

TENTATIVE AGENDA

TRANSPORTATION PLANNING COMMITTEE (TPC) MEETING

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

South East Texas Regional Planning Commission
Homer E. Nagel Conference Room

Thursday, June 6, 2019
10:00 a.m.

- I. ROLL CALL OF VOTING MEMBERS AND CERTIFICATION OF A QUORUM
- II. ADOPTION OF THE AGENDA
- III. PUBLIC COMMENTS
- IV. MINUTES OF THE LAST MEETING (April 18, 2019)
- V. REPORT ON THE STATUS OF TRANSPORTATION PLANNING ACTIVITIES

Bob Dickinson – Director, Transportation and Environmental Resources, SETRPC

Adam Jack – Director, Transportation Planning & Development, TxDOT– Beaumont District
- VI. REVIEW AND APPROVAL OF ADMINISTRATIVE MODIFICATION TO THE REVISED JOHRTS METROPOLITAN TRANSPORTATION PLAN (MTP)-2040

Bob Dickinson – Director, Transportation and Environmental Resources, SETRPC
- VII. REVIEW AND APPROVAL OF JOHRTS TECHNICAL COMMITTEE'S RECOMMENDATION ON THE JOHRTS AREA NATIONAL HIGHWAY SYSTEM (NHS) PROPOSED REVISIONS TO ROADWAY FUNCTIONAL CLASSIFICATIONS

Bob Dickinson – Director, Transportation and Environmental Resources, SETRPC

Scott Ayres – Planning Engineer, TxDOT – Beaumont District

VIII. OTHER BUSINESS

IX. SET NEXT MEETING DATE

X. ADJOURNMENT

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

DATE: April 18, 2019

TIME: 10:00 a.m.

PLACE: South East Texas Regional Planning Commission (SETRPC)
Homer E. Nagel Conference Room, Beaumont, TX

I. ROLL CALL OF VOTING MEMBERS AND CERTIFICATION OF A QUORUM

Mayor Don Surratt, City of Lumberton, called the meeting to order, welcomed guests, requested introductions, and certified the presence of a quorum.

II. ADOPTION OF THE AGENDA

Mayor Don Surratt, City of Lumberton, called for a motion to adopt the agenda as presented. Commissioner Johnny Trahan, Orange County, made the motion and Jon Sherwin, Public Works Supervisor, City of West Orange, seconded the motion which carried unanimously.

III. PUBLIC COMMENTS

None

IV. MINUTES OF THE LAST MEETING – February 28, 2019

Mayor Don Surratt, City of Lumberton, called for a motion to adopt the minutes as presented. Mike Kunst, City Manager, City of Vidor, made the motion and Jon Sherwin, Public Works Supervisor, City of West Orange, seconded the motion which carried unanimously.

V. REPORT ON THE STATUS OF TRANSPORTATION PLANNING ACTIVITIES

*Bob Dickinson, Director, Transportation and Environmental Resources
Division, SETRPC*

STATUS ON SETRPC-MPO PLANNING ACTIVITIES

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

1. SETRPC staff is continuing to work with the TxDOT Beaumont District and TxDOT Transportation Planning and Programming Division (TP&P), the Texas Commission on Environmental Quality, the Environmental Protection Agency-Dallas Regional Office, the Federal Highway Administration-Austin Division, and the Federal Transit Administration-Fort Worth Regional Office to lay out the requirements for completing the air quality conformity determination on the draft JOHRTS MTP-2045 and the revised JOHRTS FY 2019-2022 TIP.
2. SETRPC staff attended an Association of Texas MPO's 2019 Spring meeting in Austin on Tuesday, March 5, 2019.
3. SETRPC staff hosted a Nation Highway System (NHS) Review meeting with TxDOT Transportation Planning and Programming Division and TxDOT-Beaumont District staff in Beaumont on Tuesday, March 19, 2019.
4. SETRPC staff held 4 public meetings during the first week of April to give the public the opportunity to learn about and to comment on the Transportation Conformity document for the Revised JOHRTS MTP-2040 and JOHRTS FY 2019-2022 TIP.
5. SETRPC staff participated in a TxDOT sponsored Houston-Beaumont Freight Rail Study kickoff meeting in Houston on Monday, April 8, 2019.
6. SETRPC staff held a Round Table Discussion on the Safety and Security of our region for the development of the JOHRTS MTP-2045 in Beaumont on Tuesday, April 9, 2019.
7. SETRPC staff held a Round Table Discussion on the Economic Development of our region for the development of the JOHRTS MTP-2045 in Beaumont on Tuesday, April 16, 2019.
8. SETRPC staff attended a TxDOT open house on the IH-10 Improvement Project in Beaumont on Tuesday, April 16, 2019.

VI. REVIEW AND APPROVAL OF RESOLUTION ADOPTING THE TRANSPORTATION CONFORMITY DETERMINATION FOR THE REVISED JOHRTS METROPOLITAN TRANSPORTATION PLAN (MTP)-2040 AND THE JOHRTS FY 2019-2022 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

Bob Dickinson, Director, Transportation and Environmental Resources Division, SETRPC

Mr. Dickinson stated that as a result of the Environmental Protection Agency (EPA) Guidance on the South Coast II vs EPA Court Decision of November 2018, the MPO was required to go through a conformity determination process to ensure that the region is in conformance with this guidance.

The MPO staff worked with consultant services, TxDOT Beaumont District and TxDOT Transportation Planning and Programming Division (TP&P), the Texas Commission on Environmental Quality, the Environmental Protection Agency-Dallas Regional Office, the Federal Highway Administration-Austin Division, and the Federal Transit Administration-Fort Worth Regional Office to lay out the requirements for completing the air quality conformity determination on the Revised JOHRTS MTP-2040 and the JOHRTS FY 2019-2022 TIP.

The process has been completed and is ready for the approval of the JOHRTS Transportation Conformity Determination document by the TPC. The approval of the transportation conformity document ensures that work on projects within the Revised JOHRTS MTP -2040 and the JOHRTS FY 2019-2022 TIP can continue.

Mr. Dickinson requested the committee to review and approve the Resolution adopting the Transportation Conformity Determination for the Revised JOHRTS Metropolitan Transportation Plan (MTP)-2040 and the JOHRTS FY 2019-2022 Transportation Improvement Program (TIP).

Mayor Don Surratt, City of Lumberton, called for a motion to approve the Resolution adopting the Transportation Conformity Determination for the Revised JOHRTS Metropolitan Transportation Plan (MTP)-2040 and the JOHRTS FY 2019-2022 Transportation Improvement Program (TIP). Mike Kunst, City Manager, City of Vidor, made the motion and Commissioner Johnny Trahan, Orange County, seconded the motion which carried unanimously.

VII. REVIEW AND APPROVAL OF AMENDMENTS TO THE JOHRTS FY 2019 UNIFIED PLANNING WORK PROGRAM (UPWP)

Bob Dickinson, Director, Transportation and Environmental Resources Division, SETRPC

Mr. Dickinson advised that when the FY 2019 United Planning Work Program (UPWP) was adopted staff believed that adequate funds were in place to do the work intended for the year, however a budget amendment is necessary.

He explained that due to air quality transportation conformity requirements for the JOHRTS area, recent D.C. Court Decision South Coast Air Quality Management District vs EPA, additional measures were needed to maintain the existing JOHRTS Metropolitan Transportation Plan 2040 (MTP-2040) and to complete the draft JOHRTS Metropolitan Transportation Plan 2045 (MTP-2045) to meet transportation conformity requirements.

MPO staff, with consultant services, spent a great deal of time pursuing actions that were needed until the guidelines changed in conjunction with the EPA vs South Coast II November 18, 2018 Transportation Conformity Guidance. Collectively these processes were costly and caused the MPO to exceed its expected funding.

To correct the funding deficiency for the work on both the existing and proposed MTPs the staff must complete a budget amendment. The amendment will move \$130,000 from five subtasks in the FY 2019 UPWP to subtask 4.2, JOHRTS MTP Maintenance and Development. These projects should have sufficient funding remaining after the transfer of funds to complete this fiscal year.

Mr. Dickinson requested the committee to review and approve the amendments to the JOHRTS FY 2019 Unified Planning Work Program (UPWP) so that the MPO staff, with consultant services, can continue the development and completion of the proposed draft JOHRTS MTP-2045 and to work on transportation air quality conformity issues.

Mayor Don Surratt, City of Lumberton, called for a motion to approve the Amendments to the JOHRTS FY 2019 Unified Planning Work Program (UPWP). Chris DuQue, City Manager, City of Nederland, made the motion and Mike Kunst, City Manager, City of Vidor, seconded the motion which carried unanimously.

VIII. OTHER BUSINESS

For informational purposes, Mr. Dickinson included in the packet the April Regional Transportation Projects Status Map of completed and ongoing projects in the three-county region.

***All meeting materials and live streaming video of the meeting can be viewed on the SETRPC's website**

IX. SET NEXT MEETING DATE

The next meeting will be on July 25, 2019.

X. ADJOURNMENT

Mayor Don Surratt, City of Lumberton, called for a motion to adjourn the meeting at 10:35 a.m. Jon Sherwin, Public Works Supervisor, City of West Orange, made the motion and Commissioner Johnny Trahan, Orange County, seconded the motion which carried unanimously.

MEMBERS PRESENT

Jon Sherwin	Public Works Supervisor, City of West Orange
Don Surratt	Mayor, City of Lumberton
Johnny Trahan	Commissioner, Orange County
Mike Kunst	City Manager, City of Vidor
Chris Duque	City Manager, City of Nederland
Clint Fore	Building Official, City of Port Neches
Julie Hammond	Roadway Designer, City of Beaumont
Mike Tentrup	Utilities Superintendent, City of Groves

GUESTS PRESENT

Jennifer Pate	Director Community Relations, Gulf Coast
Phillip Tindall	MPO Field Rep., TxDOT-Austin
Gordon Williams	Videographer, Lamar University
Brad Faulk	Public Works, City of Port Neches

SETRPC STAFF PRESENT

Bob Dickinson
Paige Callaway

Director, Transportation and Environmental Resources
Administrative Assistant, Transportation and
Environmental Resources

Jimmie Lewis

Transportation Planner, Transportation and
Environmental Resources



Date: June 6, 2019

To: Jefferson-Orange-Hardin Regional Transportation Study (JOHRTS) Transportation Planning Committee (TPC)

From: Bob Dickinson, Director
Transportation and Environmental Resources Division

Subject: Adoption of Resolution Adopting the Administrative Modification to the Revised JOHRTS Metropolitan Transportation Plan (MTP) – 2040 Amendment #11.

Attached for your review and consideration is a resolution adopting an Administrative Modification to the Revised JOHRTS Metropolitan Transportation Plan (MTP) – 2040 Amendment #11.

The administrative modification addresses the new transportation planning factors and transportation performance measures as required by the FAST Act and completes the Transportation Conformity process to the Revised JOHRTS MTP-2040.

This work has been completed, in conjunction with consultant services, and is ready for the approval of the JOHRTS TPC. The approval of this document ensures that work on projects within the Revised JOHRTS MTP -2040 and the JOHRTS FY 2019-2022 TIP can continue.

If any questions arise, please do not hesitate to contact Bob Dickinson at 409- 899-8444 x7520 or bdickinson@setrpc.org.

