

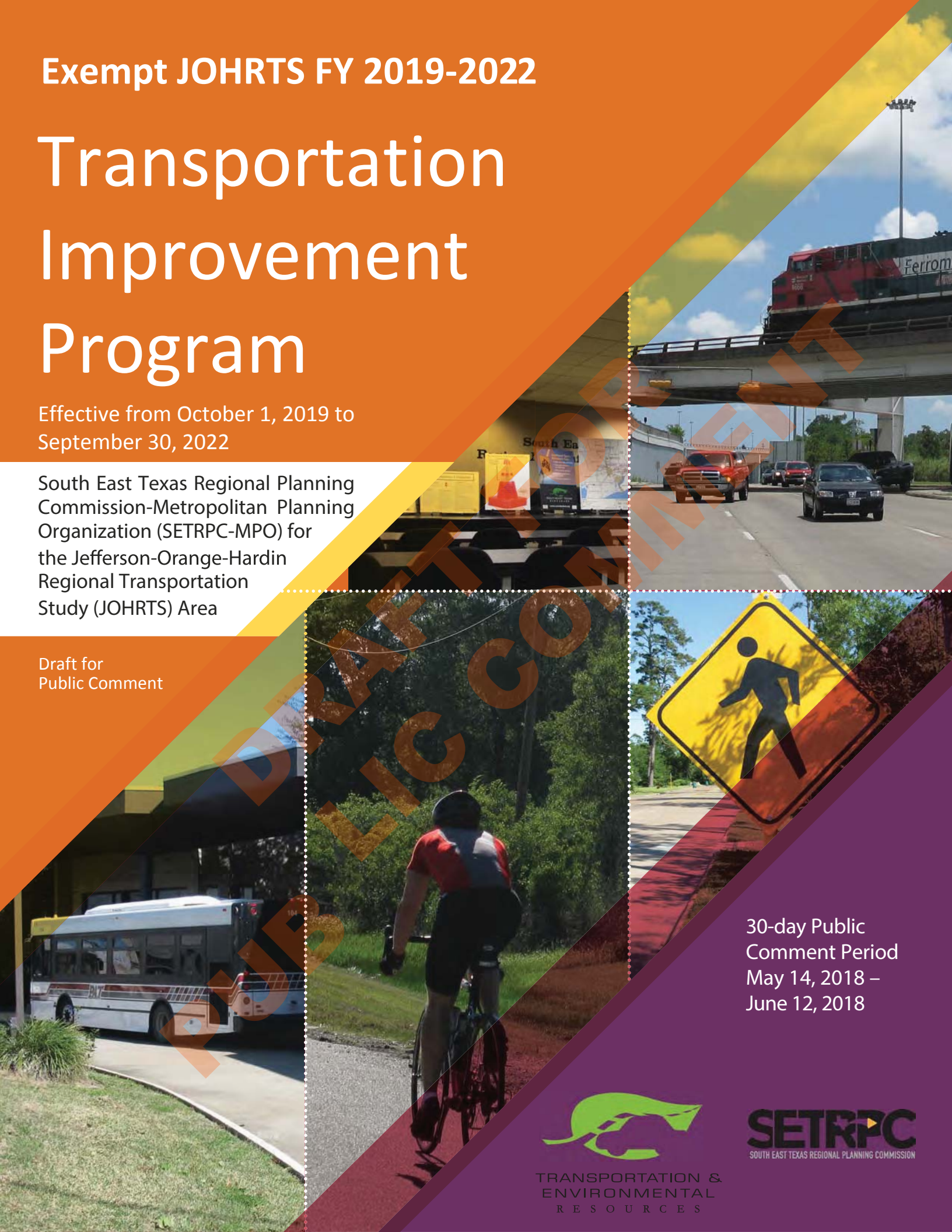
Exempt JOHRTS FY 2019-2022

Transportation Improvement Program

Effective from October 1, 2019 to
September 30, 2022

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

Draft for
Public Comment



30-day Public
Comment Period
May 14, 2018 –
June 12, 2018



TRANSPORTATION &
ENVIRONMENTAL
RESOURCES

SETRPC
SOUTH EAST TEXAS REGIONAL PLANNING COMMISSION

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Photo courtesy of Marc Shepherd

INTRODUCTION

The South East Texas Regional Planning Commission (SETRPC) was designated as the Metropolitan Planning Organization (MPO) for Jefferson, Orange, and Hardin Counties by the Governor of Texas in 1974. As such, the SETRPC-MPO provides a decision-making forum for southeast Texas and is responsible for conducting a continuing, comprehensive, and cooperative transportation planning process. The main purpose of the SETRPC-MPO is to develop and maintain all transportation plans for the Jefferson-Orange-Hardin Regional Transportation Study (JOHRTS) area.

The SETRPC-MPO's short-range transportation plan is the Transportation Improvement Program (TIP), which presents the various highway and transit projects that are expected to be let for construction or implementation within the four year time frame covered. All regional transportation projects and programs are required to be identified and prioritized in the TIP in order to be eligible for Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) funds.

The SETRPC-MPO has developed a draft Supplement FAST Act Compliance document to meet the planning requirements of the new legislation. This draft document is available for review and comment upon request.

TIP STRUCTURE

The Exempt JOHRTS Fiscal Year (FY) 2019 – 2022 TIP is the short-range implementation portion of the JOHRTS Metropolitan Transportation Plan (MTP). Developed through coordinated federal, state, and local efforts, the MTP incorporates all regional transportation projects and programs that are expected to be completed within its 20-25 year coverage period.

The SETRPC-MPO is required to conduct public involvement activities during TIP developments and updates. These developments and updates must also be reviewed and adopted by the JOHRTS Transportation Planning Committee (TPC), the MPO's policy committee that ensures that all transportation plans and programs are consistent with the goals and objectives for the JOHRTS area.

The TIP contains a project listing that includes those projects funded within the four-year period covered by the TIP and is divided into the following components:

- Federally Funded Highway Projects
- Grouped Projects

- Federally Funded Transit Projects
- State Funded Highway Projects
- Locally Funded Regionally Significant Projects

Other projects involving specific project development phases except for construction are contained within the following project lists:

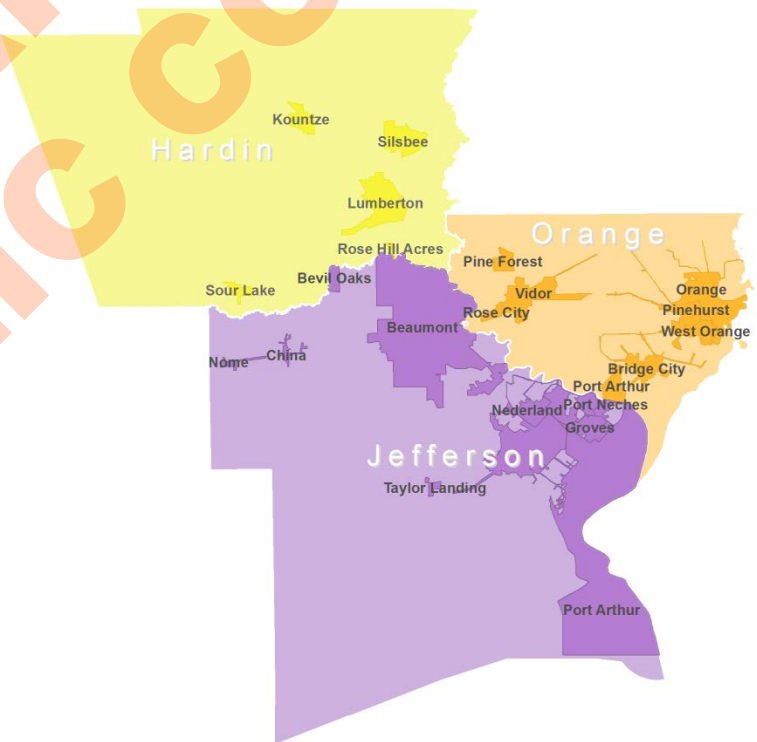
- Right-of-Way Projects
- Feasibility Studies

The following appendices are contained within the TIP:

- Appendix A: Funding Categories
- Appendix B: Exempt Project Criteria
- Appendix C: Grouped Candidate Project Listing
- Appendix D: Environmental Studies
- Appendix E: Public Involvement Documentation
- Appendix F: Revisions (Will contain information regarding future revisions)

JOHRTS AREA DESCRIPTION

The 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 JOHRTS area contains the Beaumont and Port Arthur urbanized areas, and is characterized by agricultural, industrial, and low-density residential and commercial land uses.



At the time of the 2010 Census, the JOHRTS area had a population of 388,745, an increase of 1% from the previous decade and the highest population ever recorded for the three-county region. Hardin County saw the highest percentage of growth, with a 15% increase in population; Jefferson County's population increased by one tenth of a percentage point, while Orange County lost about 4% of its population.

FEDERAL AND STATE REQUIREMENTS

The Fixing America's Surface Transportation (FAST) Act, was signed into law by President Obama on December 4, 2015. The information in this section is provided to acknowledge the existence of the FAST Act and to note its implications for transportation planning. It is also important to note that the emergence of the FAST Act does not represent an abandonment of the programs and planning requirements established under the Safe, Accountable, Flexible and Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) and Moving Ahead for Progress in 21st Century (MAP-21), the previous federal transportation bills. In fact, many of the same programs and metropolitan planning requirements are continued under the FAST Act.

