



U.S. Department
of Transportation
**Federal Highway
Administration**

Texas Division

January 23, 2019

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In Reply Refer To:
HPP-TX

Mr. James M. Bass
Executive Director
Texas Department of Transportation
125 E. 11th Street
Austin, Texas 78701

Attention: Marc Williams

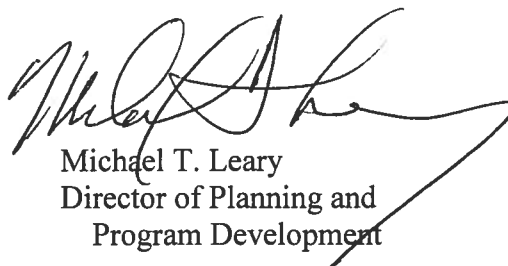
Dear Mr. Bass:

We reviewed the December 2018 Out-Of-Cycle revisions to the FY 2019-2022 STIP, transmitted with your January 23, 2019 letter. Based upon our review, the revisions to the 2019-2022 STIP are hereby approved subject to the enclosed comments.

Please note that our action is limited to projects included in the highway portion of the proposed STIP revision. Projects included in the transit portion of the proposed STIP revision are pending the Federal Transit Administration's (FTA) review and action. Additionally, STIP approvals for projects that are not federally funded are not intended to provide federal endorsement or action.

Should you have any questions or concerns, please contact Mr. Jose Campos of the FHWA Texas Division at (512) 536-5932.

Sincerely yours,



Michael T. Leary
Director of Planning and
Program Development

Enclosure

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FHWA: HA-TX, HB-TX, HAM-TX, HPP-TX

December 2018 Out-Of-Cycle STIP Revisions

Federal Comments

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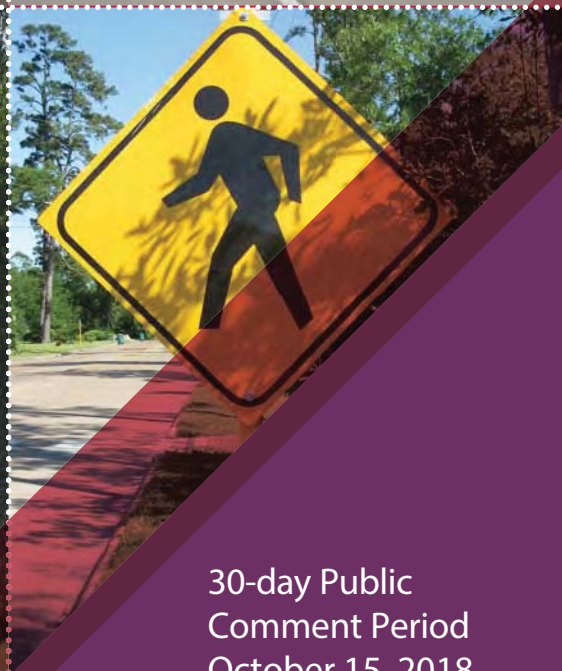
JOHRTS FY 2019-2022

Transportation Improvement Program

Effective from February 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

Adopted on
November 29, 2018



30-day Public
Comment Period
October 15, 2018 –
November 14, 2018



TRANSPORTATION &
ENVIRONMENTAL
RESOURCES

SETRPC
SOUTH EAST TEXAS REGIONAL PLANNING COMMISSION

JOHRTS FY 2019-2022

Transportation Improvement Program

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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.

TIP STRUCTURE

The 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 current federal surface transportation act, the Fixing America's Surface Transportation Act, or FAST Act, introduced several new provisions to the metropolitan transportation planning process. The SETRPC-MPO has developed a draft Supplemental FAST Act Compliance document to meet the planning requirements of the new legislation. This draft document is available for review and comment. Please contact the SETRPC-MPO office for more information or to provide comments.

During the TIP developments and updates process, the SETRPC-MPO is required to conduct public involvement activities. 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:

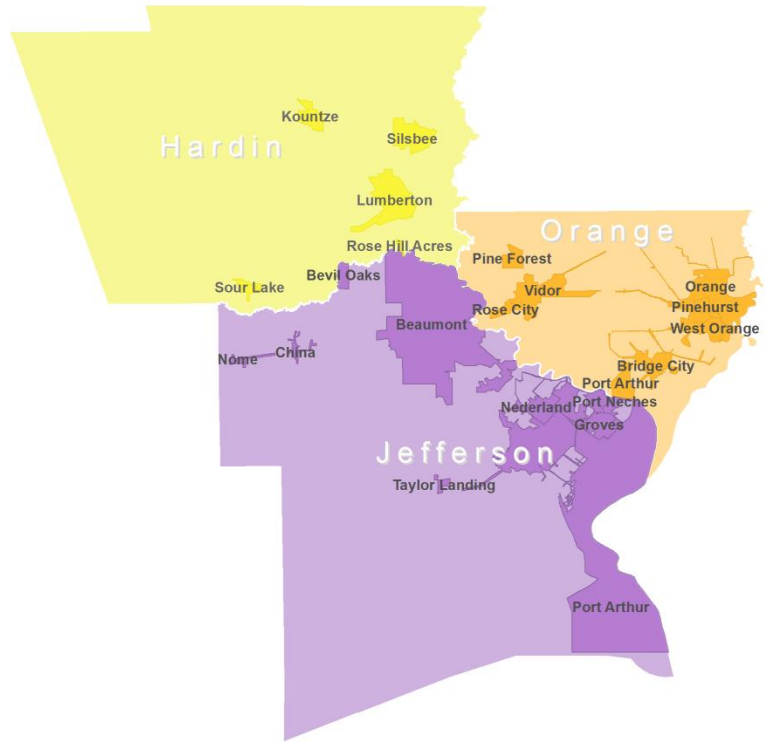
- Right-of-Way Projects
- Feasibility Studies

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 percent 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 percent increase in population; Jefferson County's population increased by one tenth of a percentage point, while Orange County lost about 4 percent 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

In 2012, MAP-21 directed the United States Department of Transportation (USDOT) to establish a set of performance measures to increase the accountability and transparency of the federal highway and transit programs and improve project decision making through performance-based planning and programming by a rulemaking process. After national performance measures are established through a rulemaking, the state departments of transportation (DOTs) and transit providers must:

- Establish performance targets that reflect the national measures,
- Report on progress towards achieving those targets,
- Develop performance-based plans for safety and asset management, and
- Implement a performance-based approach to planning and programming.

Transportation performance management is a strategic approach that uses system data to make investment and policy decisions to achieve national performance goals. Monitoring progress towards achieving these national performance goals is accomplished by establishing performance targets for key performance measures. Using a performance-based approach, decision makers can apply key information and data to understand the consequences of investment decisions across transportation modes. The FAST Act of 2015 continues the

performance management and performance-based planning and programming introduced by MAP-21 with minor changes.

As part of performance management, recipients of federal aid highway funds will make transportation investments to achieve performance targets that make progress toward the following national goals.

Table 1: National Performance Management Goals

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

In a series of rulemakings, FHWA and FTA are establishing national performance measures in areas such as safety, infrastructure condition, system performance, and transit asset management. The *Final Rule on Statewide and Nonmetropolitan Transportation Planning and Metropolitan Transportation Planning* (May 27, 2016) established the requirement that states, MPOs, and transit providers use performance measures to document expectations for future performance. Each state/transit provider will have one year after the final rulemaking for each set of performance measures to establish performance targets. MPOs are required to establish performance targets within 180 days after the state of transit provider has established performance targets.

The USDOT has published the following rulemakings which establish national performance measures for which state DOTs, transit providers, and MPOs must establish performance targets:

- Safety Performance Management Final Rule
- Infrastructure Condition Performance Management Final Rule
- System Performance Final Rule
- Transit Asset Management (TAM) Final Rule

At the time of the writing of this document, adoption of performance targets for the safety performance measures is required (Table 2). The SETRPC-MPO will maintain awareness of the performance management process at both the federal and state level and will implement performance targets at the MPO level as appropriate. If the process of implementing performance targets requires additions or changes to the MTP and TIP, the documents will be amended in the future.

Table 2: Performance Target Setting Schedule

| Performance Area | State Deadline | MPO Deadline |
|--------------------------|-----------------|-------------------|
| Safety | August 31, 2017 | February 27, 2018 |
| Infrastructure Condition | May 20, 2018 | November 20, 2018 |
| System Performance | May 20, 2018 | November 20, 2018 |
| Transit Asset Management | January 1, 2017 | October 1, 2018 |

Safety Performance Management

The FHWA published the Safety Performance Management Final Rule which established five safety performance measures to evaluate fatalities and serious injuries on all public roads (Table 3). TxDOT defines serious injuries as “incapacitating injuries” within the TxDOT Crash Records Information System (CRIS). Safety performance management is intended to ensure that safety improvements guide funding priorities in order to advance the national goal for safe roadways.

Table 3: Federal Safety Performance Measures

| Federal Safety Performance Measures |
|--|
| Number of fatalities |
| Fatalities per million vehicle miles traveled (fatality rate) |
| Number of serious injuries (incapacitating injuries) |
| Serious injuries per million vehicle miles traveled (incapacitating injury rate) |
| Number of non-motorized fatalities and non-motorized serious injuries |

Using a data-driven, collaborative process, TxDOT developed safety performance targets 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 percent reduction from the original trendline of safety projections for 2022. For trendlines that are decreasing, the target mirrors the projection. Adoption of statewide safety performance targets was required by August 31, 2017, with MPO adoption of targets by February 27, 2018.

The SETRPC-MPO Transportation Planning Committee chose to support the Texas safety targets of a 2 percent reduction over the current baseline forecasts for 2022 (Table 4). At each year end, TxDOT and the SETRPC-MPO will report on progress in achieving these safety performance targets. The revised JOHRTS Project Selection Process emphasizes safety data to ensure that we are meeting performance targets incorporated into project selection and that projects in the TIP contribute to safety improvements.

Table 4: Safety Targets Adopted by TxDOT and the SETRPC-MPO

| TxDOT and SETRPC-MPO 2018 Safety Targets |
|--|
| Reduce the expected rise of fatalities by 2 percent over the current baseline forecast |
| Reduce the expected fatality rate by 2 percent over the current baseline forecast |
| Reduce the expected rise in incapacitating injuries by 2 percent over the current baseline forecast |
| Maintain the current downward trend of the incapacitating injury rate |
| Reduce the expected rise of non-motorized fatalities and non-motorized incapacitating injuries by 2 percent over the current baseline forecast |

Projects selected for inclusion in the TIP are intended to support the achievement of the safety targets. The Transportation Planning Committee supports the planning and programming of projects that contribute to the achievement of these targets.

Infrastructure Condition Performance Management

The FHWA published the Infrastructure Condition Performance Management Final Rule which established six performance measures to evaluate the condition of pavements and bridges on the National Highway System (NHS) and the Interstate System in relation to the State of Good Repair (SGR) (Table 5). The US Department of Transportation (USDOT) defines the SGR as the condition in which a capital asset is able to operate at a full level of performance. The intention of the infrastructure performance measures is to ensure that roadway maintenance guides funding priorities in order to advance the national goal for maintain the nation's highway infrastructure asset system in a state of good repair.

Table 5: Infrastructure Condition Performance Measures

| Infrastructure Condition Performance Measures |
|---|
| Percentage of pavements of the Interstate System in good condition |
| Percentage of pavements of the Interstate System in poor condition |
| Percentage of pavements of the non-Interstate NHS in good condition |
| Percentage of pavements of the non-Interstate NHS in poor condition |
| Percentage of NHS bridges classified as in good condition |
| Percentage of NHS bridges classified as in poor condition |

At the time of the writing of this document, TxDOT has not adopted infrastructure condition performance targets. The SETRPC-MPO has, therefore, not yet adopted infrastructure condition performance targets for the JOHRTS area. The SETRPC-MPO will continue to coordinate with TxDOT and adopt infrastructure condition performance targets when appropriate.

System Performance

The FHWA published the System Performance Final Rule which established performance measures to evaluate the performance of the NHS and freight movement on the Interstate System (Table 6). These system performance measures assess travel time reliability and travel delay on interstate, freeway, and principal arterial class facilities to determine if the travel time variability is considered unreasonable. The intention of the system performance measures is to ensure that efforts to improve unreasonable travel delay and increase the movement of people and goods guides funding priorities that further the national goals for congestion reduction, system reliability, freight movement and economic vitality.