President – John Gothia, Orange County | 1st VP – Rebecca Ford, Bevil Oaks | 2nd VP – Mary Adams, Kountze
3rd VP – Kirk Roccaforte, Bridge City | Treasurer – Michael Sinegal, Jefferson County | Secretary – Wayne McDaniel, Hardin County

Executive Director – Shanna Burke

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Resolution

A RESOLUTION BY THE TRANSPORTATION PLANNING COMMITTEE OF THE JEFFERSON-ORANGE-HARDIN REGIONAL TRANSPORTATION STUDY ADOPTING THE ADMINISTRATIVE MODIFICATION TO THE METROPOLITAN TRANSPORTATION PLAN (MTP) – 2040 AMENDMENT #11

WHEREAS, the Moving Ahead for Progress in the 21st Century Act (MAP-21) and the subsequent Fixing America’s Surface Transportation (FAST) Act require the implementation of transportation performance measures and transportation planning factors to assist in the transportation planning process; and

WHEREAS, the administrative modification addresses these factors; and

WHEREAS, this document serves to the FAST Act requirements and to complete the transportation conformity process on the Revised JOHRTS MTP-2040; and

THEREFORE, BE IT RESOLVED that the Transportation Planning Committee of the Jefferson-Orange-Hardin Regional Transportation Study hereby adopts the administrative modification to the Metropolitan Transportation Plan – 2040 Amendment #11, as attached in Appendix A.

INTRODUCED AND PASSED BY THE TRANSPORTATION PLANNING COMMITTEE OF THE JEFFERSON-ORANGE-HARDIN REGIONAL TRANSPORTATION STUDY ON this the 6th day of June, 2019.

APPROVED:

Don Surratt, Vice Chairman
JOHRTS Transportation Planning Committee
Mayor, City of Lumberton

ATTEST:

Tucker Ferguson, P.E., Secretary
JOHRTS Transportation Planning Committee
TxDOT-Beaumont District Engineer

APPENDIX A

Revisions to the Metropolitan Transportation Plan

2040



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

ADOPTED by the Transportation Planning Committee: *Month, Date, 2019*

This document was prepared in cooperation with the U.S. Department of Transportation, Federal Highway Administration, Federal Transit Administration, and the Texas Department of Transportation

Purpose and Need for Amendment

The Fixing America's Surface Transportation Act, or FAST Act was signed into law on December 4, 2015. The FAST Act replaced the Moving Ahead for Progress in the 21st Century Act (MAP-21) and provides the authorization and funds for federal transportation programs through September 30, 2019. The FAST Act identifies several new requirements for the transportation planning process that are required to be incorporated or addressed into the Metropolitan Transportation Plan on or prior to fiscal year 2018. These requirements include the following:

- Address two new planning factors:
 - Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation.
 - Enhance travel and tourism.
- Reduce vulnerability of transportation system to natural disasters.
- Incorporate performance targets.

This amendment intends to address each of these new requirements of the FAST Act.



Public Participation Plan

The Public Participation Plan (PPP) for the SETRPC-MPO provides the framework by which interested and affected individuals, organizations, agencies, and government representatives are consulted and included in the metropolitan transportation planning process. The SETRPC-MPO PPP was updated to be compliant with the FAST Act (23 CFR 450.316). The Transportation Planning Committee adopted the updated PPP on December 7, 2017 and can be accessed online at <http://www.setrpc.org/public-participation-plan/>.

As required by 23 CFR 450.316(a) the PPP was updated to expand consultation and stakeholder involvement to include the full range of communities and interests that are affected by transportation decisions including public and private transportation providers of all modes, freight interests, organizations dealing with the environment and planning for natural disasters, economic development, and tourism interests.

The SETRPC-MPO maintains a carpooling program for the region but does not currently have a transit benefits program or parking cash-out program. The MPO continues to coordinate with the private sector on opportunities to enhance these incentives as well.

The SETRPC-MPO maintains a database of persons, groups, and agencies interested in notification of updated information and public meetings. In order to facilitate the expansion of consultation and stakeholder involvement, this database was updated to include regional contacts for public ports, intercity bus, regulatory and disaster preparedness organizations, and tourism and economic development agencies.

Resiliency and Reliability

In order to incorporate resiliency and reliability into the transportation planning process, the SETRPC-MPO has conducted a system level vulnerability assessment for the JOHRTS region using the guidelines from the FHWA *Vulnerability Assessment and Adaptation Framework, 3rd Edition*. The *Framework* serves as a guide for MPOs and other transportation agencies to evaluate vulnerability of transportation infrastructure and systems to extreme weather and climate effects. The FHWA *Framework* consists of the following steps:

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

The objective of this vulnerability assessment for the JOHRTS region is to identify transportation infrastructure vulnerable to flooding within Jefferson, Orange, and Hardin counties at a systems-level using a GIS approach. Using a GIS approach for this vulnerability assessment, GIS data was compiled for FEMA Special Flood Hazard Areas (SFHA), TxDOT roadways, Texas railroads, bridges, Texas airports, and regional ports.

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

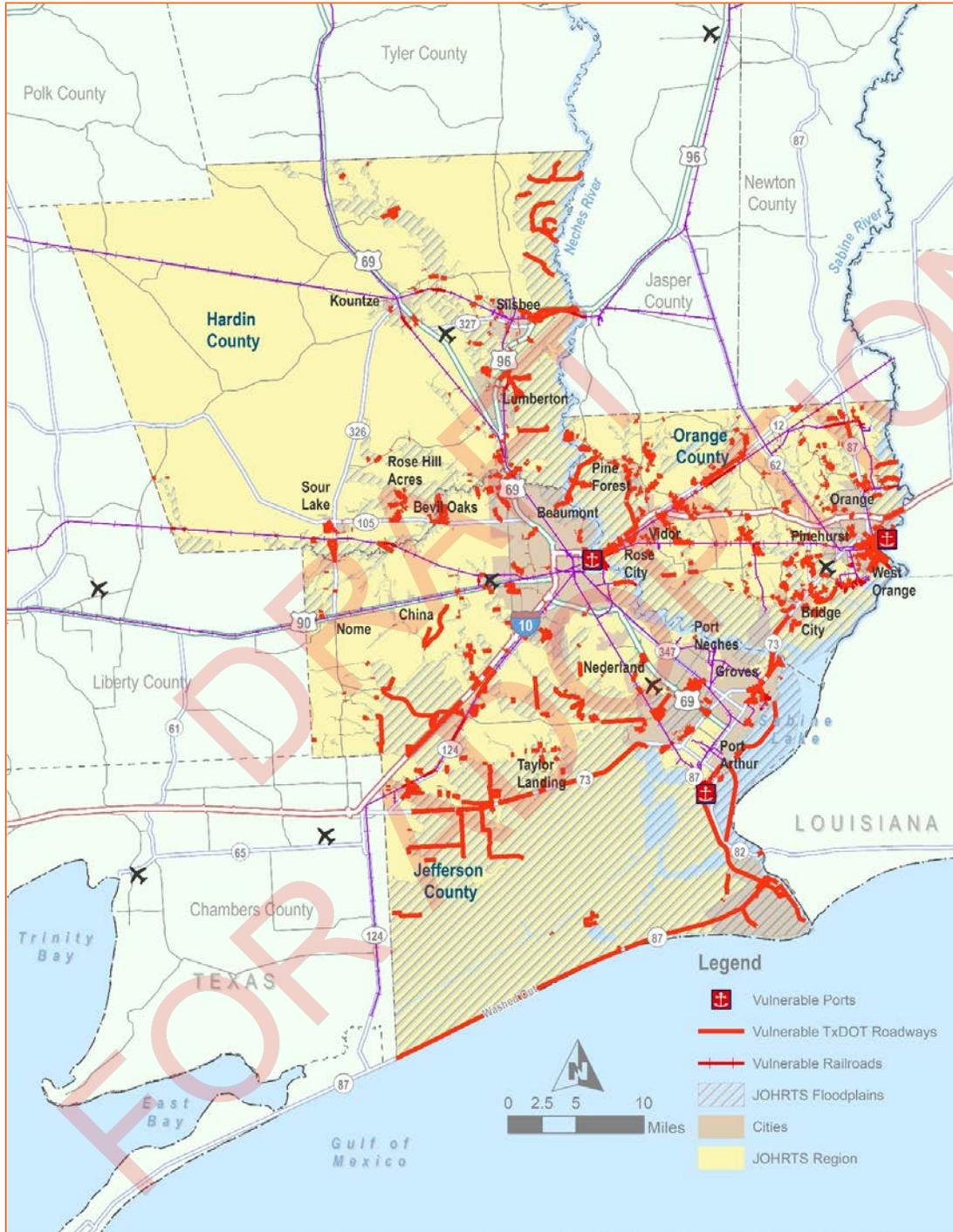


Using a GIS approach, transportation infrastructure (TxDOT roadways, railroads, airports, and ports) located within the FEMA SFHA were identified. These transportation assets are at risk for disruption during extreme flooding events, as shown in **Figure 1**. The Port of Beaumont, the Port of Port Arthur, and the Port of Orange are all located within the FEMA SFHA. No airports within the region are located within the SFHA. Multiple segments of TxDOT roadways and railroads are located within the SFHA.

A different GIS approach was used to assess the risk of bridges from flooding. Using National Bridge Inventory (NBI) data, bridges at risk for flooding was determined. **Figure 2** shows the bridges at risk for flooding within the JOHRTS area. The bridge flood ratings are defined as:

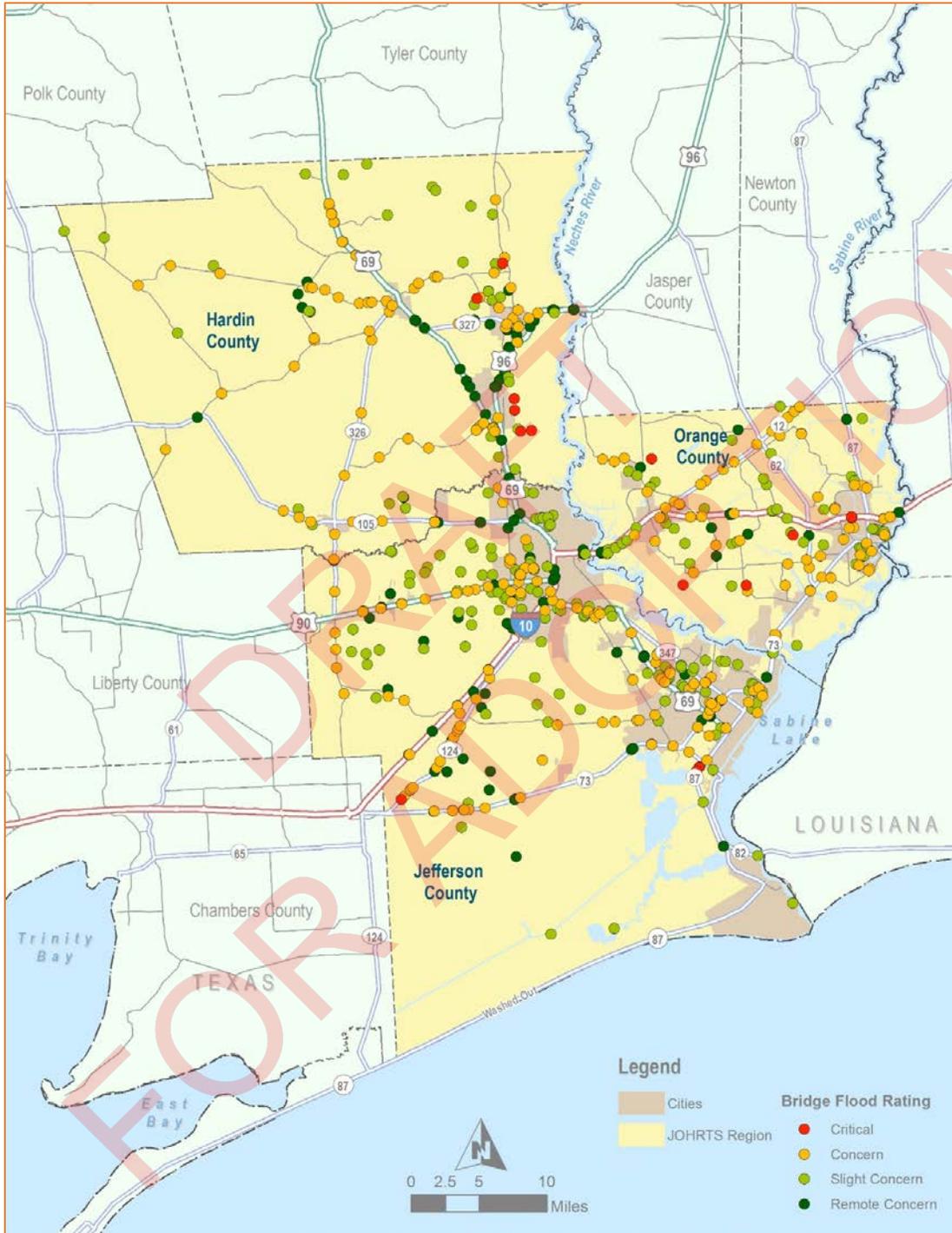
- **Critical:** The bridge has flooded at a frequency of at least once every 3 years or less.
- **Concern:** The bridge has flooded at a frequency of at least once every 3 to 10 years.
- **Slight Concern:** The bridge has flooded at a frequency of at least once every 11 to 100 years.
- **Remote Concern:**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