All transportation projects and programs must address the FAST Act planning factors in order to provide a safe, energy-efficient, and environmentally sound movement of persons and goods on the regional transportation system. These planning factors call for transportation planning to:

- 1) Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency;
- 2) Increase the safety of the transportation system for motorized and nonmotorized users;
- 3) Increase the security of the transportation system for motorized and nonmotorized users;
- 4) Increase the accessibility and mobility of people and for freight;
- 5) Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and state and local planned growth and economic development patterns;
- 6) Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
- 7) Promote efficient system management and operation;
- 8) Emphasize the preservation of the existing transportation system;
- 9) Improve the resiliency and reliability of the transportation system;
- 10) Reduce or mitigate stormwater impacts of surface transportation; and
- 11) Enhance travel and tourism

Performance Management

Transportation Performance Management is a strategic approach that uses system information to make investment and policy decisions to achieve national performance goals. Monitoring progress towards achieving these national performance goals is achieved through the use of performance measures. Using performance measures, decision makers can apply key information and data to understand the consequences of investment decisions across transportation modes.

The FAST Act continues the use of performance targets and measures at the national, state, and local level that were established with MAP-21. All established performance targets and measures should align with the national goals outlined in MAP-21, which are as follows:

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

MPOs are required to set performance targets and measures after the United States Department of Transportation and the State of Texas set national and state targets and measures. The SETRPC-MPO will maintain awareness of the performance measures process at both the federal and state level, and will implement performance measures at the MPO level as appropriate. If the process of implementing performance measures requires additions or changes to the MTP and TIP, the documents will be amended in the future.

Currently, the FAST Act requires State DOTs and MPOs to establish performance targets and report on the progress toward achieving these targets for the following performance measures:

Safety

The Texas Department of Transportation (TxDOT) has established targets for five safety performance measures based on five-year rolling averages:

Performance Measure	2018 Statewide Target (Expressed as Five-Year 2014-2018 Average)
Total number of traffic related fatalities on all public roads	3,703.8
Rate of traffic related fatalities on all public roads per 100 million VMT	1.432
Total number of traffic related serious injuries on all public roads	17,565.4
Rate of traffic related serious injuries on all public roads per 100 million VMT	6.740
Total number of non-motorized fatalities and serious injuries on all public roads	2,150.6

Using a data-driven, collaborative process, these safety performance targets were developed as part of the Texas Strategic Highway Safety Plan 2017-2022. The performance targets align with the Texas Highway Safety Improvement Program and Highway Safety Plan. The safety performance targets are a 2% reduction from the safety projections for 2022.

The SETRPC-MPO Transportation Planning Committee adopts TxDOT's safety performance targets within the JOHRTS area boundary. For project selection, safety is one of the criteria where technical points are awarded based on the crash rate. Many projects adopted in the FY 2019-2022 TIP support achieving these targets established for safety. The Transportation Policy Board supports the planning and programming of projects that contribute to the achievement of these targets.

Transit State of Good Repair

MAP-21 and later the FAST Act mandated the Federal Transit Administration (FTA) to develop a rule establishing a strategic and systematic process of operating, maintaining, and improving public capital assets effectively through their entire life cycle. Under the Transit Asset Management (TAM) Final Rule, the FTA established four performance measures to approximate the State of Good Repair for four categories of capital assets. These performance measures will help Beaumont Municipal Transit (BMT) and Port Arthur Transit (PAT) to quantify the condition of their assets and help facilitate target setting that supports local funding prioritization.

Asset Category	FTA established Performance Measure
Rolling Stock	% of revenue vehicles exceeding useable life benchmark (ULB)
Equipment	% of non-revenue service vehicles exceeding ULB
Facilities	% of facilities rated under 3.0 on the Transit Economic Requirements Model (TERM) scale
Infrastructure	% of track segments under performance restriction

TIP Financial Summary

Transportation legislation mandates fiscal responsibility in the preparation of all transportation plans and programs. In particular, the TIP is required to include a financial summary that outlines the source and amount of expected funds for all submitted projects. FHWA and FTA funding requirements also mandate that all highway and transit projects receiving federal, state, or locally-significant funding be identified and prioritized in the TIP. A project may not be included in the TIP if full funding cannot be reasonably anticipated before the project is let for construction or implementation.

Public Involvement

Citizen involvement remains an important component of the transportation planning process in the JOHRTS area. The SETRPC-MPO develops and maintains the Public Participation Plan (PPP), which provides the public an opportunity to contribute ideas and voice opinions on the preparation of all transportation plans and programs. As part of developing and/or revising the TIP, the SETRPC-MPO is required by federal regulations to provide the public with opportunities to be involved in the planning process. The following activities are outlined in the PPP for TIP public involvement:

For New TIP Developments:

- The new TIP requires a thirty-day public review and comment period.
- A formal public meeting is required in each county during the preparation of a new TIP.

For TIP Amendments or Updates:

- All TIP amendments and updates require a thirty-day public review and comment period.
- Formal public meetings are required when non-exempt projects are added to or deleted from the TIP.

Title VI

The JOHRTS PPP includes Title VI/Environmental Justice (EJ) principles on providing opportunities for potentially disadvantaged persons to participate in the planning process. In addition, the PPP supports Executive Order #13166 (Improving Access to Services for Persons with Limited English Proficiency). The SETRPC-MPO maintains a Title VI/Environmental Justice Program and a Limited English Proficiency Plan for the JOHRTS region. The JOHRTS PPP, Title VI/Environmental Justice Program, and Limited English Proficiency Plan ensure opportunities to increase communication and dialogue between decision-makers and the public.

Americans with Disabilities Act

The SETRPC-MPO promotes projects and programs that provide quality transportation services to disabled persons in southeast Texas (for example, paratransit services and pedestrian improvements). Although funding is not likely to increase between 2019 and 2022, South East Texas Transit (SETT), the area's rural transportation system, will strive to accommodate the increase in demand for its services that may occur.

Beaumont Municipal Transit (BMT) and Port Arthur Transit (PAT) will continue to enhance their paratransit services. Both BMT and PAT will consider replacing or purchasing paratransit vehicles upon receiving additional transit funds from the FTA.

Air Quality Standards

In southeast Texas, the petrochemical facilities, power plants, automobiles, and vegetation produce volatile organic compound (VOC) and nitrogen oxide (NOx) emissions that contribute to the formation of ozone, a harmful gas that degrades the quality of the air and damages the atmosphere. The 1990 Federal Clean Air Act amendments authorized the EPA to designate areas failing to meet the National Ambient Air Quality Standard (NAAQS) for ozone as nonattainment for the standard. Although the SETRPC-MPO promotes the development of transportation projects and programs that reduce VOC and NOx emissions, which decreases the formation of ozone, it has previously been classified as nonattainment according to the standards set forth by the EPA.

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 JOHRTS area was designated as Attainment-Maintenance for the 1997 eight-hour ozone standard in November 2010. In July 2013, the 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 JOHRTS area is still subject to requirements associated with Attainment-Maintenance status for transportation planning purposes. In May 2012, the EPA published final designations for the 2008 eight-hour ozone NAAQS, and the JOHRTS area was designated Attainment/Unclassifiable.

Recently, the US Court of Appeals for the DC Circuit issued a decision in *South Coast Air Quality Management District v. EPA*, No. 15-1115. The decision struck down portions of the 2008 Ozone NAAQS SIP Requirements Rule concerning the ozone National Ambient Air Quality Standards (NAAQS). These recently overturned portions of the 2008 Ozone NAAQS SIP Requirements Rule had addressed implementation requirements for the 2008 ozone NAAQS and anti-backsliding requirements related to the revocation of the 1997 ozone NAAQS. The JOHRTS area has been identified as potentially affected by the court's decision. As guidance from the EPA clarifying the possible impacts is pending, all routine planning and project development actions will proceed except MTP and TIP updates and amendments that include the addition of a project that is not exempt from transportation conformity. These projects that are not exempt from transportation conformity may not proceed until

transportation conformity with the 1997 ozone NAAQS is determined. Therefore, this TIP has been developed as an exempt TIP.

TIP PROJECT SELECTION PROCESS

Project Sources

The project selection process for the TIP is considered a subset of the JOHRTS Project Selection Process, which is a coordinated effort between the SETRPC-MPO and regional entities to identify and prioritize projects during each four-year MTP cycle. Projects included in the TIP are selected from the following sources:

- From *last two fiscal years'* projects of the previous TIP
- Projects that have not let for construction can also be advanced from earlier fiscal years of the previous TIP
- Projects from the financially constrained component of the MTP
- From the Texas Department of Transportation's (TxDOT) ten-year *Unified Transportation Program* (UTP), including environmental and feasibility studies
- Additional projects from local governments, transit agencies, and other member agencies

Selection Criteria

All selected projects must satisfy the following criteria:

- Be consistent with the JOHRTS area long-range goals as defined in the current MTP
- Demonstrate support in achieving performance targets
- Have a committed match-funding source and cost estimate by the project sponsor
- Federal and state-funded projects must be located on a TxDOT / FHWA approved functional classification system

Submittal Content

Projects that are selected during a TIP update or through quarterly revisions need to include the following information:

- MPO Project ID (identification) number
- Control-Section-Job (CSJ) number
- Project name / location and limits
- Brief description of project
- Funding category and number
- Project costs (includes federal, state, and local contribution funds)
[Also list federal and state funds that are apportioned by different funding sources]
- Let and Revision dates
- Project phase (if available)

Amendments

TIP revisions are typically conducted on a quarterly basis. Examples of changes that **require** a TIP revision include:

- Adding federally funded projects
- Adding regionally significant state funded projects
- Changing the estimated cost of a project that results in a 50% increase in cost and a cost that exceeds \$1.5 million
- Changes to project limits or scope of work for federally funded projects
- Changing the funding sources for a project from non-federal to federal funds

Examples of changes that **do not require** a TIP revision include:

- Changes to project identification numbers (such as Control-Section-Job (CSJ) numbers)
- Updating the project's let date
- Change in the estimated cost of a project that does one, but not both, of the following: a) exceeds 50% and b) results in a cost exceeding \$1.5 million
- Splitting or combining projects without modification to original project design concept and scope
- Modifying the project cost estimate without altering the limits or scope
- Moving a project from one federal funding category to another
- Moving a project from one state funding category to another
- Changing a project's funding source from federal to state funding
- Changes to projects within the "grouped" category

PROJECT LISTING INFORMATION

This section explains the attributes for the information provided in the project listing.