Table 6: System Performance Measures

| System Performance Measures |
|--|
| Percent of person-miles traveled on the Interstate System that are reliable |
| Percent of person-miles traveled on the other freeways and principal arterials that are reliable |
| Ratio of unreliable truck travel to average truck travel on the Interstate System |

The SETRPC-MPO Transportation Planning Committee adopted the performance targets for the system performance measures on October 28, 2018 shown in Table 7.

Table 7: System Performance Targets

| System | 2017 Reliability* | 2020 Target Recommendation** | 2022 Target Recommendation** |
|---|-------------------|------------------------------|------------------------------|
| Interstate All Traffic | 100% | 97% | 95% |
| Other Freeway/Principal Arterials All Traffic | 90% | 75% | 70% |
| Interstate Truck Ratio | 1.25 | 1.45 | 1.5 |

Transit Asset Management

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 transit capital assets (Table 8). These performance measures will help Beaumont Municipal Transit (BMT), Port Arthur Transit (PAT), and South East Texas Transit (SETT) to quantify the condition of their assets and help facilitate target setting that supports local funding prioritization.

Table 8: Transit Asset Management Performance Measures

| Asset Category | FTA established Performance Measure |
|----------------|---|
| Rolling Stock | Percent of revenue vehicles exceeding useable life benchmark (ULB) |
| Facilities | Percent of facilities rated under 3.0 on the Transit Economic Requirements Model (TERM) scale |
| Equipment | Percent of non-revenue service vehicles exceeding ULB |
| Infrastructure | Percent of track segments under performance restriction (Not applicable to the SETRPC-MPO) |

On August 30, 2018, the SETRPC-MPO Transportation Planning Committee adopted the Transit Asset Management Performance Targets listed in Table 9 below. These performance targets are applicable to BMT, PAT, and SETT.

Table 9: Transit Asset Management Performance Targets Adopted by the SETRPC-MPO

| Asset Category | Service Area | Asset Class | 2018 Target for Exceeding Useful Life Benchmark |
|----------------|--------------|---|---|
| Rolling Stock | Urban | Buses | 25% |
| | | Vans | |
| | | Minivan | |
| | | Automobiles | |
| | | Service Vehicles | 50% |
| | Rural | Cutaway Vans | 25% |
| | | Vans | |
| | | Automobiles | |
| | | Service Vehicles | 50% |
| | Urban | Non-Revenue Utility Vehicles | 50% |
| | | Non-Revenue Supervisor Vehicle | 50% |
| Facility | Urban | Transit Administration & Maintenance Building | 25% |
| | | Transit Intermodal Terminal | 25% |
| | Rural | Transit Administration & Maintenance Building | 25% |
| | | Transit Intermodal Terminal | 25% |
| Equipment | Urban | Equipment | 50% |
| | Rural | Equipment | 50% |

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.

Due to a September 14, 2018 DC Circuit Court ruling in the *South Coast Air Quality Management District v. EPA*, the Court denied the petitions for rehearing except for the vacatur of the rule that exempts orphan areas, which includes the JOHRTS region, from conformity requirements until February 16, 2019. This exemption means that the SETRPC-MPO can proceed with all planning and project development within the JOHRTS region taken prior to February 16, 2019 without being subject to transportation conformity requirements for the 1997 ozone standard.

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].

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**

**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 | Hardin | 0200-10-067 | US 69 | C | | TXDOT | \$2,500,000 |
| LIMITS FROM: | | FM 421, South | | | | REVISION DATE: | 04/2018 |
| LIMITS TO: | | US 96 | | | | MPO PROJECT ID: | 17003-F40N |
| DESCRIPTION: | | Widen existing highway to 4 lanes with a continuous left turn lane | | | | FUNDING CATEGORY: | 2 |
| REMARKS: | | Kimley Horn, Cobb-Finley, Waldrep TxDOT PM | | | | | |

PROJECT HISTORY:

| | | | | | | | | |
|---------------------------|-------------|--|-------------------|-------------|-----------|-----|-----|-------------|
| PRELIMINARY ENGINEERING: | \$254,053 | | | | | | | |
| ROW PURCHASE: | \$0 | | | | | | | |
| CONSTRUCTION ENGINEERING: | \$126,010 | | | | | | | |
| CONSTRUCTION COST: | \$2,540,526 | | 2U | \$2,000,000 | \$500,000 | \$0 | \$0 | \$2,500,000 |
| CONTINGENCIES: | \$50,556 | | | | | | | |
| INDIRECT COSTS: | \$0 | | | | | | | |
| BOND FINANCING: | \$0 | | | | | | | |
| POTENTIAL CHANGE ORDER: | \$95,016 | | | | | | | |
| TOTAL PROJECT COST: | \$3,066,161 | | FUNDING BY SHARE: | \$2,000,000 | \$500,000 | \$0 | \$0 | \$2,500,000 |

Authorized Funding by Category/Share:

| 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:

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

**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 | YOY COST | |
|---------------------------|---------------------------------|--------------|---------------------------------------|------------------|-------------|-------------------|--------------------|---------------------|
| BEAUMONT | Jefferson | 0065-07-062 | US 69 | C | | TXDOT | \$21,471,460 | |
| LIMITS FROM: | Tram Rd, South | | | | | REVISION DATE: | 10/2018 | |
| LIMITS TO: | LNVA Canal | | | | | MPO PROJECT ID: | 02002-F40N | |
| DESCRIPTION: | Widen freeway from 4 to 6 lanes | | | | | FUNDING CATEGORY: | 2 | |
| REMARKS: | | | | PROJECT HISTORY: | | | | |
| | | | | | | | | |
| | | | | | | | | |
| | | | | | | | | |
| PRELIMINARY ENGINEERING: | | \$1,286,179 | Authorized Funding by Category/Share: | | | | | |
| ROW PURCHASE: | | \$0 | | | | | | |
| CONSTRUCTION ENGINEERING: | | \$1,128,688 | | FEDERAL | STATE | LOCAL | LOCAL CONTRIBUTION | FUNDING BY CATEGORY |
| CONSTRUCTION COST: | | \$17,773,039 | 2U | \$17,177,168 | \$4,294,292 | \$0 | \$0 | \$21,471,460 |
| CONTINGENCIES: | | \$47,247 | | | | | | |
| INDIRECT COSTS: | | \$0 | | | | | | |
| BOND FINANCING: | | \$0 | | | | | | |
| POTENTIAL CHANGE ORDER: | | \$1,236,307 | | | | | | |
| TOTAL PROJECT COST: | | \$21,469,460 | FUNDING BY SHARE: | \$17,177,168 | \$4,294,292 | \$0 | \$0 | \$21,471,460 |

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

**FY 2019-2022 TRANSPORTATION IMPROVEMENT PROGRAM
BEAUMONT DISTRICT
SETRPC METROPOLITAN PLANNING ORGANIZATION
FEDERALLY FUNDED HIGHWAY PROJECTS
FY 2020**

| DISTRICT | COUNTY | CSJ | HWY | PHASE | CITY | PROJECT SPONSOR | YOE COST |
|--------------|-----------|---------------------|-------|-------|------|-------------------|--------------|
| BEAUMONT | Jefferson | 0200-16-020 | US 69 | C | | TXDOT | \$70,000,000 |
| LIMITS FROM: | | At SH 73 | | | | REVISION DATE: | 10/2018 |
| LIMITS TO: | | | | | | MPO PROJECT ID: | 18035-F40N |
| DESCRIPTION: | | Improve Interchange | | | | FUNDING CATEGORY: | 4 |
| REMARKS: | | | | | | | |

PROJECT HISTORY:

| | | | | | | | | |
|---------------------------|--------------|--|-------------------|--------------|--------------|-----|-----|--------------|
| PRELIMINARY ENGINEERING: | \$3,385,043 | | | | | | | |
| ROW PURCHASE: | \$0 | | | | | | | |
| CONSTRUCTION ENGINEERING: | \$3,378,134 | | | | | | | |
| CONSTRUCTION COST: | \$69,082,502 | | 4 | \$56,000,000 | \$14,000,000 | \$0 | \$0 | \$70,000,000 |
| CONTINGENCIES: | \$780,632 | | | | | | | |
| INDIRECT COSTS: | \$0 | | | | | | | |
| BOND FINANCING: | \$0 | | | | | | | |
| POTENTIAL CHANGE ORDER: | \$2,873,832 | | | | | | | |
| TOTAL PROJECT COST: | \$79,500,143 | | FUNDING BY SHARE: | \$56,000,000 | \$14,000,000 | \$0 | \$0 | \$70,000,000 |

Authorized Funding by Category/Share:

| DISTRICT | COUNTY | CSJ | HWY | PHASE | CITY | PROJECT SPONSOR | YOE COST |
|--------------|--------|--|-------|-------|------|-------------------|--------------|
| BEAUMONT | Orange | 0028-14-091 | IH 10 | C | | TXDOT | \$50,070,000 |
| LIMITS FROM: | | 0.54 miles east of FM 3247 | | | | REVISION DATE: | 10/2018 |
| LIMITS TO: | | Sabine river bridge | | | | MPO PROJECT ID: | 17002-F40N |
| DESCRIPTION: | | Widen existing mainlanes from 4 to 6 lanes | | | | FUNDING CATEGORY: | 12, 2 |

REMARKS:

PROJECT HISTORY:

| | | | | | | | | |
|---------------------------|--------------|--|-------------------|--------------|--------------|-----|-----|--------------|
| PRELIMINARY ENGINEERING: | \$2,421,726 | | | | | | | |
| ROW PURCHASE: | \$0 | | | | | | | |
| CONSTRUCTION ENGINEERING: | \$2,125,188 | | | | | | | |
| CONSTRUCTION COST: | \$49,422,970 | | 12 | \$14,720,000 | \$3,680,000 | \$0 | \$0 | \$18,400,000 |
| CONTINGENCIES: | \$88,961 | | 2U | \$25,336,000 | \$6,334,000 | \$0 | \$0 | \$31,670,000 |
| INDIRECT COSTS: | \$0 | | | | | | | |
| BOND FINANCING: | \$0 | | | | | | | |
| POTENTIAL CHANGE ORDER: | \$2,327,822 | | | | | | | |
| TOTAL PROJECT COST: | \$56,386,667 | | FUNDING BY SHARE: | \$40,056,000 | \$10,014,000 | \$0 | \$0 | \$50,070,000 |

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

**FY 2019-2022 TRANSPORTATION IMPROVEMENT PROGRAM
BEAUMONT DISTRICT
SETRPC METROPOLITAN PLANNING ORGANIZATION
FEDERALLY FUNDED HIGHWAY PROJECTS
FY 2021**

| DISTRICT | COUNTY | CSJ | HWY | PHASE | CITY | PROJECT SPONSOR | YOE COST |
|--------------|-----------|---|-------|-------|------|-------------------|---------------|
| BEAUMONT | Jefferson | 0028-13-135 | IH 10 | C | | TXDOT | \$300,000,000 |
| LIMITS FROM: | | Hollywood Overpass, East | | | | REVISION DATE: | 10/2018 |
| LIMITS TO: | | 7th Street | | | | MPO PROJECT ID: | 18034-F40N |
| DESCRIPTION: | | Widen freeway to 6 Main lanes and reconstruct Interchange | | | | FUNDING CATEGORY: | 12 |

REMARKS:

PROJECT HISTORY:

| | | | | | | | | |
|---------------------------|---------------|----|-------------------|---------------|--------------|-----|-----|---------------|
| PRELIMINARY ENGINEERING: | \$14,412,876 | | | | | | | |
| ROW PURCHASE: | \$0 | | | | | | | |
| CONSTRUCTION ENGINEERING: | \$12,648,034 | | | | | | | |
| CONSTRUCTION COST: | \$294,140,317 | 12 | | \$240,000,000 | \$60,000,000 | \$0 | \$0 | \$300,000,000 |
| CONTINGENCIES: | \$529,453 | | | | | | | |
| INDIRECT COSTS: | \$0 | | | | | | | |
| BOND FINANCING: | \$0 | | | | | | | |
| POTENTIAL CHANGE ORDER: | \$13,854,009 | | | | | | | |
| TOTAL PROJECT COST: | \$335,584,688 | | FUNDING BY SHARE: | \$240,000,000 | \$60,000,000 | \$0 | \$0 | \$300,000,000 |