Figure 1: Vulnerable Transportation Infrastructure within Floodplains



Sources: TxDOT, FEMA, SETRPC

Figure 2: Bridges at Risk of Flooding



Sources: TxDOT, National Bridge Inventory, SETRPC



Stormwater Mitigation

In order to incorporate policies and agency design standards as a means to identify and reduce the stormwater impacts of surface transportation, the SETRPC-MPO has adopted the TxDOT *Hydraulic Design Manual: Storm Water Management* as policy and design guidance. This document defines stormwater, identifies stormwater impacts of surface transportation, and identifies measures to mitigate and reduce stormwater impacts. This document provides recommended stormwater management measures that are both structural and nonstructural including:

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

The manual recommends several best management practices to mitigate stormwater quantity and quality including detention and retention ponds, rock filter dams, silt fences, and vegetation to filter and slow the flow of water.

As the JOHRTS region continues to urbanize and experience development pressures, the stormwater impacts of surface transportation become increasingly important to reduce and mitigate through policies and design standards.

▶ Travel and Tourism

Tourists travel to the JOHRTS area to see and experience unique cultural, historical, recreational, and environmental assets in the region. The SETRPC-MPO is working to incorporate these assets into the planning process in order to develop smart transportation solutions that will enhance a visitor's experience, reinforce local economies, improve resident travel, and protect the environment that attracts visitors to travel.

Coordination between various transportation agencies, tourism agencies, other planning organizations, and private sector interests is needed to address traffic needs during peak tourism seasons and special events. SETRPC-MPO is becoming involved in travel and tourism planning issues by building solutions to infrastructure, access, and environmental issues that are vital to the success of tourism in the region.

SETRPC-MPO has developed the following strategies in planning for travel and tourism for the JOHRTS area:

- Develop working relationships for interagency cooperation, public-private partnerships, and partnerships with non-profit organizations involving policy, planning, design, funding, implementation, and operations.
- Analyze and evaluate travel demand generated by tourism and special events.
- Produce solutions to address the unique needs of tourism and the related travel demand.

The SETRPC-MPO staff is currently working on a multi-year project to create a clearing house of links and websites that would be of interest to both tourists visiting the area and residents who are not aware of all the amenities within the region. The region has numerous activities and sites of interest and many of these are on websites, however there

is no comprehensive listing of the tourism resources. The SETRPC-MPO website will fulfill this need. Staff have added the new travel and tourism page to the SETRPC-MPO website at <http://www.setrpc.org/travel-and-tourism/>. The page highlights the county, city and state visitor centers. The page will evolve into a very detailed listing of historical, educational, entertainment, and outdoor sites and activities within the three-county region. The page will eventually include other resources that are needed by visitors such as medical, and financial facilities as well as shopping and places to stay.

FOR DRAFT
ADOPTION



▶ Consideration of Intercity Buses

The SETRPC-MPO has identified intercity bus providers within the JOHRTS region. Two Greyhound stations located within the region, one in Rose City and another in Port Arthur. As part of the transportation planning process, the SETRPC-MPO is considering and documenting the role that intercity buses play within the region.

FOR DRAFT ADOPTION



Performance Management

Background

In accordance with the Moving Ahead for Progress in the 21st Century Act (MAP-21) enacted in 2012 and the Fixing America's Transportation Act (FAST Act) enacted in 2015, state Departments of Transportation (DOTs) and Metropolitan Planning Organizations (MPOs) must apply a transportation performance management approach in carrying out the federally-required transportation planning and programming activities. The process requires the establishment and use of a coordinated performance-based approach to transportation decision-making to support national goals for the federal-aid highway and public transportation programs.

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

Pursuant with The Planning Rule, the Texas Department of Transportation (TxDOT) and each Texas MPO, including the SETRPC-MPO, must publish a System Performance Report for applicable performance measures in their respective statewide and metropolitan transportation plans and programs. The System Performance Report presents the condition and performance of the transportation system with respect to required performance measures, documents performance targets and progress achieved in meeting the targets in comparison with previous reports.

The JOHRTS FY 2019-2022 Transportation Improvement Program (TIP) was adopted on November 29, 2018. Per the Planning Rule, the System Performance Report for the JOHRTS



FY 2019-2022 TIP is included for the required Safety (PM1), Pavement and Bridge Condition (PM2), Travel Time Reliability (PM3), and Transit Asset Management (TAM) performance measures and targets.

Safety (PM1)

Effective April 14, 2016, the FHWA established the safety performance measures to carry out the Highway Safety Improvement Program (HSIP). These performance measures are:

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

Safety performance targets are provided annually by the States to FHWA for each safety performance measure. Current statewide safety targets address calendar year 2019 and are based on an anticipated five-year rolling average (2015-2019). Texas statewide safety performance targets for 2019 are included in **Table 1**. The SETRPC-MPO adopted the Texas statewide safety performance targets on November 29, 2018.

Table 1: Safety (PM1) Conditions and Performance

2019 SAFETY TARGETS	NUMBER OF FATALITIES (FARS / CRIS / ARF DATA)	RATE OF FATALITIES (FARS / CRIS / ARF DATA)	NUMBER OF SERIOUS INJURIES (FARS / CRIS DATA)	SERIOUS INJURY RATE (CRIS DATA)	TOTAL NUMBER OF NON-MOTORIZED FATALITIES AND SERIOUS INJURIES (FARS / CRIS DATA)
2015	3,582	1.39	17,110	6.63	2,036
2016	3,776	1.39	17,602	6.49	2,301
2017	3,726	1.36	17,546	6.39	2,148
2018	3,891	1.46	18,130	6.64	2,309
2019	3,980	1.47	18,367	6.60	2,394
2019 Target as a 5-Year Average	3,791	1.414	17,751	6.55	2,237.6

The SETRPC-MPO recognizes the importance of linking goals, objectives, and investment priorities to stated performance objectives, and that establishing this link is critical to the achievement of national transportation goals and statewide and regional performance targets. As such, the JOHRTS FY 2019-2022 TIP planning process directly reflects the goals, objectives, performance measures, and targets as they are available and described in other State and public transportation plans and processes, the Texas Strategic Highway Safety Plan (SHSP), the Texas Highway Safety Improvement Program (HSIP), the current statewide Texas Transportation Plan 2040 (TTP), and the current JOHRTS Metropolitan Transportation Plan (MTP) – 2040.

- The Texas Strategic Highway Safety Plan (SHSP) is intended to reduce the number of fatalities and serious injuries resulting from motor vehicle crashes on public roads in Texas. Existing highway safety plans are aligned and coordinated with the SHSP, including the Texas Highway Safety Improvement Program (HSIP), MPO and local agencies' safety plans. The SHSP guides TxDOT, Texas MPOs, and other safety partners in addressing safety and defines a framework for implementation activities to be carried out across Texas.
- The TxDOT Highway Safety Improvement Program (HSIP) annual report provides for a continuous and systematic process that identifies and reviews traffic safety issues around the state. The goal of the HSIP process is to reduce the number of crashes, injuries and fatalities through the implementation of strategies and countermeasures structured around seven emphasis areas.
- The statewide Texas Transportation Plan 2040 (TTP) summarizes transportation needs across the state and identifies future funding projections for projects across transportation modes over the 25-year plan horizon.
- The JOHRTS MTP-2040 increases the safety of the transportation system for motorized and non-motorized users as required by the Planning Rule. The MTP identifies safety needs within the metropolitan planning area and provides funding for targeted safety improvements.

To support progress towards approved highway safety targets, the JOHRTS FY 2019-2022 Transportation Improvement Program (TIP) includes safety investments.

Pavement and Bridge Condition (PM2)

The FHWA established performance measures to assess pavement and bridge condition for the National Highway Performance Program, effective May 20, 2017. This second FHWA performance measure rule (PM2) established six performance measures:

1. Percent of Interstate pavements in good condition
2. Percent of Interstate pavements in poor condition
3. Percent of non-Interstate National Highway System (NHS) pavements in good condition
4. Percent of non-Interstate NHS pavements in poor condition
5. Percent of NHS bridges by deck area classified as in good condition
6. Percent of NHS bridges by deck area classified as in poor condition

Pavement Condition Measures

The pavement condition measures represent the percentage of lane-miles on the Interstate or non-Interstate NHS that are in good condition or poor condition. FHWA established five metrics to assess pavement condition: International Roughness Index (IRI); cracking percent; rutting; faulting; and Present Serviceability Rating (PSR). For each metric, a threshold is used to establish good, fair, or poor condition.

Pavement condition is assessed using these metrics and thresholds. A pavement section is in good condition if three metric ratings are good, and in poor condition if two or more metric ratings are poor. Pavement sections that are not good or poor are considered fair.

The pavement condition measures are expressed as a percentage of all applicable roads in good or poor condition. Pavement in good condition suggests that no major investment is needed. Pavement in poor condition suggests major reconstruction investment is needed due to either ride quality or a structural deficiency.

Bridge Condition Measures

The bridge condition measures represent the percentage of bridges, by deck area, on the NHS that are in good condition or poor condition. The condition of each bridge is evaluated by assessing four bridge components: deck, superstructure, substructure, and culverts. FHWA created a metric rating threshold for each component to establish good, fair, or poor condition. Every bridge on the NHS is evaluated using these component ratings. If the lowest rating of the four metrics is greater than or equal to seven, the structure is classified as good. If the lowest rating is less than or equal to four, the structure is classified as poor. If the lowest rating is five or six, it is classified as fair.

To determine the percent of bridges in good or in poor condition, the sum of total deck area of good or poor NHS bridges is divided by the total deck area of bridges carrying the NHS. Deck area is computed using structure length and either deck width or approach roadway width. Good condition suggests that no major investment is needed. Bridges in poor condition are safe to drive on; however, they are nearing a point where substantial reconstruction or replacement is needed.

Pavement and Bridge Targets

Pavement and bridge condition performance is assessed and reported over a four-year performance period. The first performance period began on January 1, 2018 and runs through December 31, 2021. The second four-year performance period will cover January 1, 2022, to December 31, 2025, with additional performance periods following every four years.

The PM2 rule requires states and MPOs to establish two-year and/or four-year performance targets for each PM2 measure. Current two-year targets represent expected pavement and bridge condition at the end of calendar year 2019, while the current four-year targets represent expected condition at the end of calendar year 2021.

States establish targets as follows:

- Percent of Interstate pavements in good and poor condition – four-year targets
- Percent of non-Interstate NHS pavements in good and poor condition – two-year and four-year targets
- Percent of NHS bridges by deck area in good and poor condition – two-year and four-year targets

MPOs establish four-year targets for each measure by either agreeing to program projects that will support the statewide targets or setting quantifiable targets for the MPO's planning area that differ from the state targets.