Control-Section-Job Number

A project identification number assigned by TxDOT for projects included in the UTP or their Project Development Program.

MPO ID Number

The MPO's assigned project identification number for the database tracking of all transportation projects listed in the JOHRTS MTP and TIP. The following information provides a description of the Project ID numbers (with the first five digits as a constant identifier for project tracking, while the last four digits may be modified during the PSP).

Columns 1 & 2 (94026-F15E) list the last two digits of the year a project was first submitted into the MTP Project Selection Process.

Columns 3, 4, & 5 (94026-F15E) represent a sequential number assigned during the submittal year (number assigned to the project from the MPO's key list).

Column 6 (94026-F15E) identifies the primary funding source of the project: Federal [F], State [S], Local [L], and Transit [T].

Columns 7 and 8 (94026-F15E) identify the network year for the projected completion of the project.

Column 9 (94026-F15E) signifies whether the project is exempt [E], non-exempt [N], or in the planning stage [P].

Exceptions in MPO ID Number annotation:

Feasibility Study – A feasibility study may be conducted prior to actually identifying a specific project; these work efforts are coded as 'FEA' in Columns 6, 7, and 8. There is no network year assigned to a feasibility study.

Environmental Study – An environmental study is a project that is undergoing preliminary engineering and environmental analysis consistent with early project development; these work efforts are coded as 'NEA' in Columns 6, 7, and 8. There is no network year assigned to an environmental study.

Right-of-Way – The right-of-way project development phase involves the acquisition of land to accommodate a proposed improvement. This phase follows environmental study and precedes construction. This work effort is coded as 'ROW' in Columns 6, 7, and 8. There is no network year assigned to this project type.

Exempt Projects - Exempt projects are not typically modeled and are coded as 'XX' in Columns 7 and 8 as there is no network assignment. An exempt project, such as adding a continuous left turn lane, can be coded in the travel demand model; therefore, this type of project may have a network year assigned. Exempt projects must meet the criteria listed in Appendix B.

Projects beyond MTP plan year – These projects consist of two types. One type are those projects for which funding is identified to be available during the MTP plan period but that will not be operational within the plan period. The second type are projects included in the Unconstrained Component list of the MTP.

1. Projects with identified funding that are not expected to be operational during the MTP plan period do not have a network year assignment. Columns 7 and 8 are marked as 'NN'.
2. Projects in the Unconstrained Component have 'UNC' entered in Columns 6, 7, and 8.

Funding Category

Refer to Appendix A for a description of the funding categories used to classify federal and state funding of transportation projects and programs.

Revision Date

The Revision Date marks when a project or program is adopted into the state's short-range implementation plan.

Phase

Describes the current development phase(s) of a transportation project or program: Preliminary Engineering [E], Right of Way Acquisition [R], Construction [C], and Transfer [T].

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PROJECT LISTINGS

FY 2019-2022

Federally Funded Highway Projects

Grouped Projects

Federally Funded Transit Projects

State Funded Highway Projects

Locally Funded Regionally Significant Projects

Right-of-Way Projects

Feasibility Studies

FEDERALLY FUNDED HIGHWAY PROJECTS

FY 2019-2022

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**FY 2019-2022 TRANSPORTATION IMPROVEMENT PROGRAM
BEAUMONT DISTRICT
SETRPC METROPOLITAN PLANNING ORGANIZATION
FEDERALLY FUNDED HIGHWAY PROJECTS
FY 2019**

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
BEAUMONT	Jefferson	0920-00-120	VA			South East Texas Transit	\$1,200,000
LIMITS FROM:		South East Texas Transit				REVISION DATE:	04/2018
LIMITS TO:						MPO PROJECT ID:	17001-F40N
DESCRIPTION:		Replace 15 transit buses with alternately fueled vehicles				FUNDING CATEGORY:	5
REMARKS:							

PROJECT HISTORY:

PRELIMINARY ENGINEERING:	\$0							
ROW PURCHASE:	\$0							
CONSTRUCTION ENGINEERING:	\$0							
CONSTRUCTION COST:	\$1,200,000	5		\$1,200,000	\$0	\$0	\$0	\$1,200,000
CONTINGENCIES:	\$0							
INDIRECT COSTS:	\$0							
BOND FINANCING:	\$0							
POTENTIAL CHANGE ORDER:	\$0							
TOTAL PROJECT COST:	\$1,200,000		FUNDING BY SHARE:	\$1,200,000	\$0	\$0	\$0	\$1,200,000

Authorized Funding by Category/Share:

			FEDERAL	STATE	LOCAL	LOCAL CONTRIBUTION	FUNDING BY CATEGORY
CONSTRUCTION COST:	\$1,200,000	5	\$1,200,000	\$0	\$0	\$0	\$1,200,000
TOTAL PROJECT COST:	\$1,200,000		\$1,200,000	\$0	\$0	\$0	\$1,200,000

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

GROUPED PROJECTS

STATEWIDE CSJs

FY 2019-2022

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**FY 2019-2022 TRANSPORTATION IMPROVEMENT PROGRAM
BEAUMONT DISTRICT
SETRPC METROPOLITAN PLANNING ORGANIZATION
GROUPED PROJECTS
FY 2019, 2020, 2021, 2022**

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	EST COST
BEAUMONT	VARIOUS	5000-00-950	VARIOUS	E	VARIOUS	TXDOT	CONSTRAINED STATEWIDE
LIMITS FROM:	GROUPED PROJECT		LIMITS TO:				
DESCRIPTION:	PE-PRELIMINARY ENGINEERING						
REMARKS:	SEE APPENDIX C FOR CANDIDATE PROJECT LIST			MPO PROJECT ID:		18027-FXXE	
DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	EST COST
BEAUMONT	VARIOUS	5000-00-951	VARIOUS	R	VARIOUS	TXDOT	CONSTRAINED STATEWIDE
LIMITS FROM:	GROUPED PROJECT		LIMITS TO:				
DESCRIPTION:	RIGHT OF WAY ACQUISITION						
REMARKS:	SEE APPENDIX C FOR CANDIDATE PROJECT LIST			MPO PROJECT ID:		18028-FXXE	
DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	EST COST
BEAUMONT	VARIOUS	5000-00-952	VARIOUS	C	VARIOUS	TXDOT	CONSTRAINED STATEWIDE
LIMITS FROM:	GROUPED PROJECT		LIMITS TO:				
DESCRIPTION:	PREVENTIVE MAINTENANCE AND REHABILITATION						
REMARKS:	SEE APPENDIX C FOR CANDIDATE PROJECT LIST			MPO PROJECT ID:		18029-FXXE	
DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	EST COST
BEAUMONT	VARIOUS	5000-00-957	VARIOUS	C	VARIOUS	TXDOT	CONSTRAINED STATEWIDE
LIMITS FROM:	GROUPED PROJECT		LIMITS TO:				
DESCRIPTION:	PREVENTIVE MAINTENANCE AND REHABILITATION						
REMARKS:	SEE APPENDIX C FOR CANDIDATE PROJECT LIST			MPO PROJECT ID:		18030-FXXE	
DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	EST COST
BEAUMONT	VARIOUS	5000-00-958	VARIOUS	C	VARIOUS	TXDOT	CONSTRAINED STATEWIDE
LIMITS FROM:	GROUPED PROJECT		LIMITS TO:				
DESCRIPTION:	PREVENTIVE MAINTENANCE AND REHABILITATION						
REMARKS:	SEE APPENDIX C FOR CANDIDATE PROJECT LIST			MPO PROJECT ID:		18031-FXXE	
DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	EST COST
BEAUMONT	VARIOUS	5000-00-953	VARIOUS	C	VARIOUS	TXDOT	CONSTRAINED STATEWIDE
LIMITS FROM:	GROUPED PROJECT		LIMITS TO:				
DESCRIPTION:	BRIDGE REPLACEMENT AND REHABILITATION						
REMARKS:	SEE APPENDIX C FOR CANDIDATE PROJECT LIST			MPO PROJECT ID:		18032-FXXE	
DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	EST COST
BEAUMONT	VARIOUS	5000-00-954	VARIOUS	C	VARIOUS	TXDOT	CONSTRAINED STATEWIDE
LIMITS FROM:	GROUPED PROJECT		LIMITS TO:				
DESCRIPTION:	RAILROAD GRADE SEPARATIONS						
REMARKS:	SEE APPENDIX C FOR CANDIDATE PROJECT LIST			MPO PROJECT ID:		18033-FXXE	

