



Jefferson-Orange-Hardin Regional Transportation Study

Metropolitan Transportation Plan 2045

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

SETRPC
SOUTH EAST TEXAS REGIONAL PLANNING COMMISSION


TRANSPORTATION &
ENVIRONMENTAL
RESOURCES

30-day Public Comment Period:
May 31, 2019 to July 1, 2019

ADOPTED by the Transportation Planning Committee:
July 18, 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

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Metropolitan Transportation Plan 2045

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

ADOPTED DATE

July 18, 2019

ACKNOWLEDGMENTS

This report was developed in collaboration with the following entities:



- Bob Dickinson
- Jimmie B. Lewis, AICP
- Paige Callaway



- Scott Ayres, P.E.



PREPARED BY



- Madhu Narayanasamy, AICP
Project Manager
- Krista Goodin, AICP
- Robert Guthart
- Alison Kwong

The preparation and publication of this report was financed in part through grants from the Federal Highway Administration, the Federal Transit Administration, and the Texas Department of Transportation. All opinions, findings, and conclusions presented in this report reflect the view of the Plan authors and do not necessarily reflect the official views or policy of the Federal Highway Administration, the Federal Transit Administration, or the Texas Department of Transportation.

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**South East Texas Regional Planning Commission-
Metropolitan Planning Organization (SETRPC-MPO)
Jefferson-Orange-Hardin Regional Transportation Study (JOHRTS) Transportation Planning
Committee**

A Resolution Adopting the JOHRTS Metropolitan Transportation Plan (MTP)-2045


- WHEREAS, the SETRPC-MPO for the JOHRTS area is the designated agency for transportation planning in Jefferson, Orange, and Hardin Counties in southeast Texas; and
- WHEREAS, the SETRPC-MPO is responsible for preparing and submitting the JOHRTS MTP-2045 to the Texas Department of Transportation (TxDOT) that includes both long-range and short-range program strategies/actions that lead to the development of an integrated intermodal transportation system that facilitates the efficient movement of people and goods; and
- WHEREAS, the JOHRTS Transportation Planning Committee approved the adoption of the JOHRTS MTP-2045.

NOW, THEREFORE, BE IT RESOLVED that the JOHRTS MTP-2045 is hereby adopted and may be submitted to TxDOT for review and approval.

Approved this the 18th day of July, 2019



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



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

TEXAS DEPARTMENT OF TRANSPORTATION
MPO SELF-CERTIFICATION

In accordance with 23 CFR Part 450.336 and 450.220 of the Fixing America's Surface Transportation Act (FAST Act); the Texas Department of Transportation, and the Beaumont-Port Arthur Metropolitan Planning Organization for the Beaumont-Port Arthur urbanized area(s) hereby certify that the transportation planning process is addressing the major issues in the metropolitan planning area and is being conducted in accordance with all applicable requirements of:

1. [23 U.S.C. 134](#), [49 U.S.C. 5303](#), and this subpart;
2. Title VI of the Civil Rights Act of 1964, as amended ([42 U.S.C. 2000d-1](#)) and [49 CFR part 21](#);
3. [49 U.S.C. 5332](#), prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
4. Section 1101(b) of the FAST Act ([Pub. L. 114-357](#)) and [49 CFR part 26](#) regarding the involvement of disadvantaged business enterprises in DOT funded projects;
5. [23 CFR part 230](#), regarding the implementation of an [equal employment opportunity program](#) on Federal and Federal-aid [highway](#) construction contracts;
6. The provisions of the Americans with Disabilities Act of 1990 ([42 U.S.C. 12101 et seq.](#)) and [49 CFR parts 27, 37, and 38](#) ;
7. The Older Americans Act, as amended ([42 U.S.C. 6101](#)), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
8. Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender; and
9. Section 504 of the Rehabilitation Act of 1973 ([29 U.S.C. 794](#)) and [49 CFR part 27](#) regarding discrimination against individuals with disabilities.