Authorized Funding by Category/Share:

| DISTRICT | COUNTY | CSJ | HWY | PHASE | CITY | PROJECT SPONSOR | YOE COST |
|--------------|--------|--|-------|-------|------|-------------------|--------------|
| BEAUMONT | Hardin | 0200-09-069 | US 69 | C | | TXDOT | \$70,000,000 |
| LIMITS FROM: | | Tyler county line | | | | REVISION DATE: | 04/2018 |
| LIMITS TO: | | 0.75 miles south of FM 1003 | | | | MPO PROJECT ID: | 18002-F40E |
| DESCRIPTION: | | Construct new location 4 lane divided facility | | | | FUNDING CATEGORY: | 12, 4 |

REMARKS:

PROJECT HISTORY:

| | | | | | | | | |
|---------------------------|--------------|----|-------------------|--------------|--------------|-----|-----|--------------|
| PRELIMINARY ENGINEERING: | \$3,882,572 | | | | | | | |
| ROW PURCHASE: | \$0 | | | | | | | |
| CONSTRUCTION ENGINEERING: | \$3,930,113 | | | | | | | |
| CONSTRUCTION COST: | \$79,236,155 | 12 | | \$36,000,000 | \$9,000,000 | \$0 | \$0 | \$45,000,000 |
| CONTINGENCIES: | \$1,576,799 | 4 | | \$20,000,000 | \$5,000,000 | \$0 | \$0 | \$25,000,000 |
| INDIRECT COSTS: | \$5,055,267 | | | | | | | |
| BOND FINANCING: | \$0 | | | | | | | |
| POTENTIAL CHANGE ORDER: | \$2,963,432 | | | | | | | |
| TOTAL PROJECT COST: | \$96,644,338 | | FUNDING BY SHARE: | \$56,000,000 | \$14,000,000 | \$0 | \$0 | \$70,000,000 |

Authorized Funding by Category/Share:

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

**FY 2019-2022 TRANSPORTATION IMPROVEMENT PROGRAM
BEAUMONT DISTRICT
SETRPC METROPOLITAN PLANNING ORGANIZATION
FEDERALLY FUNDED HIGHWAY PROJECTS
FY 2021**

| DISTRICT | COUNTY | CSJ | HWY | PHASE | CITY | PROJECT SPONSOR | YOE COST |
|--------------|------------------------------|-------------|--------|-------|------|-------------------|--------------|
| BEAUMONT | Hardin | 0339-04-036 | SH 105 | C | | TXDOT | \$38,200,000 |
| LIMITS FROM: | .10 miles east of SH 326 | | | | | REVISION DATE: | 04/2018 |
| LIMITS TO: | Pine island Bayou | | | | | MPO PROJECT ID: | 18001-F40N |
| DESCRIPTION: | Widen to four lanes with CTL | | | | | FUNDING CATEGORY: | 2 |

REMARKS:

PROJECT HISTORY:

| | | | | | | | | |
|---------------------------|--------------|--|-------------------|--------------|-------------|-------|--------------------|---------------------|
| PRELIMINARY ENGINEERING: | \$2,118,775 | Authorized Funding by Category/Share: | | | | | | |
| ROW PURCHASE: | \$0 | | | | | | | |
| CONSTRUCTION ENGINEERING: | \$2,144,719 | | | FEDERAL | STATE | LOCAL | LOCAL CONTRIBUTION | FUNDING BY CATEGORY |
| CONSTRUCTION COST: | \$43,240,302 | 2U | | \$30,560,000 | \$7,640,000 | \$0 | \$0 | \$38,200,000 |
| CONTINGENCIES: | \$860,482 | | | | | | | |
| INDIRECT COSTS: | \$0 | | | | | | | |
| BOND FINANCING: | \$0 | | | | | | | |
| POTENTIAL CHANGE ORDER: | \$1,617,187 | | | | | | | |
| TOTAL PROJECT COST: | \$49,981,465 | | FUNDING BY SHARE: | \$30,560,000 | \$7,640,000 | \$0 | \$0 | \$38,200,000 |

| DISTRICT | COUNTY | CSJ | HWY | PHASE | CITY | PROJECT SPONSOR | YOE COST |
|--------------|---------------------------------|-------------|-------|-------|----------|-------------------|---------------|
| BEAUMONT | Jefferson | 0739-02-140 | IH 10 | C | Beaumont | TxDOT | \$200,000,000 |
| LIMITS FROM: | CR 131 (Walden Rd), East | | | | | REVISION DATE: | 10/2018 |
| LIMITS TO: | US 90 | | | | | MPO PROJECT ID: | 06006-F40N |
| DESCRIPTION: | Widen freeway from 4 to 6 lanes | | | | | FUNDING CATEGORY: | 2, 12 |

REMARKS:

PROJECT HISTORY:

| | | | | | | | | |
|---------------------------|---------------|--|-------------------|---------------|--------------|-------|--------------------|---------------------|
| PRELIMINARY ENGINEERING: | \$9,517,937 | Authorized Funding by Category/Share: | | | | | | |
| ROW PURCHASE: | \$0 | | | | | | | |
| CONSTRUCTION ENGINEERING: | \$8,352,475 | | | FEDERAL | STATE | LOCAL | LOCAL CONTRIBUTION | FUNDING BY CATEGORY |
| CONSTRUCTION COST: | \$194,243,606 | 2U | | \$124,000,000 | \$31,000,000 | \$0 | \$0 | \$155,000,000 |
| CONTINGENCIES: | \$349,638 | 12 | | \$36,000,000 | \$9,000,000 | \$0 | \$0 | \$45,000,000 |
| INDIRECT COSTS: | \$0 | | | | | | | |
| BOND FINANCING: | \$0 | | | | | | | |
| POTENTIAL CHANGE ORDER: | \$9,148,874 | | | | | | | |
| TOTAL PROJECT COST: | \$221,612,530 | | FUNDING BY SHARE: | \$160,000,000 | \$40,000,000 | \$0 | \$0 | \$200,000,000 |

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

GROUPED PROJECTS

STATEWIDE CSJs

FY 2019-2022

**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**

FY 2019 TRANSIT PROJECT DESCRIPTION
JOHRTS TRANSPORTATION IMPROVEMENT PROGRAM

| <u>General Project Information</u> | | <u>Funding Information (YOE)</u> | |
|--|-------------------------------------|--|-------------|
| Project Sponsor | BEAUMONT MUNICIPAL TRANSIT | Federal Funding Category | 5307 |
| MPO Project Information (reference number, etc) | 16001-TXXE | Federal (FTA) Funds | \$2,110,000 |
| | | State Funds from TxDOT | \$400,000 |
| | | Other Source | \$2,455,000 |
| FTA Apportionment Y | 2019 | Fiscal Year Cost | \$4,965,000 |
| Project Phase | | | |
| Description | OPERATING ASSISTANCE FOR FY 2019 | Total Project Cost | \$4,965,000 |
| | | Trans Dev Credits Requested | \$0 |
| Sec 5309 ID Number | | Trans Dev Credits Awarded (Date & Amount) | \$0 |
| Amendment Date & Action | | | |
| <u>General Project Information</u> | | <u>Funding Information (YOE)</u> | |
| Project Sponsor | BEAUMONT MUNICIPAL TRANSIT | Federal Funding Category | 5307 |
| MPO Project Information (reference number, etc) | 18003-TXXE | Federal (FTA) Funds | \$2,200,000 |
| | | State Funds from TxDOT | \$500,000 |
| | | Other Source | \$2,600,000 |
| FTA Apportionment Y | 2019 | Fiscal Year Cost | \$5,300,000 |
| Project Phase | | | |
| Description | OPERATING ASSISTANCE FOR FY 2019 | Total Project Cost | \$5,300,000 |
| | | Trans Dev Credits Requested | \$0 |
| Sec 5309 ID Number | | Trans Dev Credits Awarded (Date & Amount) | \$0 |
| Amendment Date & Action | | | |
| <u>General Project Information</u> | | <u>Funding Information (YOE)</u> | |
| Project Sponsor | PORT ARTHUR TRANSIT | Federal Funding Category | 5307 |
| MPO Project Information (reference number, etc) | 16002-TXXE | Federal (FTA) Funds | \$944,855 |
| | | State Funds from TxDOT | \$319,560 |
| | | Other Source | \$811,824 |
| FTA Apportionment Y | 2019 | Fiscal Year Cost | \$2,076,239 |
| Project Phase | | | |
| Description | OPERATING ASSISTANCE FOR FY 2019 | Total Project Cost | \$2,076,239 |
| | | Trans Dev Credits Requested | \$0 |
| Sec 5309 ID Number | | Trans Dev Credits Awarded (Date & Amount) | \$0 |
| Amendment Date & Action | | | |

**FY 2019 TRANSIT PROJECT DESCRIPTION
JOHRTS TRANSPORTATION IMPROVEMENT PROGRAM**

| <u>General Project Information</u> | | <u>Funding Information (YOE)</u> | |
|--|---|--|-------------|
| Project Sponsor | PORT ARTHUR TRANSIT | Federal Funding Category | 5307 |
| MPO Project Information (reference number, etc) | 18007-TXXE | Federal (FTA) Funds | \$1,501,200 |
| | | State Funds from TxDOT | |
| | | Other Source | \$166,800 |
| FTA Apportionment Y | 2019 | Fiscal Year Cost | \$1,668,000 |
| Project Phase | | | |
| Description | FACILITIES UPGRADE DEPOT CHARGERS, CONSTRUCTION/INSTALL CHARGER, ROUTE A & E | Total Project Cost | \$1,668,000 |
| Sec 5309 ID Number | | Trans Dev Credits Requested | \$0 |
| | | Trans Dev Credits Awarded (Date & Amount) | \$0 |
| Amendment Date & Action | | | |
| <u>General Project Information</u> | | <u>Funding Information (YOE)</u> | |
| Project Sponsor | PORT ARTHUR TRANSIT | Federal Funding Category | 5307 |
| MPO Project Information (reference number, etc) | 18008-TXXE | Federal (FTA) Funds | \$105,000 |
| | | State Funds from TxDOT | |
| | | Other Source | |
| FTA Apportionment Y | 2019 | Fiscal Year Cost | \$105,000 |
| Project Phase | | | |
| Description | FARE BOXES FOR NEW ELECTRIC BUSES | Total Project Cost | \$105,000 |
| Sec 5309 ID Number | | Trans Dev Credits Requested | \$0 |
| | | Trans Dev Credits Awarded (Date & Amount) | \$21,000 |
| Amendment Date & Action | | | |
| <u>General Project Information</u> | | <u>Funding Information (YOE)</u> | |
| Project Sponsor | PORT ARTHUR TRANSIT | Federal Funding Category | 5307 |
| MPO Project Information (reference number, etc) | 18010-TXXE | Federal (FTA) Funds | \$300,000 |
| | | State Funds from TxDOT | |
| | | Other Source | |
| FTA Apportionment Y | 2019 | Fiscal Year Cost | \$300,000 |
| Project Phase | | | |
| Description | VIDEO CAMERA SURVEILLANCE, FOR NEW BUSES | Total Project Cost | \$300,000 |
| Sec 5309 ID Number | | Trans Dev Credits Requested | \$0 |
| | | Trans Dev Credits Awarded (Date & Amount) | \$60,000 |
| Amendment Date & Action | | | |

