Local	12008-TXXE FTA 5311 FUNDING BY

DISTRICT	COUNTY	CSJ	HWY	WY PHASE CITY		Υ	PROJECT SPONSOR		
BEAUMONT	Jefferson		BMT		Веа	umont	ВМТ		\$4,865,000
LIMITS FROM	М								
LIMITS TO:							MPO PROJE	CT ID:	14001-TXXE
DESCRIPTIO		erating assist nsit	ance for FY	2017-Beaum	ont Municipal		FUNDING C	ATEGORY:	FTA 5307
REMARKS:									
AIR QUALITY	<b>Y</b>					PROJECT I	HISTORY:		
BENEFIT EMI REDUCTION	ISSIONS								
PRELIMINAF	RY ENGINEERII	NG:			Αι	ıthorized Fu	nding by Cate	gory/Share:	
ROW PURCH	HASE:							Local	FUNDING BY
CONSTRUCT	TION ENGINE	ERING:			Federal	State	Local	Contribution	CATEGORY
CONSTRUCT	TION COST:			FTA 5307	\$2,000,000	\$400,000	\$2,465,000		\$4,865,000
CONTINGEN	ICIES:								
INDIRECT CO	OSTS:								
BOND FINA!	NCING:			FUNDING					
TOTAL PROJ	ECT COST:	\$4,86	5,000	BY SHARE:	\$2,000,000	\$400,000	\$2,465,000		\$4,865,000
DISTRICT	COUNTY	CSJ	HWY	РНА	SE CIT	Υ	PROJECT SPO	NSOR	YOE COST
BEAUMONT	Jefferson		PAT		Por	t Arthur	PAT		\$2,076,239
LIMITS FROM	M								
LIMITS TO:							MPO PROJE	CT ID:	14003-TXXE
DESCRIPTIO	N: Op	erating assist	ance for FY	2017-Port Ar	thur Transit		FUNDING C	ATEGORY:	FTA 5307
REMARKS:									
AID OLIALITY	/					PROJECT I	HISTORY:		
AIR QUALITY BENEFIT EMI									
REDUCTION	:								
REDUCTION	: Ry engineerii	NG:			Αι	ıthorized Fu	nding by Cate	gory/Share:	
REDUCTION	RY ENGINEERII							gory/Share: Local	FUNDING BY
REDUCTION PRELIMINAR ROW PURCH	RY ENGINEERII	NG:			Federal	<b>sthorized Fu</b> State	nding by Cate		FUNDING BY CATEGORY
REDUCTION PRELIMINAR ROW PURCH	RY ENGINEERII HASE: TION ENGINEE	NG:		FTA 5307				Local	
PRELIMINAR ROW PURCH CONSTRUCT	RY ENGINEERII HASE: FION ENGINEE FION COST:	NG:		FTA 5307	Federal	State	Local	Local	CATEGORY
REDUCTION PRELIMINAR ROW PURCH CONSTRUCT	RY ENGINEERII HASE: TION ENGINEE TION COST: ICIES:	NG:		FTA 5307	Federal	State	Local	Local	CATEGORY
PRELIMINAR ROW PURCH CONSTRUCT CONSTRUCT CONTINGEN	RY ENGINEERII HASE: FION ENGINEE FION COST: ICIES: DSTS:	NG:		FTA 5307	Federal	State	Local	Local	CATEGORY

DISTRICT	COUNTY	CSJ	HWY	PHA	SE CITY	<i>r</i>	PROJECT SP	ONSOR	YOE COST
BEAUMONT	Various		SETT		Vario	ous	SETT		\$228,526
LIMITS FROM	М								
LIMITS TO:							MPO PROJ	ECT ID:	14005-TXXE
DESCRIPTIO	N: Op	perating assistance	e for FY 2017-	South E	ast Texas Trans	sit	FUNDING (	CATEGORY:	FTA 5310
REMARKS:									
AIR QUALITY	<b>v</b>					PROJECT H	HISTORY:		
BENEFIT EM									
REDUCTION									
PRELIMINAR	RY ENGINEER						nding by Cate		
ROW PURCH	HASE:							Local	FUNDING BY
CONSTRUCT	TION ENGINE	ERING:			Federal	State	Local	Contribution	CATEGORY
CONSTRUCT	TION COST:		FTA	5310	\$182,821		\$45,705		\$228,526
CONTINGEN									
INDIRECT CO	OSTS:								
BOND FINAL			ELINI	DING					
TOTAL PROJ		\$228,526	_	HARE:	\$182,821		\$45,705		\$228,526
DISTRICT	COUNTY	CSJ	HWY	PHA	SE CITY	,	PROJECT SP	ONSOR	YOE COST
BEAUMONT	Various		SETT		Vario	ous	SETT		\$1,129,637
LIMITS FROM	М								
LIMITS TO:	*1						MPO PROJ	FCT ID:	14007-TXXE
DESCRIPTIO	N· Δc	Iministration and o	oneration of a	a rural tr	ransportation			CATEGORY:	FTA 5311
DESCRIPTION		ogram (2017)-Sou	•		ansportation		101101110	C/ (12001(1)	11713311
DEMARKS.									
REMARKS:									
	<b>v</b>					PROJECT H	HISTORY:		
AIR QUALITY BENEFIT EMI						PROJECT H	HISTORY:		
AIR QUALITY	ISSIONS					PROJECT F	HISTORY:		
AIR QUALITY BENEFIT EMI REDUCTION	ISSIONS						HISTORY:	egory/Share:	
AIR QUALITY BENEFIT EMI REDUCTION	ISSIONS : RY ENGINEER				Au	thorized Fu	nding by Cate	Local	FUNDING BY
AIR QUALITY BENEFIT EMI REDUCTION PRELIMINAR ROW PURCH	ISSIONS : RY ENGINEER	ING:			<b>Au</b> Federal	thorized Fu State	nding by Cate		CATEGORY
AIR QUALITY BENEFIT EMI REDUCTION PRELIMINAR ROW PURCH	ISSIONS : RY ENGINEER HASE: FION ENGINE	ING:		5311	Au	thorized Fu	nding by Cate	Local	
AIR QUALITY BENEFIT EMI REDUCTION PRELIMINAR ROW PURCH CONSTRUCT	ISSIONS : : RY ENGINEER HASE: FION ENGINE	ING:			<b>Au</b> Federal	thorized Fu State	nding by Cate	Local	CATEGORY
AIR QUALITY BENEFIT EMI REDUCTION PRELIMINAR ROW PURCH CONSTRUCT	ISSIONS : RY ENGINEER HASE: FION ENGINE FION COST: NCIES:	ING:			<b>Au</b> Federal	thorized Fu State	nding by Cate	Local	CATEGORY
AIR QUALITY BENEFIT EMI REDUCTION PRELIMINAR ROW PURCH CONSTRUCT CONSTRUCT	ISSIONS : : RY ENGINEER HASE: FION ENGINE FION COST: NCIES: DSTS:	ING:	FTA		<b>Au</b> Federal	thorized Fu State	nding by Cate	Local	CATEGORY

DISTRICT	COUNTY	CSJ	HWY	РНА	SE CIT	Υ	PROJECT SPO	NSOR	YOE COST
BEAUMONT	Jefferson		ВМТ		Bea	umont	BMT		\$4,915,000
LIMITS FROM	1								
LIMITS TO:							MPO PROJE	CT ID:	14002-TXXE
DESCRIPTION		perating assist	tance for FY	2018-Beaum	ont Municipal		FUNDING C	ATEGORY:	FTA 5307
DEMARKS	Tr	ansit							
REMARKS:						PROJECT I			
AIR QUALITY						PROJECT	HISTORY:		
BENEFIT EMIS	SSIONS								
REDUCTION:									
PRELIMINAR'		ING:			Αι	ıthorized Fu	ınding by Cate		
ROW PURCH		FDINIC			Federal	State	Local	Local Contribution	FUNDING BY CATEGORY
CONSTRUCT		EEKING:		FTA 5307	\$2,100,000	\$400,000	\$2,415,000	Contribution	\$4,915,000
CONSTRUCT				117 3307	Ψ2,±00,000	ψ-100,000	Ψ <b>Ζ</b> ,¬ <b>Ι</b> J,000		ψ¬,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,
CONTINGENO INDIRECT CO									
BOND FINAN									
TOTAL PROJE		¢ <i>∧</i> Ω1	.5,000	FUNDING BY SHARE:	\$2,100,000	\$400,000	\$2,415,000		\$4,915,000
DISTRICT	COUNTY	CSJ	HWY	PHA			PROJECT SPO	ONSOR	YOE COST
BEAUMONT	Jefferson		PAT		Por	t Arthur	PAT		\$2,076,239
LIMITS FROM	1								
LIMITS TO:							MPO PROJE		14004-TXXE
		perating assist	tance for FY	2018-Port Ar	thur Transit		MPO PROJE FUNDING C		14004-TXXE FTA 5307
LIMITS TO: DESCRIPTION		perating assist	tance for FY	2018-Port Ar	thur Transit				
LIMITS TO: DESCRIPTION REMARKS:		perating assist	tance for FY	2018-Port Ar	thur Transit		FUNDING C		
LIMITS TO: DESCRIPTION REMARKS: AIR QUALITY	√l: O	perating assist	tance for FY	2018-Port Ar	thur Transit	PROJECT I	FUNDING C		
LIMITS TO: DESCRIPTION REMARKS: AIR QUALITY BENEFIT EMIS	√l: O	perating assist	tance for FY	2018-Port Ar	thur Transit	PROJECT I	FUNDING C		
LIMITS TO: DESCRIPTION REMARKS: AIR QUALITY BENEFIT EMIS REDUCTION:	I: O		tance for FY	2018-Port Ar			FUNDING C	ATEGORY:	
LIMITS TO: DESCRIPTION REMARKS: AIR QUALITY BENEFIT EMIS	N: O SSIONS Y ENGINEER		tance for FY	2018-Port Ar			FUNDING C	ATEGORY:	FTA 5307
LIMITS TO: DESCRIPTION REMARKS: AIR QUALITY BENEFIT EMIS REDUCTION: PRELIMINARY	SSIONS Y ENGINEER ASE:	 NG:	tance for FY	2018-Port Ar			FUNDING C	ATEGORY: gory/Share:	
LIMITS TO: DESCRIPTION REMARKS: AIR QUALITY BENEFIT EMIS REDUCTION: PRELIMINARY ROW PURCH	SSIONSY ENGINEER ASE:	 NG:	tance for FY	2018-Port Ar	Aı	ıthorized Fu	FUNDING C	ATEGORY:  gory/Share:  Local	FTA 5307
LIMITS TO: DESCRIPTION REMARKS: AIR QUALITY BENEFIT EMIS REDUCTION: PRELIMINARY ROW PURCH CONSTRUCTION	SSIONS Y ENGINEER ASE: ON ENGINI	 NG:	tance for FY		<b>Αι</b> Federal	<b>Ithorized Fu</b> State	FUNDING C HISTORY: unding by Cate	ATEGORY:  gory/Share:  Local	FTA 5307
LIMITS TO: DESCRIPTION REMARKS: AIR QUALITY BENEFIT EMIS REDUCTION: PRELIMINARY ROW PURCH CONSTRUCTI	SSIONS Y ENGINEER ASE: ON ENGINI ON COST:	 NG:	tance for FY		<b>Αι</b> Federal	<b>Ithorized Fu</b> State	FUNDING C HISTORY: unding by Cate	ATEGORY:  gory/Share:  Local	FTA 5307
LIMITS TO: DESCRIPTION REMARKS: AIR QUALITY BENEFIT EMIS REDUCTION: PRELIMINARY ROW PURCH CONSTRUCTI CONSTRUCTI CONTINGENO	SSIONS Y ENGINEER ASE: ON ENGINI ON COST: CIES:	 NG:	tance for FY		<b>Αι</b> Federal	<b>Ithorized Fu</b> State	FUNDING C HISTORY: unding by Cate	ATEGORY:  gory/Share:  Local	FTA 5307

DISTRICT	COUNTY	CSJ	HWY	PHA	SE CITY	1	PROJECT SP	ONSOR	YOE COST
BEAUMONT	Various		SETT		Vario	ous	SETT		\$228,526
LIMITS FROM	М								
LIMITS TO:							MPO PROJ	ECT ID:	14006-TXXE
DESCRIPTIO	N: Op	perating assistanc	e for FY 2018	3-South E	ast Texas Trans	sit	FUNDING (	CATEGORY:	FTA 5310
REMARKS:									
AIR QUALITY	<b>v</b>					PROJECT H	HISTORY:		
BENEFIT EM									
REDUCTION						1			
PRELIMINAR	RY ENGINEER						nding by Cate		
ROW PURCH	HASE:							Local	FUNDING BY
CONSTRUCT	TION ENGINE	ERING:			Federal	State	Local	Contribution	CATEGORY
CONSTRUCT	TION COST:		FTA	5310	\$182,821		\$45,705		\$228,526
CONTINGEN									
INDIRECT CO									
BOND FINAI			ELIN	NDING					
TOTAL PROJ		\$228,526	_	SHARE:	\$182,821		\$45,705		\$228,526
DISTRICT	COUNTY	CSJ	HWY	PHA	SE CITY	<u> </u>	PROJECT SP	ONSOR	YOE COST
BEAUMONT	Various		SETT		Vario	ous	SETT		\$1,129,637
LIMITS FROM	М								
LIMITS TO:	*1						MPO PROJ	FCT ID:	14008-TXXE
DESCRIPTIO	N· Δc	Iministration and	oneration of	a rural ti	ransportation			CATEGORY:	FTA 5311
DESCRIPTIO		ogram (2018)-Sou	•		•		101151110	C/ (12001(1)	11713311
REMARKS:									
KEIVIAKKS.									
	Y					PROJECT H	HISTORY:		
AIR QUALITY BENEFIT EM						PROJECT F	HISTORY:		
AIR QUALITY	ISSIONS					PROJECT H	HISTORY:		
AIR QUALITY BENEFIT EMI REDUCTION	ISSIONS						HISTORY:	egory/Share:	
AIR QUALITY BENEFIT EMI REDUCTION	ISSIONS : RY ENGINEER				Au	thorized Fu	nding by Cate	Local	FUNDING BY
AIR QUALITY BENEFIT EM REDUCTION PRELIMINAR ROW PURCH	ISSIONS : RY ENGINEER	ING:			<b>Au</b> Federal	thorized Fu State	nding by Cate		CATEGORY
AIR QUALITY BENEFIT EM REDUCTION PRELIMINAR ROW PURCH	ISSIONS : RY ENGINEER HASE: FION ENGINE	ING:		· 5311	Au	thorized Fu	nding by Cate	Local	
AIR QUALITY BENEFIT EMI REDUCTION PRELIMINAR ROW PURCH	ISSIONS : : RY ENGINEER HASE: FION ENGINE	ING:			<b>Au</b> Federal	thorized Fu State	nding by Cate	Local	CATEGORY
AIR QUALITY BENEFIT EM REDUCTION PRELIMINAR ROW PURCH CONSTRUCT	ISSIONS : RY ENGINEER HASE: FION ENGINE FION COST: NCIES:	ING:			<b>Au</b> Federal	thorized Fu State	nding by Cate	Local	CATEGORY
AIR QUALITY BENEFIT EMI REDUCTION PRELIMINAR ROW PURCH CONSTRUCT CONSTRUCT CONTINGEN	ISSIONS : : RY ENGINEER HASE: FION ENGINE FION COST: NCIES: DSTS:	ING:	FTA		<b>Au</b> Federal	thorized Fu State	nding by Cate	Local	CATEGORY