Beaumont
District
Texas Department of Transportation

Tucker
District Engineer

7-18-2019
Date

L W Cooper Jr.
Metropolitan Planning Organization
Policy Board Chairperson

[Signature]
Chairperson

7-18-2019
Date

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Chapter 1

Planning Context

1.0 Introduction

The purpose of this Metropolitan Transportation Plan (MTP) is to provide systematic, long-range planning for transportation projects and programs within the Jefferson, Orange, and Hardin Regional Transportation Study (JOHRTS) area. The metropolitan transportation planning process is a federally regulated planning process that requires the development of an MTP that addresses at least a 20-year planning horizon that includes both long- and short- range strategies or actions for an integrated and intermodal transportation system. This MTP was developed through a continuing, cooperative, and comprehensive (3-C) planning process and identifies transportation needs, financial resources, and project or programming priorities for the JOHRTS area through the horizon year 2045. This MTP, the **JOHRTS MTP-2045** addresses and meets all *Moving Ahead for Progress in the 21st Century Act of 2012* (MAP-21) and *Fixing America's Surface Transportation Act of 2015* (FAST Act) planning requirements as provided by the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA).

1.1 South East Texas Regional Planning Commission

Metropolitan Planning Organizations (MPOs) were formed through federal legislation enacted during the 1960s that aimed to ensure that federally funded transportation projects and programs are based on the 3-C planning process. Federal mandates require that a MPO be established for any urbanized area with a population of 50,000 or more. The South East Texas Regional Planning Commission (SETRPC) serves as the designated Metropolitan Planning Organization (MPO) for the JOHRTS area and is responsible for carrying out the federally mandated urban transportation planning and programming process. The main purpose of the SETRPC-MPO is to develop and maintain all transportation plans for the JOHRTS area including the Transportation Improvement Program (TIP), the Unified Planning Work Program (UPWP), the Public Participation Plan (PPP) and the MTP. The MPO boundary for the JOHRTS area is shown in **Figure 1.1**. The JOHRTS area encompasses Jefferson, Orange, and Hardin Counties in southeast Texas. The region is commonly referred to as the “Golden Triangle” and the three-county region.



Figure 1.1: Planning Area for the JOHRTS MTP-2045



1.2 Planning Context

Historically, surface transportation planning in the United States focused on addressing national mobility needs by connecting the nation through an interstate highway system. The *National Interstate and Defense Highways Act*, enacted in 1956, affected transportation planning, programming, and projects. In the wake of two world wars and the threats of a cold war, an interstate highway system was essential for national defense. An interstate highway system would allow for a quick mobilization of troops across the country to face the threat of a foreign invasion.

Over time, state and metropolitan transportation planning has evolved to encompass additional issues including urban growth, air quality, citizen participation, accommodations for disadvantaged groups of people, equity, resiliency, and general quality of life. In recent times, state and metropolitan transportation planning have been shaped and defined by a series of federal transportation laws, regulations, and policies that encourage the development of a multimodal and performance-based transportation planning process. Significant federal transportation planning acts include the *Intermodal Surface Transportation Efficiency Act* of 1991 (ISTEA); the *Transportation Equity Act for the 21st Century* of 1998 (TEA-21); the *Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for All Users* of 2005 (SAFETEA-LU); *Moving Ahead for Progress in the 21st Century Act* of 2012 (MAP-21); and most recently the *Fixing America's Surface Transportation Act* of 2015 (FAST Act). The FAST Act continues the metropolitan planning program under MAP-21, amends 23 U.S.C. 134, and expands the scope consideration of the metropolitan planning process. The FAST Act expands the eight planning factors identified under MAP-21 with two additional planning factors:

- Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation
- Enhance travel and tourism

The JOHRTS Metropolitan Transportation Plan – 2045 addresses and meets all MAP-21 and FAST Act planning requirements as provided by the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA). **Table 2.1** shows the federal planning factors from 23 CFR § 450.306, *The Scope of the Metropolitan Transportation Planning Process*.