**FY 2019 TRANSIT PROJECT DESCRIPTION
JOHRTS TRANSPORTATION IMPROVEMENT PROGRAM**

| <u>General Project Information</u> | | <u>Funding Information (YOE)</u> | |
|--|---|--|-----------|
| Project Sponsor | PORT ARTHUR TRANSIT | Federal Funding Category | 5307 |
| MPO Project Information (reference number, etc) | 18012-TXXE | Federal (FTA) Funds | \$399,681 |
| | | State Funds from TxDOT | |
| | | Other Source | |
| FTA Apportionment Y | 2019 | Fiscal Year Cost | \$399,681 |
| Project Phase | | | |
| Description | UPGRADE BUS STOPS, SHELTERS, BENCH'S OTHER AMENITIES | Total Project Cost | \$399,681 |
| | | Trans Dev Credits Requested | \$0 |
| Sec 5309 ID Number | | Trans Dev Credits Awarded (Date & Amount) | \$67,936 |
| Amendment Date & Action | | | |
| <u>General Project Information</u> | | <u>Funding Information (YOE)</u> | |
| Project Sponsor | PORT ARTHUR TRANSIT | Federal Funding Category | 5307 |
| MPO Project Information (reference number, etc) | 18013-TXXE | Federal (FTA) Funds | \$253,483 |
| | | State Funds from TxDOT | |
| | | Other Source | |
| FTA Apportionment Y | 2019 | Fiscal Year Cost | \$253,483 |
| Project Phase | | | |
| Description | FACILITY ENHANCEMENTS TERMINAL UPDATES | Total Project Cost | \$253,483 |
| | | Trans Dev Credits Requested | \$50,697 |
| Sec 5309 ID Number | | Trans Dev Credits Awarded (Date & Amount) | \$0 |
| Amendment Date & Action | | | |
| <u>General Project Information</u> | | <u>Funding Information (YOE)</u> | |
| Project Sponsor | PORT ARTHUR TRANSIT | Federal Funding Category | 5307 |
| MPO Project Information (reference number, etc) | 18014-TXXE | Federal (FTA) Funds | \$30,000 |
| | | State Funds from TxDOT | |
| | | Other Source | |
| FTA Apportionment Y | 2019 | Fiscal Year Cost | \$30,000 |
| Project Phase | | | |
| Description | SUPPORT VEHICLE | Total Project Cost | \$30,000 |
| | | Trans Dev Credits Requested | \$0 |
| Sec 5309 ID Number | | Trans Dev Credits Awarded (Date & Amount) | \$6,000 |
| Amendment Date & Action | | | |

FY 2019 TRANSIT PROJECT DESCRIPTION
JOHRTS TRANSPORTATION IMPROVEMENT PROGRAM

| <u>General Project Information</u> | | <u>Funding Information (YOE)</u> | |
|--|--|--|-------------|
| Project Sponsor | PORT ARTHUR TRANSIT | Federal Funding Category | 5307 |
| MPO Project Information (reference number, etc) | 18015-TXXE | Federal (FTA) Funds | \$944,855 |
| | | State Funds from TxDOT | \$319,560 |
| | | Other Source | \$811,824 |
| FTA Apportionment Y | 2019 | Fiscal Year Cost | \$2,076,239 |
| Project Phase | | | |
| Description | OPERATING ASSISTANCE FOR FY 2019 | Total Project Cost | \$2,076,239 |
| | | Trans Dev Credits Requested | \$0 |
| Sec 5309 ID Number | | Trans Dev Credits Awarded (Date & Amount) | \$0 |
| Amendment Date & Action | | | |
| <u>General Project Information</u> | | <u>Funding Information (YOE)</u> | |
| Project Sponsor | PORT ARTHUR TRANSIT | Federal Funding Category | 5307 |
| MPO Project Information (reference number, etc) | 18027-TXXE | Federal (FTA) Funds | \$1,282,500 |
| | | State Funds from TxDOT | |
| | | Other Source | \$198,837 |
| FTA Apportionment Y | 2019 | Fiscal Year Cost | \$1,481,337 |
| Project Phase | | | |
| Description | CAPITAL ASSISTANCE REPLACE 8 PARATRANSIT BUSES, 2 SUPPORT VEHICLES | Total Project Cost | \$1,481,337 |
| | | Trans Dev Credits Requested | \$132,511 |
| Sec 5309 ID Number | | Trans Dev Credits Awarded (Date & Amount) | \$0 |
| Amendment Date & Action | | | |
| <u>General Project Information</u> | | <u>Funding Information (YOE)</u> | |
| Project Sponsor | PORT ARTHUR TRANSIT | Federal Funding Category | 5307 |
| MPO Project Information (reference number, etc) | 18028-TXXE | Federal (FTA) Funds | \$126,741 |
| | | State Funds from TxDOT | |
| | | Other Source | |
| FTA Apportionment Y | 2019 | Fiscal Year Cost | \$126,741 |
| Project Phase | | | |
| Description | SECURITY (FENCING) | Total Project Cost | \$126,741 |
| | | Trans Dev Credits Requested | \$25,348 |
| Sec 5309 ID Number | | Trans Dev Credits Awarded (Date & Amount) | \$0 |
| Amendment Date & Action | | | |

**FY 2019 TRANSIT PROJECT DESCRIPTION
JOHRTS TRANSPORTATION IMPROVEMENT PROGRAM**

| <u>General Project Information</u> | | <u>Funding Information (YOE)</u> | |
|--|---|--|-----------|
| Project Sponsor | PORT ARTHUR TRANSIT | Federal Funding Category | 5307 |
| MPO Project Information (reference number, etc) | 18029-TXXE | Federal (FTA) Funds | \$359,101 |
| | | State Funds from TxDOT | |
| | | Other Source | |
| FTA Apportionment Y | 2019 | Fiscal Year Cost | \$359,101 |
| Project Phase | | | |
| Description | IMPROVE BUS STOPS FOR ADA COMPLIANCE, I.E. CONCRETE PADS, SIDEWALK, CURB RAMP | Total Project Cost | \$359,101 |
| | | Trans Dev Credits Requested | \$71,820 |
| Sec 5309 ID Number | | Trans Dev Credits Awarded (Date & Amount) | \$0 |
| Amendment Date & Action | | | |
| <u>General Project Information</u> | | <u>Funding Information (YOE)</u> | |
| Project Sponsor | PORT ARTHUR TRANSIT | Federal Funding Category | 5307 |
| MPO Project Information (reference number, etc) | 18030-TXXE | Federal (FTA) Funds | \$190,112 |
| | | State Funds from TxDOT | |
| | | Other Source | |
| FTA Apportionment Y | 2019 | Fiscal Year Cost | \$190,112 |
| Project Phase | | | |
| Description | ACQUIRE ITS TECHNOLOGY | Total Project Cost | \$190,112 |
| | | Trans Dev Credits Requested | \$38,022 |
| Sec 5309 ID Number | | Trans Dev Credits Awarded (Date & Amount) | \$0 |
| Amendment Date & Action | | | |
| <u>General Project Information</u> | | <u>Funding Information (YOE)</u> | |
| Project Sponsor | PORT ARTHUR TRANSIT | Federal Funding Category | 5307 |
| MPO Project Information (reference number, etc) | 18031-TXXE | Federal (FTA) Funds | \$147,865 |
| | | State Funds from TxDOT | |
| | | Other Source | |
| FTA Apportionment Y | 2019 | Fiscal Year Cost | \$147,865 |
| Project Phase | | | |
| Description | STAFF PROJECT PLANNING/ MANAGEMENT | Total Project Cost | \$147,865 |
| | | Trans Dev Credits Requested | \$29,573 |
| Sec 5309 ID Number | | Trans Dev Credits Awarded (Date & Amount) | \$0 |
| Amendment Date & Action | | | |

**FY 2019 TRANSIT PROJECT DESCRIPTION
JOHRTS TRANSPORTATION IMPROVEMENT PROGRAM**

| <u>General Project Information</u> | | <u>Funding Information (YOE)</u> | |
|--|-------------------------------------|--|-----------|
| Project Sponsor | PORT ARTHUR TRANSIT | Federal Funding Category | 5307 |
| MPO Project Information (reference number, etc) | 18032-TXXE | Federal (FTA) Funds | \$549,213 |
| | | State Funds from TxDOT | |
| | | Other Source | |
| FTA Apportionment Y | 2019 | Fiscal Year Cost | \$549,213 |
| Project Phase | | | |
| Description | PREVENTATIVE MAINTENANCE | Total Project Cost | \$549,213 |
| | | Trans Dev Credits Requested | \$109,843 |
| Sec 5309 ID Number | | Trans Dev Credits Awarded (Date & Amount) | \$0 |
| Amendment Date & Action | | | |
| <u>General Project Information</u> | | <u>Funding Information (YOE)</u> | |
| Project Sponsor | SOUTH EAST TEXAS TRANSIT | Federal Funding Category | 5310 |
| MPO Project Information (reference number, etc) | 16003-TXXE | Federal (FTA) Funds | \$182,821 |
| | | State Funds from TxDOT | |
| | | Other Source | \$45,705 |
| FTA Apportionment Y | 2019 | Fiscal Year Cost | \$228,526 |
| Project Phase | | | |
| Description | OPERATING ASSISTANCE FOR FY 2019 | Total Project Cost | \$228,526 |
| | | Trans Dev Credits Requested | \$0 |
| Sec 5309 ID Number | | Trans Dev Credits Awarded (Date & Amount) | \$0 |
| Amendment Date & Action | | | |
| <u>General Project Information</u> | | <u>Funding Information (YOE)</u> | |
| Project Sponsor | SOUTH EAST TEXAS TRANSIT | Federal Funding Category | 5310 |
| MPO Project Information (reference number, etc) | 18019-TXXE | Federal (FTA) Funds | \$182,821 |
| | | State Funds from TxDOT | |
| | | Other Source | \$45,705 |
| FTA Apportionment Y | 2019 | Fiscal Year Cost | \$228,526 |
| Project Phase | | | |
| Description | OPERATING ASSISTANCE FOR FY 2019 | Total Project Cost | \$228,526 |
| | | Trans Dev Credits Requested | \$0 |
| Sec 5309 ID Number | | Trans Dev Credits Awarded (Date & Amount) | \$0 |
| Amendment Date & Action | | | |

FY 2019 TRANSIT PROJECT DESCRIPTION
JOHRTS TRANSPORTATION IMPROVEMENT PROGRAM

| <u>General Project Information</u> | | <u>Funding Information (YOE)</u> | |
|--|---|--|-------------|
| Project Sponsor | SOUTH EAST TEXAS TRANSIT | Federal Funding Category | 5311 |
| MPO Project Information (reference number, etc) | 16006-TXXE | Federal (FTA) Funds | \$502,153 |
| | | State Funds from TxDOT | \$366,672 |
| | | Other Source | \$260,812 |
| FTA Apportionment Y | 2019 | Fiscal Year Cost | \$1,129,637 |
| Project Phase | | | |
| Description | ADMINISTRATION AND OPERATION OF A RURAL TRANSPORTATION PROGRAM (2019) | Total Project Cost | \$1,129,637 |
| | | Trans Dev Credits Requested | \$0 |
| Sec 5309 ID Number | | Trans Dev Credits Awarded (Date & Amount) | \$0 |
| Amendment Date & Action | | | |

| <u>General Project Information</u> | | <u>Funding Information (YOE)</u> | |
|--|---|--|-------------|
| Project Sponsor | SOUTH EAST TEXAS TRANSIT | Federal Funding Category | 5311 |
| MPO Project Information (reference number, etc) | 18023-TXXE | Federal (FTA) Funds | \$502,153 |
| | | State Funds from TxDOT | \$366,672 |
| | | Other Source | \$260,812 |
| FTA Apportionment Y | 2019 | Fiscal Year Cost | \$1,129,637 |
| Project Phase | | | |
| Description | ADMINISTRATION AND OPERATION OF A RURAL TRANSPORTATION PROGRAM (2019) | Total Project Cost | \$1,129,637 |
| | | Trans Dev Credits Requested | \$0 |
| Sec 5309 ID Number | | Trans Dev Credits Awarded (Date & Amount) | \$0 |
| Amendment Date & Action | | | |