DISTRICT	COUNT	Y CSJ	HWY	PHASE	CITY		PROJECT SPO	ONSOR	YOE COST
BEAUMONT		5000-00-950	VA		Vario	ous	TXDOT		Constrained Statewide
LIMITS FROM	Λ	Grouped Project							
LIMITS TO:							MPO PROJE		11022-FXXE
DESCRIPTION	N:	PE-Preliminary Engii	neering				FUNDING (	CATEGORY:	
REMARKS:									
AIR QUALITY	′					PROJECT	HISTORY:		
BENEFIT EMI						 			
REDUCTION:	: 					<u> </u> 			
PRELIMINAR	Y ENGINE	ERING:			Aut	horized Fu	ınding by Cate	gory/Share:	
ROW PURCH	IASE:					<b>C</b>		Local	FUNDING BY
CONSTRUCT	ION ENGI	NEERING:			Federal	State	Local	Contribution	CATEGORY
CONSTRUCT	ION COST	:							
CONTINGEN	CIES:								
INDIRECT CC	OSTS:								Constrained
BOND FINAN	NCING:	Cons	trained	FUNDING					Statewide
TOTAL PROJ	ECT COST:	St	atewide	BY SHARE:					
DISTRICT	COUNT	Y CSJ	HWY	PHASE	CITY		PROJECT SPO	ONSOR	YOE COST
BEAUMONT	Various	5000-00-951	Variou	S	Vario	ous			Constrained Statewide
LIMITS FROM	Л	Grouped Project							Statewide
LIMITS TO:							MPO PROJE	ECT ID:	11023-FXXE
DESCRIPTION	N:	Right of way acquisi	tion				FUNDING (	CATEGORY:	
REMARKS:									
AIR QUALITY	,					PROJECT	HISTORY:		
BENEFIT EMI									
REDUCTION:	——					<u></u>			
PRELIMINAR	Y ENGINE	ERING:			Aut	horized Fu	ınding by Cate	gory/Share:	
ROW PURCH	IASE:					<b>C.</b> .		Local	FUNDING BY
CONSTRUCT	ION ENGI	NEERING:			Federal	State	Local	Contribution	CATEGORY
CONSTRUCT	ION COST	:							
CONTINGEN	CIES:								
INDIRECT CC	OSTS:								Constrained
BOND FINAN	NCING:	Cons	trained	FUNDING					Statewide
TOTAL PROJI	ECT COST:			BY SHARE:					

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY		PROJECT SP	ONSOR	YOE COST
BEAUMONT LIMITS FROM		5000-00-952	Various		Vario	us			Constrained Statewide
LIMITS FROM	i Gic	uped Project					MPO PROJ	ECT ID:	11024-FXXE
DESCRIPTION	√: Pr≏	ventive maintena	ance and rehab	ilitation				CATEGORY:	TTUZ4-LVVE
DESCRIPTION	<b>v.</b>	vertive mainten	arice aria remab	muuton			TOTABLING	CATEGORY.	
REMARKS:									
AIR QUALITY BENEFIT EMIS REDUCTION:	SSIONS					PROJECT H	ISTORY:		
PRELIMINARY	y engineerii	NG:			Aut	horized Fu	nding by Cate	egory/Share:	
ROW PURCH	ASE:					_		Local	FUNDING BY
CONSTRUCT	ION ENGINEE	RING:			Federal	State	Local	Contribution	CATEGORY
CONSTRUCT	ION COST:								
CONTINGEN	CIES:								
INDIRECT CO	STS:								Constrained
BOND FINAN	ICING:	Cons	trained FUND	ING					Statewide
TOTAL PROJE	ECT COST:	St	atewide BY SH	ARE:					
DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY		PROJECT SP	ONSOR	YOE COST
BEAUMONT LIMITS FROM		5000-00-957	Various		Vario	us			Constrained Statewide
LIMITS FROIV	i Gic	uped Project					MPO PROJ	ECT ID:	11025-FXXE
DESCRIPTION	d. Dro	ventive maintena	anco and robab	ilitation				CATEGORY:	IIUZJ-FANE
DESCRIPTION	v. Pre	vernive maintena	ance and renab	IIItatiOII			FUNDING	CATEGORY.	
REMARKS:									
AIR QUALITY						PROJECT H	ISTORY:		
AIR QUALITY BENEFIT EMIS	SSIONS					PROJECT H	ISTORY:		
-	SSIONS					PROJECT H	ISTORY:		
BENEFIT EMIS	SSIONS				Aut		ISTORY:	egory/Share:	
BENEFIT EMIST REDUCTION:	SSIONS Y ENGINEERII					horized Fu	nding by Cate	Local	FUNDING BY
BENEFIT EMIS REDUCTION: PRELIMINARY	SSIONS Y ENGINEERII ASE:	NG:			<b>Aut</b> Federal				
BENEFIT EMIS REDUCTION: PRELIMINAR' ROW PURCH CONSTRUCTI	SSIONS Y ENGINEERII ASE: ION ENGINEE	NG:				horized Fu	nding by Cate	Local	
BENEFIT EMIS REDUCTION: PRELIMINAR' ROW PURCH CONSTRUCTI CONSTRUCTI CONTINGENO	SSIONS Y ENGINEERII ASE: ION ENGINEE ION COST: CIES:	NG:				horized Fu	nding by Cate	Local	
BENEFIT EMIS REDUCTION: PRELIMINAR' ROW PURCH CONSTRUCTI	SSIONS Y ENGINEERII ASE: ION ENGINEE ION COST: CIES:	NG:				horized Fu	nding by Cate	Local	
BENEFIT EMIS REDUCTION: PRELIMINARY ROW PURCH CONSTRUCTS CONSTRUCTS CONTINGENO	SSIONS Y ENGINEERII ASE: ION ENGINEE ION COST: CIES:	NG: ERING:	trained FUND			horized Fu	nding by Cate	Local	CATEGORY

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

12-27

DISTRICT	COUNT	Y CSJ	HWY	PHASE	CITY		PROJECT SP	ONSOR	YOE COST
BEAUMONT		5000-00-958	Various		Variou	ıs			Constrained Statewide
LIMITS FRON LIMITS TO:	/1	Grouped Project					MPO PRO	IFCT ID.	11006 FVVF
DESCRIPTION	M•	Preventive mainter	ance and roba	hilitation				CATEGORY:	11026-FXXE
DESCRIPTION	ν.	Freventive mainter	iance and rena	Dilitation			FUNDING	CATEGORY.	
REMARKS:					<del>_</del>				
AIR QUALITY BENEFIT EMI	SSIONS					PROJECT	HISTORY:		
REDUCTION:									
PRELIMINAR		ERING:			Auth	orized Fu	nding by Cat	egory/Share:	
ROW PURCH					Federal	State	Local	Local Contribution	FUNDING BY CATEGORY
CONSTRUCT								Contribution	CATEGORY
CONSTRUCT		Γ:							
CONTINGEN									
INDIRECT CC									Constrained
BOND FINAN			strained FUN						Statewid
			tatouida BV C						
TOTAL PROJ	ECT COST	. 3	tatewide BY S	HAKE:					
DISTRICT	COUNT		HWY	PHASE	CITY		PROJECT SP	ONSOR	YOE COST
	COUNT		HWY		<b>CITY</b> Variou	ıs	PROJECT SP	ONSOR	Constrained
DISTRICT	COUNT	Y CSJ	HWY			ıs	PROJECT SP	ONSOR	Constrained
<b>DISTRICT</b> BEAUMONT	COUNT	Y CSJ 5000-00-953	HWY			ıs	MPO PRO.		Constrained
DISTRICT BEAUMONT LIMITS FROM	COUNT Various	Y CSJ 5000-00-953	<b>HWY</b> Various	PHASE		ıs	MPO PRO.		Constrained Statewide
DISTRICT BEAUMONT LIMITS FROM LIMITS TO:	COUNT Various	Y CSJ 5000-00-953 Grouped Project	<b>HWY</b> Various	PHASE		ıs	MPO PRO.	JECT ID:	Constrained Statewide
DISTRICT BEAUMONT LIMITS FROM LIMITS TO: DESCRIPTION REMARKS:	COUNT Various  //	Y CSJ 5000-00-953 Grouped Project	<b>HWY</b> Various	PHASE	Variou	is PROJECT I	MPO PRO. FUNDING	JECT ID:	Constrained Statewide
DISTRICT BEAUMONT LIMITS FROM LIMITS TO: DESCRIPTION	COUNT Various  V	Y CSJ 5000-00-953 Grouped Project	<b>HWY</b> Various	PHASE	Variou		MPO PRO. FUNDING	JECT ID:	Constrained Statewide
DISTRICT BEAUMONT LIMITS FROM LIMITS TO: DESCRIPTION REMARKS: AIR QUALITY	COUNT Various  N: SSIONS	Y CSJ 5000-00-953 Grouped Project	<b>HWY</b> Various t and rehabilita	PHASE	Variou		MPO PRO. FUNDING	JECT ID:	Constrained Statewide
DISTRICT BEAUMONT LIMITS FROM LIMITS TO: DESCRIPTION REMARKS: AIR QUALITY BENEFIT EMI	COUNT Various  / N: SSIONS	Y CSJ 5000-00-953 Grouped Project Bridge replacemen	<b>HWY</b> Various t and rehabilita	PHASE	Variou	PROJECT I	MPO PRO. FUNDING	JECT ID: CATEGORY:	Constrained Statewide
DISTRICT BEAUMONT LIMITS FROM LIMITS TO: DESCRIPTION REMARKS: AIR QUALITY BENEFIT EMI REDUCTION:	COUNT Various  / N: SSIONS Y ENGINE	Y CSJ 5000-00-953 Grouped Project Bridge replacemen	<b>HWY</b> Various t and rehabilita	PHASE	Variou <b>Auth</b>	PROJECT I	MPO PRO. FUNDING HISTORY:	JECT ID: CATEGORY:	Constrained Statewide 11027-FXXE
DISTRICT BEAUMONT LIMITS FROM LIMITS TO: DESCRIPTION REMARKS: AIR QUALITY BENEFIT EMI REDUCTION: PRELIMINAR	COUNT Various  / N: SSIONS Y ENGINE	Y CSJ 5000-00-953 Grouped Project Bridge replacemen	<b>HWY</b> Various t and rehabilita	PHASE	Variou	PROJECT I	MPO PRO. FUNDING 	JECT ID: CATEGORY: egory/Share:	Constrained Statewide 11027-FXXE
DISTRICT BEAUMONT LIMITS FROM LIMITS TO: DESCRIPTION REMARKS: AIR QUALITY BENEFIT EMI REDUCTION: PRELIMINAR ROW PURCH	COUNT Various  / N: SSIONS Y ENGINE IASE: ION ENGI	5000-00-953 Grouped Project Bridge replacemen ERING:	<b>HWY</b> Various t and rehabilita	PHASE	Variou <b>Auth</b>	PROJECT I	MPO PRO. FUNDING HISTORY:	JECT ID: CATEGORY: egory/Share: Local	Constrained Statewide 11027-FXXE
DISTRICT BEAUMONT LIMITS FROM LIMITS TO: DESCRIPTION REMARKS: AIR QUALITY BENEFIT EMI REDUCTION: PRELIMINAR ROW PURCH CONSTRUCT	COUNT Various  / N: SSIONS Y ENGINE IASE: ION ENGI	5000-00-953 Grouped Project Bridge replacemen ERING:	<b>HWY</b> Various t and rehabilita	PHASE	Variou <b>Auth</b>	PROJECT I	MPO PRO. FUNDING HISTORY:	JECT ID: CATEGORY: egory/Share: Local	Constrained Statewide 11027-FXXE
DISTRICT BEAUMONT LIMITS FROM LIMITS TO: DESCRIPTION REMARKS: AIR QUALITY BENEFIT EMI REDUCTION: PRELIMINAR ROW PURCH CONSTRUCT	COUNT Various  Various  VENGINE VENE VENE VENE VENE VENE VENE VENE V	5000-00-953 Grouped Project Bridge replacemen ERING:	<b>HWY</b> Various t and rehabilita	PHASE	Variou <b>Auth</b>	PROJECT I	MPO PRO. FUNDING HISTORY:	JECT ID: CATEGORY: egory/Share: Local	Constrained Statewide 11027-FXXE
DISTRICT BEAUMONT LIMITS FROM LIMITS TO: DESCRIPTION REMARKS: AIR QUALITY BENEFIT EMI REDUCTION: PRELIMINAR ROW PURCH CONSTRUCT CONSTRUCT	COUNT Various  Various  Various  Various  Various  Various	TOUD-00-953  Grouped Project  Bridge replacemen  ERING:  INEERING:	<b>HWY</b> Various t and rehabilita	PHASE	Variou <b>Auth</b>	PROJECT I	MPO PRO. FUNDING HISTORY:	JECT ID: CATEGORY: egory/Share: Local	Constrained Statewide 11027-FXXE

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY		PROJECT SP	ONSOR	YOE COST
BEAUMONT	Various	5000-00-954	Various		Vario	ous			Constrained
LIMITS FROM	∕l Gr	ouped Project							Statewide
LIMITS TO:							MPO PROJ	ECT ID:	11028-FXXE
DESCRIPTION	N: Ra	ilroad grade sepa	rations				FUNDING (	CATEGORY:	
REMARKS:									
AIR QUALITY BENEFIT EMI REDUCTION:	SSIONS					PROJECT F	HISTORY:		
PRELIMINAR	Y ENGINEERI				Aut	horized Fu	nding by Cate		
ROW PURCH							3 ,	Local	FUNDING BY
CONSTRUCT		ERING:			Federal	State	Local	Contribution	CATEGORY
CONSTRUCT									
CONTINGEN									
INDIRECT CO									Constrained
BOND FINAN		Cons	trained FUND	INIC					Statewide
TOTAL PROJI			atewide BY SH						
DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY		PROJECT SPO	ONSOR	YOE COST
BEAUMONT	Various	5800-00-950	Various		Vario	us			Constrained
LIMITS FROM	1 Gr	ouped Project							Statewide
LIMITS TO:							MPO PROJ	ECT ID:	11029-FXXE
DESCRIPTION	N: Sa	fety					FUNDING (	CATEGORY:	
REMARKS:									
AIR QUALITY	,					PROJECT F	HISTORY:		
BENEFIT EMI						 			
REDUCTION:						 			
PRELIMINAR	y engineeri	ING:			Aut	horized Fu	nding by Cate	egory/Share:	
ROW PURCH	IASE:							Local	FUNDING BY
CONSTRUCT	ION ENGINE	ERING:			Federal	State	Local	Contribution	CATEGORY
CONSTRUCT	ION COST:								
CONTINGEN	CIES:								
INDIRECT CO	STS:								Constrained
BOND FINAN	NCING:	Cons	trained FUND	ING					Statewide
TOTAL PROJI	ECT COST:		atewide BY SH						