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

**FY 2019-2022 TRANSPORTATION IMPROVEMENT PROGRAM
BEAUMONT DISTRICT
SETRPC METROPOLITAN PLANNING ORGANIZATION
GROUPED PROJECTS
FY 2019, 2020, 2021, 2022**

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	EST COST
BEAUMONT	VARIOUS	5800-00-950	VARIOUS	C	VARIOUS	TXDOT	CONSTRAINED STATEWIDE
LIMITS FROM:	GROUPED PROJECT		LIMITS TO:				
DESCRIPTION:	SAFETY						
REMARKS:	SEE APPENDIX C FOR CANDIDATE PROJECT LIST				MPO PROJECT ID:	18034-FXXE	
DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	EST COST
BEAUMONT	VARIOUS	5000-00-956	VARIOUS	C	VARIOUS	TXDOT	CONSTRAINED STATEWIDE
LIMITS FROM:	GROUPED PROJECT		LIMITS TO:				
DESCRIPTION:	LANDSCAPING						
REMARKS:	SEE APPENDIX C FOR CANDIDATE PROJECT LIST				MPO PROJECT ID:	18035-FXXE	
DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	EST COST
BEAUMONT	VARIOUS	5800-00-915	VARIOUS	C	VARIOUS	TXDOT	CONSTRAINED STATEWIDE
LIMITS FROM:	GROUPED PROJECT		LIMITS TO:				
DESCRIPTION:	INTELLIGENT TRANSPORTATION SYSTEMS DEVELOPMENT						
REMARKS:	SEE APPENDIX C FOR CANDIDATE PROJECT LIST				MPO PROJECT ID:	18036-FXXE	
DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	EST COST
BEAUMONT	VARIOUS	5000-00-916	VARIOUS	C	VARIOUS	TXDOT	CONSTRAINED STATEWIDE
LIMITS FROM:	GROUPED PROJECT		LIMITS TO:				
DESCRIPTION:	BICYCLE AND PEDESTRIAN IMPROVEMENTS						
REMARKS:	SEE APPENDIX C FOR CANDIDATE PROJECT LIST				MPO PROJECT ID:	18037-FXXE	
DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	EST COST
BEAUMONT	VARIOUS	5000-00-917	VARIOUS	C	VARIOUS	TXDOT	CONSTRAINED STATEWIDE
LIMITS FROM:	GROUPED PROJECT		LIMITS TO:				
DESCRIPTION:	SAFETY REST AREAS AND TRUCK WEIGH STATIONS						
REMARKS:	SEE APPENDIX C FOR CANDIDATE PROJECT LIST				MPO PROJECT ID:	18038-FXXE	
DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	EST COST
BEAUMONT	VARIOUS	5000-00-918	VARIOUS	C	VARIOUS	TXDOT	CONSTRAINED STATEWIDE
LIMITS FROM:	GROUPED PROJECT		LIMITS TO:				
DESCRIPTION:	TRANSIT IMPROVEMENTS						
REMARKS:	SEE APPENDIX C FOR CANDIDATE PROJECT LIST				MPO PROJECT ID:	18039-FXXE	

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

**FEDERALLY FUNDED
TRANSIT PROJECTS**

FY 2019-2022

No projects included.

**STATE FUNDED
HIGHWAY PROJECTS**

FY 2019-2022

No projects included.

**LOCALLY FUNDED
REGIONALLY SIGNIFICANT
PROJECTS**

FY 2019-2022

No projects included.

RIGHT-OF-WAY PROJECTS

FY 2019-2022

No projects included.

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FEASIBILITY STUDIES

FY 2019-2022

No projects included.

FINANCIAL SUMMARY

FY 2019-2022



SETRPC Metropolitan Planning Organization Exempt FY 2019-2022 Transportation Improvement Program

Funding by Category

Category	Description	FY 2019		FY 2020		FY 2021		FY 2022		Total FY 2019 - 2022	
		Programmed	Authorized	Programmed	Authorized	Programmed	Authorized	Programmed	Authorized	Programmed	Authorized
1	Preventative Maintenance and Rehabilitation	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2M or 2U	Urban Area (Non-TMA) Corridor Projects	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
3	Non-Traditionally Funded Transportation Project	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
4	Statewide Connectivity Corridor Projects	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
5	CMAQ	\$1,200,000	\$1,200,000	\$0	\$0	\$0	\$0	\$0	\$0	\$1,200,000	\$1,200,000
5 Flex	MAP21 Flex									\$0	\$0
6	Structures	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
7	Metro Mobility & Rehab	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
8	Safety	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
9	Transportation Enhancements	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
9 Flex	TAP									\$0	\$0
10	Supplemental Transportation	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
10 CBI	Corridor Border									\$0	\$0
11	District Discretionary	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
12	Strategic Priority	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
12C	Strategic Priority RECON									\$0	\$0
12S	Strategic Priority RECON									\$0	\$0
SBPE	Strategy Budget PE									\$0	\$0
SB 102	Strategy 102									\$0	\$0
Total		\$1,200,000	\$1,200,000	\$0	\$0	\$0	\$0	\$0	\$0	\$1,200,000	\$1,200,000

Funding by Participation Source

Source	FY 2019	FY 2020	FY 2021	FY 2022	Total
Federal	\$1,200,000	\$0	\$0	\$0	\$1,200,000
State	\$0	\$0	\$0	\$0	\$0
Local	\$0	\$0	\$0	\$0	\$0
CAT 3 - Local Contributions (LC)	\$0	\$0	\$0	\$0	\$0
CAT 3 - Prop 1	\$0	\$0	\$0	\$0	\$0
CAT 3 - Prop 7	\$0	\$0	\$0	\$0	\$0
CAT 3 - Prop 12	\$0	\$0	\$0	\$0	\$0
CAT 3 - Prop 14 Bonds	\$0	\$0	\$0	\$0	\$0
CAT 3 - Texas Mobility Fund	\$0	\$0	\$0	\$0	\$0
CAT 3 - TxDOT Port Grant	\$0	\$0	\$0	\$0	\$0
CAT 3 - Vehical Registration Fees -VTR	\$0	\$0	\$0	\$0	\$0
CAT 3 - RTR	\$0	\$0	\$0	\$0	\$0
CAT 3 - SH 121 Toll Revenue	\$0	\$0	\$0	\$0	\$0
CAT 3 - SH 161 Toll Revenue	\$0	\$0	\$0	\$0	\$0
CAT 3 - SH 130 Concession Revenue	\$0	\$0	\$0	\$0	\$0
CAT 3 - PTF	\$0	\$0	\$0	\$0	\$0
CAT 3 - Unique Federal Program - Tiger II	\$0	\$0	\$0	\$0	\$0
CAT 3 - TDC	\$0	\$0	\$0	\$0	\$0
Other - Section 5306	\$0	\$0	\$0	\$0	\$0
Other - Strategy PE Budget	\$0	\$0	\$0	\$0	\$0
Other - Strategy 102 Budget	\$0	\$0	\$0	\$0	\$0
Total	\$1,200,000	\$0	\$0	\$0	\$1,200,000



SETRPC Metropolitan Planning Organization Exempt FY 2019-2022 Transportation Improvement Program

All Figures in Year of Expenditure (YOE) Dollars

Transit Program		2019			2020			2021		
		Federal	Match	Total	Federal	Match	Total	Federal	Match	Total
1	Sec. 5307 - Urbanized Formula >200K	\$7,037,816	\$4,231,384	\$11,269,200	\$3,800,796	\$4,231,384	\$8,032,180	\$3,244,855	\$4,281,384	\$7,526,239
2	Sec.5307 - Urbanized Formula <200K	\$240,319	\$166,800	\$407,119	\$0	\$0	\$0	\$0	\$0	\$0
3	Sec. 5309 - Fixed Guideway Investment			\$0			\$0			\$0
4	Sec. 5337 - State of Good repair			\$0			\$0			\$0
5	Sec. 5339 - Bus & Bus Facilities >200K			\$0			\$0			\$0
6	Sec. 5310 - Seniors & People w/Disabilities >200K			\$0			\$0			\$0
7	Sec. 5316 - JARC >200K			\$0			\$0			\$0
8	Sec. 5317 - New Freedom >200K			\$0			\$0			\$0
9	Sec. 5310 - Seniors & People w/Disabilities <200K	\$182,821	\$45,705	\$228,526	\$182,821	\$45,705	\$228,526	\$182,821	\$45,705	\$228,526
10	Sec. 5311	\$502,153	\$627,484	\$1,129,637	\$502,153	\$627,484	\$1,129,637	\$502,153	\$627,484	\$1,129,637
10	Regionally Significant or Other (incl FHWA transfers)			\$0			\$0			\$0
Total Funds		\$7,963,109	\$5,071,373	\$13,034,482	\$4,485,770	\$4,904,573	\$9,390,343	\$3,929,829	\$4,954,573	\$8,884,402
Transit Development Credits										
Requested				\$253,812			\$0			\$0
Awarded				\$253,812			\$0			\$0

All Figures in Year of Expenditure (YOE) Dollars

2022			Total		
Federal	Match	Total	Federal	Match	Total
\$3,294,855	\$4,331,384	\$7,626,239	\$17,378,322	\$17,075,536	\$34,453,858
\$0	\$0	\$0	\$240,319	\$166,800	\$407,119
		\$0	\$0	\$0	\$0
		\$0	\$0	\$0	\$0
		\$0	\$0	\$0	\$0
		\$0	\$0	\$0	\$0
		\$0	\$0	\$0	\$0
		\$0	\$0	\$0	\$0
\$182,821	\$45,705	\$228,526	\$731,284	\$182,820	\$914,104
\$502,153	\$627,484	\$1,129,637	\$2,008,612	\$2,509,936	\$4,518,548
		\$0	\$0	\$0	\$0
\$3,979,829	\$5,004,573	\$8,984,402	\$20,358,537	\$19,935,092	\$40,293,629
		\$0			\$0
		\$0			\$0

APPENDIX A

FUNDING CATEGORIES

This appendix includes a list and brief description of each category for transportation projects and programs used by the Texas Department of Transportation for distributing funds. These categories comply with federal transportation legislation to ensure that federal funds are applied to eligible projects.