Table 2.1: Federal Planning Factors

FAST ACT	MAP-21	FEDERAL PLANNING FACTORS	
●	●	1	Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency
●	●	2	Increase the safety of the transportation system for motorized and non-motorized users
●	●	3	Increase the security of the transportation system for motorized and non-motorized users
●	●	4	Increase accessibility and mobility of people and freight
●	●	5	Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvement and state and local planning growth and economic development patterns
●	●	6	Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight
●	●	7	Promote efficient system management and operation
●	●	8	Emphasize the preservation of the existing transportation system
●		9	Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation
●		10	Enhance travel and tourism



1.2.1 Purpose of the MTP

The MTP outlines the transportation goals, objectives, and performance measures for the region, as well as addresses transportation related issues and impacts over a 26-year planning horizon. The MTP is federally-mandated and complies with the statewide and metropolitan transportation planning regulations issued by the US

Department of Transportation (USDOT). This JOHRTS MTP-2045 is an update to the previous long-range transportation plan adopted in 2014.

1.2.2 SETRPC History and Structure

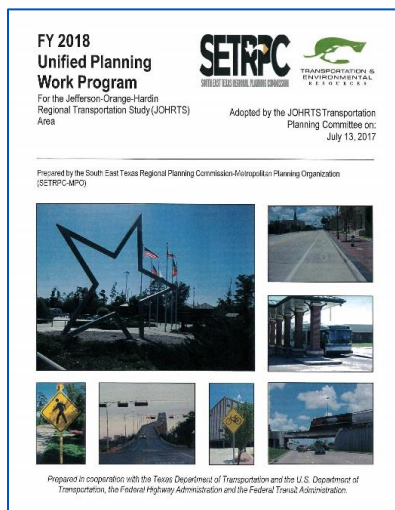
The United States Congress, in seeking a solution to increasing transportation related problems, included in the *Federal-Aid Highway Act* of 1962 provisions for studying all transportation systems in urban areas with populations of 50,000 or greater. In the Federal-Aid Highway Act of 1973, the Federal Government stressed the formation of Metropolitan Planning Organizations to establish a method for local governments to have input in where federal transportation dollars are spent in their area. In 1974, the Governor of Texas designated the South East Texas Regional Planning Commission (SETRPC) as the MPO for the three-county region comprising the Jefferson, Orange, and Hardin Regional Transportation Study (JOHRTS) area. With this designation, the SETRPC assumed responsibilities for the development of the area's Metropolitan Transportation Plan (MTP) and the identification and ranking of projects for funding through an adopted Transportation Improvement Program (TIP).

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

- **SETRPC-MPO:** The SETRPC-MPO serves as the MPO planning staff.
- **JOHRTS Transportation Planning Committee:** The JOHRTS Transportation Planning Committee serves as the planning committee and the MPO governing body. The JOHRTS Transportation Planning Committee is comprised of elected officials from local government bodies in the region. The JOHRTS Transportation Planning Committee usually meets on a quarterly basis to determine MPO policy. The Board and its members are governed by amended bylaws and operating procedures adopted in December 2009.
- **JOHRTS Technical Committee:** The JOHRTS Technical Committee serves as the technical advisory committee and includes local professionals involved in various aspects of transportation infrastructure. Membership includes public works directors, traffic engineers, representatives of public transportation operations, and related private sector interests. The JOHRTS Technical Committee is responsible for interacting with the planning staff to review transportation plans and projects for recommendation to the JOHRTS Transportation Planning Committee.

1.2.3 Related Plans and Studies Maintained by the SETRPC-MPO

The SETRPC-MPO is responsible by federal mandates for the development of several plans in addition to the MTP.