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY		PROJECT SP	ONSOR	YOE COST
BEAUMONT	Various	5000-00-956	Various		Vario	us			Constrained
LIMITS FROM	1 Gro	ouped Project							Statewide
LIMITS TO:							MPO PROJ	ECT ID:	11030-FXXE
DESCRIPTION	N: Lar	ndscaping					FUNDING (	CATEGORY:	
REMARKS:									
AIR QUALITY						PROJECT I			
BENEFIT EMIS	SSIONS								
PRELIMINAR\	y engineeri	NG:			Aut	horized Fu	nding by Cate	egory/Share:	
ROW PURCH	ASE:							Local	FUNDING BY
CONSTRUCTI	ION ENGINE	ERING:			Federal	State	Local	Contribution	CATEGORY
CONSTRUCTI	ION COST:								
CONTINGEN	CIES:								
INDIRECT CO	STS:								Constrained
BOND FINAN	ICING:	Cons	trained FU	NDING					Statewide
TOTAL PROJE	ECT COST:	St	atewide BY	SHARE:					
DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY		PROJECT SP	ONSOR	YOE COST
BEAUMONT	Various	5800-00-915	Various		Vario	us			Constrained
LIMITS FROM	1 Gro	ouped Project							Statewide
LIMITS TO:							MPO PROJ	ECT ID:	11031-FXXE
DESCRIPTION	N: Int	elligent transport	ation syster	ns developme	ent		FUNDING (	CATEGORY:	
REMARKS:									
						PROJECT I	HISTORY:		
AIR QUALITY									
AIR QUALITY BENEFIT EMIS REDUCTION:	SSIONS								
BENEFIT EMIS	SSIONS	 NG:			Aut		 nding by Cate	egory/Share:	
BENEFIT EMIS	SSIONS Y ENGINEERI	NG:				horized Fu	nding by Cate	egory/Share:	FUNDING BY
BENEFIT EMIS REDUCTION: PRELIMINARY	SSIONS Y ENGINEERI ASE:				<b>Aut</b> Federal				FUNDING BY CATEGORY
BENEFIT EMIS REDUCTION: PRELIMINARY ROW PURCH.	SSIONS Y ENGINEERI ASE: ION ENGINE					horized Fu	nding by Cate	Local	
REDUCTION: PRELIMINARY ROW PURCH, CONSTRUCTI	SSIONSY ENGINEERI ASE: ION ENGINEI ION COST:					horized Fu	nding by Cate	Local	
BENEFIT EMIS REDUCTION: PRELIMINARY ROW PURCHA CONSTRUCTI CONSTRUCTI	SSIONS Y ENGINEERI ASE: ION ENGINEI ION COST: CIES:					horized Fu	nding by Cate	Local	
BENEFIT EMIS REDUCTION: PRELIMINARY ROW PURCH, CONSTRUCTI CONSTRUCTI CONTINGENO	SSIONS Y ENGINEERI ASE: ION ENGINEI ION COST: CIES:	ERING:	trained FU	NDING		horized Fu	nding by Cate	Local	CATEGORY

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY		PROJECT SPO	ONSOR	YOE COST
BEAUMONT	Various	5000-00-916	Various		Vario	ous			Constrained
LIMITS FROM	1 G	rouped Project							Statewide
LIMITS TO:							MPO PROJ	ECT ID:	11032-FXXE
DESCRIPTION	N: Bi	cycle and pedestri	an improveme	nts			FUNDING (	CATEGORY:	
REMARKS:									
AIR QUALITY BENEFIT EMI REDUCTION:	SSIONS					PROJECT H	HISTORY:		
PRELIMINAR'	Y ENGINEER				Aut	horized Fu	nding by Cate		
ROW PURCH							g,	Local	FUNDING BY
CONSTRUCT		EERING:			Federal	State	Local	Contribution	CATEGORY
CONSTRUCT									
CONTINGEN									
INDIRECT CO									Constrained
BOND FINAN		Cons	trained FUND	INIC					Statewide
TOTAL PROJI			atewide BY SH						
DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY		PROJECT SPO	ONSOR	YOE COST
BEAUMONT	Various	5000-00-917	Various		Vario	ous			Constrained
LIMITS FROM	1 G	rouped Project							Statewide
LIMITS TO:							MPO PROJ	ECT ID:	11033-FXXE
DESCRIPTION	N: Sa	afety rest areas and	d truck weigh s	tations			FUNDING (	CATEGORY:	
REMARKS:									
AIR QUALITY	,				•	PROJECT F	IISTORY:		
BENEFIT EMI									
REDUCTION:						 			
PRELIMINAR	Y ENGINEER	RING:			Aut	horized Fu	nding by Cate	gory/Share:	
ROW PURCH	IASE:							Local	FUNDING BY
CONSTRUCT	ION ENGINI	EERING:			Federal	State	Local	Contribution	CATEGORY
CONSTRUCT	ION COST:								
CONTINGEN	CIES:								
INDIRECT CO	OSTS:								Constrained
BOND FINAN	NCING:	Cons	trained FUND	ING					Statewide
TOTAL PROJI	ECT COST:		atewide BY SH						

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	F	PROJECT SPO	NSOR	YOE COST
BEAUMONT	Various	5800-00-918	Various		Vario	ous			Constrained
LIMITS FROM	4 Gro	ouped Project							Statewide
LIMITS TO:							MPO PROJEC	CT ID:	11034-FXXE
DESCRIPTION	N: Tra	nsit improvemen	ts				FUNDING CA	ATEGORY:	
REMARKS:									
AIR QUALITY	,					PROJECT HIS	STORY:		
BENEFIT EMI									
REDUCTION:						¦ ∟			
PRELIMINAR'	y engineerii	NG:			Aut	horized Fund	ding by Categ	ory/Share:	
ROW PURCH	IASE:				Federal	State	Local	Local	FUNDING BY
CONSTRUCT	ION ENGINEE	RING:			rederai	State	LOCAI	Contribution	CATEGORY
CONSTRUCT	ION COST:								
CONTINGEN	CIES:								
INDIRECT CC	OSTS:								Constrained
BOND FINAN	ICING:		trained FUN						Statewide
TOTAL PROJE	ECT COST:	St	atewide BY S	HARE:					
DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	F	PROJECT SPO	NSOR	YOE COST
BEAUMONT	Various		Various		Vario	ous			
LIMITS FROM	1								
LIMITS TO:							MPO PROJEC	CT ID:	06060-FXXE
DESCRIPTION	N: Pla	ceholder: Catego	ry 1				FUNDING CA	ATEGORY:	1
REMARKS:	Pre	ventive Maintena	ance and Reh	abilitation					
AIR QUALITY	,					PROJECT HIS	STORY:		
BENEFIT EMI									
REDUCTION:						 			
PRELIMINAR'	y engineerii	NG:			Aut	horized Fund	ding by Categ	ory/Share:	
ROW PURCH	IASE:					_		Local	FUNDING BY
CONSTRUCT	ION ENGINEE	RING:			Federal	State	Local	Contribution	CATEGORY
CONSTRUCT	ION COST:		1	\$	347,473,002	\$86,868,251	\$0	\$0	\$434,341,253
CONTINGEN	CIES:								
INDIRECT CO	OSTS:								
BOND FINAN	ICING:		FUN	DING					
TOTAL PROJE	ECT COST:				347,473,002	\$86,868,251	\$0	\$0	\$434,341,253

DISTRICT	COUNTY	CSJ	HWY	PHASE CI	TY	PROJECT SP	ONSOR	YOE COST
BEAUMONT	Various		Various	Va	rious			
LIMITS FROM	Л							
LIMITS TO:						MPO PRO.	JECT ID:	12023-FXXE
DESCRIPTIO	N: Pla	ceholder: Cate	gory 2			FUNDING	CATEGORY:	2
REMARKS:	Me	tropolitan and	Urban Area Corrid	or Projects				
AIR QUALITY BENEFIT EMI REDUCTION:	ISSIONS				PROJECT	HISTORY:		
PRELIMINAR	RY ENGINEERI				uthorized Fu	ınding by Cat		
ROW PURCH		DING		Federal	State	Local	Local Contribution	FUNDING BY CATEGORY
CONSTRUCT	TON ENGINEE	KING.	2	\$98,400	\$24,600	\$0	\$0	\$123,000
			_	Ψ30,100	Ψ2 1,000	40	40	Ψ123/000
CONTINGEN INDIRECT CO								
BOND FINAN			FUNDIN BY SHA		¢24.600	\$0	\$0	¢122.000
TOTAL PROJ	ECT COST.		DT SHA	RE: \$98,400	\$24,600	<b>\$</b> U	<b>D</b>	\$123,000
DISTRICT	COUNTY	CSJ	HWY	PHASE CI	TY	PROJECT SP	ONSOR	YOE COST
BEAUMONT	Various		Various	Va	rious			
LIMITS FROM	Л							
LIMITS TO:						MPO PRO.	JECT ID:	06062-FXXE
DESCRIPTIO	N: Pla	ceholder: Cate	gory 5			FUNDING	CATEGORY:	5
REMARKS:	Coi	ngestion Mitig	ation and Air Quali	ty Improvement				
AIR QUALITY BENEFIT EMI REDUCTION:	ISSIONS				PROJECT			
PRELIMINAR	Y ENGINEERII					ınding by Cat		
ROW PURCH							Local	FUNDING BY
	TON ENGINEE	RING:		Federal	State	Local	Contribution	CATEGORY
	TON COST:		5	\$1,273,618	\$318,405	\$0	\$0	\$1,592,023
CONSTINUCT								
CONTINGEN	ICIES:							
CONTINGEN	OSTS:		FUNDIN	IG				

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT S	PONSOR	YOE COST
BEAUMONT	Various		Various		Vario	ous		
LIMITS FROM	М							
LIMITS TO:						MPO PRO	OJECT ID:	02042-FXXE
DESCRIPTIO	N: I	Placeholder: Cate	gory 6			FUNDING	G CATEGORY:	6
REMARKS:	ı	Bridges						
		ages				PROJECT HISTORY:		
AIR QUALITY BENEFIT EMI REDUCTION:	ISSIONS							
PRELIMINAR	RY ENGINEE	RING:			Aut	thorized Funding by Ca	ntegory/Share:	
ROW PURCH	HASE:					G	Local	FUNDING BY
CONSTRUCT	TION ENGIN	NEERING:			Federal	State Local	Contribution	CATEGORY
CONSTRUCT	TION COST:		6	\$	97,467,989	\$24,366,997 \$0	\$0	\$121,834,986
CONTINGEN	ICIES:							
INDIRECT CO	OSTS:							
BOND FINAN	NCING:		FUNI	DING				
TOTAL PROJ	ECT COST:		BY S	HARE: \$	97,467,989	\$24,366,997 \$0	\$0	\$121,834,986
DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT S	PONSOR	YOE COST
BEAUMONT	Various		Various		Vario	ous		
LIMITS FROM	М							
LIMITS TO:								
						MPO PRO	OJECT ID:	06063-FXXE
DESCRIPTIO	N: I	Placeholder: Cate	gory 8				OJECT ID: G CATEGORY:	06063-FXXE 8
DESCRIPTION REMARKS:		Placeholder: Cate Safety	gory 8					
	s ( ISSIONS		gory 8					
REMARKS: AIR QUALITY BENEFIT EMI	s ( ( ( ( ( ( ( ( ( ( ( ( ( ( ( ( ( ( (	Safety	gory 8		Aut	PROJECT HISTORY:	G CATEGORY:	
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DISTRICT COUNTY CSJ HI	NY PH	ASE CITY	,	PROJECT SPO	NSOR	YOE COST
BEAUMONT Various Va	rious	Vario	ous			
LIMITS FROM LIMITS TO: DESCRIPTION: Placeholder: Category 9				MPO PROJE FUNDING C		06064-FXXE 9
REMARKS: Transportation Enhance	ements					
AIR QUALITY BENEFIT EMISSIONS REDUCTION:			PROJECT HI	ISTORY:		
PRELIMINARY ENGINEERING:		Aut	thorized Fun	ding by Cate	gory/Share:	
ROW PURCHASE: CONSTRUCTION ENGINEERING:		Federal	State	Local	Local Contribution	FUNDING BY CATEGORY
CONSTRUCTION COST: CONTINGENCIES: INDIRECT COSTS:	9	\$13,452,282	\$3,363,070	\$0	\$0	\$16,815,352
BOND FINANCING: TOTAL PROJECT COST:	FUNDING BY SHARE:	\$13,452,282	\$3,363,070	\$0	\$0	\$16,815,352
DISTRICT COUNTY CSJ HV	NY PH	ASE CITY	,	PROJECT SPO	NSOR	YOE COST
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LIMITS FROM						
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DESCRIPTION: Placeholder: Category 1	0			FUNDING C	ATEGORY:	10
REMARKS: Supplemental Transport	tation Projects					
AIR QUALITY BENEFIT EMISSIONS REDUCTION:			PROJECT HI	STORY:		
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CONSTRUCTION ENGINEERING:		Federal	State	Local	Contribution	CATEGORY
CONSTRUCTION COST:	10	\$9,933,266	\$2,483,316	<b>\$</b> 0	\$0	\$12,416,582
CONTINGENCIES:						
INDIRECT COSTS:						
BOND FINANCING: TOTAL PROJECT COST:	FUNDING BY SHARE:	\$9,933,266	\$2,483,316	\$0	\$0	\$12,416,582