TxDOT established current statewide two-year and four-year PM2 targets on June 21, 2018. The SETRPC-MPO adopted the Texas statewide PM2 targets on November 29, 2018. **Table 2** presents statewide baseline performance for each PM2 measure as well as the current two-year and four-year statewide targets established by TxDOT.

On or before October 1, 2020, TxDOT will provide FHWA a detailed report of pavement and bridge condition performance covering the period of January 1, 2018, to December 31, 2019. TxDOT and the SETRPC-MPO will have the opportunity at that time to revisit the four-year PM2 targets.

Table 2: Pavement and Bridge Condition (PM2) Performance Targets

PERFORMANCE MEASURE	STATEWIDE BASELINE	2020 TARGET	2022 TARGET
Pavement on Interstate Highway			
1) Percent in "Good" condition	n/a	n/a	66.4%
2) Percent in "Poor" condition	n/a	n/a	0.3%
Pavement on Non-Interstate National Highway System			
3) Percent in "Good" condition	54.4%	52.0%	52.3%
4) Percent in "Poor" condition	13.8%	14.3%	14.3%
National Highway System Bridge Deck Condition			
5) Percent in "Good" condition	50.63%	50.58%	50.42%
6) Percent in "Poor" condition	0.88%	0.80%	0.80%

The SETRPC-MPO recognizes the importance of linking goals, objectives, and investment priorities to stated performance objectives, and that establishing this link is critical to the achievement of national transportation goals and statewide and regional performance targets. As such, the JOHRTS FY 2019-2022 TIP planning process directly reflects the goals, objectives, performance measures, and targets as they are available and described in other State and public transportation plans and processes; specifically, the current statewide Texas Transportation Plan 2040 (TTP) and the JOHRTS MTP-2040.

- The TTP 2040 summarizes transportation needs across the state and identifies future funding projections for projects across transportation modes over the 25-year plan horizon.
- The JOHRTS MTP-2040 addresses infrastructure preservation and identifies pavement and bridge infrastructure needs within the metropolitan planning area and allocates funding for targeted infrastructure improvements.

To support progress towards TxDOT's statewide PM2 targets, the JOHRTS FY 2019-2022 TIP includes investments that will maintain pavement and bridge condition performance. Investments in pavement and bridge condition could include pavement replacement and reconstruction, bridge replacement and reconstruction, new bridge and pavement capacity, and system resiliency projects that improve NHS bridge components.

Travel Time Reliability (PM3)

The FHWA established measures to assess performance of the National Highway System and freight movement on the Interstate system, effective May 20, 2017. This third FHWA performance measure rule (PM3) established three performance measures applicable to the SETRPC-MPO, described below.

National Highway System Performance:

1. Percent of person-miles on the Interstate system that are reliable
2. Percent of person-miles on the non-Interstate NHS that are reliable

Freight Movement on the Interstate:

3. Truck Travel Time Reliability Index (TTTR)

System Performance Measures

The two System Performance measures assess the reliability of travel times on the Interstate or non-Interstate NHS system. The performance metric used to calculate reliability is the Level of Travel Time Reliability (LOTTR). LOTTR is defined as the ratio of longer travel times (80th percentile) to a normal travel time (50th percentile) over all applicable roads during four time periods (AM peak, Mid-day, PM peak, and weekends) that cover the hours of 6 AM to 8 PM each day.

The LOTTR ratio is calculated for each segment of applicable roadway, essentially comparing the segment with itself. A segment is deemed to be reliable if its LOTTR is less

than 1.5 during all four time periods. If one or more time periods has a LOTTR of 1.5 or above, that segment is unreliable.

The measures are expressed as the percent of person-miles traveled on the Interstate or non- Interstate NHS system that are reliable. Person-miles considers the number of people traveling in buses, cars, and trucks over these roadway segments. To determine total person miles traveled, the vehicle miles traveled (VMT) on each segment is multiplied by average vehicle occupancy. To calculate the percent of person miles traveled that are reliable, the sum of the number of reliable person miles traveled is divided by the sum of total person miles traveled.

Freight Movement Performance Measures

The Freight Movement performance measure assesses reliability for trucks traveling on the Interstate. A TTTR ratio is generated by dividing the 95th percentile truck travel time by a normal travel time (50th percentile) for each segment of the Interstate system over five time periods throughout weekdays and weekends (AM peak, Mid-day, PM peak, weekend, and overnight) that cover all hours of the day. For each segment, the highest TTTR value among the five time periods is multiplied by the length of the segment. The sum of all length-weighted segments is then divided by the total length of Interstate to generate the TTTR Index.

PM3 Performance Targets

Performance for the PM3 measures is assessed and reported over a four-year performance period. For the PM3 measures, the first performance period began on January 1, 2018 and will end on December 31, 2021. TxDOT reported baseline PM3 performance and targets to FHWA and will report updated performance information at the midpoint and end of the performance period. The second four-year performance period will cover January 1, 2022, to December 31, 2025, with additional performance periods following every four years.

The PM3 rule requires state DOTs and MPOs to establish two-year and/or four-year performance targets for each PM3 measure. For all targets, the current two-year and four-

year targets represent expected performance at the end of calendar years 2019 and 2021, respectively.

States establish targets as follows:

- Percent of person-miles on the Interstate system that are reliable – two-year and four-year targets
- Percent of person-miles on the non-Interstate NHS that are reliable – four-year targets
- Truck Travel Time Reliability – two-year and four-year targets

MPOs establish four-year targets for the System Performance and Freight Movement by establishing targets by either agreeing to programs and projects that will support the statewide targets or setting quantifiable targets for the MPO's planning area that differ from the state targets.

TxDOT enlisted the Texas Transportation Institute (TTI) to establish a statewide methodology and recommend future year travel time reliability performance targets for all MPOs within Texas. The SETRPC-MPO adopted the TxDOT statewide PM3 targets on October 26, 2018. **Table 3** presents statewide baseline performance for each PM3 measure as well as the current two-year and four-year statewide targets established by TTI for TxDOT.

TxDOT will provide FHWA on or before October 1, 2020 a detailed report of PM3 performance covering the period of January 1, 2018 to December 31, 2019. TxDOT and the SETRPC-MPO will have the opportunity at that time to revisit the four-year PM3 targets.

Table 3: Travel Time Reliability (PM3) Performance and Targets

PERFORMANCE MEASURE	2017 BASE	2020 TARGET	2022 TARGET RECOMMENDATION
Percent of Person-Miles Traveled on the Interstate System that are Reliable	100%	97%	95%
Percent of Person-Miles Traveled on the Non-Interstate NHS that are Reliable	90%	75%	70%
Truck Travel Time Reliability Index	1.35	1.45	1.50

The SETRPC-MPO recognizes the importance of linking goals, objectives, and investment priorities to stated performance objectives, and that establishing this link is critical to the achievement of national transportation goals and statewide and regional performance targets. As such, the JOHRTS FY 2019-2022 TIP planning process directly reflects the goals, objectives, performance measures, and targets as they are available and described in other State and public transportation plans and processes; specifically, the Texas Freight Mobility Plan, the current statewide Texas Transportation Plan 2040 (TTP), and the JOHRTS MTP-2040.

- The Texas Freight Mobility Plan defines the conditions and performance of the state freight system and identifies the policies and investments that will enhance Texas highway freight mobility well into the future. The Plan identifies freight needs and the criteria Texas will use to determine investments in freight and prioritizes freight investments across modes.
- The TTP 2040 summarizes transportation needs across the state and identifies future funding projections for projects across transportation modes over the 25-year plan horizon.
- The JOHRTS MTP-2040 addresses reliability, freight movement, congestion, and identifies needs for each of these issues within the metropolitan planning area and allocates funding for targeted improvements.

To support progress towards TxDOT's statewide PM3 targets, the JOHRTS FY 2019-2022 TIP devotes resources to projects that will address passenger and highway freight reliability and delay.

Transit Asset Management Performance Measures and Targets

The Federal Transit Administration (FTA) established performance measures to assess the performance of transit assets on July 26, 2016. Each transit provider or Transit Asset Management (TAM) plan sponsor must set performance targets for transit assets.

On August 30, 2018, the SETRPC-MPO JOHRTS Transportation Planning Committee adopted the Transit Asset Management Performance Targets listed in **Table 4**. These performance targets are applicable to BMT, PAT, and SETT.

The SETRPC-MPO, TxDOT, Beaumont Municipal Transit (BMT), Port Arthur Transit (PAT) and South East Texas Transit (SETT) have signed an MOU defining roles and responsibilities related to the performance-based planning and programming process in compliance with the FAST Act.

Table 4: Transit Asset Management Performance Measures and Targets

ASSET CATEGORY	SERVICE AREA	ASSET CLASS	2018 TARGET FOR EXCEEDING USEFUL LIFE BENCHMARK
Rolling Stock	Urban	Buses	25%
		Vans	0%
		Minivans	0%
		Automobiles	0%
		Service Vehicles	50%
	Rural	Cutaway Vans	25%
		Vans	0%
		Automobiles	0%
		Service Vehicles	0%
	Urban	Non-Revenue Utility Vehicles	50%
		Non-Revenue Supervisor Vehicle	50%
		Rural	Non-Revenue Supervisor Vehicle
Non-Revenue Utility Vehicles			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%

The SETRPC-MPO recognizes the importance of linking goals, objectives, and investment priorities to stated performance objectives, and that establishing this link is critical to the achievement of national transportation goals and statewide and regional performance targets. As such, the JOHRTS FY 2019-2022 TIP planning process directly reflects the goals, objectives, performance measures, and targets as they are available and described in other State and public transportation plans and processes; specifically, the current statewide Texas Transportation Plan (TTP) 2040 and the JOHRTS MTP-2040.

- The TTP 2040 summarizes transportation needs across the state and identifies future funding projections for projects across transportation modes over the 25-year plan horizon.
- The JOHRTS MTP-2040 addresses and identifies transit needs within the metropolitan planning area and allocates funding for targeted improvements.

To support progress towards the TAM targets, the JOHRTS FY 2019-2022 TIP devotes resources to projects that will address transit asset management.

Project Contribution to Performance Targets

The table below (Table 5) shows the projects currently in the JOHRTS MTP-2040 and the JOHRTS FY 2019-2022 TIP and the targets that they are anticipated to positively affect. By agreeing to support the TxDOT performance targets in the area of Safety (PM1), Pavement and Bridge Condition (PM2), and Travel Time Reliability (PM3), the SETRPC-MPO has agreed to coordinate with TxDOT to program projects that will contribute to the accomplishment of those goals, measures, and targets.