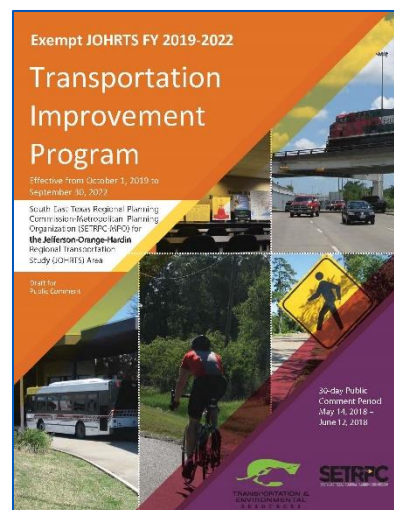


Unified Planning Work Program

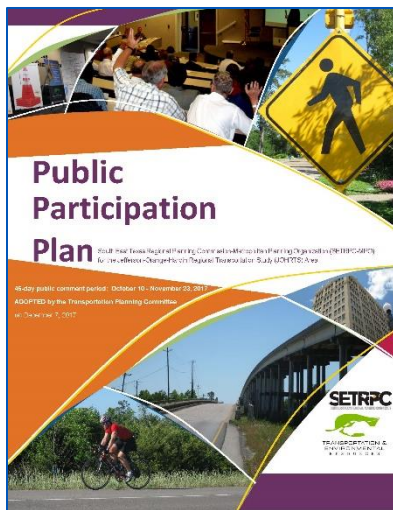
The Unified Planning Work Program (UPWP) documents the metropolitan transportation planning activities performed with funds provided under Title 23 United States Code (U.S.C.) and Title 49 U.S.C. Chapter 53. It is prepared annually and is a statement of work identifying the planning priorities and activities to be carried out within a metropolitan planning area for a given fiscal year (October 1 through September 30). This document includes a list of the planning task descriptions and resulting products from each associated task, denotes who will perform the work tasks, provides a time frame for conducting the tasks, and identifies the sources of funds for each task.

Transportation Improvement Program

The Transportation Improvement Program (TIP) is the short-range transportation plan for the JOHRTS area. The TIP presents 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 to be eligible for Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) funds.



*The MTP and TIP must comply with **Transportation Conformity regulations resulting from the Clean Air Act and Clean Air Act Amendments of 1990.***



Public Participation Plan

The Public Participation Plan (PPP) defines the process for providing citizens, local governments, agencies, and special interest groups with reasonable opportunities to be involved in the metropolitan transportation planning process. Public involvement fosters an opportunity for better planning decisions and collective acceptance of transportation plans and programs. The MPO utilizes a variety of methods to encourage public participation and promote involvement in the 3-C transportation planning process.

As a recipient of federal financial assistance as they relate to the requirements of **Title VI** of the *Civil Rights Act* of 1964, the SETRPC-MPO also maintains the following planning documents:

Title VI/Environmental Justice Program

The Title VI/Environmental Justice Program addresses the responsibilities of the SETRPC-MPO as a recipient of federal financial assistance as they relate to requirements of Title VI of the Civil Rights Act of 1964, the Civil Rights Restoration Act of 1987, and Executive Order 12898. These federal laws and orders seek to prevent any form of discrimination and to ensure certain populations are not disproportionately adversely affected by plans, programs, and projects implemented by public agencies. This program was most recently updated in 2017.

Limited English Proficiency Plan

The Limited English Proficiency Plan address the responsibilities of the SETRPC-MPO as a recipient of federal financial assistance as they relate to the needs of individuals with limited English proficiency language skills. The plan has been prepared in accordance with Title VI of the *Civil Rights Act* of 1964, 42 U.S.C. 2000d, et seq., and its implementing regulations, which state that no person shall be subjected to discrimination based on race, color or natural origin. This plan was reviewed and determined to be compliant in 2017.

Executive Order 13166, titled Improving Access to Services for Persons with Limited English Proficiency, indicates that differing treatment based upon a person's inability to speak, read, write or understand English is a type of national origin discrimination. It directs each agency to publish guidance for its respective recipients clarifying their obligation to ensure that such discrimination does not take place. This order applies to all state and local agencies which receive federal funds, including the SETRPC-MPO.

1.2.4 Consideration of State and Local Plans

The JOHRTS MTP-2045 is the most current transportation plan for the SETRPC-MPO. As with most planning documents, this MTP builds upon and incorporates the ideas, issues, and recommendations of past and current planning efforts. The following plans and studies completed since the JOHRTS MTP-2040 served as valuable inputs into the development of this JOHRTS MTP-2045.

- TxDOT 2019-2023 Strategic Plan
- Texas (TxDOT) Transportation Plan 2040
- Texas (TxDOT) Unified Transportation Program
- Texas (TxDOT) Freight Mobility Plan
- Texas (TxDOT) Strategic Highway Safety Plan
- Texas (TxDOT) Statewide Implementation Plan
- City of Beaumont General Plan
- City of Beaumont Climate Action Plan
- City of Beaumont Energy Action Plan
- Orange Regional Housing Consortium 5 Year Strategic Plan
- City of Port Arthur Downtown Revitalization Plan
- City of Port Arthur Comprehensive Plan, Imagine Port Arthur
- City of Port Arthur Disaster Recovery and Resiliency Plan
- City of Port Arthur Target Area Housing Plan

1.3 MTP Overview

The JOHRTS MTP-2045 is the result of extensive public involvement, active stakeholder input, technical analysis, population and employment projections, and local and regional needs assessments. This process resulted in the recommendations for transportation improvements within the JOHRTS area. The plan is organized into the following chapters.