	COUNTY	CSJ	HWY	PHA	SE CITY	1	PROJECT SP	ONSOR	YOE COST
BEAUMONT	Various		Various		Vario	ous			
LIMITS FROM									
LIMITS TO:							MPO PRO.	JECT ID:	02043-FXXE
DESCRIPTION:	: Plac	ceholder: Cat	egory 11				FUNDING	CATEGORY:	11
REMARKS:	Dis	trict Discretio	nary						
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CONSTRUCTIO		RING:	11		\$26,472,069	\$6,618,017		\$0	\$33,090,086
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DISTRICT	COUNTY	CSJ	HWY	PHA	SE CITY	1	PROJECT SP	PONSOR	YOE COST
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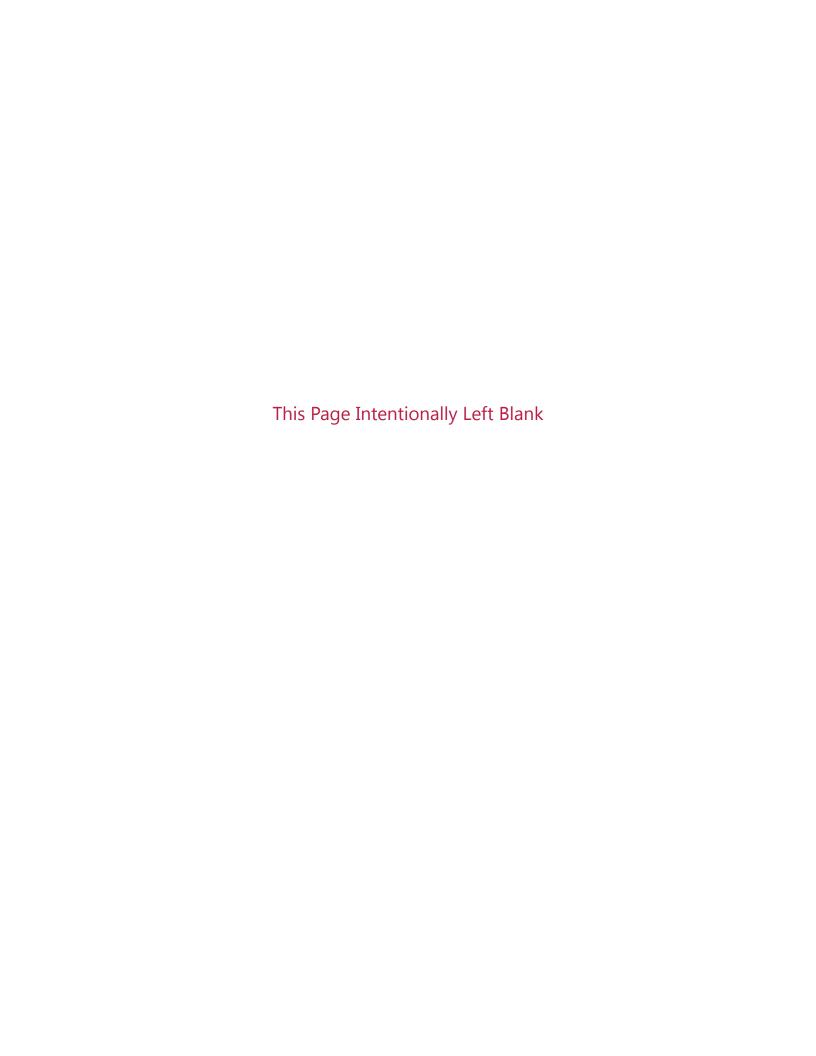
	PHA	SE CITY	F	ROJECT SPO	NSOR	YOE COST
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LIMITS FROM						
LIMITS TO:				MPO PROJE	CT ID:	12024-FXXE
DESCRIPTION: Placeholder: FTA 5307				FUNDING CA	ATEGORY:	FTA 5307
REMARKS:						
AIR QUALITY BENEFIT EMISSIONS REDUCTION:			PROJECT HIS	STORY:		
PRELIMINARY ENGINEERING:		Aut	horized Fund	ding by Categ	ory/Share:	
ROW PURCHASE:					Local	FUNDING BY
CONSTRUCTION ENGINEERING:		Federal	State	Local	Contribution	CATEGORY
CONSTRUCTION COST:	FTA 5307	\$63,003,855	\$15,748,150	\$72,321,383	\$0	\$151,073,388
CONTINGENCIES:						
INDIRECT COSTS:						
BOND FINANCING:	FUNDING					
TOTAL PROJECT COST:	BY SHARE:	\$63,003,855	\$15,748,150	\$72,321,383	\$0	\$151,073,388
DISTRICT COUNTY CSJ HWY	РНА	SE CITY	F	ROJECT SPO	NSOR	YOE COST
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LIMITS FROM		Vario	ous	MPO PROJEC		12025-FXXE FTA 5310
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LIMITS FROM LIMITS TO: DESCRIPTION: Placeholder: FTA 5310  REMARKS: AIR QUALITY BENEFIT EMISSIONS REDUCTION: PRELIMINARY ENGINEERING: ROW PURCHASE: CONSTRUCTION ENGINEERING: CONSTRUCTION COST: CONTINGENCIES:	FTA 5310 FUNDING	<b>Aut</b> Federal	PROJECT HIS horized Fund State	FUNDING CA	ATEGORY:  gory/Share:  Local  Contribution	FUNDING BY CATEGORY

DISTRICT	COUNTY	CSJ	HWY	PHA	SE CI	TY	PROJECT SPO	ONSOR	YOE COST
BEAUMONT	Various				Vá	arious			
LIMITS FROM	Л								
LIMITS TO:							MPO PROJE	ECT ID:	12026-FXXE
DESCRIPTION	N: Pla	ceholder: FT	A 5311				FUNDING C	ATEGORY:	FTA 5311
REMARKS:									
AID OLLALITY	,					PROJECT H	ISTORY:		
AIR QUALITY BENEFIT EMI									
REDUCTION:									
PRELIMINAR	y engineeri	NG:				Authorized Fur	nding by Cate	gory/Share:	
ROW PURCH	IASE:				Follows	Chala	Level	Local	FUNDING BY
CONSTRUCT	ION ENGINE	ERING:			Federal	State	Local	Contribution	
CONSTRUCT	ION COST:			FTA 5311	\$11,523,14	8 \$8,414,200	\$5,984,979	\$0	\$25,922,327
CONTINGEN	CIES:								
INDIRECT CO	OSTS:								
BOND FINAN	NCING:			FUNDING					
TOTAL PROJ	ECT COST:			BY SHARE:	\$11,523,14	8 \$8,414,200	\$5,984,979	\$0	\$25,922,327



### **Appendix A**

### **Public Involvement Documentation**



# Monday, July 29 Orange Public Library 220 North 5th Street Orange, Texas 3:00 PM

### We Value Your Imput

Please join us for a meeting about Southeast Texas'
Metropolitan Transportation Plan!

Learn about the road, transit, bicycle, pedestrian, and safety projects that are proposed for the area, how much they will cost, and when they will happen.

Provide input on the transportation improvements you want to see in the future.

The South East Texas Regional Planning Commission— Metropolitan Planning Organization is responsible for planning transportation improvements in Hardin, Jefferson, and Orange Counties, and we hope to hear from you.

Please attend any meeting to provide input or submit written comments to: Bob Dickinson, 2210 Eastex Freeway, Beaumont, Texas 77703. If you are unable to attend a meeting, please visit <a href="www.setrpc.org/ter">www.setrpc.org/ter</a> the week of the meetings to obtain more information.

All comments received will be considered during the development of the Metropolitan Transportation Plan update.

For special needs requests, please contact Bob Dickinson at least 48 hours in advance at 409-899-8444 x 7520 or bdickinson@setrpc.org.

#### Tuesday, July 30

South East Texas Regional Planning Commission 2210 Eastex Freeway Beaumont, Texas 2:00 PM

#### Wednesday, July 31

Port Arthur Public Library 4615 9th Avenue Port Arthur, Texas 6:00 PM

#### Thursday, August 1

Silsbee Public Library 295 4th Street Silsbee, Texas 4:00 PM

THANSPORTATION & ENVIRONMENTAL



South East Texas Regional Planning Commission

www.setrpc.org/ter



South East Texas Regional Planning Commission 2210 Eastex Freeway • Beaumont, Texas • 77703 409-899-8444 (office) • 409-729-6511 (fax) www.setrpc.org

#### FOR IMMEDIATE RELEASE

July 16, 2013

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

#### Public Encouraged to Provide Input on Updates to Southeast Texas' Metropolitan Transportation Plan

"SETRPC to Host Series of Public Meetings beginning Monday, July 29th"

(Beaumont) --- The South East Texas Regional Planning Commission (SETRPC) will host a series of public meetings beginning **Monday**, **July 29**, **2013**, providing citizens in Jefferson, Orange and Hardin Counties the opportunity to learn about and comment on an update to southeast Texas' **Metropolitan Transportation Plan**. "This is an opportunity for the public to be directly involved in the process and have their voices heard as we make 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. Four public meetings will be held in **Beaumont, Orange**, **Port Arthur, and Silsbee** at the following locations:

Monday, July 29, 2013 - 3:00 p.m.
Orange Public Library, 220 North 5<sup>th</sup> Street, Orange, TX

Tuesday, July 30, 2013 - 2:00 p.m.

South East Texas Regional Planning Commission, 2210 Eastex Freeway, Beaumont, TX

Wednesday, July 31, 2013 - 6:00 p.m.
Port Arthur Public Library, 4615 9<sup>th</sup> Avenue, Port Arthur, TX

Thursday, August 1, 2013 - 4:00 p.m. Silsbee Public Library, 295 4<sup>th</sup> Street, Silsbee, TX

These meetings are designed to solicit the public's ideas and input on transportation improvements 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 Jefferson-Orange-Hardin Regional Transportation Study (JOHRTS) area. SETRPC, in conjunction with the Texas Department of Transportation, local governments and other interested parties, facilitates the regional multi-modal transportation planning process.

BeaumontEnterprise.com Wednesday, July 17, 2013 5C

#### 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 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 a series of public meetings to offer the public an opportunity to provide input for the development of an updated Metropolitan Transportation Plan (MTP). All meetings are the same and are not restricted to a specific area. Please choose a meeting day and time that fits your schedule.

#### Monday, July 29, 2013 3:00 PM Orange Public Library 220 North 5th Street Orange, TX

Tuesday, July 30, 2013 2:00 PM South East Texas Regional Planning Commission 2:10 Eastex Freeway Beaumont, TX

Wednesday, July 31, 2013 6:∞ PM Port Arthur Public Library 4615 9th Avenue Port Arthur, TX

Thursday, August 1, 2013 4:00 PM Silsbee Public Library 205 4th Street Silsbee,TX

If you are unable to attend a meeting, please visit www.setrpc.org/ter the week of the meetings to obtain more information. You may also provide comments to Bob Dickinson at the South East Texas Regional Planning Commission, 2210 Eastex Freeway, Beaumont, Texas 7703. For more information or for special needs requests (48 Hours), please contact Bob Dickinson at (409) 899-8444 extension, 7520 or e-mail: bdickinson@setrpc.org.

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 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.

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Monday, July 29, 2013 3:00 PM Orange Public Library 220 North 5th Street Orange, TX

Tuesday, July 30, 2013 2:00 PM South East Texas Regional Planning Commission 2210 Eastex Freeway Beaumont, TX

Wednesday, July 31, 2013 6:00 PM Port Arthur Public Library 461 59th Avenue Port Arthur, TX

Thursday, August 1, 2013 4:00 PM Silsbee Public Library 295 4th Street Silsbee, TX

If you are unable to attend a meeting, please visit www.setrpc.org/ter the week of the meetings to obtain more information. You may also provide comments to Bob Dickinson at the South East Texas Regional Planning Commission, 2210 Eastex Freeway, Beaumont, Texas 77708. For more information or for special needs requests (48 Hours), please contact Bob Dickinson at (409) 899-8444 extension 7520 or e-mail: bdickinson@setrpc.org.

#### **Public Notices**

#### **Public Notices**

choose a meeting day and time that fits your schedule.

Monday, July 29, 2013 3:00 PM Orange Public Library 220 North 5th Street Orange, TX

Tuesday, July 30, 2013 2:00 PM South East Texas Regional Planning Commission 2210 Eastex Freeway Beaumont, TX

Wednesday, July 31, 2013 6:00 PM Port Arthur Public Library 4615 9th Avenue Port Arthur, TX

Thursday, August 1, 2013 4:00 PM Silsbee Public Library 295 4th Street Silsbee, TX

www.setrpc.org/ter the week of the meet-ings to obtain more in-As part of the continu- formation. You may son at the South East the Texas Regional Planning Commission, 2210 Eastex Freeway, Beaumont, 77703. For more infor-mation or for special needs requests (48 ension 7520 or bdickinson@setrpc.

#### We Value Your Input!

The South East Texas 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 area, comprised of 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 if you are unable to atand efficient means of tend a meeting, meeting transportation please visit twenty years.

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#### **Public Notices**

#### **Public Notices**

choose a meeting day and time that fits your schedule.

Monday, July 29, 2013 3:00 PM Orange Public Library 220 North 5th Street Orange, TX

Tuesday, July 30, 2013 2:00 PM South East Texas Regional Planning Commission 2210 Eastex Freeway Beaumont, TX

Wednesday, July 31, 2013 6:00 PM Port Arthur Public Library 4615 9th Avenue Port Arthur, TX

Thursday, August 1, 2013 4:00 PM Silsbee Public Library 295 4th Street Silsbee, TX

tend a meeting, please visit www.setrpc.org/ter the week of the meet-As part of the continuings to obtain more ining, cooperative, and also provide com-comprehensive trans-ments to Bob Dickinments to Bob Dickinplanning the South East Texas Regional Planprocess, the Texas SETRPC-MPO will be ning Commission, 2210 Eastex Freeway, Texas Te offer the public 77703. For more infor-an opportunity to promation or for special org

#### We Value Your Input!

The South East Texas Regional Planning Commission (SET-RPC) is the designated Metropolitan Planning Organization (MPO) for the Jefferson-Orange- Hardin Regional Transportation Study (JOHRTS) area, comprised of Jefferson, Orange and Hardin counties. In conjunction with the Texas Department of Transportation, the SETRPC-MPO is responsible for an over-all plan that identifies the most desirable If you are unable to atmeeting transportation needs for the next twenty years.

portation vide input for the development of an up-dated Metropolitan Transportation Plan (409)899-8444 extare the same and are bdickinson@setrpc. Please cific area.

Thursday, July 18, 2013 BeaumontEnterprise.com

#### 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 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, co-operative, and comprehensive transportation planning proc-ess, the SETRPC-MPO will be hosting a series of public meetings to offer the public an opportunity to provide in-put for the development of an updated Metropolitan Trans-portation Plan (MTP). All meetings are the same and are not restricted to a specific area. Please choose a meet-ing day and time that fits your schedule.