FUNDING CATEGORIES

Texas Department of Transportation (TxDOT) Funding Categories:

- 1 Preventive Maintenance and Rehabilitation:** Rehabilitation and preventative maintenance of the existing state highway system, including the Interstate Highway System main lanes, frontage roads, structures, signs, pavement markings, striping, etc.
- 2 Metropolitan and Urban Corridor Projects:** Mobility and added capacity projects along a corridor that improve transportation facilities in order to decrease travel time and level or duration of traffic congestion and increase the safe and efficient movement of people and freight in metropolitan and urbanized areas.
- 3 Non-Traditionally Funded Transportation Projects:** Transportation related projects that qualify for funding from sources not traditionally part of the state highway fund, including state bond financing under programs such as proposition 12, pass-through toll financing, unique federal funding, regional toll revenue, and local participation funding.
- 4 Statewide Connectivity Corridor Projects:** Mobility and added capacity projects on major state highway systems corridors which provide statewide connectivity between urban areas and corridors.
- 5 Congestion Mitigation and Air Quality Improvement:** Addresses attainment of national ambient air quality standards in current non-attainment areas. Funds cannot be utilized to add capacity for single occupancy vehicles.
- 6 Structures-Replacement & Rehabilitation:** Replaces or rehabilitates eligible bridges on and off the state highway system. Eliminates at-grade highway/railroad crossings by providing grade separations and rehabilitates/replaces deficient railroad underpasses.
- 7 Metropolitan Mobility & Rehabilitation:** Addresses various transportation needs within Transportation Management Areas selected by the Metropolitan Planning Organizations.
- 8 Safety:** Addresses safety related projects on and off the state highway system. Includes safety improvements to high risk rural roads, projects selected via safety indices to eliminate hazards, and signal coordination and warning devices at railroad crossings.

- 9 Enhancements:** Includes projects above and beyond typical transportation improvements, including on- and off-road pedestrian and bicycle pedestrian facilities, landscaping, historic preservation, environmental mitigation, and safety rest areas.
- 10 Miscellaneous (Supplemental Transportation Projects):** Various projects including construction and rehabilitation of roadways within and adjacent to state parks and wildlife refuges; landscaping development projects; replacement of rough railroad crossing surfaces, maintenance of automatic railroad devices, and rehabilitation and/or improvement of railroad infrastructure; and construction or replacement of curb ramps at on-system intersections.
- 11 District Discretionary:** Various projects on the state highway system selected at the district's discretion.
- 12 Strategic Priority:** Commission-selected projects that promote economic opportunity, increase efficiency on military deployment routes, maintain the ability to respond to both man-made and natural emergencies, and address other various strategic needs.

Federal Transit Administration Funding Categories:

- FTA 5307** Federal grant funds for transit projects in urbanized areas with a population of 50,000 or more persons.
- FTA 5310** Federal grant funds available to regional transit agencies to provide transportation services to the elderly and disabled (paratransit service).
- FTA 5311** State transit funds provided to rural transit providers for the purpose of supporting public transportation in rural areas with population of less than 50,000.

APPENDIX B

EXEMPT PROJECT CRITERIA

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EXEMPT PROJECT CRITERIA

This attachment provides information excerpted from **40 CFR Part 93: Transportation Conformity Rule** regarding project and program types that are considered exempt from being submitted as part of a transportation conformity determination analysis. The following criteria describe the exemption status for these types of projects and programs.

§93.126 Exempt Projects

Notwithstanding the other requirements of this subpart, highway and transit projects of the types listed in Table 2 are exempt from the requirement that a conformity determination be made. Such projects may proceed toward implementation even in the absence of a conforming transportation plan and TIP. A particular action of the type listed in Table 2 is not exempt if the MPO in consultation with other agencies (see §93.105(c)(1)(iii)), the EPA, and the FHWA (in the case of a highway project) or the FTA (in case of a transit project) concur that it has potentially adverse emissions impacts for any reason. States and MPOs must ensure that exempt projects do not interfere with TCM implementation.

Table 2. Exempt Projects

<u>SAFETY</u>
Railroad/highway crossing Hazard elimination program Safer non-Federal-aid system roads Shoulder improvements Increasing sight distance Safety improvement program Traffic control devices and operating assistance other than signalization projects Railroad/highway crossing warning devices Guardrails, median barriers, crash cushions Pavement resurfacing and/or rehabilitation Pavement marking demonstration Emergency relief (23 U.S.C.125) Fencing Skid treatments Safety roadside rest areas Adding medians Truck climbing lanes outside the urbanized area Lighting improvements Widening narrow pavements or reconstructing bridges (no additional travel lanes) Emergency truck pullovers

<u>MASS TRANSIT</u>
<p>Operating assistance to transit agencies</p> <p>Purchase of support vehicles</p> <p>Rehabilitation of transit vehicles¹</p> <p>Purchase of office, shop, and operating equipment for existing facilities</p> <p>Purchase of operating equipment for vehicles (e.g., radios, fireboxes, lifts, etc.)</p> <p>Construction or renovation of power, signal, and communications systems</p> <p>Construction of small passenger shelters and information kiosks</p> <p>Reconstruction or renovation of transit buildings and structures (e.g., rail or bus buildings, storage and maintenance facilities, stations, terminals, and ancillary structures)</p> <p>Rehabilitation or reconstruction of track structures, track, and tracked in existing rights-of-way</p> <p>Purchase of new buses and rail cars to replace existing vehicles or for minor expansions of the fleet¹</p> <p>Construction of new bus or rail storage/maintenance facilities categorically excluded in 23 CFR 771</p>
<u>AIR QUALITY</u>
<p>Continuation of ride-sharing and vanpooling promotion activities at current levels</p> <p>Bicycle and pedestrian facilities</p>
<u>OTHER</u>
<p>Specific activities which do not involve or lead directly to construction, such as:</p> <ul style="list-style-type: none"> • Planning and technical studies • Grants for training and research programs • Planning activities conducted pursuant to titles 23 and 49 U.S.C. • Federal-aid systems revisions <p>Engineering to assess social, economic, and environmental effects of the proposed action or alternatives to the action</p> <p>Noise attenuation</p> <p>Advance land acquisition (23 CFR 712 or 23 CFR 771)</p> <p>Acquisition of scenic easements</p> <p>Plantings, landscaping, etc.</p> <p>Sign removal</p> <p>Directional and informational signs</p> <p>Transportation enhancement activities (except rehabilitation and operation of historic transportation buildings, structures, or facilities)</p> <p>Repair of damage caused by natural disasters, civil unrest, or terrorist acts, except projects involving substantial functional, locational or capacity changes</p>

¹In PM10 nonattainment or maintenance areas, such projects are exempt only if they are in compliance with control measures in the applicable implementation plan.

§93.127 Projects Exempt from Regional Emissions Analysis

Notwithstanding the other requirements of this subpart, highway and transit projects of the types listed in Table 3 are exempt from regional emissions analysis requirements. The local effects of these projects with respect to CO or PM₁₀ concentrations must be considered to determine if a hot-spot analysis is required prior to making a project-level conformity determination. Such projects may then proceed to the project development process even in the absence of a conforming transportation plan and TIP. A particular action of the type listed in Table 3 is not exempt if the MPO in consultation with other agencies (see §93.105(c)(1)(iii)), the EPA, and the FHWA (in the case of a highway project) or the FTA (in case of a transit project) concur that it has potential regional impacts for any reason.

Table 3. Projects Exempt from Regional Emissions Analysis

Intersection channelization projects
Intersection signalization projects at individual intersections
Interchange reconfiguration projects
Changes in vertical and horizontal alignments
Truck size and weight inspection stations
Bus terminals and transfer points

§93.128 Traffic Signal Synchronization Projects

Traffic signal synchronization projects may be approved, funded, and implemented without satisfying the requirements of this subpart. However, all subsequent regional emissions analyses required by §93.118 and §93.119 for all transportation plans, TIPs, or projects not from a conforming plan and TIP must include such regionally significant traffic signal synchronization projects.