Table 5: Project Contribution to Performance Targets

PROJECT NUMBER	FACILITY	LIMITS FROM	LIMITS TO	DESCRIPTION	PM1	PM2	PM3	TAM
00021	IH 10	KCS RR, east	Cow Bayou	Widen existing mainlanes from 4 to 6 lanes	X	X	X	
13002	IH 10	At FM 364		Reconstruct Interchange	X		X	
06006	IH 10	Walden Rd, east	US 90	Widen from 4 to 6 lanes	X	X	X	
94155	FM 299	South of Walden Rd and FM 105	Conner Rd and FM 105	Construct a new 2 lane highway	X	X	X	
12010	SH 62	FM 1078	700' south of FM 1078	Install right turn lane	X		X	
12011	SP 136	0.65 miles north of HWY 347	0.61 miles north on Spur 136	Install right and left turn lanes on Spur 136 at Huntsman Plant	X		X	

PROJECT NUMBER	FACILITY	LIMITS FROM	LIMITS TO	DESCRIPTION	PM1	PM2	PM3	TAM
12012	CS	East Candlestick Dr. from FM 3513	240' west of FM 3513	Installation of right turn lane at East Candlestick Drive	X		X	
12014	CR	Old Highway 90, south of IH-10 access road	East bank of Neches River	Construct railroad grade separation	X		X	
12015	VA	Inside the Port of Port Arthur		Install railroad track	X			
12016	VA	Districtwide		Install dynamic message signs	X		X	
12017	CS	Forest Rd, from US 69/287	West Chance Rd	Construct sidewalks on both sides of roadway, including ramps	X			
12018	US 69	Lucas St	Dowlen Rd	Construct sidewalks on the west side of US 69 right of way	X			
12019	FM 364	Delaware St	Phelan Blvd	Construct sidewalks	X			
12020	VA	Beaumont Municipal Transit		Replace 3 diesel buses with compressed natural gas (CNG) buses				X

PROJECT NUMBER	FACILITY	LIMITS FROM	LIMITS TO	DESCRIPTION	PM1	PM2	PM3	TAM
12021	VA	In Jefferson, Orange, and Hardin Counties		Areawide Rideshare Program			X	
12027	CA	Folsom Dr, from Dowlen Rd	FM 364/Major	Construct hike and bike trail	X			
13001	CS	Port Neches Ave. from Block St	Llano St	Construction of sidewalks and ADA ramps	X			
09005	VA	Port of Orange		Upgrade the rail within the port		X	X	
12009	CS	Old US 90 at Stephenson Dr	0.40 miles northwest of FM 105	Install right turn lane at Vidor Elementary	X		X	
14011	IH 10	Chambers Co/L, east	Hamshire Rd	Widen freeway from 4 to 6 lanes	X	X	X	
14012	FM 364	0.5 miles north of IH-10	900 ft south of IH 10	Widen to four lanes with a center left turn lane	X	X	X	
15001	IH 10	Cow Bayou	FM 1442	Widen existing mainlanes from 4 to 6 lanes	X	X	X	
15003	IH 10	FM 1442, east	UP Railroad	Widen existing mainlanes from 4 to 6 lanes	X	X	X	

PROJECT NUMBER	FACILITY	LIMITS FROM	LIMITS TO	DESCRIPTION	PM1	PM2	PM3	TAM
15004	IH 10	UP Railroad	0.54 miles east of FM 3247	Widen existing mainlanes from 4 to 6 lanes	X	X	X	
14010	IH 10	0.64 Miles West of Hamshire Rd, East	0.76 Miles East of FM 365	Widen freeway from 4 to 6 lanes	X	X	X	
15002	FM 364	900 ft South of IH 10	SH 124	Widen to four lanes with a center left turn lane	X	X	X	
02001	CS	Dowlen Rd from Jane's Gully, South	The LNVA Canal	Construct a new 4 lane roadway	X		X	
16005	CS	Houston Avenue	Port of Port Arthur Entrance	Widen existing roadway	X	X	X	
16004	CR	On Old Hwy 90 from EB IH-10 FR	Port Access Rd	Widen existing roadway	X	X	X	
15006	US 69	Hardin County Line, South	Tram Road	Construct Frontage Roads over Pine Island Bayou	X		X	
15005	US 69	Cooks Lake Rd, South	Jefferson County Line	Construct Frontage Roads over Pine Island Bayou	X		X	

PROJECT NUMBER	FACILITY	LIMITS FROM	LIMITS TO	DESCRIPTION	PM1	PM2	PM3	TAM
17004	SH 73	Chambers County Line, East	0.6 Miles East of SH 124	Grade separation and close crossover	X		X	
17003	US 69	FM 421, South	US 96	Widen Existing highway to 4 lanes with a continuous left turn lane	X	X	X	
02002	US 69	Tram Road, South	LNVA Canal	Widen freeway from 4 to 6 lanes	X	X	X	
94131	US 69	LNVA Canal, South	IH 10	Widen freeway from 4 to 6 lanes	X	X	X	
14013	IH 10	FM 365	CR 131 (Walden Rd)	Widen freeway from 4 to 6 lanes	X	X	X	
18035	US 69	At SH 73		Improve interchange	X		X	
17002	IH 10	0.54 miles east of FM 3247	Sabine River Bridge	Widen existing mainlanes from 4 to 6 lanes	X	X	X	
18034	IH 10	Hollywood Overpass, East	7th Street	Widen freeway to 6 mainlanes and reconstruct interchange	X	X	X	

Appendix A: FHWA Supplemental FAST Act Compliance Documentation for Metropolitan & Statewide Transportation Planning Process

1. **FHWA REQUIREMENT:** *Update Public Participation Plan (PPP) to include: a) public ports; b) private providers of transportation (including intercity bus operators, employer-based commuting programs, such as carpool program, vanpool program, transit benefits program, parking cash-out program, shuttle program, or telework program). (Ref: 23 CFR 450.316(a)).*

Please include documentation on how the PPP has been updated by the MPO to incorporate the new stakeholders identified under the FAST Act metropolitan and statewide planning regulations cited above. If, for example, your region does not currently include a parking cash-out program or transit benefits program for the area users, please simply state so here. Please include the current date of your most recently updated PPP adopted by the SETRPC-MPO JOHRTS Transportation Planning Committee and a web-link to this documentation for future reference purposes.

SETRPC-MPO RESPONSE: The SETRPC-MPO JOHRTS Transportation Planning Committee adopted an updated Public Participation Plan (PPP) on December 7, 2017 and can be accessed online at www.setrpc.org/public-participation-plan. The recently adopted PPP was updated for compliance with the FAST Act. One of the new goals of the PPP is to expand consultation and stakeholder involvement to include the full range of communities and interests that are affected by transportation decisions including public and private transportation providers for all

modes, freight interests, organizations dealing with the environment and planning for natural disasters, economic development, and tourism interests.

The SETRPC-MPO maintains a carpooling program for the region but does not currently have a transit benefits program or parking cash-out program.

The SETRPC-MPO maintains a database of persons, groups, and agencies interested in notification of updated information and public meetings. In order to facilitate the expansion of consultation and stakeholder involvement, this database was updated to include regional contacts for public ports, intercity buses, regulatory and disaster preparedness organizations, and tourism and economic development agencies.

2. **FHWA REQUIREMENT:** *Demonstrate consultation with agencies involved in: a) tourism; b) natural disaster risk reduction. (Ref: 23 CFR 450.316(b)).*

Identify which agencies within your metropolitan planning area that you have demonstrated consultation with as part of your MTP and TIP development that are involved in regional tourism activities (including consultation with local Chamber of Commerce, major public sporting and tourism sponsors and activities, festivals, etc. within your region. Perhaps include weblinks to major sporting events, festivals, and other tourism activities within your region. For natural disaster risk reduction perhaps include documentation of which emergency management or centers operate within the city or county (or perhaps FEMA/DHS coordination) that you have engaged within as part of your metropolitan transportation planning process. Perhaps include hurricane evacuation maps (if applicable) or links to these types of State or local emergency management activities, operations, and agencies onto the MPO's homepage.

SETRPC-MPO RESPONSE: The SETRPC-MPO has demonstrated consultation with representatives of tourism and natural disaster risk reduction agencies.

Representatives of agencies involving tourism and natural disaster risk reduction are

members of the MPO Transportation Planning Committee. The Transportation Planning Committee serves as the governing body for the MPO and provides regular and continuing general policy guidance during the development of the plan.

The Transportation Planning Committee membership of the cities within the MPO planning area is representative of the tourism agencies and interests. The SETRPC-MPO has updated the Public Participation Plan (PPP) to include outreach and consultation from tourism and natural disaster risk reduction officials. The PPP contacts database was expanded to include regulatory and disaster preparedness organizations and tourism and economic development agencies.

SETRPC-MPO staff is currently working on a multi-year project to create a clearing house of links and websites that would be of interest to both tourists visiting the area and residents who are not aware of all the amenities within the region. The region has numerous activities and sites of interest and many of these are on websites, however there is no comprehensive listing of the tourism resources. The SETRPC-MPO website will fulfill this need. Staff have added the new travel and tourism page to the SETRPC-MPO website. The page highlights the county, city and state visitor centers. The page will evolve into a very detailed listing of historical, educational, entertainment, and outdoor sites and activities within the three-county region. The page will eventually include other resources that are needed by visitors such as medical, and financial facilities as well as shopping and places to stay.

The Transportation Planning Committee membership of the US Coast Guard, TxDOT, and FHWA is representative of agencies involved in natural disaster risk reduction. On April 12, 2018 and May 11, 2018, the SETRPC held a resiliency workshop with local officials to have a discussion on infrastructure vulnerabilities to natural disasters and how to plan for risk reduction. Representatives from TxDOT, the Port of Port Arthur, the City of Orange, and the Texas Transportation Institute participated in the workshop.

3. **FHWA REQUIREMENT:** *MPO(s), State(s), and the providers of public transportation shall jointly agree upon and develop specific written provisions for cooperatively developing and sharing information related to: a) transportation performance data; b) the selection of performance targets; c) the reporting of performance targets; d) the reporting of performance to be used in tracking progress toward attainment of critical outcomes for the region of the MPO & the collection of data for the State asset management plan for the NHS. (Ref: 23 CFR 450.314(h)).*

Document the form of written agreement whether existing MOU/MOA or other form used to meet compliance with this new FAST Act requirement under 23 CFR 450.314(h), identify which key stakeholders have signed this MOU/MOA (or other form) and a brief description of their roles and responsibilities related to the performance-based planning and programming process. These are due by May 27, 2018.

SETRPC-MPO RESPONSE: The SETRPC-MPO, TxDOT, Beaumont Municipal Transit (BMT), Port Arthur Transit (PAT) and South East Texas Transit (SETT) have signed a MOU defining roles and responsibilities related to the performance-based planning and programming process in compliance with the FAST Act. The SETRPC-MPO will establish the necessary transportation performance targets, share information related to the performance data, and document the progress in achieving performance targets. BMT, PAT, and SETT have established a Transit Asset Management Plan (TAMP) performance measures for their fleets, facilities, and equipment. The SETRPC-MPO Transportation Planning Committee adopted TAMP performance measures on August 30, 2018.

4. **FHWA REQUIREMENT:** *Incorporate two new planning factors: a) Improve the resiliency and reliability of the transportation system and reduce or mitigate storm-water impacts of surface transportation; b) Enhance travel and tourism. (Ref: 23 CFR 450.206(a)(9& 10) and 306(b)(9&10)).*

Document how the two new FAST Act metropolitan planning factors have been addressed within the transportation planning process, including what analysis framework was utilized to ensure the resiliency and reliability of the transportation system (example: CHS mapping for visualization purposes) or to identify and reduce stormwater impacts of surface transportation through policies and design standards (example: TxDOT Roadside Design Manual or local public agency geometric design criteria) used within the metropolitan area. For purposes of enhancing travel and tourism, perhaps include discussion of how the PPP and outreach efforts have been implemented to incorporate additional stakeholders related to travel and tourism within the metropolitan planning region.

SETRPC-MPO RESPONSE: Resiliency and reliability: In order to incorporate resiliency and reliability into the transportation planning process, the SETRPC-MPO has conducted a system level vulnerability assessment for the JOHRTS region using the guidelines from FHWA Vulnerability Assessment and Adaptation Framework to ensure the resiliency and reliability of the transportation system and to assess vulnerabilities of the transportation system to natural disasters. As part of this framework, the SETRPC-MPO has developed a GIS-based assessment of the region's vulnerability to climate change and natural disasters. The SETRPC-MPO has mapped infrastructure that is vulnerable to flooding events. The SETRPC-MPO is also actively adding links on the MPO website to hurricane evacuation maps and information.

Reduce or mitigate stormwater impacts: In order to incorporate policies and agency design standards as a means to identify and reduce the stormwater impacts of surface transportation, the SETRPC-MPO has adopted the TxDOT Hydraulic Design Manual: Storm Water Management as policy and design guidance. This document defines stormwater, identifies stormwater impacts of surface transportation, and identifies measures to mitigate and reduce stormwater impacts. This document provides policies and design standards that can be used throughout the JOHRTS area to mitigate and reduce stormwater impacts of surface

transportation.