#### Monday, July 29, 2013 3:00 PM Orange Public Library 220 North 5th Street Orange, TX

Tuesday, July 30, 2013 2:00 PM South East Texas Regional Planning Commission 2210 Eastex Freeway Beaumont, TX

Wednesday, July 31, 2013 Port Arthur Public Library 46159th Avenue Port Arthur, TX

Thursday, August 1, 2013 4:00 PM Silsbee Public Library 295 4th Street Silsbee, TX

If you are unable to attend a meeting, please visit www.setrpc.org/ter the week of the meetings to obtain more information. You may also provide comments 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 e-mail: bdickinson@setrpc.org.

BeaumontEnterprise.com Wednesday, July 24, 2013

#### 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 Jefferson, Orange and Hardin counties. In conjunction with the Texas Department of Transportation, the SETRPC-MPO is responsible for an overall plan that identifor an overall plan that identi-fies the most desirable and ef-ficient means of meeting transportation needs for the next twenty years.

As part of the continuing, co-operative, and comprehensive operative, and comprehensive transportation planning process, the SETRPC-MPO will be hosting a series of public meetings to offer the public an opportunity to provide input for the development of an updated Metropolitan Transportation Plan (MTP). All meetings are the same and are not restricted to a specific area. Please choose a meeting day and time that fits your schedule. schedule.

#### Monday, July 29, 2013 3:00 PM Orange Public Library 220 North 5th Street Orange, TX

Tuesday, July 30, 2013 2:00 PM South East Texas Regional Planning Commission 2210 Eastex Freeway Beaumont, TX

#### Wednesday, July 31, 2013

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

#### Thursday, August 1, 2013

4:00 PM Silsbee Public Library 295 4th Street Silsbee, TX

If you are unable to attend a meeting, please visit www.setrpc.org/ter the week of the meetings to obtain more information. You may also provide comments to Bob Dickinson at the South East Texas Regional Planning Commission, 2210 Eastex Freeway, Beaumont, Texas 77708. For more information or for special needs requests (48 Hours), please contact Bob Dickinson at (409) 899-8444 extension, 7820 or e-mail: bdickinson@setrpc.org.

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Monday, July 29, 2013 3:00 PM Orange Public Library 220 North 5th Street Orange, TX

Tuesday, July 30, 2013 2:00 PM South East Texas Regional Planning Commission 2210 Eastex Freeway Beaumont, TX

Wednesday, July 31, 2013 6:∞PM Port Arthur Public Library 46159th Avenue Port Arthur, TX

Thursday, August 1, 2013 4:00 PM Silsbee Public Library 295 4th Street Silsbee, TX

If you are unable to attend a meeting, please visit www.setrpc.org/ter the week of the meetings to obtain more information. You may also provide comments to Bob Dickinson at the South East Texas Regional Planning Commission, 2210 Eastex, Freeway, Beaumont, Texas 77708. For more information or for special needs requests (48 Hours), please contact Bob Dickinson at (409) 898-8444 extension 7520 or e-mail: bdickinson@setrpc.org.

The South East Texas Regional Planning Commission (SET-RPC) is the designated Metropolitan Planning Organization (MPO) for the Jeffer-son- Orange- Hardin Regional Transporta-tion Study (JOHRTS) area, comprised of 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 a series of public meetings offer the public an opportunity to provide input for the development of an updated Metropolitan Transportation Plan (MTP). All meetings are the same and are not restricted to a specific area. Please choose a meeting day and time that fits your schedule.

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Tuesday,
July 30, 2013
2:00 PM
South East Texas
Regional Planning
Commission
2210 Eastex Freeway
Beaumont, TX

Wednesday, July 31, 2013 6:00 PM CLASSIFIEDS/B5

#### **Public Notices**

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

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**Public Notices** 

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BeaumontEnterprise.com Thursday, July 25, 2013 7B

## 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.

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#### 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 Jefferson, Orange and Hardin



# REGISTRATION

**PLEASE PRINT** 

Public Meeting Metropolitan Transportation Plan Transit Coordination MEETING:

LOCATION:

Orange Public Library Orange, Texas

Monday, July 29, 2013 - 3:00 PM

**DATE:** 

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3. Shawn Oubre	and Munager	Cely of Change	409 883 1053	sousing e orange +x. org
4. JAY TRAJAY	EDC DIRECTUR	CLTY OF CRANCE	409-883.1077	TTRATANO OPANCETX. CLO
5. PATRICK DONART	Poblic Works Dra	CITY OF BEAUMOST	409.880.3725	PDONARTE CI. BRAUMONT. TK. US
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7. Donn Mile	Breeto	Orbuse Counts	404-745-9511	d minter @ Co. Orange . + x. Us
ے کے	Reporter		6086-166-701	dawn bo Orange leader. com
9. A. Best			409-883-9177	a. best @ Isco, edu
10. Earlene Deltonan			45-883-3712	



# REGISTRATION

TRANSPORTATION &

ENVIRONMENTAL RESOURCES

**MEETING:** Public Meeting

Metropolitan Transportation Plan

Transit Coordination

LOCATION: SETRPC

Beaumont, Texas

**DATE:** Tuesday, July 30, 2013 – 2:00 PM

NAME	TITLE	AGENCY	PHONE	EMAIL
1. Megan Campball	Mans Planner	SETANGE		
2. Leanna Sheispard Environmental Squadust TXDOT	Environmental Spicial	ist TxDOT	(409)898-5850	Jeanna, Shennand (a txobt. gov
3. Madho Maraganasama		COMSmith	713 423 7431	
4. Penny Pecrson Vol Coord	n Vol Coord	RSVP	8498KKY	Apparson Sotty Cong
5. RANDY WHITMAN		SPINDLETOP CENTER	409-673-0407	
6. Gayle, Hollar	Program Coordinator	RSUP	448-668	ghollare setrpe.org
7 Tani Holanka Ex Devales	EN Devales	458	820-4455	CHINGS SONION WOOD, OUG
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10. Saal Dugge PTO	PTO	TxDet	52553	Sarah dup al Hidos for

NAME	TITLE	AGENCY	PHONE	EMAIL
11. Tucker Ferguson	District Engineer	Txbot	409-898-5731	tucker. Arguson@txdot.gov
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# REGISTRATION

**PLEASE PRINT** 

Metropolitan Transportation Plan Transit Coordination

Public Meeting

MEETING:

LOCATION:

Port Arthur Public Library Port Arthur, Texas

Wednesday, July 31, 2013 - 6:00 PM

**DATE:** 

TRANSPORTATION & ENVIRONMENTAL RESOURCES

NAME	TITLE	AGENCY	PHONE	EMAIL
1. Melley Cound Sel Transportation	The usperation	SETRIC	hnh8-658-60h	Manyplu 10 schoc. org
2. Matho Maracanama	c	COMSINITA	713423 7431	Morayan samy m @ Colmson the com
	Environmental	TxDoT	0585-868-604	leanna. Shanyard @ todot gov
	ACM	City of PA	406-683-8185	JOSMESACK @ PORTARIAMP.
5. Ruymown Scott In Council man	Council man	City OF Port Arthur	1873858-604	
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	TOOL	TORY	409-892-7311	
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TRANSPORTATION &

ENVIRONMENTAL RESOURCES

# REGISTRATION

**PLEASE PRINT** 

MEETING:

Public Meeting Metropolitan Transportation Plan Transit Coordination

Thursday, August 1, 2013 - 4:00 PM Silsbee Public Library Silsbee, Texas LOCATION:

**DATE:** 

NAME	TITLE	AGENCY	PHONE	EMAIL
1. Floyd W. Bouest	oud W. Bouett Commission Co. His forced		755-1128	Floydand bubee Camar. 1. com
2. Bola (Bak				
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	STATE Rep			
5. Mathe Normanny		CPM smith		
a Shunayd	Environmental Specialist	TxDOT-Beaumont Dishid (409)898-5830	0889-888(both) Pu	Jeana. Sheyyard (a txdot. gov
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### Southeast Texas' Metropolitan Transportation Plan Public Meeting – Survey Questions (July 29 to August 1)



1.	How long have you lived in the 3-County JOHRTS region?
2.	What is your home ZIP code?
3.	Overall, how would you rate your community as a place to live? <i>Check one:</i> O Poor  O Fair  O Good  O Excellent
4.	What do you like most about living in this area? Check all that apply:  O Employment Opportunity  O Access to Shopping and Entertainment  O Small Town Feeling  O People  O Access to Outdoors / Recreation  O Other
5.	How long in miles, is your typical one-way commute? <i>Choose one</i> :  ○ 0 Miles ○ 1-5 Miles ○ 6-15 Miles ○ 16-40 Miles ○ 40+ Miles
6.	For your daily trips, how do you commute? Check all that apply:  O Telecommute O Drive Alone O Carpool O Take the Bus O Walk O Bicycle O Not Applicable
7.	How would you describe the situation related to transportation here in the 3-county JOHRTS region? <i>Check one:</i> O Not a serious problem O A problem, but not that serious O Serious problem O Critical problem O Don't know
8.	Are there any transportation system improvements you would like to see made, including roads, freeways, bus, light rail, or pedestrian or bicycle improvements? <i>Check one:</i> O Yes O No
9.	Can you please describe the specific improvement you would like to see made? Check all that apply:  O Road Conditions Improved O Bus Service Improved O Build New Roadways O Bike Lanes O Sidewalks

10.	If you indicated MORE THAN ONE of the		ts should be hig	h priority, pleas	e select which	project
	should be the highest priority. Check one	2:				
	O Road Conditions Improved					
	O Bus Service Improved					
	O Build New Roadways					
	O Bike Lanes					
	○ Sidewalks					
	O Others					
11.	If you have \$100 to spend, how will you	spend on the t	following impro	vements? Fill in	the blank:	
	New Roads			\$		
	Expand Existing Roads			\$		
	Expand Transit Service			\$		
	New Sidewalks			\$		
	New Bicycle Lanes			\$		
	Maintenance of Existing Facilities			\$ \$		
L	Other			\$		
12	How important should the following goa	als he when no	licy makers are	developing tran	sportation poli	icies? For
12.	each goal, check whichever applies	iis be when pe	ncy makers are	developing train	sportation poil	Cics: 101
Γ	each goal, check whichever applies	E (	Mr.	Community of	Nier	Nint
		Extremely	Very	Somewhat	Not	Not Sure
	Dreson is and maintain the evicting	Important	Important	Important	Important	Sure
	Preserve and maintain the existing transportation system					
	Improve the operational efficiency of					
	the transportation network					
	Enhance the security of the transportation community					
	Enhance the safety of the					
	transportation community					
	Maximize the social benefits of the					
	transportation system				ļ	_
	Foster economic development					
	Maintain financial responsibility in the					
	development and preservation of the					
	transportation system					
13.	What do you think is the most serious tr	ansportation p	roblem in the J	OHRTS Region?	Check one:	
	○ Too many Cars					
	O Public Transportation	W	hy?			
	O Roadway Capacity	-				
	O Growth / Development	_				
	O Other	_				
	O Other					
1/	Do you have any additional comments re	naardina trans	portation in the	IOUDTS region	2	
14.	Do you have any additional comments it	egalulig trails	portation in the	JOHNIS Tegloti	:	
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#### Public Meeting - Summary of Survey Responses

The purpose of this report is to summarize the responses received as part of the public outreach effort that was completed during the development of the 2040 JOHRTS Metropolitan Transportation Plan. The survey had a total of 14 questions and was administered during the first round of public meetings. These surveys were handed out as hardcopies during the meetings and were also posted on the internet. A total of 94 responses were received with 58 being fully completed. The following provides the summary of the responses received.

#### **Question 1**

The first question was about the number of years respondents have lived in the three county region. A total of 64 respondents answered this question. **Figure 1** below illustrates the distribution of the responses, with a majority of respondents having lived in the region for more than 25 years. Three responses were received from respondents who do not live in the three-county region.

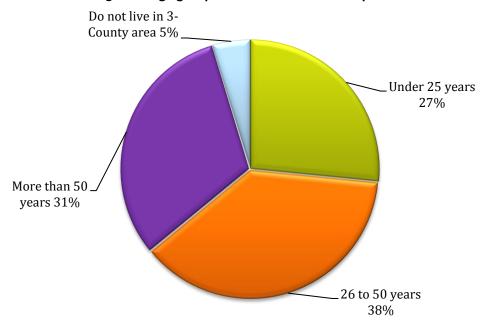


Figure 1: Age groups with the number of responses

#### **Question 2**

This question asked for the respondents' zip code, and these responses were grouped by different counties in the region. This gives an indication of how many responses from each county were received. From **Figure 2**, most responses were received from residents living in Jefferson County and the least from Hardin County. Five responses were received from respondents who have zip codes outside the region.

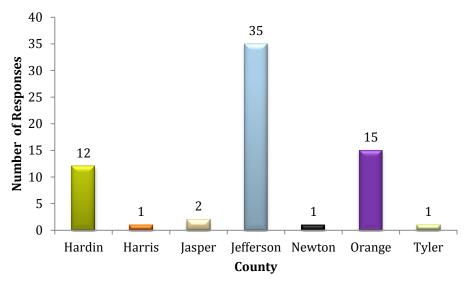


Figure 2: Number of responses by county

In response to the question "How do you rate your community as a place to live?", a majority of respondents believed the community was a good place to live. The distribution of responses is illustrated in the **Figure 3**.



Figure 3: Community rating as a place to live

A total of 67 responses were received in response to what residents most like about living in the region. Thirty respondents liked the small town nature of the region. Others liked living in the region because of the employment opportunity it offers. **Figure 4** illustrates the responses in detail.

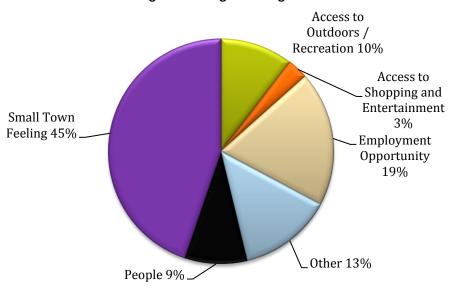


Figure 4: Living in the region

#### **Question 5**

From the responses to the question "How long in miles is your one-way commute?", it can be inferred that most inhabitants typically commute between a mile and 15 miles one-way. A little more than a quarter commute more than 15 miles. **Figure 5** summarizes the responses received.