1.3.1 Plan Overview

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

- **Chapter 1:** Planning Context
- **Chapter 2:** Vision, Goals, and Objectives
- **Chapter 3:** Community Structure
- **Chapter 4:** Community Participation
- **Chapter 5:** Roadways
- **Chapter 6:** Public Transportation
- **Chapter 7:** Bicycle and Pedestrian System
- **Chapter 8:** Airports
- **Chapter 9:** Goods Movement
- **Chapter 10:** Environment
- **Chapter 11:** Performance Management
- **Chapter 12:** Safety, Security, and Resiliency
- **Chapter 13:** Financial Plan
- **Chapter 14:** Recommended Planned Improvements



Chapter 2

Vision, Goals, and Objectives

2.0 Introduction

The regional vision, goals, and objectives are used to direct transportation investments and to translate the strategic vision of the SETRPC-MPO into something that can be measured and tracked. The JOHRTS MTP goals will define the overall direction of the long-range transportation planning efforts in the JOHRTS area and guide the SETRPC-MPO in decisions regarding multimodal transportation infrastructure investment. The goals provide a strategic framework for organizing and articulating the objectives, priorities, and policies that will be established through the plan development process.

2.1 Vision Statement, Goals, and Objectives

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

Vision Statement

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

2.1.1 Goals and Objectives

To support the regional vision, this MTP contains a series of goals and objectives that reflect regional values and satisfy long-term regional transportation needs. The goals are used as a general guide to achieve the result stated in the vision statement, while the objectives are more specific and define results that must be attained or actions that must be followed to reach respective goals. Together, the vision statement, goals, and objectives form a coherent plan to provide pragmatic solutions to identified transportation needs. The JOHRTS MTP-2045 goals were developed in accordance with FAST Act planning requirements.

Goal #1

Preserve and Maintain the Existing Transportation System

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



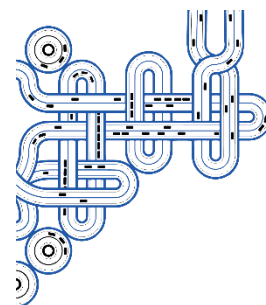
Objectives:

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

Goal #2

Improve the Operational Efficiency of the Transportation Network

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



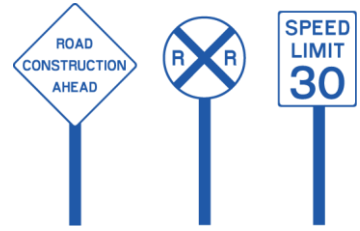
Objectives:

- Support measures that reduce traffic congestion and peak hour travel demand.
- Identify and improve “bottlenecks” or “points of congestion” with applicable transportation-related projects.
- Promote operational efficiency through the use of technological improvements.
- Encourage initiatives that promote transit and other transportation modes, including intercity transportation providers, as alternatives to single occupancy vehicles.
- Improve junctions between transportation modes.
- Support projects and programs that improve the resiliency and reliability of the transportation system.

Goal #3

Enhance the Safety of the Transportation Community

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



Objectives:

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

Goal #4

Enhance the Security of the Transportation Community

Because the JOHRTS area is a hub of intermodal traffic (land and seaborne) in a region that often experiences severe weather, the SETRPC-MPO must consider elements relating to the security of the transportation system.