**FY 2020 TRANSIT PROJECT DESCRIPTION
JOHRTS TRANSPORTATION IMPROVEMENT PROGRAM**

| <u>General Project Information</u> | | <u>Funding Information (YOE)</u> | |
|--|-------------------------------------|--|-------------|
| Project Sponsor | BEAUMONT MUNICIPAL TRANSIT | Federal Funding Category | 5307 |
| MPO Project Information (reference number, etc) | 16007-TXXE | Federal (FTA) Funds | \$2,120,000 |
| | | State Funds from TxDOT | \$400,000 |
| | | Other Source | \$2,480,000 |
| FTA Apportionment Y | 2020 | Fiscal Year Cost | \$5,000,000 |
| Project Phase | | | |
| Description | OPERATING ASSISTANCE FOR FY 2020 | Total Project Cost | \$5,000,000 |
| | | Trans Dev Credits Requested | \$0 |
| Sec 5309 ID Number | | Trans Dev Credits Awarded (Date & Amount) | \$0 |
| Amendment Date & Action | | | |
| <u>General Project Information</u> | | <u>Funding Information (YOE)</u> | |
| Project Sponsor | BEAUMONT MUNICIPAL TRANSIT | Federal Funding Category | 5307 |
| MPO Project Information (reference number, etc) | 18004-TXXE | Federal (FTA) Funds | \$2,250,000 |
| | | State Funds from TxDOT | \$400,000 |
| | | Other Source | \$2,700,000 |
| FTA Apportionment Y | 2020 | Fiscal Year Cost | \$5,350,000 |
| Project Phase | | | |
| Description | OPERATING ASSISTANCE FOR FY 2020 | Total Project Cost | \$5,350,000 |
| | | Trans Dev Credits Requested | \$0 |
| Sec 5309 ID Number | | Trans Dev Credits Awarded (Date & Amount) | \$0 |
| Amendment Date & Action | | | |
| <u>General Project Information</u> | | <u>Funding Information (YOE)</u> | |
| Project Sponsor | PORT ARTHUR TRANSIT | Federal Funding Category | 5307 |
| MPO Project Information (reference number, etc) | 16008-TXXE | Federal (FTA) Funds | \$944,855 |
| | | State Funds from TxDOT | \$319,560 |
| | | Other Source | \$811,824 |
| FTA Apportionment Y | 2020 | Fiscal Year Cost | \$2,076,239 |
| Project Phase | | | |
| Description | OPERATING ASSISTANCE FOR FY 2020 | Total Project Cost | \$2,076,239 |
| | | Trans Dev Credits Requested | \$0 |
| Sec 5309 ID Number | | Trans Dev Credits Awarded (Date & Amount) | \$0 |
| Amendment Date & Action | | | |

FY 2020 TRANSIT PROJECT DESCRIPTION
JOHRTS TRANSPORTATION IMPROVEMENT PROGRAM

| <u>General Project Information</u> | | <u>Funding Information (YOE)</u> | |
|--|---|--|-------------|
| Project Sponsor | PORT ARTHUR TRANSIT | Federal Funding Category | 5307 |
| MPO Project Information (reference number, etc) | 18009-TXXE | Federal (FTA) Funds | \$255,941 |
| | | State Funds from TxDOT | |
| | | Other Source | |
| FTA Apportionment Y | 2020 | Fiscal Year Cost | \$225,941 |
| Project Phase | | | |
| Description | UPGRADE BUS STOPS, SHELTERS, BENCH'S OTHER AMENITIES | Total Project Cost | \$225,941 |
| | | Trans Dev Credits Requested | \$0 |
| Sec 5309 ID Number | | Trans Dev Credits Awarded (Date & Amount) | \$51,188 |
| Amendment Date & Action | | | |
| <u>General Project Information</u> | | <u>Funding Information (YOE)</u> | |
| Project Sponsor | PORT ARTHUR TRANSIT | Federal Funding Category | 5307 |
| MPO Project Information (reference number, etc) | 18011-TXXE | Federal (FTA) Funds | \$350,000 |
| | | State Funds from TxDOT | |
| | | Other Source | |
| FTA Apportionment Y | 2020 | Fiscal Year Cost | \$350,000 |
| Project Phase | | | |
| Description | DISPATCH AND SCHEDULING SOFTWARE | Total Project Cost | \$350,000 |
| | | Trans Dev Credits Requested | \$0 |
| Sec 5309 ID Number | | Trans Dev Credits Awarded (Date & Amount) | \$70,000 |
| Amendment Date & Action | | | |
| <u>General Project Information</u> | | <u>Funding Information (YOE)</u> | |
| Project Sponsor | PORT ARTHUR TRANSIT | Federal Funding Category | 5307 |
| MPO Project Information (reference number, etc) | 18016-TXXE | Federal (FTA) Funds | \$944,855 |
| | | State Funds from TxDOT | \$319,560 |
| | | Other Source | \$811,824 |
| FTA Apportionment Y | 2020 | Fiscal Year Cost | \$2,076,239 |
| Project Phase | | | |
| Description | OPERATING ASSISTANCE FOR FY 2020 | Total Project Cost | \$2,076,239 |
| | | Trans Dev Credits Requested | \$0 |
| Sec 5309 ID Number | | Trans Dev Credits Awarded (Date & Amount) | \$0 |
| Amendment Date & Action | | | |

**FY 2020 TRANSIT PROJECT DESCRIPTION
JOHRTS TRANSPORTATION IMPROVEMENT PROGRAM**

| <u>General Project Information</u> | | <u>Funding Information (YOE)</u> | |
|--|--|--|-------------|
| Project Sponsor | PORT ARTHUR TRANSIT | Federal Funding Category | 5307 |
| MPO Project Information (reference number, etc) | 18033-TXXE | Federal (FTA) Funds | \$2,292,834 |
| | | State Funds from TxDOT | |
| | | Other Source | |
| FTA Apportionment Y | 2020 | Fiscal Year Cost | \$2,292,834 |
| Project Phase | | | |
| Description | ELECTRIC VEHICLE (LoNo) PROJECT; REHAB BUS ENGINES/PREV. MAINTENANCE | Total Project Cost | \$2,292,834 |
| | | Trans Dev Credits Requested | \$458,567 |
| Sec 5309 ID Number | | Trans Dev Credits Awarded (Date & Amount) | \$0 |
| Amendment Date & Action | | | |
| <u>General Project Information</u> | | <u>Funding Information (YOE)</u> | |
| Project Sponsor | SOUTH EAST TEXAS TRANSIT | Federal Funding Category | 5310 |
| MPO Project Information (reference number, etc) | 16009-TXXE | Federal (FTA) Funds | \$182,821 |
| | | State Funds from TxDOT | |
| | | Other Source | \$45,705 |
| FTA Apportionment Y | 2020 | Fiscal Year Cost | \$228,526 |
| Project Phase | | | |
| Description | OPERATING ASSISTANCE FOR FY 2020 | Total Project Cost | \$228,526 |
| | | Trans Dev Credits Requested | \$0 |
| Sec 5309 ID Number | | Trans Dev Credits Awarded (Date & Amount) | \$0 |
| Amendment Date & Action | | | |
| <u>General Project Information</u> | | <u>Funding Information (YOE)</u> | |
| Project Sponsor | SOUTH EAST TEXAS TRANSIT | Federal Funding Category | 5310 |
| MPO Project Information (reference number, etc) | 18020-TXXE | Federal (FTA) Funds | \$182,821 |
| | | State Funds from TxDOT | |
| | | Other Source | \$45,705 |
| FTA Apportionment Y | 2020 | Fiscal Year Cost | \$228,526 |
| Project Phase | | | |
| Description | OPERATING ASSISTANCE FOR FY 2020 | Total Project Cost | \$228,526 |
| | | Trans Dev Credits Requested | \$0 |
| Sec 5309 ID Number | | Trans Dev Credits Awarded (Date & Amount) | \$0 |
| Amendment Date & Action | | | |

FY 2020 TRANSIT PROJECT DESCRIPTION
JOHRTS TRANSPORTATION IMPROVEMENT PROGRAM

| <u>General Project Information</u> | | <u>Funding Information (YOE)</u> | |
|--|---|--|-------------|
| Project Sponsor | SOUTH EAST TEXAS TRANSIT | Federal Funding Category | 5311 |
| MPO Project Information (reference number, etc) | 16010-TXXE | Federal (FTA) Funds | \$502,153 |
| | | State Funds from TxDOT | \$366,672 |
| | | Other Source | \$260,812 |
| FTA Apportionment Y | 2020 | Fiscal Year Cost | \$1,129,637 |
| Project Phase | | | |
| Description | ADMINISTRATION AND OPERATION OF A RURAL TRANSPORTATION PROGRAM (2020) | Total Project Cost | \$1,129,637 |
| | | Trans Dev Credits Requested | \$0 |
| Sec 5309 ID Number | | Trans Dev Credits Awarded (Date & Amount) | \$0 |
| Amendment Date & Action | | | |

| <u>General Project Information</u> | | <u>Funding Information (YOE)</u> | |
|--|---|--|-------------|
| Project Sponsor | SOUTH EAST TEXAS TRANSIT | Federal Funding Category | 5311 |
| MPO Project Information (reference number, etc) | 18024-TXXE | Federal (FTA) Funds | \$502,153 |
| | | State Funds from TxDOT | \$366,672 |
| | | Other Source | \$260,812 |
| FTA Apportionment Y | 2020 | Fiscal Year Cost | \$1,129,637 |
| Project Phase | | | |
| Description | ADMINISTRATION AND OPERATION OF A RURAL TRANSPORTATION PROGRAM (2020) | Total Project Cost | \$1,129,637 |
| | | Trans Dev Credits Requested | \$0 |
| Sec 5309 ID Number | | Trans Dev Credits Awarded (Date & Amount) | \$0 |
| Amendment Date & Action | | | |

FY 2021 TRANSIT PROJECT DESCRIPTION
JOHRTS TRANSPORTATION IMPROVEMENT PROGRAM

| <u>General Project Information</u> | | <u>Funding Information (YOE)</u> | |
|--|----------------------------------|--|-------------|
| Project Sponsor | BEAUMONT MUNICIPAL TRANSIT | Federal Funding Category | 5307 |
| MPO Project Information (reference number, etc) | 18005-TXXE | Federal (FTA) Funds | \$2,300,000 |
| | | State Funds from TxDOT | \$400,000 |
| | | Other Source | \$2,750,000 |
| FTA Apportionment Y | 2021 | Fiscal Year Cost | \$5,450,000 |
| Project Phase | | | |
| Description | OPERATING ASSISTANCE FOR FY 2021 | Total Project Cost | \$5,450,000 |
| | | Trans Dev Credits Requested | \$0 |
| Sec 5309 ID Number | | Trans Dev Credits Awarded (Date & Amount) | \$0 |
| Amendment Date & Action | | | |
| <u>General Project Information</u> | | <u>Funding Information (YOE)</u> | |
| Project Sponsor | PORT ARTHUR TRANSIT | Federal Funding Category | 5307 |
| MPO Project Information (reference number, etc) | 18017-TXXE | Federal (FTA) Funds | \$944,855 |
| | | State Funds from TxDOT | \$319,560 |
| | | Other Source | \$811,824 |
| FTA Apportionment Y | 2021 | Fiscal Year Cost | \$2,076,239 |
| Project Phase | | | |
| Description | OPERATING ASSISTANCE FOR FY 2021 | Total Project Cost | \$2,076,239 |
| | | Trans Dev Credits Requested | \$0 |
| Sec 5309 ID Number | | Trans Dev Credits Awarded (Date & Amount) | \$0 |
| Amendment Date & Action | | | |
| <u>General Project Information</u> | | <u>Funding Information (YOE)</u> | |
| Project Sponsor | SOUTH EAST TEXAS TRANSIT | Federal Funding Category | 5310 |
| MPO Project Information (reference number, etc) | 18021-TXXE | Federal (FTA) Funds | \$182,821 |
| | | State Funds from TxDOT | |
| | | Other Source | \$45,705 |
| FTA Apportionment Y | 2021 | Fiscal Year Cost | \$228,526 |
| Project Phase | | | |
| Description | OPERATING ASSISTANCE FOR FY 2021 | Total Project Cost | \$228,526 |
| | | Trans Dev Credits Requested | \$0 |
| Sec 5309 ID Number | | Trans Dev Credits Awarded (Date & Amount) | \$0 |
| Amendment Date & Action | | | |