APPENDIX C

GROUPED CANDIDATE PROJECT LISTING

This appendix provides a list of individual projects/programs considered to be of inappropriate scale for individual listing in a given program year. Additional projects/programs may be identified that are not currently listed. Grouping allows efficient programming and reduces the need for revisions to the TIP. No added capacity type projects or phases of added capacity type projects are included.

**FY 2017-2020 TRANSPORTATION IMPROVEMENT PROGRAM
BEAUMONT DISTRICT
SETRPC METROPOLITAN PLANNING ORGANIZATION
CANDIDATE PROJECT LISTING
FY 2019**

DISTRICT	COUNTY	CSJ	HWY	CITY	PHASE	MPO PROJECT NUMBER	TOTAL FUNDING
BEAUMONT	JEFFERSON	0306-03-122	SH 73		C		\$800,000
LIMITS FROM:	SH 87, EAST					FEDERAL SHARE:	\$640,000
LIMITS TO:	3,000 FEET EAST OF FM 366 (FRONTAGE ROADS)					STATE SHARE:	\$160,000
DESCRIPTION:	OVERLAY EXISTING ROADWAY					LOCAL SHARE:	\$-
						FUNDING CATEGORY:	1
DISTRICT	COUNTY	CSJ	HWY	CITY	PHASE	MPO PROJECT NUMBER	TOTAL FUNDING
BEAUMONT	JEFFERSON	0200-11-099	US 69	BEAUMONT	C		\$4,407,000
LIMITS FROM:	LNVA CANAL, SOUTH					FEDERAL SHARE:	\$3,525,600
LIMITS TO:	DELAWARE (FRONTAGE ROADS)					STATE SHARE:	\$881,400
DESCRIPTION:	REPAIR EXISTING PAVEMENT AND OVERLAY ROADWAY					LOCAL SHARE:	\$-
						FUNDING CATEGORY:	1
DISTRICT	COUNTY	CSJ	HWY	CITY	PHASE	MPO PROJECT NUMBER	TOTAL FUNDING
BEAUMONT	HARDIN	0065-05-145	US 96		C		\$4,000,000
LIMITS FROM:	VILLAGE CREEK BRIDGE					FEDERAL SHARE:	\$3,200,000
LIMITS TO:	US 69					STATE SHARE:	\$800,000
DESCRIPTION:	OVERLAY EXISTING ROADWAY					LOCAL SHARE:	\$-
						FUNDING CATEGORY:	1
DISTRICT	COUNTY	CSJ	HWY	CITY	PHASE	MPO PROJECT NUMBER	TOTAL FUNDING
BEAUMONT	JEFFERSON	0920-00-919	VA		C		\$7,000,000
LIMITS FROM:	DISTRICTWIDE					FEDERAL SHARE:	\$5,600,000
LIMITS TO:	-					STATE SHARE:	\$1,400,000
DESCRIPTION:	FY 15 SEAL COAT PLACEHOLDER CSJ					LOCAL SHARE:	\$-
						FUNDING CATEGORY:	1
DISTRICT	COUNTY	CSJ	HWY	CITY	PHASE	MPO PROJECT NUMBER	TOTAL FUNDING
BEAUMONT	JEFFERSON	0508-04-164	SH 73		C		\$3,000,000
LIMITS FROM:	MAIN A CANAL, EAST					FEDERAL SHARE:	\$2,400,000
LIMITS TO:	SH 87 (FRONTAGE ROADS)					STATE SHARE:	\$600,000
DESCRIPTION:	OVERLAY EXISTING ROADWAY					LOCAL SHARE:	\$-
						FUNDING CATEGORY:	1
DISTRICT	COUNTY	CSJ	HWY	CITY	PHASE	MPO PROJECT NUMBER	TOTAL FUNDING
BEAUMONT	JEFFERSON	0667-01-115	SH 347	NEDERLAND	C		\$5,700,000
LIMITS FROM:	MAIN C LATERAL, SOUTH					FEDERAL SHARE:	\$4,560,000
LIMITS TO:	AVE B IN NEDERLAND					STATE SHARE:	\$1,140,000
DESCRIPTION:	REHABILITATE EXISTING ROADWAY					LOCAL SHARE:	\$-
						FUNDING CATEGORY:	1
DISTRICT	COUNTY	CSJ	HWY	CITY	PHASE	MPO PROJECT NUMBER	TOTAL FUNDING
BEAUMONT	JEFFERSON	0932-02-052	FM 365		C		\$160,000
LIMITS FROM:	AT PIGNUT GULLY					FEDERAL SHARE:	\$128,000
LIMITS TO:	.					STATE SHARE:	\$32,000
DESCRIPTION:	REPLACE BRIDGE AND APPROACHES					LOCAL SHARE:	\$-
						FUNDING CATEGORY:	6
DISTRICT	COUNTY	CSJ	HWY	CITY	PHASE	MPO PROJECT NUMBER	TOTAL FUNDING
BEAUMONT	ORANGE	0920-30-078	CS		C		\$2,650,000
LIMITS FROM:	OLD HWY 90 AT BAIRDS BAYOU					FEDERAL SHARE:	\$2,120,000
LIMITS TO:	(STR G00436001)					STATE SHARE:	\$530,000
DESCRIPTION:	REPLACE BRIDGE AND APPROACHES					LOCAL SHARE:	\$-
						FUNDING CATEGORY:	6

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

**FY 2017-2020 TRANSPORTATION IMPROVEMENT PROGRAM
BEAUMONT DISTRICT
SETRPC METROPOLITAN PLANNING ORGANIZATION
CANDIDATE PROJECT LISTING
FY 2019**

DISTRICT	COUNTY	CSJ	HWY	CITY	PHASE	MPO PROJECT NUMBER	TOTAL FUNDING
BEAUMONT	JEFFERSON	0200-15-022	US 69		C		\$53,992
LIMITS FROM:	AT THE LNVA CANAL					FEDERAL SHARE:	\$43,194
LIMITS TO:	(STR 201240020015126)					STATE SHARE:	\$10,798
DESCRIPTION:	UPGRADE BRIDGE AND APPROACH RAILING					LOCAL SHARE:	
						FUNDING CATEGORY:	6
DISTRICT	COUNTY	CSJ	HWY	CITY	PHASE	MPO PROJECT NUMBER	TOTAL FUNDING
BEAUMONT	JEFFERSON	0200-15-023	US 69		C		\$143,480
LIMITS FROM:	AT AIRPORT ROAD					FEDERAL SHARE:	\$114,784
LIMITS TO:	(STR 201240020015136)					STATE SHARE:	\$28,696
DESCRIPTION:	UPGRADE BRIDGE AND APPROACH RAILING					LOCAL SHARE:	
						FUNDING CATEGORY:	6
DISTRICT	COUNTY	CSJ	HWY	CITY	PHASE	MPO PROJECT NUMBER	TOTAL FUNDING
BEAUMONT	JEFFERSON	0200-15-024	US 69		C		\$103,020
LIMITS FROM:	AT NEDERLAND AVE					FEDERAL SHARE:	\$82,416
LIMITS TO:	(STR 201240020015139)					STATE SHARE:	\$20,604
DESCRIPTION:	UPGRADE BRIDGE AND APPROACH RAILING					LOCAL SHARE:	
						FUNDING CATEGORY:	6
DISTRICT	COUNTY	CSJ	HWY	CITY	PHASE	MPO PROJECT NUMBER	TOTAL FUNDING
BEAUMONT	JEFFERSON	0932-01-113	FM 365		D		\$415,000
LIMITS FROM:	AT RHODAIR GULLY					FEDERAL SHARE:	\$332,000
LIMITS TO:	.					STATE SHARE:	\$83,000
DESCRIPTION:	BRIDGE REHABILITATION					LOCAL SHARE:	
						FUNDING CATEGORY:	6
DISTRICT	COUNTY	CSJ	HWY	CITY	PHASE	MPO PROJECT NUMBER	TOTAL FUNDING
BEAUMONT	HARDIN	0200-10-081	US 69		C		\$105,889
LIMITS FROM:	AT FM 421					FEDERAL SHARE:	\$95,300
LIMITS TO:	.					STATE SHARE:	\$10,589
DESCRIPTION:	IMPROVE TRAFFIC SIGNALS					LOCAL SHARE:	
						FUNDING CATEGORY:	8
DISTRICT	COUNTY	CSJ	HWY	CITY	PHASE	MPO PROJECT NUMBER	TOTAL FUNDING
BEAUMONT	ORANGE	0305-07-066	SH 87		C		\$95,867
LIMITS FROM:	AT PARK AVE					FEDERAL SHARE:	\$86,280
LIMITS TO:	.					STATE SHARE:	\$9,587
DESCRIPTION:	IMPROVE TRAFFIC SIGNALS					LOCAL SHARE:	
						FUNDING CATEGORY:	8
DISTRICT	COUNTY	CSJ	HWY	CITY	PHASE	MPO PROJECT NUMBER	TOTAL FUNDING
BEAUMONT	ORANGE	0305-07-067	SH 87				\$148,234
LIMITS FROM:	AT BU 90Y					FEDERAL SHARE:	\$133,411
LIMITS TO:	.					STATE SHARE:	\$14,823
DESCRIPTION:	IMPROVE TRAFFIC SIGNALS					LOCAL SHARE:	
						FUNDING CATEGORY:	8
DISTRICT	COUNTY	CSJ	HWY	CITY	PHASE	MPO PROJECT NUMBER	TOTAL FUNDING
BEAUMONT	JEFFERSON	0667-02-111	FM 366		C		\$91,071
LIMITS FROM:	AT HOGABOOM RD					FEDERAL SHARE:	\$81,964
LIMITS TO:	.					STATE SHARE:	\$9,107
DESCRIPTION:	IMPROVE TRAFFIC SIGNALS					LOCAL SHARE:	
						FUNDING CATEGORY:	8