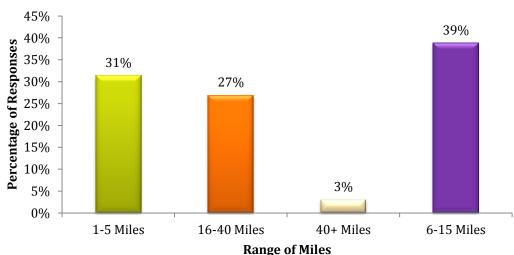
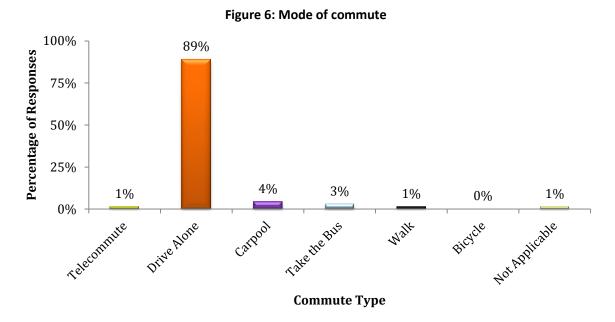


Figure 5: Mile ranges for one-way commute

Respondents were further posed the question of how they make their trips. A total of 72 responses were received with an overwhelming percentage of 89 indicating driving alone as their mode of commuting. Four percent and three percent indicated that they carpool and take the bus respectively. **Figure 6** illustrates the distribution.



#### **Question 7**

Respondents were asked how they would describe the situation related to transportation in the 3-county region. A total of 65 responses were received with about 46 percent responding that transportation is a problem but not a serious problem. About 32 percent of respondents believed transportation is a serious problem. The transportation situation as perceived by the respondents is illustrated in detail in **Figure 7**.

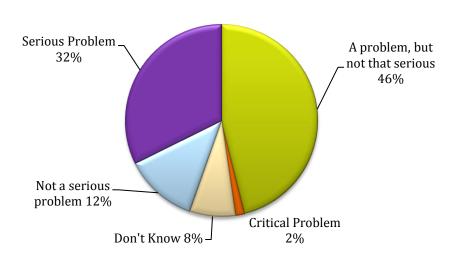


Figure 7: Situation of transportation in the region

#### Question 8, 9 and 10

Respondents were initially asked if there were any transportation system improvements they would like see made. Two follow up questions were asked to inquire about specific types of improvements that would be preferred – the first allowed the respondents to choose as many improvements as they would like to see made and the second required respondents to select the improvement with the highest priority. An overwhelming 94 percent want to see improvements made in the transportation system with 46 percent opting for improvement of road conditions as their highest priority. **Figure 8** illustrates the responses received for what kind of projects should be high priority.

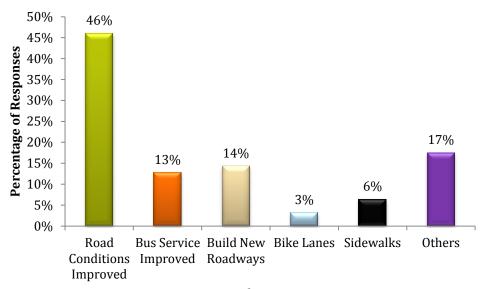


Figure 8: Improvement with high priority

**Type of Improvement** 

#### **Question 11**

This question required respondents to indicate how they would spend \$100 on six types of improvements. Figures 9 through 14 illustrate how respondents would apportion \$100 on the six different types of improvements. From **Figures 9 through 14**, respondents are likely to spend more on expanding existing roads and maintaining existing facilities than any of the other four types of improvements. Respondents are also likely to spend about the same on expanding transit service and building new roads.

Figure 9: Amount to be spent on new roads

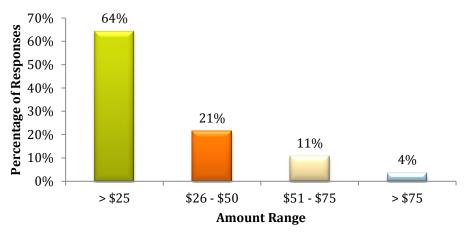


Figure 10: Amount to be spent on maintaining existing facilities

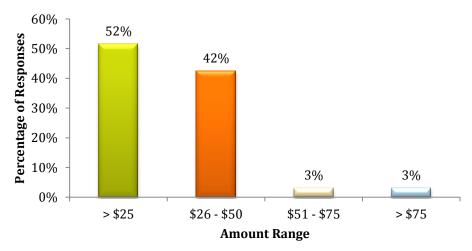


Figure 11: Amount to be spent on expanding transit service

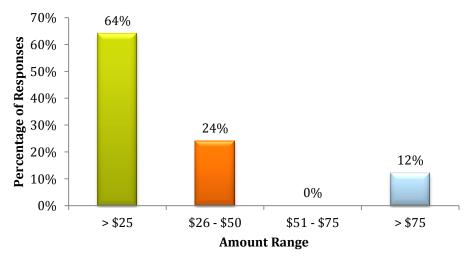


Figure 12: Amount to be spent on expanding existing roads

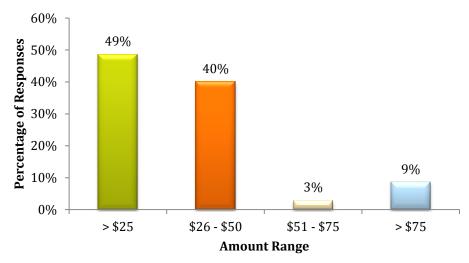


Figure 13: Amount to be spent on new sidewalks

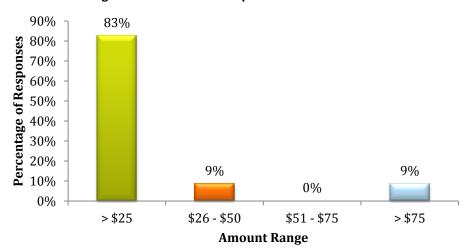
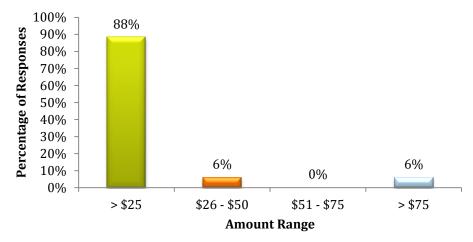


Figure 14: Amount to be spent on new sidewalks



Respondents were presented with a matrix requiring them to indicate how important they felt the seven MTP goals should be when policy makers are developing transportation policies. The results of the responses are presented in **Table 1**.

**Table 1: Importance of Goals to Developing Transportation Policy** 

	Extremely Important	Very Important	Somewhat Important	Not Important	Not Sure
Preserve and Maintain the Existing Transportation System	62%	31%	8%	0%	0%
Improve the Operational Efficiency of the Transportation Network	45%	38%	14%	2%	2%
Enhance the Safety of the Transportation Community	15%	38%	42%	5%	0%
Enhance the Security of the Transportation Community	35%	46%	15%	3%	0%
Maximize the Social Benefits of the Transportation System	14%	30%	42%	13%	2%
Foster Economic Development	46%	34%	15%	3%	2%
Maintain Financial Responsibility in the Development and Preservation of the Transportation System	58%	34%	6%	0%	2%

From the table above, it can be inferred that most respondents believe preserving and maintaining the existing transportation system while maintaining financial responsibility should be the topmost priority.

#### Question 13 and 14

Respondents were initially asked to indicate what their most serious transportation problem was. A follow up question on why they think their choice was the most serious problem was also posed. The responses received to the initial question are illustrated in **Figure 15**. Most respondents are of the opinion that roadway capacity is the most serious transportation problem in the JOHRTS region.

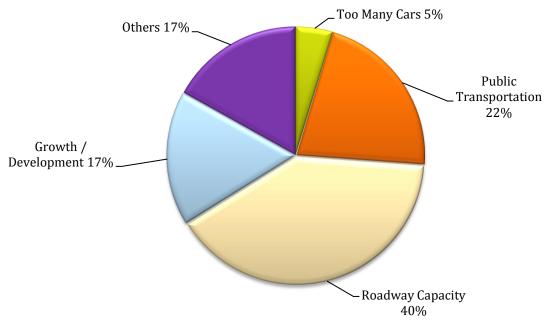


Figure 15: Most serious transportation problem

Follow up question was open ended and as such varied responses were received. Some of the responses are provided as bullet points below:

- Deterioration of bridges and road surface.
- 69 north in Beaumont needs to be widened
- Access to jobs
- First mile and last mile connectivity to freight movement infrastructure, ie ports, manufacturers
- Growing number of cars on road
- Growing traffic congestion
- Growth and development needs to be addressed as the population fluctuates, industry expands, etc
- Growth in outer areas has no public transportation to the main city
- Lack of funds for new roadways
- Lumberton, I10
- MORE expanded public transportation around town and the area
- More Cars than Road, not good.
- Not enough major thoroughfares
- Pollution and traffic
- Poor level of service along major thoroughfares, especially at peak hour
- Restricted traffic during hours going and returning from work. Peak shopping seasons.

- **Evacuations**
- Shortage of roads
- The connectivity of the transportation system/network is non-existent
- There are many isolated pockets of vehicular congestion in the region
- Transportation
- We are limited because of the comprehension of others
- Air quality restricts adding capacity
- Congestion & safety
- Driving and cell phone use Makes highways dangerous
- Traffic stack up
- Need to move population in a safe, eco-friendly rapid method. at this time I do not see Texas or the US moving toward that goal.
- There is such a huge low-income population in our area that does not have adequate access to the bus system or sidewalks or bike lanes. It is nearly impossible for people who do not own personal vehicles to travel around Beaumont, let alone the surrounding areas.
- Clearly there is a large transportation Gap in services for those living in rural areas as evidenced by the lack of significant public transportation documented in several area assessments conducted by local government agencies, and research done at Lamar University within the Social Work department.
- The transportation system is not keeping up with development which increases the volume of traffic.
- We have uncontrolled growth across the region. So, transportation providers are always chasing after the development to provide additional capacity.
- Almost everyone lives on a budget. Taking into consideration the price of fuel we plan everything around minimizing fuel consumption. Therefore there is less spending because of fewer trips to the stores.
- Need to start prepping for the future. Increasing the QOL with public transportation (light rail or buses) and wider sidewalks. Try to make the metro more walk-able and transit oriented.
- Miserable going North ET Fwy or East Int 10 from 3:45 p.m. until 7:30 p.m. Feels like Houston traffic. Of course, going East will improve when Purple Heart Bridge, going East & West in a couple of years. Not sure when it will be better for going North on ET Fwy!
- Some problem roadways could be improved without complete rebuilding, just modifications such as lane widening or shoulders. Air quality restrictions often limit additional lanes, but the prolonging of congestion (slower movement, stopping, starting, etc.) makes this questionable to me. Also, IH 10 in Chambers and Orange Counties is mostly 6 lanes. How can Jefferson Co. and 4 lanes be a benefit?
- Limited Funding and Resistance to thinking outside the box limits opportunity to improve roadway capacity.
- The limited public transportation also limits the ability for those without personal transportation to commute between cities.
- This is too fixed in a one-way direction. A rider picked up at the mall must ride the entire outbound loop before opportunity to transfer. Not conducive to the employment trips for entry level positions and employment is not the traditional 8-5 for those that need to use public transportation.
- Continued growth is resulting in more vehicular use of our roadways, which is leading to higher maintenance costs for existing roads and insufficient capacity on some roads.
- Not enough access/routes to make it viable for most communities especially cities like

- Nederland
- Rush hour traffic congestion in and out of Jefferson County in most all directions an on most major roads
- Roads in Beaumont need help bad, and new ones need to be built. IH 10 College street to Winnie needs to be rebuilt completely.
- Does not cater well to those who do not have vehicles or friends/family to depend on. Poor hours and routes.
- More people are moving out of the city area and into the less populated communities and creating more traffic on roads that were designed to handle much smaller capacity creating congestion and situations where road rage occurs more frequently.
- Fast Growth rate in certain areas have changed the flow rate of traffic. Growth in the construction sector has also put more traffic in the area
- It is obvious when major highway work is underway as to how mny people commute between the major cities in the JOHRTS region and how the establishment of a public system between them could reduce local highway congestion.
- History of fatal and incapacitating injuries from failure of barrier cable, especially on Eastex to protect in head on accidents.
- Port Arthur and Beaumont should be connected with some sort of Public Transportation System. Perhaps by Bus or a Fixed Guide Way System such as Light Rail.

Respondents were requested to provide additional comments regarding transportation in the region and following are the comments received:

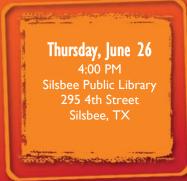
- I think that Tex-Dot does a good job with the funds they receive.
- I would love to be able to travel from city to city on public transportation
- IH 10 from Beaumont to Winnie should be widen to 6 lanes
- Local terminals on outside edges of cities may be helpful in the solution
- More frequent bus service that connects to all areas
- On the whole I'm very satisfied
- TXDOT is working toward fixing major traffic problems, but financing is a continuous problem
- Thanks
- Thanks for the work you do
- The busing system seems to be working well
- Try to improve
- When can the Public expect Transportation Improvements?
- Yes, privatize all of it
- we have many good highways In this area, thank you very Much
- I would love to see roundabouts. They are safer, more efficient, greener, and cost effective intersection options
- Due to traffic congestion issues in Orange County, Interstate 10 should be three lanes both eastbound and westbound
- Fixing existing roads and planning for the QOL is crucial. Our area is expected to grow slightly and by adding PT it will not only increase the QOL but spur new development and revitalize existing ones.

- Maintenance of the existing system has to be of the most importance. Additional funding could be used for adding capacity. Biking is not taken seriously here and transit is limited and not very effective.
- Separate local drivers from Interstate and Through-Routes. Get another crossing of the Neches River.
- Stop spending just to pacify political groups. Get the most bang for the dollars by addressing congestion problems where they actually exist
- State of Texas needs to allocate available funds in a fair and equitable manner across the State
- Whatever changes are considered for the transportation network, it will require all county participation and funding
- A great need such as this will require a good deal of public, government, and perhaps even private collaboration to overcome.
- There needs to be more regional bus service. Trains/rail are too expensive and the ridership would not be sufficient, but buses would be a cheaper option that could potentially help thousands of low-income folks. BUT IT MUST BE HEAVILY ADVERTISED OR NO ONE WILL KNOW THE SERVICES ARE AVAILABLE. You guys (SETRPC) do a horrible job of advertising the services you provide.
- Know there is not money in Mid Jefferson budget, but bus service, perhaps from PA Transit? would be a good idea for lower income people
- We should use some of our existing roadway to create additional capacity for traffic and build loops around some of the faster growing communities to prevent congestion. People would be less frustrated and drive safer and be more tolerant of other drivers.
- Would like to see more Hwy patrol slowing down the idiots that don't believe in speed limits, especially in the construction zones (Bridge)

## Monday, June 23 4:00 PM West Side Development Center 601-A W. 7th Street (W. Rev. Dr. Ransom Howard St.) Port Arthur, TX

## Tuesday, June 24 5:00 PM Orange Public Library 220 North 5th Street Orange, TX

# Wednesday, June 25 10:00 AM South East Texas Regional Planning Commission 2210 Eastex Freeway Beaumont, TX



## We Value Your Imput

Please join us for a meeting about Southeast Texas'
Metropolitan Transportation Plan!