**FY 2021 TRANSIT PROJECT DESCRIPTION
JOHRTS TRANSPORTATION IMPROVEMENT PROGRAM**

| <u>General Project Information</u> | | <u>Funding Information (YOE)</u> | |
|--|---|--|-------------|
| Project Sponsor | SOUTH EAST TEXAS TRANSIT | Federal Funding Category | 5311 |
| MPO Project Information (reference number, etc) | 18025-TXXE | Federal (FTA) Funds | \$502,153 |
| | | State Funds from TxDOT | \$366,672 |
| | | Other Source | \$260,812 |
| FTA Apportionment Y | 2021 | Fiscal Year Cost | \$1,129,637 |
| Project Phase | | | |
| Description | ADMINISTRATION AND OPERATION OF A RURAL TRANSPORTATION PROGRAM (2021) | Total Project Cost | \$1,129,637 |
| Sec 5309 ID Number | | Trans Dev Credits Requested | \$0 |
| | | Trans Dev Credits Awarded (Date & Amount) | \$0 |
| Amendment Date & Action | | | |

FY 2022 TRANSIT PROJECT DESCRIPTION
JOHRTS TRANSPORTATION IMPROVEMENT PROGRAM

| <u>General Project Information</u> | | <u>Funding Information (YOE)</u> | |
|--|----------------------------------|--|-------------|
| Project Sponsor | BEAUMONT MUNICIPAL TRANSIT | Federal Funding Category | 5307 |
| MPO Project Information (reference number, etc) | 18006-TXXE | Federal (FTA) Funds | \$2,350,000 |
| | | State Funds from TxDOT | \$400,000 |
| | | Other Source | \$2,800,000 |
| FTA Apportionment Y | 2022 | Fiscal Year Cost | \$5,550,000 |
| Project Phase | | | |
| Description | OPERATING ASSISTANCE FOR FY 2022 | Total Project Cost | \$5,550,000 |
| | | Trans Dev Credits Requested | \$0 |
| Sec 5309 ID Number | | Trans Dev Credits Awarded (Date & Amount) | \$0 |
| Amendment Date & Action | | | |
| <u>General Project Information</u> | | <u>Funding Information (YOE)</u> | |
| Project Sponsor | PORT ARTHUR TRANSIT | Federal Funding Category | 5307 |
| MPO Project Information (reference number, etc) | 18018-TXXE | Federal (FTA) Funds | \$944,855 |
| | | State Funds from TxDOT | \$319,560 |
| | | Other Source | \$811,824 |
| FTA Apportionment Y | 2022 | Fiscal Year Cost | \$2,076,239 |
| Project Phase | | | |
| Description | OPERATING ASSISTANCE FOR FY 2022 | Total Project Cost | \$2,076,239 |
| | | Trans Dev Credits Requested | \$0 |
| Sec 5309 ID Number | | Trans Dev Credits Awarded (Date & Amount) | \$0 |
| Amendment Date & Action | | | |
| <u>General Project Information</u> | | <u>Funding Information (YOE)</u> | |
| Project Sponsor | SOUTH EAST TEXAS TRANSIT | Federal Funding Category | 5310 |
| MPO Project Information (reference number, etc) | 18022-TXXE | Federal (FTA) Funds | \$182,821 |
| | | State Funds from TxDOT | |
| | | Other Source | \$45,705 |
| FTA Apportionment Y | 2022 | Fiscal Year Cost | \$228,526 |
| Project Phase | | | |
| Description | OPERATING ASSISTANCE FOR FY 2022 | Total Project Cost | \$228,526 |
| | | Trans Dev Credits Requested | \$0 |
| Sec 5309 ID Number | | Trans Dev Credits Awarded (Date & Amount) | \$0 |
| Amendment Date & Action | | | |

**FY 2022 TRANSIT PROJECT DESCRIPTION
JOHRTS TRANSPORTATION IMPROVEMENT PROGRAM**

| <u>General Project Information</u> | | <u>Funding Information (YOE)</u> | |
|--|---|--|-------------|
| Project Sponsor | SOUTH EAST TEXAS TRANSIT | Federal Funding Category | 5311 |
| MPO Project Information (reference number, etc) | 18026-TXXE | Federal (FTA) Funds | \$502,153 |
| | | State Funds from TxDOT | \$366,672 |
| | | Other Source | \$260,812 |
| FTA Apportionment Y | 2022 | Fiscal Year Cost | \$1,129,637 |
| Project Phase | | | |
| Description | ADMINISTRATION AND OPERATION OF A RURAL TRANSPORTATION PROGRAM (2022) | Total Project Cost | \$1,129,637 |
| Sec 5309 ID Number | | Trans Dev Credits Requested | \$0 |
| | | Trans Dev Credits Awarded (Date & Amount) | \$0 |
| Amendment Date & Action | | | |

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

**FY 2019-2020 TRANSPORTATION IMPROVEMENT PROGRAM
BEAUMONT DISTRICT
SETRPC METROPOLITAN PLANNING ORGANIZATION
RIGHT-OF-WAY PROJECTS**

| DISTRICT | COUNTY | CSJ | HWY | PHASE | MPO PROJECT NUMBER |
|--------------|--|-------------|------------|-----------|--------------------|
| BEAUMONT | JEFFERSON | 0920-38-189 | CS | ROW | 02001-ROWP |
| LIMITS FROM: | DOWLEN ROAD FROM US 90, SOUTH | | LIMITS TO: | WALDEN RD | |
| DESCRIPTION: | CONSTRUCT A FOUR LANE STREET | | | | |
| REMARKS: | Includes MPO ID Number 06001/CSJ 0920-38-190 (Limits from Port Arthur Freshwater Canal to Walden Road) and Phase I of MPO ID Number 02001/CSJ 0920-38-189 (Limits US 90 to Jane's Gully) | | | | |
| BEAUMONT | JEFFERSON | 0920-38-187 | CS | ROW | 96016-ROWP |
| LIMITS FROM: | WASHINGTON BOULEVARD AT GUINN AVE | | LIMITS TO: | LANGHAM | |
| DESCRIPTION: | CONSTRUCT A FOUR LANE STREET WITH CLT | | | | |
| REMARKS: | | | | | |

FEASIBILITY STUDIES

FY 2019-2022

No projects included.

FINANCIAL SUMMARY

FY 2019-2022



SETRPC Metropolitan Planning Organization 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 | \$23,971,460 | \$23,971,460 | \$31,670,000 | \$31,670,000 | \$193,200,000 | \$193,200,000 | \$0 | \$0 | \$248,841,460 | \$248,841,460 |
| 3 | Non-Traditionally Funded Transportation Project | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| 4 | Statewide Connectivity Corridor Projects | \$0 | \$0 | \$70,000,000 | \$70,000,000 | \$25,000,000 | \$25,000,000 | \$0 | \$0 | \$95,000,000 | \$95,000,000 |
| 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 | \$18,400,000 | \$18,400,000 | \$390,000,000 | \$390,000,000 | \$0 | \$0 | \$408,400,000 | \$408,400,000 |
| 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 | | \$25,171,460 | \$25,171,460 | \$120,070,000 | \$120,070,000 | \$608,200,000 | \$608,200,000 | \$0 | \$0 | \$753,441,460 | \$753,441,460 |

Funding by Participation Source

| Source | FY 2019 | FY 2020 | FY 2021 | FY 2022 | Total |
|---|---------------------|----------------------|----------------------|------------|----------------------|
| Federal | \$20,377,168 | \$96,056,000 | \$486,560,000 | \$0 | \$602,993,168 |
| State | \$4,794,292 | \$24,014,000 | \$121,640,000 | \$0 | \$150,448,292 |
| 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 - Vehicular 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 | \$25,171,460 | \$120,070,000 | \$608,200,000 | \$0 | \$753,441,460 |



SETRPC Metropolitan Planning Organization 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 | \$10,844,888 | \$8,217,768 | \$19,062,656 | \$9,158,485 | \$8,242,768 | \$17,401,253 | \$3,244,855 | \$4,281,384 | \$7,526,239 |
| 2 | Sec.5307 - Urbanized Formula <200K | \$599,718 | \$365,637 | \$965,355 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| 3 | Sec. 5309 - Fixed Guideway Investment | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| 4 | Sec. 5337 - State of Good repair | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| 5 | Sec. 5339 - Bus & Bus Facilities >200K | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| 6 | Sec. 5310 - Seniors & People w/Disabilities >200K | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| 7 | Sec. 5316 - JARC >200K | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| 8 | Sec. 5317 - New Freedom >200K | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| 9 | Sec. 5310 - Seniors & People w/Disabilities <200K | \$365,642 | \$91,410 | \$457,052 | \$365,642 | \$91,410 | \$457,052 | \$182,821 | \$45,705 | \$228,526 |
| 10 | Sec. 5311 | \$1,004,306 | \$1,254,968 | \$2,259,274 | \$1,004,306 | \$1,254,968 | \$2,259,274 | \$502,153 | \$627,484 | \$1,129,637 |
| 10 | Regionally Significant or Other (incl FHWA transfers) | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| Total Funds | | \$12,814,554 | \$9,929,783 | \$22,744,337 | \$10,528,433 | \$9,589,146 | \$20,117,579 | \$3,929,829 | \$4,954,573 | \$8,884,402 |
| Transit Development Credits | | | | | | | | | | |
| | Requested | \$457,814 | \$0 | \$457,814 | \$458,567 | \$0 | \$458,567 | \$0 | \$0 | \$0 |
| | Awarded | \$154,936 | \$0 | \$154,936 | \$121,188 | \$0 | \$121,188 | \$0 | \$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 | \$45,135,468 | \$42,086,944 | \$87,222,412 |
| \$0 | \$0 | \$0 | \$599,718 | \$532,437 | \$1,132,155 |
| \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| \$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 | \$1,828,210 | \$457,050 | \$2,285,260 |
| \$502,153 | \$627,484 | \$1,129,637 | \$5,021,530 | \$6,274,840 | \$11,296,370 |
| \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| \$3,979,829 | \$5,004,573 | \$8,984,402 | \$52,584,926 | \$49,351,271 | \$101,936,197 |
| \$0 | \$0 | \$0 | \$0 | \$0 | \$916,381 |
| \$0 | \$0 | \$0 | \$0 | \$0 | \$276,124 |

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

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 2019-2020 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 2019-2020 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 2019-2020 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 |

**FY 2019-2020 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 |

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 2019-2022 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: | | | | | |

APPENDIX E

Integration of Performance Measures into the SETRPC-MPO FY 2019-2022 Transportation Improvement Program

INTRODUCTION

Initiated as part of the Moving Ahead for Progress in the 21st Century (MAP-21) and continued in the Fixing America's Surface Transportation (FAST) Act, State Departments of Transportation (DOTs) and Metropolitan Planning Organizations (MPOs) are required to move towards a performance-based planning process with an emphasis on project selection based on specific planning factors. In the JOHRTS Metropolitan Transportation Plan (MTP) 2045 developed under MAP-21, the SETRPC-MPO focused on the following factors for selection of projects in its Fiscally-Constrained Project List:

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

Under Map-21, States are required to set annual safety performance targets. The annual measures States set targets for include:

- Number of fatalities (The total number of persons suffering fatal injuries in a motor vehicle crash during a calendar year).
- Rate of fatalities per 100 million vehicle miles traveled (VMT) (The ratio of total number of fatalities to the number of vehicle miles traveled (VMT expressed in 100 Million VMT) in a calendar year).
- Number of serious injuries (The total number of persons suffering at least one serious injury in a motor vehicle crash during a calendar year).
- Rate of serious injuries per 100 million VMT (The ratio of total number of serious injuries to the number of VMT (VMT expressed in 100 Million VMT) in a calendar year).
- Number of non-motorized fatalities and number of non-motorized serious injuries combined (The combined total number of non-motorized fatalities and non-motorized serious injuries involving a motor vehicle during a calendar year).