Enhance travel and tourism: An updated Public Participation Plan (PPP) was adopted by the SETRPC-MPO in 2017. This updated PPP is compliant with the FAST Act and includes an expanded outreach effort to include outreach and consultation with public ports, intercity buses, regulatory and disaster preparedness organizations, and tourism and economic development agencies. The MPO is actively adding website links to tourism related websites from the MPO website as stated earlier under item #2.

5. **FHWA REQUIREMENT:** *Include consideration of intercity buses (in both MTPs and Statewide Long-Range Transportation Plans). (Ref: 23 CFR 450.216(b) and 324(l)(2)).*

Document how the long-range Metropolitan Transportation Plan (MTP) has addressed intercity buses (e.g., Greyhound and other transit bus providers) within the region. Mapping of intercity bus terminals, intermodal facilities, and bus routes within the MTP is suggested as one option and how these facilities link to major highway networks and arterials within the metropolitan planning region.

SETRPC-MPO RESPONSE: The SETRPC-MPO has identified intercity bus providers within the JOHRTS region. Two Greyhound stations located within the region, one in Rose City and Port Arthur. As part of the transportation planning process, the SETRPC-MPO is considering the role that intercity buses play within the region.

6. **FHWA REQUIREMENT:** *MTP includes an assessment of capital investment and other strategies to preserve the existing and future transportation system and reduce the vulnerability of the existing transportation infrastructure to natural disasters. (Ref: 23 CFR 450.324(l)(7)).*

Document how the MPO included an assessment of the existing transportation system (both highway and transit routes) — for example: using GIS mapping or

other framework analysis tools- to help reduce the vulnerability of the existing and future transportation infrastructure to natural disasters including extreme weather events like flooding, hurricane impacts, drought, etc. as applicable for the MPO geographic region.

SETRPC-MPO RESPONSE: Pages 10-6 to 10-7 of the existing JOHRTS MTP-2040 includes a GIS-based assessment of capital investment to preserve the existing and future transportation system and reduce its environmental impacts. In addition, the SETRPC-MPO has adopted the guidelines from the FHWA Vulnerability Assessment and Adaptation Framework as a tool to evaluate the JOHRTS area for vulnerabilities of the transportation system to extreme weather and climate effects. The tool will assist in identifying strategies that can be incorporated into the planning process in order to reduce the vulnerability of the existing transportation infrastructure to natural disasters.

7. **FHWA REQUIREMENT:** *MTP includes a description of the (Federally required) performance measures and performance targets used in assessing the performance of the transportation system. (Ref: 23 CFR 450.324(l)(3)).*

Document how the MPO included safety and Transit Asset Management Plan (TAMP) performance measures and how are used in assessing the performance of the transportation system. As the 2-year phase-in deadlines approach for PM2 (pavement and bridge condition) and PM3 (NHS, Freight, and CMAQ) performance targets on or after May 20, 2019, and the MPO adopts these subject performance targets, include documentation of how these additional targets will be used in assessing the performance of the transportation system within the MPO planning region. For additional information on applicable dates for TPM and timelines for implementation, please see: <https://www.fhwa.dot.gov/tpm/rule/timeline.pdf>.

SETRPC-MPO RESPONSE: The SETRPC-MPO Transportation Planning Committee has adopted performance targets on all Federally required performance measures on the dates indicated below:

- Transit Asset Management Plan (TAMP) Performance Measures, August 30, 2018
- Travel Time System Performance Reliability Measures (PM3), October 26, 2018
- Safety Performance Measures, November 29, 2018
- Pavement and Bridge Performance Measures (PM2), November 29, 2018

The JOHRTS FY 2019-2022 TIP was adopted by the SETRPC-MPO Transportation Planning Committee on November 29, 2018. Projects included in this TIP are intended to support the achievement of the adopted performance targets.

8. **FHWA REQUIREMENT:** *MTP includes a system evaluation report evaluating the condition and performance of the transportation system with respect to the (Federally required) performance targets including progress achieved by the MPO toward the performance targets. (Ref: 23 CFR 450.324(f)(4)).*

Document how the MTP has supported the performance targets associated with safety, TAMP, and PM2 (on or after May 20, 2019) and PM3 (on or after May 20, 2019) and how progress has been achieved by the MPO toward these adopted system performance targets.

SETRPC-MPO RESPONSE: SETRPC-MPO is coordinating with TxDOT to develop a system to report progress in achieving performance targets. The System Evaluation Report is located in Appendix B. At this time, the SETRPC-MPO have adopted performance targets for the Transit Asset Management Plan (TAMP) performance measures, the Travel Time System Reliability (PM3) measures, the Safety

performance measures, and the Pavement and Bridge (PM2) performance measures. The SETRPC-MPO is continuing coordination with TxDOT on the data collection, analysis, and reporting process in achieving adopted performance targets.

9. **FHWA REQUIREMENT:** *STIPs/TIPs include (to the maximum extent practicable) a description of the anticipated effect of the STIP and TIP toward achieving the performance targets identified by the State in the long-range statewide transportation plan and by MPO in the MTP. (Ref: 23 CFR 450.218(q) and 326(d)).*

Document how the STIPs/TIPs have an impact towards achieving the performance targets associated with Safety, TAMP, and PM2 (on or after May 20, 2019) and PM3 (on or after May 20, 2019) and how progress has been made by the MPO. Include discussion in both MTP and STIP/TIP on how performance targets have been impacted by the list of projects and programs shown in the documents.

SETRPC-MPO RESPONSE: The SETRPC-MPO has adopted performance targets for all federally required performance measures. The JOHRTS FY 2019-2022 TIP is based on the results of the updated multimodal project selection process and supports the achievement of performance targets. The JOHRTS MTP-2045 will include the development of an evaluation report that can be used to assess the progress of projects in achieving performance targets.

10. **FHWA REQUIREMENT:** *STIP/TIPs include a linkage from the investment priorities in the TIP/STIP to achievement of performance targets in the plans. (Ref: 23 CFR 450.218(q) and 326(d)).*

Document how the project selection process used in the TIP/STIP has been improved to address Safety, TAMP and PM2 (on or after May 20, 2019) and PM3 (on or after May 20, 2019) and how performance targets will be achieved in the transportation planning process.

SETRPC-MPO RESPONSE: SETRPC-MPO has adopted a new project selection process with multimodal evaluation tracks. Both road and the transportation choices & livability evaluation tracks have criteria which score a project's safety history against historic crash rates. Additional criteria score a project with credit given for specific types of safety improvements.

11. **FHWA REQUIREMENT:** *Statewide plan shall include a description of the performance measures & targets and a systems performance report assessing the performance of the transportation system (Ref: 23 CFR 450.216(f)(1&2)).*

SETRPC-MPO RESPONSE: N/A (Task relates to TxDOT)

12. **FHWA REQUIREMENT:** *Statewide plan and 4 STD P updates should apply asset management principles consistent with the State Asset Management Plan for the NHS and the Transit Asset Management Plan and the Public Transportation Safety Plan in the statewide planning process. (Ref: 23 CFR 450.208(e)).*

SETRPC-MPO RESPONSE: N/A (Task relates to TxDOT)



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REVIEW OF DRAFT CHANGES TO THE NATIONAL HIGHWAY SYSTEM

Background

Periodically FHWA, TxDOT and MPOs conduct a review of the region's highways and intermodal connectors designated on the National Highway System (NHS). The NHS is a network of critical principal arterials and highways that links major airports, ports, public transportation facilities, rail/truck intermodal terminals, and major population centers, and serves interstate and interregional travel.

Highways must meet the federal criteria to be designated on the NHS.

- Serves major activity centers
- Serves long-distance travel and connects multiple regions
- Provides mobility across a region
- Avoids residential areas and provides limited access to surrounding land uses
- Directly links interstate highways, freeways and expressways
- Must be a principal arterial or higher roadway classification

Intermodal connectors provide the last-mile access from the main NHS to major intermodal facilities, such as commercial airports, port terminals, truck/rail/pipeline facilities, public transit stations, park & ride locations and ferry terminals. Intermodal connectors must meet the federal criteria to be designated on the NHS.

- A specified volume of traffic must be generated according to the type of intermodal facility
- The connector must be the principal connecting route between the facility and the main NHS route

In addition to the criteria above, projects on NHS highways are subject to federal design standards.

Why is the NHS review important?

- The review brings focus on the transportation system with the largest impact on the movement of people and goods.
- Highways on the NHS are eligible for the National Highway Performance Program (NHPP) funding which makes up over half of the Texas-apportioned federal funds.
- Corridor projects on the NHS are modeled for air quality conformity.
- National Performance Measures must be calculated for the entire NHS related to safety, pavement, bridges and travel time reliability.



TEXAS NHS REVIEW

SETRPC Workshop



- First effort to rationalize the system in Texas since its creation in 1995
- Harmonizes Functional Classification and NHS designations
- Brings focus on parts of the transportation system with the largest impact on the movement of people and goods

What does the NHS mean to the work of your agency?

Did you know...

- Facilities on the NHS are eligible for **National Highway Performance Program** (NHPP) funds, which make up over half of Texas-apportioned Federal-Aid Highway Funds
- **National Performance Management Measures** must be calculated for the entire NHS:
 - ✓ Pavement condition
 - ✓ Bridge condition
 - ✓ Safety
 - ✓ Travel Time Reliability
- Projects on NHS facilities are subject to **Federal Design Standards**

Review components of the National Highway System against Federal Criteria & Guidelines

- Evaluate Texas portions of the National Highway System in a data-driven manner
- Align process with Federal requirements for modification
- Ensure informed consent from MPOs and other partners
- Recommend NHS modifications and produce draft FHWA submittals

The National Highway System shall consist of interconnected urban and rural principal arterials and highways (including toll facilities) which serve major population centers, international border crossings, ports, airports, public transportation facilities, other intermodal transportation facilities and other major travel destinations; meet national defense requirements; and serve interstate and interregional travel.

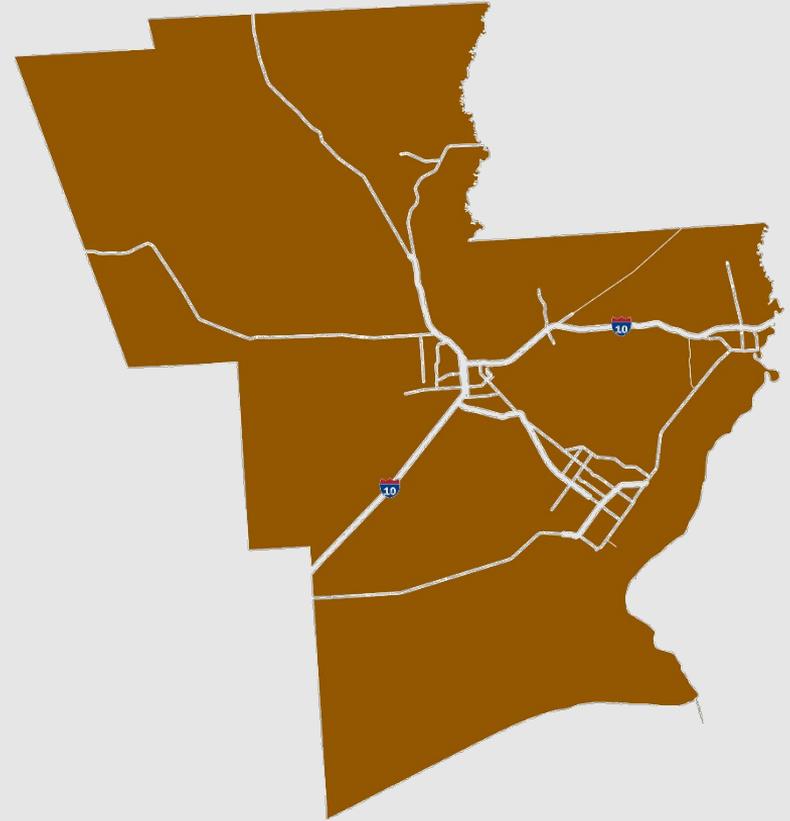
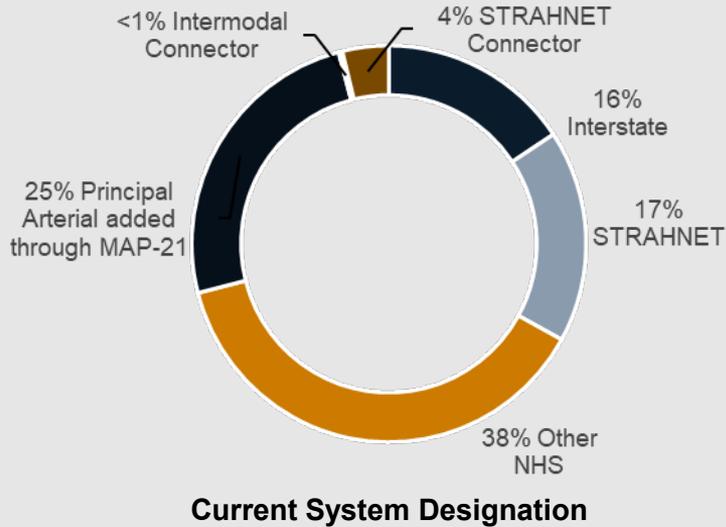
23 CFR 470.107 (b)