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

**FY 2017-2020 TRANSPORTATION IMPROVEMENT PROGRAM
BEAUMONT DISTRICT
SETRPC METROPOLITAN PLANNING ORGANIZATION
CANDIDATE PROJECT LISTING
FY 2019**

DISTRICT	COUNTY	CSJ	HWY	CITY	PHASE	MPO PROJECT NUMBER	TOTAL FUNDING
BEAUMONT	JEFFERSON	0739-02-164	IH 10		C		\$2,150,000
LIMITS FROM:	WALDEN ROAD					FEDERAL SHARE:	\$1,720,000
LIMITS TO:	0.23 MILES WEST OF US 90					STATE SHARE:	\$430,000
DESCRIPTION:	OVERLAY EXISTING ROADWAY					LOCAL SHARE:	
						FUNDING CATEGORY:	11
DISTRICT	COUNTY	CSJ	HWY	CITY	PHASE	MPO PROJECT NUMBER	TOTAL FUNDING
BEAUMONT		5000-00-918				18003-TXXE	\$5,300,000
LIMITS FROM:						FEDERAL SHARE:	\$2,200,000
LIMITS TO:						STATE SHARE:	\$500,000
DESCRIPTION:	BEAUMONT MUNICIPAL TRANSIT:OPERATING ASSISTANCE FOR FY 2019					LOCAL SHARE:	\$2,600,000
						FUNDING CATEGORY:	5307
DISTRICT	COUNTY	CSJ	HWY	CITY	PHASE	MPO PROJECT NUMBER	TOTAL FUNDING
BEAUMONT		5000-00-918				18027-TXXE	\$1,692,080
LIMITS FROM:						FEDERAL SHARE:	\$1,692,080
LIMITS TO:						STATE SHARE:	
DESCRIPTION:	PORT ARTHUR TRANSIT:CAPITAL ASSISTANCE REPLACE 8 PARATRANSIT BUSES, 2 SUPPORT VEHICLES					LOCAL SHARE:	
						FUNDING CATEGORY:	5307
DISTRICT	COUNTY	CSJ	HWY	CITY	PHASE	MPO PROJECT NUMBER	TOTAL FUNDING
BEAUMONT		5000-00-918				18007-TXXE	\$1,668,000
LIMITS FROM:						FEDERAL SHARE:	\$1,501,200
LIMITS TO:						STATE SHARE:	
DESCRIPTION:	PORT ARTHUR TRANSIT:FACILITIES UPGRADE ON ROUTE CHARGER, CONSTRUCTION/INSTALL CHARGER, ROUTE A & E					LOCAL SHARE:	\$166,800
						FUNDING CATEGORY:	5307
DISTRICT	COUNTY	CSJ	HWY	CITY	PHASE	MPO PROJECT NUMBER	TOTAL FUNDING
BEAUMONT		5000-00-918				18013-TXXE	\$105,319
LIMITS FROM:						FEDERAL SHARE:	\$105,319
LIMITS TO:						STATE SHARE:	
DESCRIPTION:	PORT ARTHUR TRANSIT:FACILITY ENHANCEMENTS TERMINAL UPDATES					LOCAL SHARE:	
						FUNDING CATEGORY:	5307
DISTRICT	COUNTY	CSJ	HWY	CITY	PHASE	MPO PROJECT NUMBER	TOTAL FUNDING
BEAUMONT		5000-00-918				18008-TXXE	\$105,000
LIMITS FROM:						FEDERAL SHARE:	\$105,000
LIMITS TO:						STATE SHARE:	
DESCRIPTION:	PORT ARTHUR TRANSIT:FARE BOXES FOR NEW ELECTRIC BUSES					LOCAL SHARE:	
						FUNDING CATEGORY:	5307
DISTRICT	COUNTY	CSJ	HWY	CITY	PHASE	MPO PROJECT NUMBER	TOTAL FUNDING
BEAUMONT		5000-00-918				18015-TXXE	\$2,076,239
LIMITS FROM:						FEDERAL SHARE:	\$944,855
LIMITS TO:						STATE SHARE:	\$319,560
DESCRIPTION:	PORT ARTHUR TRANSIT:OPERATING ASSISTANCE FOR FY 2019					LOCAL SHARE:	\$811,824
						FUNDING CATEGORY:	5307
DISTRICT	COUNTY	CSJ	HWY	CITY	PHASE	MPO PROJECT NUMBER	TOTAL FUNDING
BEAUMONT		5000-00-918				18014-TXXE	\$30,000
LIMITS FROM:						FEDERAL SHARE:	\$30,000
LIMITS TO:						STATE SHARE:	
DESCRIPTION:	PORT ARTHUR TRANSIT:SUPPORT VEHICLE					LOCAL SHARE:	
						FUNDING CATEGORY:	5307

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

**FY 2017-2020 TRANSPORTATION IMPROVEMENT PROGRAM
BEAUMONT DISTRICT
SETRPC METROPOLITAN PLANNING ORGANIZATION
CANDIDATE PROJECT LISTING
FY 2019**

DISTRICT	COUNTY	CSJ	HWY	CITY	PHASE	MPO PROJECT NUMBER	TOTAL FUNDING
BEAUMONT		5000-00-918				18012-TXXE	\$399,681
LIMITS FROM:						FEDERAL SHARE:	\$399,681
LIMITS TO:						STATE SHARE:	
DESCRIPTION:	PORT ARTHUR TRANSIT:UPGRADE BUS STOPS, SHELTERS, BENCH'S OTHER AMENITIES					LOCAL SHARE:	
						FUNDING CATEGORY:	5307
DISTRICT	COUNTY	CSJ	HWY	CITY	PHASE	MPO PROJECT NUMBER	TOTAL FUNDING
BEAUMONT		5000-00-918				18010-TXXE	\$300,000
LIMITS FROM:						FEDERAL SHARE:	\$300,000
LIMITS TO:						STATE SHARE:	
DESCRIPTION:	PORT ARTHUR TRANSIT:VIDEO CAMERA SURVEILLANCE, FOR NEW BUSES					LOCAL SHARE:	
						FUNDING CATEGORY:	5307
DISTRICT	COUNTY	CSJ	HWY	CITY	PHASE	MPO PROJECT NUMBER	TOTAL FUNDING
BEAUMONT		5000-00-918				18019-TXXE	\$228,526
LIMITS FROM:						FEDERAL SHARE:	\$182,821
LIMITS TO:						STATE SHARE:	
DESCRIPTION:	SOUTH EAST TEXAS TRANSIT:OPERATING ASSISTANCE FOR FY 2019					LOCAL SHARE:	\$45,705
						FUNDING CATEGORY:	5310
DISTRICT	COUNTY	CSJ	HWY	CITY	PHASE	MPO PROJECT NUMBER	TOTAL FUNDING
BEAUMONT		5000-00-918				18023-TXXE	\$1,129,637
LIMITS FROM:						FEDERAL SHARE:	\$502,153
LIMITS TO:						STATE SHARE:	\$366,672
DESCRIPTION:	SOUTH EAST TEXAS TRANSIT:ADMINISTRATION AND OPERATION OF A RURAL TRANSPORTATION PROGRAM (2019)					LOCAL SHARE:	\$260,812
						FUNDING CATEGORY:	5311

**FY 2017-2020 TRANSPORTATION IMPROVEMENT PROGRAM
BEAUMONT DISTRICT
SETRPC METROPOLITAN PLANNING ORGANIZATION
CANDIDATE PROJECT LISTING
FY 2020**