The Texas Department of Transportation established the statewide targets to support the Strategic Highway Safety Plan (SHSP) and the Highway Safety Improvement Program (HSIP). Once the State of Texas set their safety targets, MPOs within Texas were required to either adopt the Texas targets or set their own that would help achieve the statewide target. The SETRPC-MPO chose to adopt the state targets. These statewide targets are:

- Total Traffic Fatalities Per Calendar Year: 3,703.8
- Rate of Traffic Fatalities Per 100M VMT: 1.432
- Number of Serious Injuries: 17,565

- Rate of Serious Injuries Per 100M VMT: 6.740
- Number of Non-Motorized Fatalities and Serious Injuries: 2,150

As part of the FAST Act, performance measures were incorporated for transit agencies, primarily through the Transit Asset Management (TAM) assessment and planning requirements. The TAM plans for Beaumont Municipal Transit (BMT), Port Arthur Transit (PAT), and South East Texas Transit (SETT) were developed to meet that requirement. All assets owned by BMT, PAT, and SET were examined using the Federal Transit Administration (FTA) Transit Economic Requirements Model (TERM) which uses a scale of one to five to determine the quality of the asset. The scale is as follows:

| | |
|---------------|--|
| 1 = Poor | The asset is critically damaged or in need of immediate repair; well past useful life. |
| 2 = Marginal | Defective or deteriorated in need of replacement; exceeded useful life. |
| 3 = Adequate | Moderately deteriorated or defective; has not exceeded useful life. |
| 4 = Good | Good condition, no longer new, may be slightly defective/deteriorated but is functional. |
| 5 = Excellent | No visible defects, new or near new, may still be under warranty if applicable. |

An asset is deemed to be in good repair if it has a rating of 3, 4, or 5 on this scale. Likewise, a facility is deemed to not be in good repair if it has a rating of 1 or 2. Using this scale, BMT, PAT, and SETT examined revenue vehicles, non-revenue vehicles and facilities. Based on the rating, BMT, PAT, and SETT developed investment priorities. The SETRPC-MPO incorporated these investment priorities into the TAM performance targets which the Transportation Planning Committee adopted on August 30, 2018.

Upon adoption of the FAST Act, a direct correlation between safety targets and TAM plans needed to be established through project selection as reflected in the Transportation Improvement Programs (TIPs). By rule, TIPs amended or updated on or after 5/27/2018 must meet the Performance-Based Planning and Programming (PBPP) planning requirements [81 FR 34050] for the safety performance measures. TIPs amended or updated on or after 10/1/2018 must meet the PBPP planning requirements for FTA's Transit Asset Management Final Rule. A narrative must be developed to show how projects included in the SETRPC-MPO "DRAFT" 2019-20122 TIP help achieve safety and TAM plan requirements.

THE “DRAFT” JOHRTS FY 2019-2022 TRANSPORTATION IMPROVEMENT PROGRAM

Because the JOHRTS Area Metropolitan Transportation Plan (MTP) 2040 included selection criteria based on safety, most of the highway projects included in the TIP have significant impact on improving safety and thus help work towards the safety targets. These projects include:

- US 69 between Tram Road south and the LNVA Canal – widen from 4 to 6 lanes. The facility will be upgraded to current design and safety standards which will improve driver comfort level and mobility. Instances of stopped or slowed vehicles due to multiple access points will be greatly reduced with the added new lanes. The merging and diverging operations near on or off ramps between frontage roads and US 69 will be greatly improved with a strengthened median barrier.
- US 69 at SH 73. The facility will be upgraded to current design and safety standards which will improve driver comfort level and mobility. A reduction in instances of stopped or slowed vehicles at connection points inside the interchange is expected as a result of the improved merging operations. The constructed flyovers are expected to result in a reduction in vehicle collisions.
- US 69, Tyler County line to 0.75 miles south of FM 1003. The facility will be upgraded to current design and safety standards which will improve driver comfort level and mobility. Current instances of stopped or slowed vehicles on the main lanes is expected to be reduced, thus lessening chances of rear-end collisions. In addition, the proposed improvements are expected to increase mobility along a route that delivers military vehicles and equipment to the Port of Beaumont for transport and provides hurricane evacuation for south Jefferson County. This improvement is a new 4 lane divided facility with a median barrier.
- US 69 from FM 421, south to US 96. Widen existing highway to 4 lanes with a continuous left turn lane. The facility will be upgraded to current design and safety standards.
- IH-10 from the Hollywood overpass, east to 7th Street. Widen the freeway to 6 main lanes and reconstruct Interchange. The facility will be upgraded to current design and safety standards which will improve driver comfort level and mobility. Current instances of stopped or slowed vehicles on the main lanes is expected to be reduced, therefore occurrence of rear-end collisions is expected to be reduced.
- SH 105 from .10 miles east of SH 326 to Pine Island Bayou. The facility will be upgraded to current design and safety standards which will improve driver comfort level and mobility. Instances of stopped or slowed vehicles due to multiple access points is expected to be reduced with the added new lanes and a CLT or a depressed median with turn lanes.
- IH-10, Jefferson County, from CR 131 (Walden Road) east to US 90. The facility will be upgraded to current design and safety standards.FM 365 at Pignut Gully. Replace

bridge and approaches. The facility will be upgraded to current design and safety standards.

- Old Highway 90 at Bairds Bayou. Replace bridge and approaches. The facility will be upgraded to current design and safety standards.
- US 69 at the LNVA Canal. Upgrade bridge and approaches. The facility will be upgraded to current design and safety standards.
- US 69 at Airport Road. Upgrade bridge and approach railing. The facility will be upgraded to current design and safety standards.
- US 69 at Nederland Avenue. Upgrade bridge and approach railing. The facility will be upgraded to current design and safety standards.
- FM 365 at Rhodair Gully. Bridge rehabilitation. The facility will be upgraded to current design and safety standards.
- US 69 at FM 421. Improve traffic signals. The facility will be upgraded to current design and safety standards.
- SH 87 at Park Avenue. Improve traffic signals. The facility will be upgraded to current design and safety standards.
- SH 87 at BU90Y. Improve traffic signals. The facility will be upgraded to current design and safety standards.
- FM 366 at Hogaboom Road. Improve traffic signals. The facility will be upgraded to current design and safety standards.

Based on the Beaumont Municipal Transit (BMT) Transit Asset Management (TAM) plan and the available budget, projects included in the FY 2019 – FY 2022 Transportation Improvement Program that address TAM requirements include:

- Combined funds totaling \$5,300,000 in FY 2019 for operations and maintenance to maintain the existing transit assets in a State of Good Repair (SGR);
- Combined funds totaling \$5,350,000 in FY 2020 for operations and maintenance to maintain the existing transit assets in a SGR;
- Combined funds totaling \$5,450,000 in FY 2021 for operations and maintenance to maintain the existing transit assets in a SGR;
- Combined funds totaling \$5,550,000 in FY 2022 for operations and maintenance to maintain the existing transit assets in a SGR

Based on the Port Arthur Transit (PAT) TAM plan and the available budget, projects included in the FY 2019 – FY 2022 Transportation Improvement Program that address TAM requirements include:

- Combined funds totaling \$2,076,239 in FY 2019 for operations and maintenance to maintain the existing transit assets in a SGR;

- Bus replacements in FY 2019 totaling \$883,413 to retire 8 paratransit buses and 2 support vehicles from PAT fleet;
- \$50,697 in FY 2019 for facility enhancements and terminal upgrade;
- \$1,668,000 in FY 2019 to upgrade facilities with route charger;
- Combined funds totaling \$2,076,239 in FY 2020 for operations and maintenance to maintain the existing transit assets in a SGR;
- Bus replacements in FY 2020 totaling \$2,292,834 to replace 4 transit buses with electric buses;
- Combined funds totaling \$2,076,239 in FY 2021 for operations and maintenance to maintain the existing transit assets in a SGR;
- Combined funds totaling \$2,076,239 in FY 2022 for operations and maintenance to maintain the existing transit assets in a SGR

Based on the South East Texas Transit (SETT) TAM plan and the available budget, projects included in the FY 2019 – FY 2022 Transportation Improvement Program that address TAM requirements include:

- Combined funds totaling \$1,129,637 in FY 2019 for operations and maintenance to maintain the existing transit assets in a SGR;
- Bus replacements in FY 2019 totaling \$1,200,000 to replace 15 transit buses with alternatively fueled vehicles;
- Combined funds totaling \$1,129,637 in FY 2020 for operations and maintenance to maintain the existing transit assets in a SGR;
- Combined funds totaling \$1,129,637 in FY 2021 for operations and maintenance to maintain the existing transit assets in a SGR;
- Combined funds totaling \$1,129,637 in FY 2022 for operations and maintenance to maintain the existing transit assets in a SGR

APPENDIX F

PUBLIC INVOLVEMENT DOCUMENTATION

This appendix provides a synopsis of the public participation process.

Public Involvement Documentation

In accordance with federal legislation and regulations, and as part of the transportation planning process, the public was invited to review and comment on the proposed Revised JOHRTS FY 2019-2022 TIP. The SETRPC-MPO made this document available for public review on the SETRPC website (www.setrpc.org/ter) and at the SETRPC office for a 30-day comment period of October 15, 2018 through November 14, 2018.

The SETRPC-MPO conducted four meetings to allow the public to review and comment on the proposed Revised JOHRTS FY 2019-2022 TIP. These meetings were held at the following locations:

- Jefferson County
 - South East Texas Regional Planning Commission, Beaumont – Monday, October 29, 2018
 - Port Arthur Transit, Port Arthur – Wednesday, October 31, 2018
- Hardin County
 - City Hall, Lumberton – Tuesday, October 30, 2018
- Orange County
 - City Hall, Bridge City – Thursday, November 1, 2018

Copies of the advertisements in local papers are included in this attachment for informational purposes.

We Value Your Input

**Please join us for a meeting about
Southeast Texas' Transportation Programs!**

Learn about the road, transit, bicycle, pedestrian, and safety projects that are proposed through Year 2040, how much they will cost, and when they will happen.

Share your opinion on the proposed projects and provide input on what you want to see in the future.

The public review and comment period will be held

October 15, 2018 – November 14, 2018.

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 by 5:00 PM, November 14, 2018 to: Bob Dickinson, 2210 Eastex Freeway, Beaumont, Texas 77703. All comments received will be addressed and provided to the Transportation Planning Committee for consideration.

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

**Monday
October 29**

South East Texas Regional
Planning Commission
2210 Eastex Freeway
Beaumont, TX
3:00 PM

**Tuesday
October 30**

Lumberton City Hall
836 N. Main Street
Lumberton, TX
3:00 PM

**Wednesday
October 31**

Port Arthur Transit
344 Procter Street
Port Arthur, TX
3:00 PM

**Thursday
November 1**

Bridge City City Hall
260 Rachal Avenue
Bridge City, TX
3:00 PM



TRANSPORTATION &
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SOUTH EAST TEXAS REGIONAL PLANNING COMMISSION

www.setrpc.org/ter



PUBLIC COMMENT PERIOD AND PUBLIC HEARINGS

Oct 16, 2018 | Featured News, Transportation

The Transportation and Environmental Services Division is announcing a public comment period to be held from October 15, 2018 – November 14, 2018 so that the public can comment on the “Proposed” JOHRTS FY 2019-2022 TIP and the “Proposed” SETRPC FY 2040 MTP Amendment #10. A series of public meetings will be held October 29, 2018 – November 1, 2018 for the public to learn and comment on these documents. For more information visit the Transportation and Environmental Services website at <http://www.setrpc.org/ter/>.

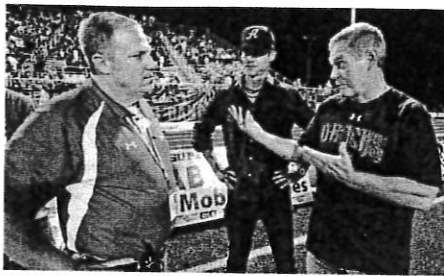


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Major League Baseball pitcher and Lumberton grad Clay Buchholz and his father visit with Lumberton Admin Darwin Davis at the Raiders homecoming game on Friday night against Livingston.

HOMECOMING

MLB player and Lumberton grad returns to Alma Mater

By Matt Faye

For the first time since he played in his final football game as a senior at Lumberton High School in 2003, Clay Buchholz stepped on to the field at Raiders Stadium as an honorary captain on Friday night.

The all-state wide receiver turned two-time World Series champion pitcher walked to the 50-yard line for the coin toss before Lumberton's homecoming game against Livingston.

The only thing that felt different to Buchholz from his playing days with the Raiders, he said, was a lack of pads and the Lumberton stands being on the opposite side of the field.

Buchholz shook hands with players from both teams while his Major League Baseball credentials were announced over the speaker system at Raiders Stadium, followed by a loud cheer from the Lumberton faithful.

Next came a perfect coin flip from the former Cy Young Award winner, who

had to settle his nerves after a request from the referee at midfield.