SETRPC NHS Facts

319 centerline miles (8% of total miles)

8 million daily vehicle-miles traveled (65% of total travel)

1 million daily truck-miles traveled (82% of all truck travel)



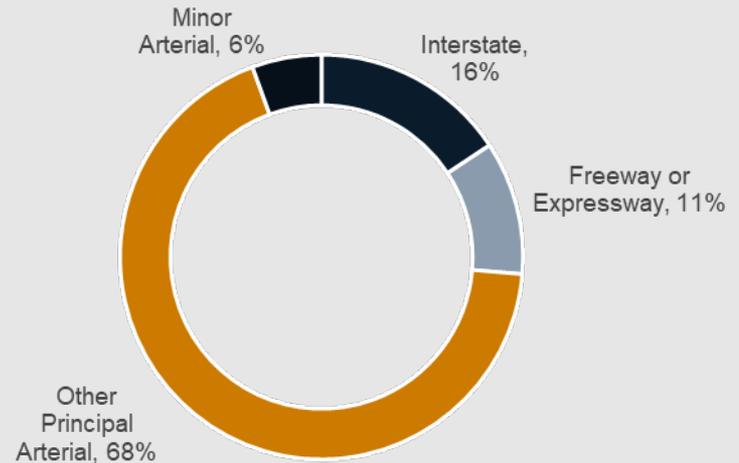
Source: Texas HPMS 2017 Year-End Data Submission

The National Highway System shall consist of *interconnected urban and rural principal arterials and highways...*

23 CFR 470.107 (b)

Main (non-connector) NHS

- All Interstates are **automatically on the NHS**
- Freeways and expressways provide regional and interregional mobility and **should all be on the NHS**
- **Other Principal Arterials (OPAs)** serve more local traffic, but also serve regional mobility. **Correctly-classified OPAs should be on the NHS**
- **Other Functionally-Classified Roads should not be included in the NHS** unless they serve significant intermodal facilities or major military installations



319 NHS Miles by Functional Classification

Source: Texas HPMS 2017 Year-End Data Submission

Review components of the NHS against Federal Criteria & Guidelines

- 1) Principal Arterials Classification & NHS Status
- 2) Intermodal Connectors on the NHS

Functional Classification & NHS Review

- Evaluate all Principal and Minor Arterials in the state
- Use FHWA guidelines to ensure that Urban and Rural Principal Arterials (OPAs) are correctly classified
- Suggest updating NHS designations based on Principal Arterial findings
- Share findings with TxDOT Districts and MPOs for review and concurrence

Functional Classification



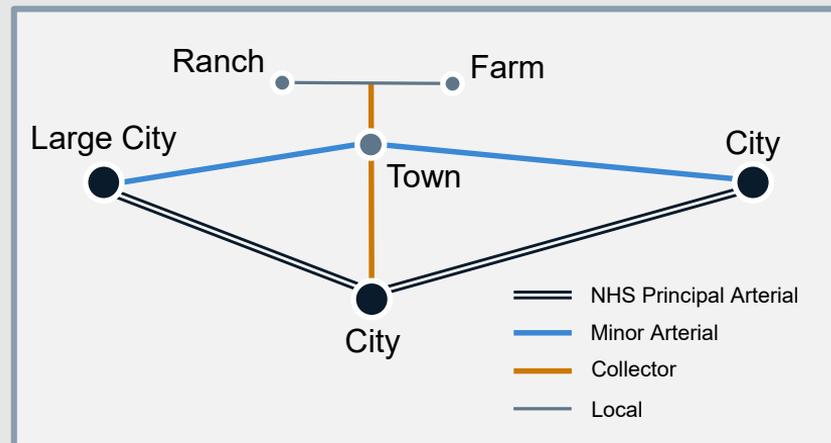
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graph TD; A[Functional Classification] --> B[NHS Review]
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NHS Review

NHS Arterials in Rural Areas

- Enable **long-distance travel** between Urbanized Areas or cities with **25,000 or more** people

Functional Classification of Rural Roadways



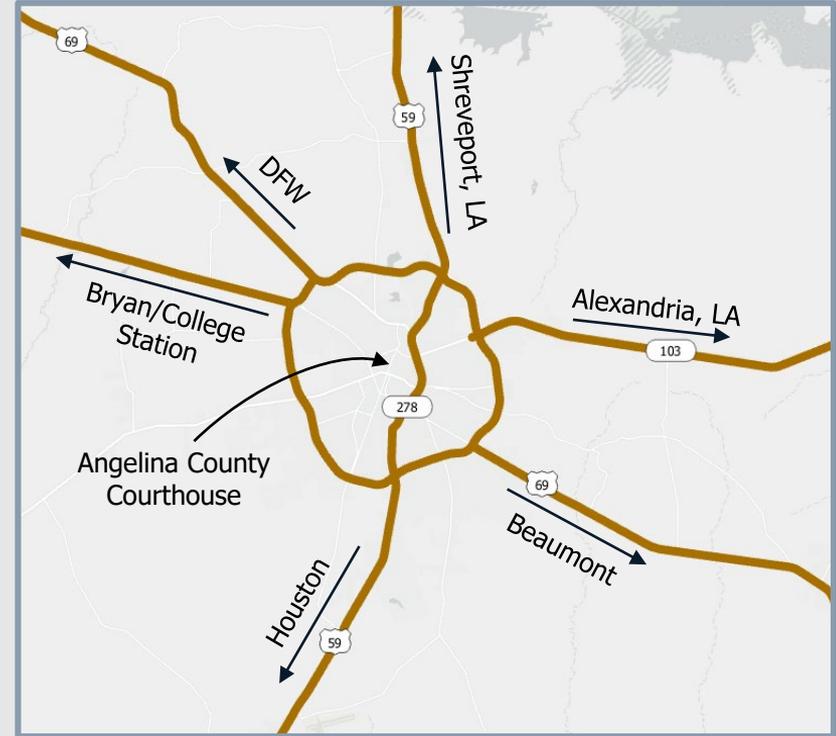
Source: Adapted from FHWA Functional Classification Guidance

NHS Arterials in Small Towns and Cities

- Provide **continuity with Rural Principal Arterials** carrying through traffic
- Serves traffic leaving a through route to access **regional traffic generators** (town center, courthouse, etc.)

Lufkin, TX

Current NHS Principal Arterial Network



Step 1: Use FHWA guidelines to identify potential Urban Principal Arterials

AADT	Typical of MA	MA or PA		Typical of PA
	3,000	7,000	14,000	27,000 or more
	0 points	0.5 points	1 point	
Divided/ Undivided	Typical of MA	MA or PA		Typical of PA
	None	Unprotected/CTL	Raised Median (Curbed)	Positive Barrier
	0 points	0.5 points	1 point	
Access Control	MA or PA		Typical of PA	
	None		Partial Access Control	Full Access Control
	0 points		1 point	
Right-of-Way (ft.)*	Typical of MA	MA or PA		Typical of PA
	50	90	250	300 or more
	0 points	0.5 points	1 point	

Translate “Typical Characteristics” into **Scores (0 – 4)** to identify likely Principal Arterials

Criteria based on FHWA Highway Functional Classification Concepts, Criteria and Procedures, 2013
 *Estimates developed by Jacobs based on 20th/80th percentile

Step 2: Review Function within the Urban Context using Google Maps, aerial imagery, etc.

Does a road...?	Yes	No
Serve major activity centers		
Serve long-distance travel needs / Connect large regions		
Provide mobility across a region, especially between outlying areas and the urban core		
Avoid residential areas and provide limited access to surrounding land uses		
Directly link Interstate Highways, Freeways, or Expressways		

Criteria based on FHWA Highway Functional Classification Concepts, Criteria and Procedures, 2013

Existing Other Principal Arterial (OPA) / Existing Minor Arterial (MA)

Number of criteria that scored "Yes"	Preliminary Suggestion
4-5	Keep as OPA / Re-designate as OPA
2-3	Further Review
1	Keep as MA / Re-designate as MA

Focus areas

- Stubs & joint designation of facilities
- MPO & District coordination
- Short arterials



Date: June 6, 2019

To: Jefferson-Orange-Hardin Regional Transportation Study (JOHRTS) Transportation Planning Committee (TPC)

From: Bob Dickinson, Director
Transportation and Environmental Resources Division

Subject: Adoption of Resolution Adopting Revisions to the National Highway System within the JOHRTS Region.

Attached for your review and consideration is a resolution adopting revisions to the National Highway System within the JOHRTS three-county region.

The JOHRTS Technical Committee met on Wednesday, May 29, 2019 and reviewed a list of recommended changes from TxDOT and MPO staff that would add, remove, or reclassify roadways within the region to conform with criteria from the Federal Highway Administration. After a lengthy discussion the Committee agreed on the proposed list of changes being submitted to the TPC for approval. These revisions are noted in Attachment "A" of the accompanying resolution.

If any questions arise, please do not hesitate to contact Bob Dickinson at 409- 899-8444 x7520 or bdickinson@setrpc.org.

President – John Gothia, Orange County | 1st VP – Rebecca Ford, Bevil Oaks | 2nd VP – Mary Adams, Kountze
3rd VP – Kirk Roccaforte, Bridge City | Treasurer – Michael Sinegal, Jefferson County | Secretary – Wayne McDaniel, Hardin County

Executive Director – Shanna Burke

2210 Eastex Freeway Beaumont, Texas 77703-4929

(409) 899-8444 | (409) 347-0138 fax

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

Resolution

**A RESOLUTION BY THE TRANSPORTATION PLANNING COMMITTEE OF THE
JEFFERSON-ORANGE-HARDIN REGIONAL TRANSPORTATION STUDY (JOHRTS)
ADOPTING REVISIONS TO THE NATIONAL HIGHWAY SYSTEM (NHS) WITHIN THE
JOHRTS REGION.**

WHEREAS, the Federal Highway Administration requested the Texas Department of Transportation (TxDOT) to review and update the NHS within the state; and

WHEREAS, TxDOT requested all Metropolitan Planning Organizations (MPOs) to review and update the NHS within their respective regions, the JOHRTS MPO Technical Committee reviewed recommended revisions; and

WHEREAS, the JOHRTS Technical Committee agreed on a list of revisions, that would add, remove, or reclassify roadways within the region to conform with criteria from the Federal Highway Administration, to recommend to the JOHRTS Transportation Planning Committee for approval; and

THEREFORE, BE IT RESOLVED that the Transportation Planning Committee of the Jefferson-Orange-Hardin Regional Transportation Study hereby adopts revisions to the NHS within the three-county region, as shown in attached Appendix A.