DISTRICT	COUNTY	CSJ	HWY	CITY	PHASE	MPO PROJECT NUMBER	TOTAL FUNDING
BEAUMONT		5000-00-918				18004-TXXE	\$5,350,000
LIMITS FROM:						FEDERAL SHARE:	\$2,250,000
LIMITS TO:						STATE SHARE:	\$400,000
DESCRIPTION:	BEAUMONT MUNICIPAL TRANSIT:OPERATING ASSISTANCE FOR FY 2020					LOCAL SHARE:	\$2,700,000
						FUNDING CATEGORY:	5307
DISTRICT	COUNTY	CSJ	HWY	CITY	PHASE	MPO PROJECT NUMBER	TOTAL FUNDING
BEAUMONT		5000-00-918				18011-TXXE	\$350,000
LIMITS FROM:						FEDERAL SHARE:	\$350,000
LIMITS TO:						STATE SHARE:	
DESCRIPTION:	PORT ARTHUR TRANSIT:DISPATCH AND SCHEDULING SOFTWARE					LOCAL SHARE:	
						FUNDING CATEGORY:	5307
DISTRICT	COUNTY	CSJ	HWY	CITY	PHASE	MPO PROJECT NUMBER	TOTAL FUNDING
BEAUMONT		5000-00-918				18016-TXXE	\$2,076,239
LIMITS FROM:						FEDERAL SHARE:	\$944,855
LIMITS TO:						STATE SHARE:	\$319,560
DESCRIPTION:	PORT ARTHUR TRANSIT:OPERATING ASSISTANCE FOR FY 2020					LOCAL SHARE:	\$811,824
						FUNDING CATEGORY:	5307
DISTRICT	COUNTY	CSJ	HWY	CITY	PHASE	MPO PROJECT NUMBER	TOTAL FUNDING
BEAUMONT		5000-00-918				18009-TXXE	\$225,941
LIMITS FROM:						FEDERAL SHARE:	\$255,941
LIMITS TO:						STATE SHARE:	
DESCRIPTION:	PORT ARTHUR TRANSIT:UPGRADE BUS STOPS, SHELTERS, BENCH'S OTHER AMENITIES					LOCAL SHARE:	
						FUNDING CATEGORY:	5307
DISTRICT	COUNTY	CSJ	HWY	CITY	PHASE	MPO PROJECT NUMBER	TOTAL FUNDING
BEAUMONT		5000-00-918				18020-TXXE	\$228,526
LIMITS FROM:						FEDERAL SHARE:	\$182,821
LIMITS TO:						STATE SHARE:	
DESCRIPTION:	SOUTH EAST TEXAS TRANSIT:OPERATING ASSISTANCE FOR FY 2020					LOCAL SHARE:	\$45,705
						FUNDING CATEGORY:	5310
DISTRICT	COUNTY	CSJ	HWY	CITY	PHASE	MPO PROJECT NUMBER	TOTAL FUNDING
BEAUMONT		5000-00-918				18024-TXXE	\$1,129,637
LIMITS FROM:						FEDERAL SHARE:	\$502,153
LIMITS TO:						STATE SHARE:	\$366,672
DESCRIPTION:	SOUTH EAST TEXAS TRANSIT:ADMINISTRATION AND OPERATION OF A RURAL TRANSPORTATION PROGRAM (2020)					LOCAL SHARE:	\$260,812
						FUNDING CATEGORY:	5311

**FY 2017-2020 TRANSPORTATION IMPROVEMENT PROGRAM
BEAUMONT DISTRICT
SETRPC METROPOLITAN PLANNING ORGANIZATION
CANDIDATE PROJECT LISTING
FY 2021**

DISTRICT	COUNTY	CSJ	HWY	CITY	PHASE	MPO PROJECT NUMBER	TOTAL FUNDING
BEAUMONT	JEFFERSON	0065-07-059	US 69		C		\$1,000,000
LIMITS FROM:	0.2 MI S OF TRAM ROAD, SOUTH					FEDERAL SHARE:	\$800,000
LIMITS TO:	LNVA CANAL					STATE SHARE:	\$200,000
DESCRIPTION:	RESURFACE ROADWAY					LOCAL SHARE:	
						FUNDING CATEGORY:	1
DISTRICT	COUNTY	CSJ	HWY	CITY	PHASE	MPO PROJECT NUMBER	TOTAL FUNDING
BEAUMONT	JEFFERSON	0200-11-104	US 69		C		\$1,000,000
LIMITS FROM:	LNVA CANAL, SOUTH					FEDERAL SHARE:	\$800,000
LIMITS TO:	IH 10					STATE SHARE:	\$200,000
DESCRIPTION:	RESURFACE ROADWAY					LOCAL SHARE:	
						FUNDING CATEGORY:	1
DISTRICT	COUNTY	CSJ	HWY	CITY	PHASE	MPO PROJECT NUMBER	TOTAL FUNDING
BEAUMONT		5000-00-918				18005-TXXE	\$5,450,000
LIMITS FROM:						FEDERAL SHARE:	\$2,300,000
LIMITS TO:						STATE SHARE:	\$400,000
DESCRIPTION:	BEAUMONT MUNICIPAL TRANSIT:OPERATING ASSISTANCE FOR FY 2021					LOCAL SHARE:	\$2,750,000
						FUNDING CATEGORY:	5307
DISTRICT	COUNTY	CSJ	HWY	CITY	PHASE	MPO PROJECT NUMBER	TOTAL FUNDING
BEAUMONT		5000-00-918				18017-TXXE	\$2,076,239
LIMITS FROM:						FEDERAL SHARE:	\$944,855
LIMITS TO:						STATE SHARE:	\$319,560
DESCRIPTION:	PORT ARTHUR TRANSIT:OPERATING ASSISTANCE FOR FY 2021					LOCAL SHARE:	\$811,824
						FUNDING CATEGORY:	5307
DISTRICT	COUNTY	CSJ	HWY	CITY	PHASE	MPO PROJECT NUMBER	TOTAL FUNDING
BEAUMONT		5000-00-918				18021-TXXE	\$228,526
LIMITS FROM:						FEDERAL SHARE:	\$182,821
LIMITS TO:						STATE SHARE:	
DESCRIPTION:	SOUTH EAST TEXAS TRANSIT:OPERATING ASSISTANCE FOR FY 2021					LOCAL SHARE:	\$45,705
						FUNDING CATEGORY:	5310
DISTRICT	COUNTY	CSJ	HWY	CITY	PHASE	MPO PROJECT NUMBER	TOTAL FUNDING
BEAUMONT		5000-00-918				18025-TXXE	\$1,129,637
LIMITS FROM:						FEDERAL SHARE:	\$502,153
LIMITS TO:						STATE SHARE:	\$366,672
DESCRIPTION:	SOUTH EAST TEXAS TRANSIT:ADMINISTRATION AND OPERATION OF A RURAL TRANSPORTATION PROGRAM (2021)					LOCAL SHARE:	\$260,812
						FUNDING CATEGORY:	5311

**FY 2017-2020 TRANSPORTATION IMPROVEMENT PROGRAM
BEAUMONT DISTRICT
SETRPC METROPOLITAN PLANNING ORGANIZATION
CANDIDATE PROJECT LISTING
FY 2022**

DISTRICT	COUNTY	CSJ	HWY	CITY	PHASE	MPO PROJECT NUMBER	TOTAL FUNDING
BEAUMONT		5000-00-918				18006-TXXE	\$5,550,000
LIMITS FROM:						FEDERAL SHARE:	\$2,350,000
LIMITS TO:						STATE SHARE:	\$400,000
DESCRIPTION:	BEAUMONT MUNICIPAL TRANSIT:OPERATING ASSISTANCE FOR FY 2022					LOCAL SHARE:	\$2,800,000
						FUNDING CATEGORY:	5307
DISTRICT	COUNTY	CSJ	HWY	CITY	PHASE	MPO PROJECT NUMBER	TOTAL FUNDING
BEAUMONT		5000-00-918				18018-TXXE	\$2,076,239
LIMITS FROM:						FEDERAL SHARE:	\$944,855
LIMITS TO:						STATE SHARE:	\$319,560
DESCRIPTION:	PORT ARTHUR TRANSIT:OPERATING ASSISTANCE FOR FY 2022					LOCAL SHARE:	\$811,824
						FUNDING CATEGORY:	5307
DISTRICT	COUNTY	CSJ	HWY	CITY	PHASE	MPO PROJECT NUMBER	TOTAL FUNDING
BEAUMONT		5000-00-918				18022-TXXE	\$228,526
LIMITS FROM:						FEDERAL SHARE:	\$182,821
LIMITS TO:						STATE SHARE:	
DESCRIPTION:	SOUTH EAST TEXAS TRANSIT:OPERATING ASSISTANCE FOR FY 2022					LOCAL SHARE:	\$45,705
						FUNDING CATEGORY:	5310
DISTRICT	COUNTY	CSJ	HWY	CITY	PHASE	MPO PROJECT NUMBER	TOTAL FUNDING
BEAUMONT		5000-00-918				18026-TXXE	\$1,129,637
LIMITS FROM:						FEDERAL SHARE:	\$502,153
LIMITS TO:						STATE SHARE:	\$366,672
DESCRIPTION:	SOUTH EAST TEXAS TRANSIT:ADMINISTRATION AND OPERATION OF A RURAL TRANSPORTATION PROGRAM (2022)					LOCAL SHARE:	\$260,812
						FUNDING CATEGORY:	5311

APPENDIX D

PROJECTS UNDERGOING ENVIRONMENTAL ASSESSMENT

This appendix contains a list of projects that will undergo preliminary engineering and environmental analysis (PE/EA) consistent with early project development during the time frame of the Transportation Improvement Program (TIP).

**FY 2017-2020 TRANSPORTATION IMPROVEMENT PROGRAM
BEAUMONT DISTRICT
SETRPC METROPOLITAN PLANNING ORGANIZATION
ENVIRONMENTAL STUDIES**

DISTRICT	COUNTY	CSJ	HWY	PHASE	MPO PROJECT NUMBER
BEAUMONT	JEFFERSON	0739-02-140	IH 10	NEPA	06006-F40N
LIMITS FROM: Walden Rd, east			LIMITS TO: US 90		
DESCRIPTION: WIDENfrom 4 to 6 lanes					
REMARKS:					

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APPENDIX E

PUBLIC INVOLVEMENT DOCUMENTATION

This appendix provides a synopsis of the public participation process.

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PUBLIC COMMENT

APPENDIX F

MPO Self-Certification

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APPENDIX G

REVISIONS

This appendix contains supporting documentation of revisions to the Revised JOHRTS
FY 2019-2022 TIP.

**This appendix will contain future revisions to the
Revised Exempt JOHRTS 2019-2022 TIP.**

DRAFT FOR
PUBLIC COMMENT