"I got more nervous when he asked if I wanted to signal what was going on," Buchholz said afterward. "I was like 'Man, I don't know, I guess I can.' But it'd be pretty hard to mess up a coin flip, unless I tried to catch it or something. They told me not to do that. But in all seriousness, this was a lot of fun."

The pregame coin toss capped off a day in which Buchholz had his No. 1 jersey retired at Lumberton's prep rally Friday afternoon. That was a surprise to the 34-year-old professional pitcher.

"I knew I was going to be an honorary captain, but then coach (Chris) Babin started saying all these nice things about me and brought out a framed jersey to retire my number," he said. "Any time that happens in your hometown, it's special."

Buchholz was originally supposed to take part in a similar ceremony two

weeks earlier, but a scheduling conflict kept that from happening, he said. Lumberton High School Principal Darwin Davis had been in contact with Buchholz's cousin Josh Mitchell, who helped facilitate the event.

"I think it all worked out pretty well with it being on homecoming instead," Buchholz said.

As for his pitching career, Buchholz is coming off his best professional season in five years, going 7-2 with a 2.00 ERA in 16 starts for the Arizona Diamondbacks.

Buchholz, who won World Series titles with the Red Sox in 2007 and 2018, is currently a free agent. He has no intentions of calling it quits any time soon.

"I want to go until my arm breaks and I can't do it anymore," Buchholz said. "I'm a free agent again this year, so we'll see which road I go down. Hopefully I did enough this year to lock up a spot in the big leagues. If not, we'll cross that road when we come to it."

FOOTBALL

Tigers overwhelm Hawks 42-21

By Meshach Sullivan

A high-octane offense from the Silsbee High School football team helped the Tigers overwhelm Hardin-Jefferson at home, 42-21 on Friday night.

It was the first win for Silsbee in District 10-4A Div. II, a fact not lost on coach Randy Smith. "I told the kids it was the important game of the year," Smith said. "We scored this win and that's a positive. I think we played sloppy with too many penalties."

WHAT HAPPENED

The Tigers' offense overpowered the Hardin-Jefferson defense from the opening kickoff. Silsbee scored a touchdown on their first play of the game with a screen pass from Raymond Foster to Darshon Turk from 49 yards out.

Silsbee running backs Dralyn Taylor and Chris Martin sliced through the Hawks' defense with ease. They carried the ball a combined 10 times for 128

yards and three touchdowns in the first half.

"My daddy always told me to hit it hard and fast and don't outrun the green grass," said Silsbee running back Dralyn Taylor about his ability to make people miss in the open field. "I always run north and south and never side to side because you're just giving the defense time to float to the ball."

Hardin-Jefferson would score the first points of the second half on a four-yard touchdown from Lakk Whitman with 10 minutes remaining in the fourth quarter. The Hawks would recover their onside kick after the touchdown, only to go three-and-out on the ensuing possession.

Silsbee's offense answered right back with a touchdown of their own. Running back Antonius Arline found the hole on the left side and made multiple Hawks' defenders miss as he took it into the end zone from 20 yards out.

Hardin-Jefferson didn't go away, however, as Christian Bowie bull-

dazed his way into the end zone from four yards away with a little over three minutes remaining. Silsbee sealed the game on a 36-yard pick-six by Cameron White.

WHAT STOOD OUT

The passing game for Hardin-Jefferson was virtually non-existent throughout the game.

As no surprise, Hardin-Jefferson ran the option throughout from the pistol formation. They would also change quarterback at the half, but the decision didn't equate to success in the passing game.

Moving forward, Silsbee will have to reduce the number of penalties against if it wants to keep progressing. The Tigers had two touchdowns called back due to holding calls in the win.

UP NEXT

Hardin-Jefferson (2-6, 0-2) will host West Orange-Sark (3-4, 0-1) Friday.

Silsbee (4-4, 1-1) is on the road against Liberty (5-2, 1-0) that same night.

HARDIN COUNTY NEWS

Classified Ads call 409-755-4912 ext 0

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Legal Notices

We Value Your Input!

The South East Texas Regional Planning Commission (SETRPC) is the designated Metropolitan Planning Organization (MPO) for the Jefferson-Orange-Hardin Regional Transportation Study (JORTS) 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 holding a series of public meetings to provide the public an overview of and an opportunity to comment on the DRAFT JORTS FY 2019-2022 TIP which contains projects and programs scheduled for implementation within the next four years. In addition, the public will also have the opportunity to comment on the Revised DRAFT JORTS MTP-2040 Amendment #10, which includes transportation projects through year 2040.

Legal Notices

Monday, October 29, 2018 3:00 PM
South East Texas Regional Planning Commission
2210 Eastex Freeway
Beaumont, Texas

Tuesday, October 30, 2018 3:00 PM
Lumberton City Hall
438 North Main Street
Lumberton, Texas

Wednesday, October 31, 2018 3:00 PM
Port Arthur Transit
344 Procter Street
Port Arthur, Texas

Thursday, November 1, 2018 3:00 PM
Bridge City Hall
200 Rachel Avenue
Bridge City, Texas

The Revised "DRAFT" JORTS FY 2019-2022 TIP and the Revised "DRAFT" JORTS MTP-2040 can be downloaded at www.jorts-gra.org. The 30-day public comment period ends on Wednesday, November 14, 2018. Please attend any meeting to provide input, or submit written comments by 5:00 PM, November 14, 2018 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 7530 or bdickinson@setrpc.org.

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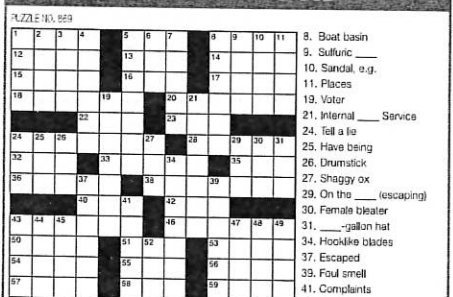
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- ACROSS
1. Islanders or Giants
5. Weaken
8. Church observance
12. And
13. Eskimo ____ (dessert)
14. Yearn for
15. Purposes
16. Swiss mountain
17. Civil disorder
18. Rictifier
20. Lion groups
22. Forest creature
23. Urge
24. Mistakenly
28. ____ parking
32. Deep anger
33. Stop
35. Impress greatly
36. Father
38. Relatives
40. Soft tuss
42. Director's command
- DOWN
43. Promise
46. Zoo employee
50. Gilded
51. 12th letter
53. Bossa ____
54. High flier
55. Toll
56. Musical notation
57. Went quickly
58. Sib
59. Party giver



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- Are you reliable?

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Public Notices

We Value Your Input!

The South East Texas Regional Planning Commission (SETRPC) is the designated Metropolitan Planning Organization (MPO) for the Jefferson-Orange-Hardin Regional Transportation Study (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 provide the public an overview of and an opportunity to comment on the "DRAFT" JOHRTS FY 2019-2022 TIP, which contains projects and programs scheduled for implementation within the next four years. In addition to this, the public will also have the opportunity to comment on the Revised "DRAFT" JOHRTS MTP-2040 Amendment #10, which includes transportation projects through year 2040.

Monday, October 29, 2018
3:00 PM
South East Texas Regional
Planning Commission
2210 Eastex Freeway
Beaumont, Texas

Tuesday, October 30, 2018
3:00 PM
Lumberton City Hall
836 North Main Street
Lumberton, Texas

Wednesday, October 31, 2018
3:00 PM
Port Arthur Transit
344 Procter Street
Port Arthur, Texas

Thursday, November 1, 2018
3:00 PM
Bridge City Hall
260 Rachal Avenue
Bridge City, Texas

The Revised "DRAFT" JOHRTS FY 2019-2022 TIP and the Revised "DRAFT" JOHRTS MTP-2040 can be downloaded at www.setrpc.org/ter. The 30-day public comment period ends on Wednesday, November 14, 2018. Please attend any meeting to provide input, or submit written comments by 5:00 PM, November 14, 2018 to Bob Dickinson at the South East Texas Regional Planning Commission, 2210 Eastex Freeway, Beaumont, Texas 77703. For more information or for special needs requests (48 Hours), please contact Bob Dickinson at (409) 899-8444 extension 7520 or bdickinson@setrpc.org.

Public Notices

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TRANSPORTATION &
ENVIRONMENTAL
RESOURCES

REGISTRATION

PLEASE PRINT

MEETING: Public Meeting
Metropolitan Transportation Plan
JOHRTS FY 2019-2022 TIP

LOCATION: SETRPC
Beaumont, Texas

DATE: ^{October 29}
Monday, ~~April 23~~, 2018 – 3:00 PM

| NAME | TITLE | AGENCY | PHONE | EMAIL |
|-------------------|------------------------|--------|-------------------|-------------------------|
| 1. Bob Dickinson | T&E Director | SETRPC | 409-899-8444-9520 | bdickinson@setrpc.org |
| 2. PAIGE CALLAWAY | Admin Asst. | " | 409 899 8444x6600 | pcallaway@setrpc.org |
| 3. Penny Pearson | Vol Coord | " | 9243382 | ppearson@setrpc.org |
| 4. Tammie Lewis | Transportation Planner | " | 409-899-8444 | jlewis@setrpc.org |
| 5. Arnold Vowles | Planner | TxDot | 409-898-5773 | Arnold.Vowles@txdot.gov |
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TRANSPORTATION &
ENVIRONMENTAL
RESOURCES

REGISTRATION

PLEASE PRINT

MEETING: Public Meeting
Metropolitan Transportation Plan
FY 2019-2022 TIP

LOCATION: Lumberton City Hall
Lumberton, Texas

DATE: Tuesday, October 30 2018 – 3:00 PM

| NAME | TITLE | AGENCY | PHONE | EMAIL |
|----------------------|-----------------------|-------------------|----------------------|-------------------------------|
| 1. Bob Dickinson | MPO Director | SETRPC | 409-899-8444 7520 | bdickinson@setrpc.org |
| 2. EJM Conley | | | 409-550-7885 | |
| 3. Brent Rawlinson | Project Controller | TX DOT | 409 898 5861 | brent.rawlinson@ txdot.gov |
| 4. Steve Clouk | City Mgr | Lumberton | 409-658-1733 | |
| 5. Jennifer McDaniel | City Clerk | Lumberton | 409-656-0736 | jennifer@cityoflumberton.com |
| 6. Anita Price | Zoning Secretary | City of Lumberton | 409-658-3300 | anita@cityoflumberton.com |
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TRANSPORTATION &
ENVIRONMENTAL
RESOURCES

REGISTRATION

PLEASE PRINT

MEETING: Public Meeting
Metropolitan Transportation Plan
JOHRTS FY 2019-2022 TIP

LOCATION: Port Arthur Transit
Port Arthur, Texas

DATE: Wednesday, October 31, 2018 – 3:00 PM

| NAME | TITLE | AGENCY | PHONE | EMAIL |
|---------------------|------------------------|--------------|----------------------|---------------------------------------|
| 1. Bob Dickinson | MPO Director | SBTRPC | 409-899-8444 9520 | bdickinson@sbtrpc.org |
| 2. Bradford Coleman | D. Saphier | P.A. Transit | 409-983-8667 | bradford.coleman@PortArthurTexas.org |
| 3. Brent Rawlinson | Project Coordinator | TXDOT | 409-898-5861 | *Gov brent.rawlinson @txdot.gov |
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TRANSPORTATION &
ENVIRONMENTAL
RESOURCES

REGISTRATION

PLEASE PRINT

MEETING: Public Meeting
Metropolitan Transportation Plan
JOHRTS FY 2019-2022 TIP

LOCATION: Bridge City City Hall
Bridge City, Texas

DATE: Thursday, November 1, 2018 – 3:00 PM

| NAME | TITLE | AGENCY | PHONE | EMAIL |
|--------------------|--------------|---------------------|--------------|-------------------------------|
| 1. Bob Dickinson | T&E Director | SETRPC | | bdickinson@setrpc.org |
| 2. Matthew Volkman | ENGINEER | TxDOT | 409-898-5701 | matthew.volkman@txdot.gov |
| 3. Taylor Shelton | PW. Div | City of Port Neches | 409-719-4204 | tshelton@ci.port-neches.tx.us |
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APPENDIX G

MPO Self-Certification

APPENDIX H

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.**