Learn about the road, transit, bicycle, pedestrian, and safety projects that are proposed for the area, how much they will cost, and when they will happen. Provide input on the transportation improvements you want to see in the future.

The South East Texas Regional Planning Commission—
Metropolitan Planning Organization is responsible for planning transportation improvements in Hardin, Jefferson, and Orange Counties, and we hope to hear from you. This series of public meetings will provide the public an overview of and an opportunity to comment on the DRAFT JOHRTS Metropolitan Transportation Plan (MTP) – 2040.

Please attend any meeting to provide input or submit written comments to: Bob Dickinson, 2210 Eastex Freeway, Beaumont, Texas 77703 or <a href="mailto:bdickinson@setrpc.org">bdickinson@setrpc.org</a>. The 30-day public comment period begins Wednesday, June 18, 2014. All comments must be in writing and must be received by 5:00 PM, Thursday, July 17, 2014. If you are unable to attend a meeting, please visit <a href="https://www.setrpc.org/ter">www.setrpc.org/ter</a> during the public comment period to review the MTP-2040.

For special needs requests, please contact Bob Dickinson at least 48 hours in advance at 409-899-8444 x 7520 or bdickinson@setrpc.org.

South East Texts
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Commission

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South East Texas Regional Planning Commission

www.setrpc.org/ter



South East Texas Regional Planning Commission 2210 Eastex Freeway • Beaumont, Texas • 77703 409-899-8444 (office) • 409-729-6511 (fax) www.setrpc.org

#### FOR IMMEDIATE RELEASE

June 23, 2014

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

### Public Encouraged to Provide Input on Southeast Texas' Metropolitan Transportation

"SETRPC to Host Series of Public Meetings beginning Monday, June 23rd"

(Beaumont) --- The South East Texas Regional Planning Commission (SETRPC) will host a series of public meetings beginning **Monday**, **June 23**, **2014**, providing citizens in Jefferson, Orange and Hardin Counties the opportunity to review and comment on an update to southeast Texas' **Metropolitan Transportation Plan.** "This is an opportunity for the public to be directly involved in the process and have their voices heard as we make 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. Four public meetings will be held in **Port Arthur, Orange**, **Beaumont, and Silsbee** at the following locations:

Monday, June 23, 2014 - 4:00 PM

West Side Development Center 601-A W. 7th Street (W. Rev. Dr. Ransom Howard St.), Port Arthur, TX

Tuesday, June 24, 2014 - 5:00 PM Orange Public Library 220 North 5<sup>th</sup> Street, Orange, TX

Wednesday, June 25, 2014 - 10:00 AM
South East Texas Regional Planning Commission
2210 Eastex Freeway, Beaumont, TX

Thursday, June 26, 2014 - 4:00 PM Silsbee Public Library 295 4<sup>th</sup> Street, Silsbee, TX

These meetings are designed to provide the public an overview of the DRAFT Metropolitan Transportation Plan (MTP) – 2040 and an opportunity to comment on the document. 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 Jefferson-Orange-Hardin Regional Transportation Study (JOHRTS) area. SETRPC, in conjunction with the Texas Department of Transportation, local governments and other interested parties, facilitates the regional multi-modal transportation planning process.

BeaumontEnterprise.com Friday, June 13, 2014 50

#### 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 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 SETRPCMPO will be hosting a series of public meetings to provide the public an overview of and an opportunity to comment on the DRAFT JOHRTS Metropolitan Transportation Plan (MTP) - 2040. All meetings are the same and are not restricted to a specific area, Please choose a meeting day and time that fits your schedule.

Monday, June 23, 2014 4:00 P M West Side Development Center 601-A.W. 7th Street (W. Rev. Dr. Ransom Howard St.) Port Arthur, TX Tuesday, June 24, 2014 5:00 PM Orange Public Library 220 North 5th Street Orange, TX

Wednesday, June 25, 2014 10:00 AM South East Texas Regional Planning Commission 2210 Eastex Freeway Beaumont, TX

Thursday, June 26, 2014 4:00 PM 5:05 P

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#### Wednesday, June 25, 2014 10:00 AM

South East Texas Regional Planning Commission 2210 Eastex Freeway Beaumont, TX

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Silsbee Public Library 295 4th Street Silsbee, TX

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#### **Public Notices**

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MEETING: Public Meeting

			MEETING: P	Public Meeting Metropolitan Transportation Plan Transit Coordination
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TRANSPORTATION & ENVIRONMENTAL RESOURCES			DATE:	Monday, June 23, 2014 – 4:00 PM
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TRANSPORTATION &

ENVIRONMENTAL RESOURCES

REGISTRATION

**PLEASE PRINT** 

Public Meeting Metropolitan Transportation Plan Transit Coordination **LOCATION:** MEETING

Orange Public Library Orange, Texas

**DATE:** 

Tuesday, June 24, 2014 - 5:00 PM

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TRANSPORTATION &

REGISTRATION

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**MEETING**:

Public Meeting Metropolitan Transportation Plan

Transit Coordination

**LOCATION:** 

SETRPC Beaumont, Texas

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4. Phillip Lojan	Director of TPSID	TxDOT		
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TRANSPORTATION & ENVIRONMENTAL RESOURCES

REGISTRATION

**PLEASE PRINT** 

**MEETING:** 

Public Meeting Metropolitan Transportation Plan

Transit Coordination

**LOCATION:** 

Silsbee Public Library Silsbee, Texas

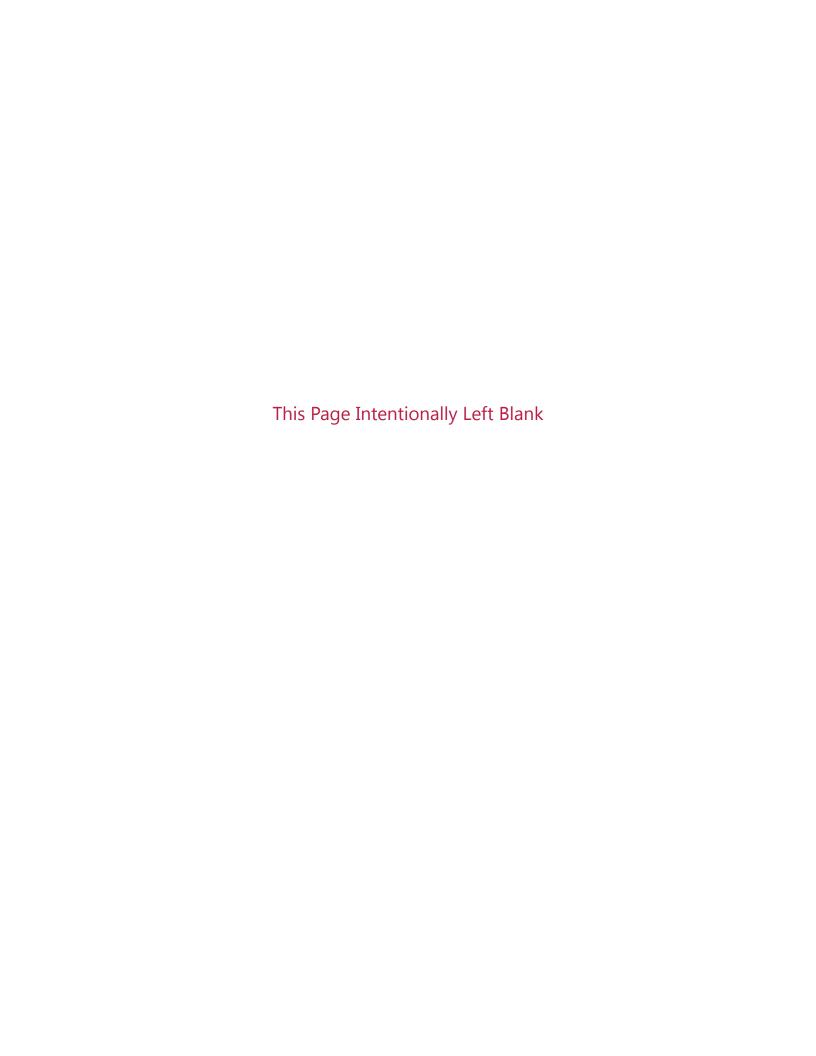
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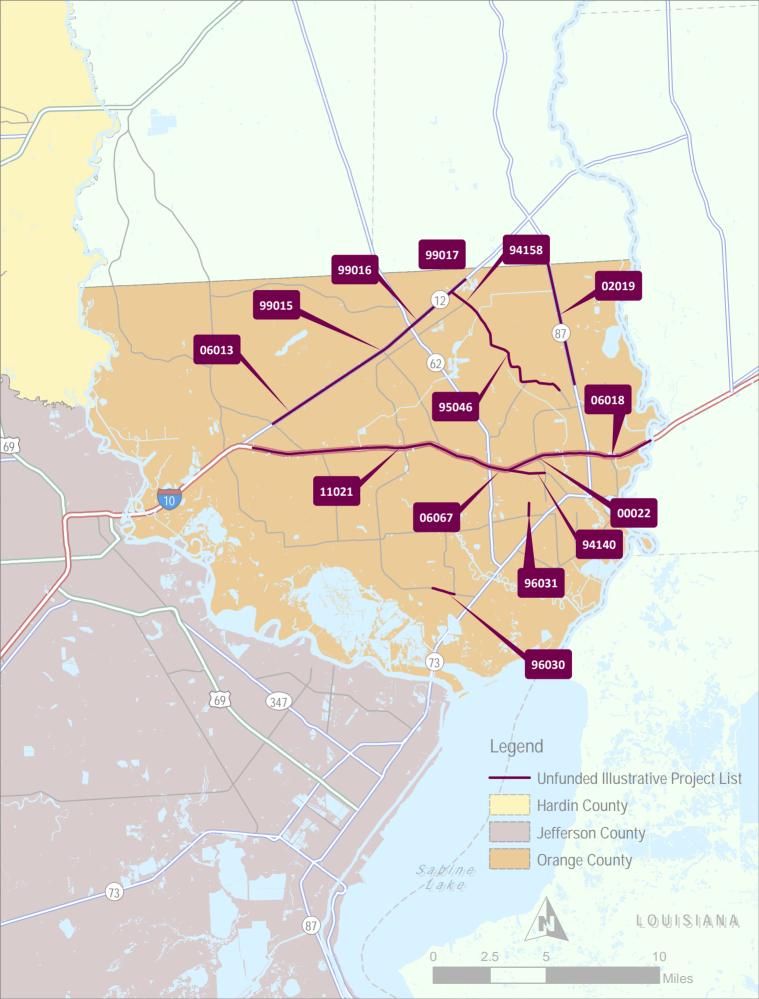
Thursday, June 26, 2014 – 4:00 PM

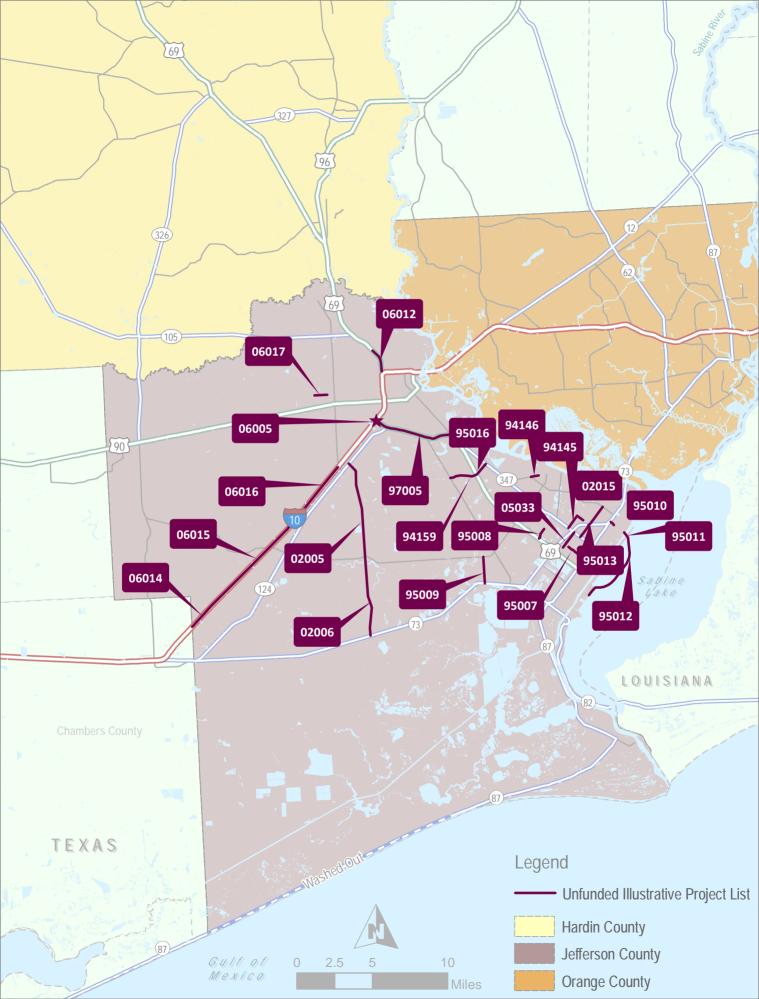
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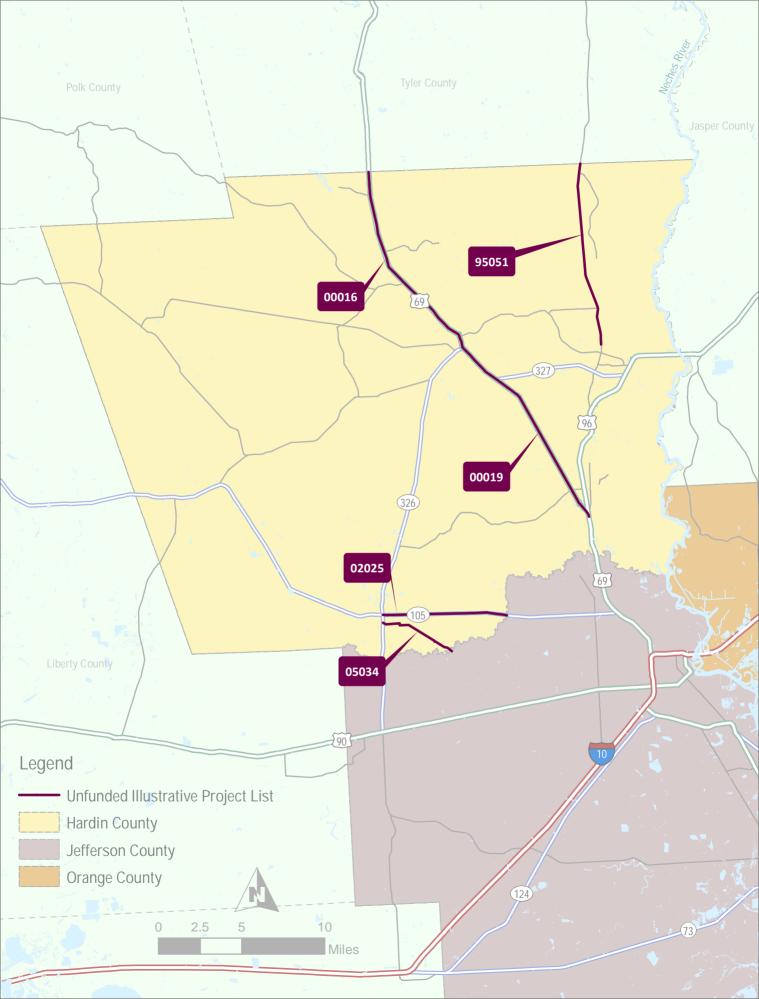
## **Appendix B**