**INTRODUCED AND PASSED BY THE TRANSPORTATION PLANNING COMMITTEE OF THE
JEFFERSON-ORANGE-HARDIN REGIONAL TRANSPORTATION STUDY ON this the 6th day of
June, 2019.**

APPROVED:

Don Surratt, Vice Chairman
JOHRTS Transportation Planning Committee
Mayor, City of Lumberton

ATTEST:

Tucker Ferguson, P.E., Secretary
JOHRTS Transportation Planning Committee
TxDOT-Beaumont District Engineer

APPENDIX A

JOHRTS Proposed NHS and Functional Classification Changes

Corridor	Limits	Proposed Action
FM 364	Phelan to US 90	Upgrade to Principal Arterial and add to NHS
US 90	Liberty County Line to Keith Rd	Add to NHS
11th Street	US 69 to Washington Blvd	Reduce to minor arterial and remove from NHS
Calder	IH-10 to Willow	Reduce to minor arterial and remove from NHS
College Street	IH-10 to Pearl	Reduce to minor arterial and remove from NHS
Willow/Park/Pearl	IH-10 to College Street	Reduce to minor arterial and remove from NHS
9th Avenue	FM 365 to SH 73	Reduce to minor arterial and remove from NHS
FM 365	Spur 93 to US 69	Reduce to minor arterial and remove from NHS
Bu 90Y	IH-10 (W. Intersection) to SH 87 (W. Intersection)	Reduce to minor arterial and remove from NHS
SH 62	IH-10 to SH 73	Upgrade to Principal Arterial and add to NHS
SH 87	Newton Co/L to S Teal Street	Upgrade to Principal Arterial and add to NHS
FM 3247	IH-10 to BU 90Y	Reduce to minor arterial and remove from NHS
FM 105	Old Hwy 90 to FM 1131	Reduce to minor arterial and remove from NHS

We Value Your Input

Metropolitan Transportation Plan 2045
Jefferson-Orange-Hardin Transportation Study (JOHRTS) Area



Please join us
for a meeting on the
Metropolitan Transportation
Plan, the Transportation Improvement
Program, and Transportation
Conformity for Southeast Texas!

Learn about the *planning process*, identify
transportation issues in the region, and provide your input

on ***what you want to see in the future.***

The public review and comment period will be held **May 31 - July 1, 2019.**

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 your input
or submit written comments by 5:00 PM on July 1, 2019 to:*

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

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

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

MONDAY

June 3, 3:00 PM

City of Orange Library
220 5th Street
Orange, TX

TUESDAY

June 4, 3:00 PM

Lumberton City Hall
836 North Main Street
Lumberton, TX

WEDNESDAY

June 5, 3:00 PM

Bowers Convention Center
3401 Cultural Center Drive
Port Arthur, TX

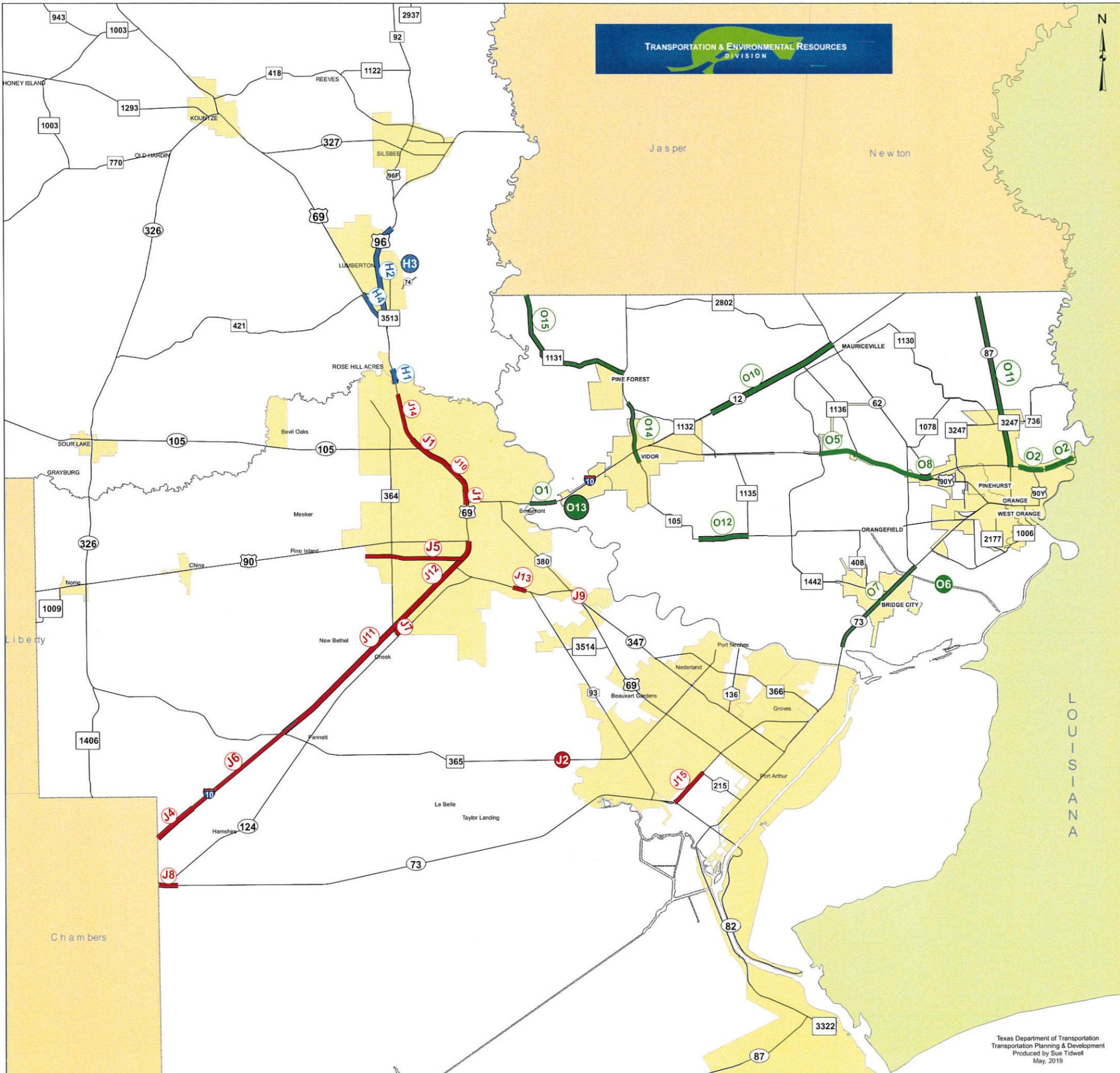
THURSDAY

June 6, 3:00 PM

South East Texas
Planning Commission
2210 Eastex Freeway
Beaumont, TX



www.setrpc.org/ter



May Status Regional Transportation Projects

Jefferson, Hardin, Orange

JEFFERSON COUNTY

- J1 - US 69 0200-11-100
Eastex Fwy
SH 105 to IH 10
Ramp & FR Relocation
Total Cost \$27,390,861.67
100% Complete
- J2 - FM 365 0932-01-090
at Hillebandt Bayou
Replace Bridge & approaches
Total Cost \$14,655,685.45
29.79% Complete
- J4 - IH 10 0739-02-160
let w/Chambers Project
Jefferson C/L to
West of Hampshire Rd
widen to six lanes
Total Cost \$19,031,143.03
74.4 % Complete
- J5 - CS Washington Ave
0920-38-187
Loma Ln to IH 10
Total Cost \$1,690,881.52
90.40% Complete
- J6 - IH 10 0739-02-161
Hampshire to FM 365
Widen to six lanes
Total Cost \$101,970,747.52
32.50% Complete
- J7 - FM 364 0786-01-083
IH 10 to SH 124
widen to 4 lanes
Total Cost \$3,523,494.74
0% Complete
- J8 - SH 73 0508-04-162
FM 1663 to SH 124
upgrade standards
grade separated
Total Cost \$18,747,291
28.36% complete
- J9 - US 69 0200-14-085
at SS 380, SH 347
& Sulphur Plant Rd
Bridge Maintenance
Total Cost \$8,319,407.20
43.48% complete
- J10-US 69 0200-11-095
LNVA Canal to IH 10
widen to six lanes
Total Cost \$31,528,539.20
17.07% complete
- J11-IH 10 0739-02-162
FM 365 to Walden Rd
widen to six lanes
Total Cost \$128,399,059.91
3.97% complete
- J12-IH 10 0739-02-164
Walden Rd to US 90
Mill and Overlay
Total Cost \$2,593,474.60
0% complete

- J13-US 69 NBFR 0200-14-086
.6 N of SS 93 to SS 93
Remove existing Concrete
reconstruct & overlay
Total Cost \$2,395,589.66
0% Complete
- J14-US 69 0065-07-062
Tram Rd to LNVA Canal
widen from 4 to 6 lanes
Total Cost \$21,735,071.85
0% Complete
- J15-SH 73 0508-04-168
SH 82 to SS 215
Mill and overlay
Total Cost \$2,402,166.15
0% Complete

- O5 - IH 10 0028-11-179
FM 1442 to FM 3247
widen to 6 lanes
Total Cost \$12,418,604.50
96.81% Complete
- O6 - E Roundbunch 0920-30-077
at Cow Bayou
Replace Bridge
Total Cost \$11,399,718.80
81.88% Complete
- O7 - SH 73 0306-02-069
Veteran's Br to SH 62
Overlay Roadway
Total Cost \$5,658,758.05
100% Complete
- O8 - IH 10 FRs 0028-11-203
SH 62 to RR
Rehab/widen road
Total Cost \$3,360,292.76
0% Complete

HARDIN COUNTY

- H1 - US 69 FRs 0065-06-063
Cooks Lk Rd to Tram Rd
New Frontage Roads
Total Cost \$10,637,780.19
99.16% Complete
- H2 - US 96 0065-05-145
Village Ck Br to US 69
Mill & overlay
Total Cost \$4,178,757.29
20.5% complete
- H3 - CR 30 0920-03-034
at Village Ck Branch
Replace Bridge
Total Cost \$586,641
80.62% Complete
- H4 - US 69 0200-10-067
FM 421 to US 96
widen to 4 Ins with
center turn lane
Total Cost \$1,853,959.54
0% Complete

- O10- SH 12 0499-03-058
Evangeline Ln to SH 62
turning and passing Ins
Total Cost \$6,632,538.46
17.42% Complete
- O11-SH 87 0305-07-062
Newton Co/L to IH 10
Overlay roadway
Total Cost \$3,213,535.64
100% Complete
- O12-FM 105 0883-02-086
Byron Rd to FM 1135
additional surface
Total Cost \$1,139,721.00
18.93% Complete
- O13-Old Hwy 90 0920-30-078
at Bairds Bayou
replace bridge
Total Cost \$3,732,469.40
0% Complete

ORANGE COUNTY

- O1 - IH 10 0028-09-111
at Neches River
Replace Bridge
Total Cost \$58,877,950.00
98.91% Complete
- O2 - IH 10 0028-14-109
Adams Bayou to Sabine River
Reconstruct, Replace Bridges
Total Cost \$68,441,218.70
62.12% Complete

- O14-FM 105 0710-02-068
FM 1132 to Orange St
Mill and Overlay
Total Cost \$3,550,038.75
0% Complete
- O15-FM 1131 0784-04-023
Jasper Co/L to FM 105
Safety Treat fixed objects
Total Cost \$897,634.00
0% Complete

Texas Department of Transportation
Transportation Planning & Development
Produced by Sue Tidwell
May, 2019