### **Illustrative Projects**









DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	MPO PROJECT I	EST COST
BEAUMONT	Hardin	0339-04-030	SH 105	С		02025	\$22,000,000

LIMITS FROM Pine Island Bayou

LIMITS TO: Sour Lake

DESCRIPTION: Widen to 4 lane divided roadway

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	MPO PROJECT I	EST COST
REALIMONT	Hardin	0200-10-060	115 69	C		00019	\$101 500 000

LIMITS FROM FM 1003 LIMITS TO: Mitchell Rd

DESCRIPTION: Construct new location 4 lane divided facility

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	MPO PROJECT I	EST COST
BEAUMONT	Hardin	0200-09-069	US 69	С		00016	\$62,500,000

LIMITS FROM Tyler County line

LIMITS TO: FM 1003

DESCRIPTION: Construct new location 4 lane divided facility

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	MPO PROJECT I	EST COST
BEAUMONT	Hardin		FM 92	С		95051	\$4,500,000

LIMITS FROM 0.5 miles north of FM 418

LIMITS TO: Tyler County line

DESCRIPTION: Widen to four lanes with central left turn lane

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	MPO PROJECT I	EST COST
BEAUMONT	Hardin		CS	С		05034	\$2,277,525

LIMITS FROM Old Beaumont Rd, from Sour Lake city limits, south

LIMITS TO: Jefferson County line

DESCRIPTION: Paving of existing gravel county road

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

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	MPO PROJECT I	EST COST
BEAUMONT	Jefferson	0739-02-929	IH 10	С		06014	\$9,000,000

LIMITS FROM Chambers County line, east

LIMITS TO: Hamshire Rd

DESCRIPTION: Widen from 4 to 6 lanes

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	MPO PROJECT I	EST COST
BEAUMONT	Jefferson	0739-02-928	IH 10	С		06015	\$22,283,954

LIMITS FROM Hamshire Rd, east

LIMITS TO: FM 365

DESCRIPTION: Widen from 4 to 6 lanes

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	MPO PROJECT I	EST COST
BEAUMONT	Jefferson	0739-02-908	IH 10	С		06016	\$36,000,000

LIMITS FROM FM 365, east LIMITS TO: FM 364

DESCRIPTION: Widen from 4 to 6 lanes

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	MPO PROJECT I	EST COST
BEAUMONT	lefferson	0200-14-060	US 69	C		97005	\$72,000,000

LIMITS FROM IH 10, south LIMITS TO: SH 347

DESCRIPTION: Widen from 4 to 6 lanes

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	MPO PROJECT I	EST COST
BEAUMONT	Jefferson	0200-11-090	US 69	С		06012	\$10,000,000

LIMITS FROM Lucas Dr LIMITS TO: IH 10

DESCRIPTION: Improve interchange

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

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	MPO PROJECT I	EST COST
BFAUMONT	Jefferson		FM 3514	C		94159	\$7,500,000

LIMITS FROM US 69 LIMITS TO: Spur 93

DESCRIPTION: Widen to 4 lanes

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	MPO PROJECT I	EST COST
BEAUMONT	Jefferson		CS	С		95008	\$4,857,050

LIMITS FROM 61st St, from US 69

LIMITS TO: SH 347

DESCRIPTION: Widen and extend 4 lane facility

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	MPO PROJECT I	EST COST
BFAUMONT	lefferson		CS	C		06017	\$900,000

LIMITS FROM Phelan Blvd, from West Book HS

LIMITS TO: Keith Rd

DESCRIPTION: Widen to 5 lanes

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	MPO PROJECT I	EST COST
REALIMONT	lefferson		CS	C		02015	\$800,000

LIMITS FROM Main Ave, from 39th St

LIMITS TO: Monroe Blvd

DESCRIPTION: Reconstruct and widen roadway

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	MPO PROJECT I	EST COST
BEAUMONT	Jefferson		CS	С		95007	\$1,762,885

LIMITS FROM 9th Ave, from 36th St

LIMITS TO: 25th St

DESCRIPTION: Widen to 4 lane facility

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

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	MPO PROJECT I	EST COST
BEAUMONT	Jefferson		CS	С		94145	\$1,616,299

LIMITS FROM Monroe St, FM 347

LIMITS TO: Main Ave

DESCRIPTION: Reconstruct to 4 lanes

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	MPO PROJECT I	EST COST
BEAUMONT	Jefferson		CS	С		94146	\$1,857,200

LIMITS FROM Port Neches Ave, from FM 366 (Magnolia Ave)

LIMITS TO: Williams Ave

DESCRIPTION: Reconstruct to 4 lane roadway

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	MPO PROJECT I	EST COST
BEAUMONT	Jefferson		CS	С		05033	\$4.040.500

LIMITS FROM 39th Street, from 5th Ave

LIMITS TO: FM 347

DESCRIPTION: Widen to 4 lanes

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	MPO PROJECT I	EST COST
BFAUMONT	Jefferson		FM 3514	C		95016	\$765,000

LIMITS FROM SH 347 LIMITS TO: US 69

DESCRIPTION: Construct 2 lane rural roadway

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	MPO PROJECT I	EST COST
BEAUMONT	Jefferson		CS	С		02005	\$6,000,000

LIMITS FROM Labelle Rd, from SH 124

LIMITS TO: FM 365

DESCRIPTION: Widen existing lanes and add shoulders, reroute north

end

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

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	MPO PROJECT I	EST COST
BEAUMONT	Jefferson		CS	С		95010	\$3,416,522

LIMITS FROM Taft Ave, from SH 87 LIMITS TO: Taft Ave Bridge

DESCRIPTION: Construct new 4 lane facility

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	MPO PROJECT I	EST COST
BEAUMONT	Jefferson		CS	С		95009	\$7,428,150

LIMITS FROM Jade Ave, from SH 73

LIMITS TO: FM 365

DESCRIPTION: Widen to 4 lanes

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	MPO PROJECT I	EST COST
BEAUMONT	Jefferson		CS	С		02006	\$8,500,000

LIMITS FROM Labelle Rd, from FM 365

LIMITS TO: SH 73

DESCRIPTION: Widen existing lanes and add shoulders

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	MPO PROJECT I	EST COST
BEAUMONT	Jefferson		CS	С		95013	\$3,964,246

LIMITS FROM 32nd St, from SH 347

LIMITS TO: FM 366

DESCRIPTION: Reconstruct to 4 lanes

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	MPO PROJECT I	EST COST
BEAUMONT	Jefferson		CS	С		95012	\$17,004,600

LIMITS FROM T.B. Ellison Parkway, from Taft Ave Bridge

LIMITS TO: T.B. Ellison Parkway

DESCRIPTION: Consruct new 4 lane roadway

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

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	MPO PROJECT I	EST COST
BEAUMONT	Jefferson		CS	С		95011	\$50,000,000

LIMITS FROM Taft Ave Bridge, from Taft Ave

LIMITS TO: T.B. Ellison Parkway

DESCRIPTION: Construct new 4 lane bridge

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	MPO PROJECT I	EST COST
BEAUMONT	Orange	0739-02-141	IH 10	С		06005	\$23,509,228

LIMITS FROM At US 69 interchange (west)

LIMITS TO:

DESCRIPTION: Reconstruct interchange and widen from 4 to 6 lanes

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	MPO PROJECT I	EST COST
BEAUMONT	Orange	0305-07-055	SH 87	С		02019	\$16,800,000

LIMITS FROM Newton County line
LIMITS TO: 1.0 mile north of FM 3247
DESCRIPTION: Widen from 2 to 4 lanes

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	MPO PROJECT I	EST COST
BEAUMONT	Orange	0028-15-032	BU 90-Y	С		94140	\$3,418,000

LIMITS FROM IH 10 LIMITS TO: FM 3247

DESCRIPTION: Reconstruct to 4 lanes wih central left turn lane

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	MPO PROJECT I	EST COST
BEAUMONT	Orange	0028-14-103	IH 10	С		06018	\$5,643,100

LIMITS FROM Adams Bayou, east
LIMITS TO: Sabine River Bridge
DESCRIPTION: Widen from 4 to 6 lanes

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

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	MPO PROJECT I	EST COST
BEAUMONT	Orange	0028-14-091	IH 10	С		00022	\$3,569,280

LIMITS FROM UP RR, east LIMITS TO: Adams Bayou

DESCRIPTION: Widen from 4 to 6 lanes

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	MPO PROJECT I	EST COST
BEAUMONT	Orange	0028-11-199	IH 10	С		11021	\$8,223,217

LIMITS FROM 5 miles east of KCS RR

LIMITS TO: SH 62

DESCRIPTION: Widen from 4 to 6 lanes

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	MPO PROJECT I	EST COST
BEAUMONT	Orange	0028-11-179	IH 10	С		06067	\$1,622,403

LIMITS FROM SH 62, east LIMITS TO: UP RR

DESCRIPTION: Widen from 4 to 6 lanes

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	MPO PROJECT I	EST COST
BEAUMONT	Orange		FM 1130	С		94158	\$1,373,000

LIMITS FROM SH 12

LIMITS TO: SRN Railroad

DESCRIPTION: Reroute 2 lane facility

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	MPO PROJECT I	EST COST
BEAUMONT	Orange		SH 12	С		99016	\$6,500,000

LIMITS FROM 1.0 mile east of FM 1136 LIMITS TO: 0.7 miles east of SH 62

DESCRIPTION: Reconstruct to 4 lanes with central left turn lane

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

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	MPO PROJECT I	EST COST
BEAUMONT	Orange		SH 12	С		99015	\$4,100,000

LIMITS FROM FM 1136

LIMITS TO: 1.0 mile east of FM 1136

DESCRIPTION: Reconstruct to 4 lanes with central left turn lane

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	MPO PROJECT I	EST COST
BEAUMONT	Orange		FM 3247	С		96031	\$12,900,000

LIMITS FROM Tulane Rd LIMITS TO: FM 105

DESCRIPTION: Construct 2 lane rural roadway

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	MPO PROJECT I	EST COST
BEAUMONT	Orange		FM 1442	С		96030	\$3,100,000

LIMITS FROM FM 408

LIMITS TO: 1 mile west of FM 408

DESCRIPTION: Reconstruct to 4 lanes with central left turn lane

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	MPO PROJECT I	EST COST
BEAUMONT	Orange		FM 1130	С		95046	\$10,000,000

LIMITS FROM SRN Railroad
LIMITS TO: Little Cypress Road
DESCRIPTION: Reconstruct roadway

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	MPO PROJECT I	EST COST
BEAUMONT	Orange		SH 12	С		06013	\$12,000,000

LIMITS FROM FM 1132 LIMITS TO: FM 1136

DESCRIPTION: Widen to 5 lanes

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

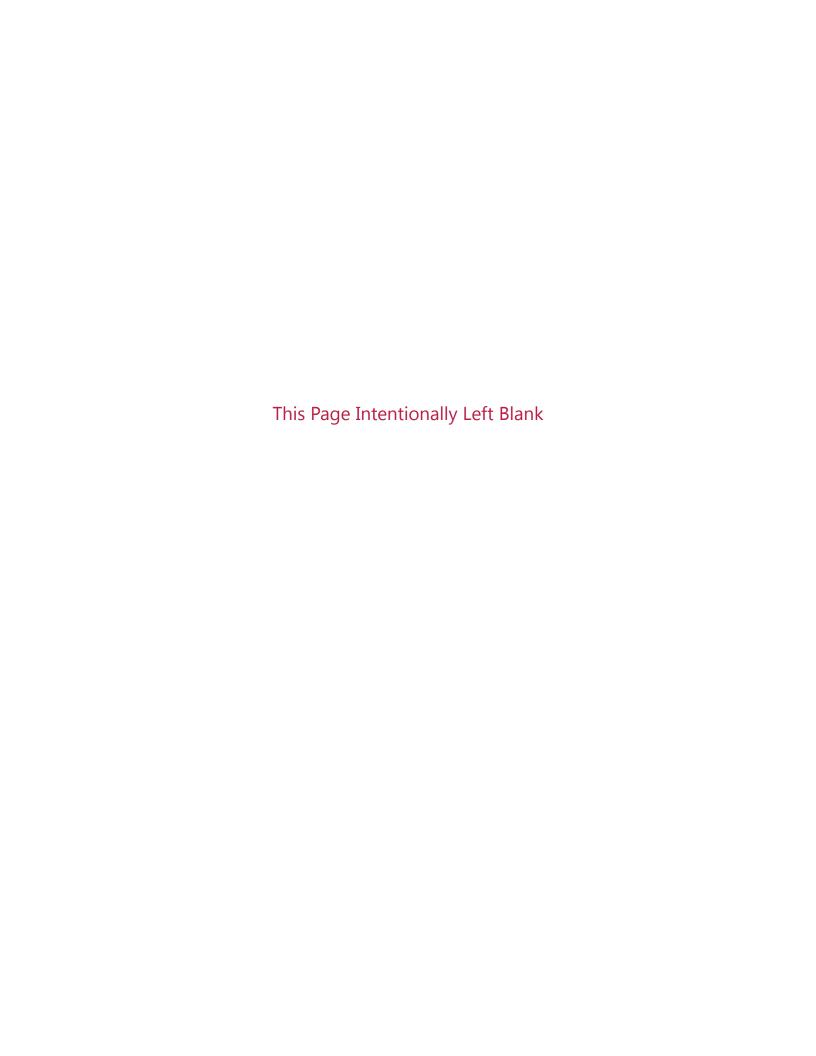
DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	MPO PROJECT I	EST COST
BEAUMONT	Orange		SH 12	С		99017	\$8,000,000

LIMITS FROM 0.7 miles east of SH 62 LIMITS TO: 2.5 miles east of SH 62

DESCRIPTION: Reconstruct to 4 lanes with central left turn lane

## **Appendix C**

### **Revisions**



This appendix will contain future revisions to the JOHRTS MTP 2040.







South East Texas Regional Planning Commission

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