Objectives:

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

Goal #5

Protect and Improve the Environment

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



Objectives:

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

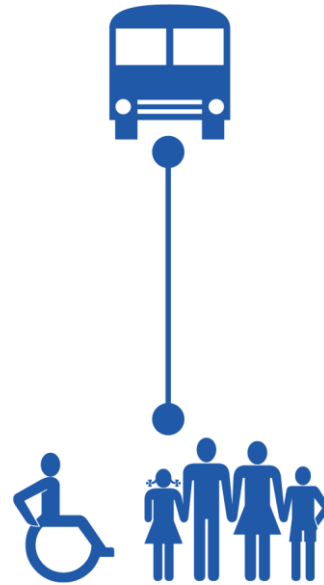
Goal #6

Maximize the Social Benefits of the Transportation System

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

Objectives:

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



Goal #7***Foster Economic Development***

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

***Objectives:***

- Support regional cooperation and collaboration in the promotion and operation of economic assets in the JOHRTS area.
- Encourage all economic development organizations to continuously promote the economic attributes of the region.
- Continue to promote transportation programs and projects that support economic development initiatives, with particular emphasis on intermodal facilities.
- Subscribe to efforts that encourage the development of tourism in the region.
- Give priority to transportation programs that retain existing businesses and attract new businesses to the area.
- Improve freight mobility that reduces the impacts of congestion, generates economic benefits, and facilitates the efficient movement of freight.
- Promote and enhance travel and tourism.

Goal #8***Maintain Financial Responsibility in the Development and Preservation of the Transportation System***

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

***Objectives:***

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



Chapter 3

Community Structure

3.0 Introduction

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

3.1 Geographical Context

The Jefferson-Orange-Hardin Regional Transportation Study (JOHRTS) area consists of the three-county region of southeast Texas - Jefferson, Orange, and Hardin Counties. The area covers the corporate limits of the cities of Beaumont, Bevil Oaks, Bridge City, China, Groves, Kountze, Lumberton, Nederland, Nome, Orange, Pine Forest, Pinehurst, Port Arthur, Port Neches, Rose City, Rose Hill Acres, Silsbee, Sour Lake, Taylor Landing, Vidor, and West Orange. Due to the predominance of the petrochemical industry and its significance as a major manufacturing and industrial center, the larger cities of Beaumont, Port Arthur, and Orange are often referred to as the "Golden Triangle." The JOHRTS area is wholly encompassed by the Beaumont – Port Arthur metropolitan statistical area, which also includes Newton and Jasper counties. A map of the JOHRTS area is shown in **Figure 3.1**.

The geographical locations of the three counties in the JOHRTS area are described as follows:



Jefferson County

Jefferson County is bounded on the north by Pine Island Bayou, on the northeast by the Neches River, on the west by Liberty and Chambers Counties, and on the east by the Neches River, Sabine Lake, and the mouth of the Sabine River. These bodies of water feed into the Gulf of Mexico, which provides the boundary for the southern portion of the county. The county seat, Beaumont, is located 85 miles east of Houston and 25 miles north of the Gulf of Mexico. **Figure 3.1** shows the area studied by JOHRTS.



Orange County

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



Hardin County

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

Figure 3.1: SETRPC-MPO Planning Area



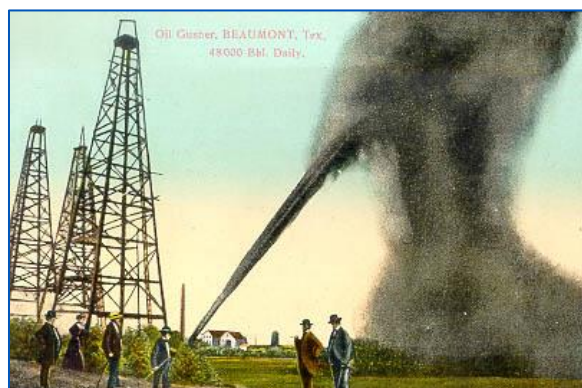
3.2 History of the Region

The southeast Texas region of Jefferson, Orange, and Hardin Counties boasts a rich history. Before the advent of railroads and roadways, the JOHRTS region's substantial waterways ensured that water transportation was the most frequently used mode of movement when trade and



communication were slower over land. Beginning in the 1870s and into the early twentieth century, the lumber industry prospered and provided the region with population and economic growth. As the lumber industry grew, rail transportation was introduced in the 1880s and provided a more efficient and secure form of transporting the vast amounts of logs coming from the east Texas piney woods. The Sabine-Neches Waterway was first deepened to Port Arthur between 1897 and 1898, which further improved goods movement.

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



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

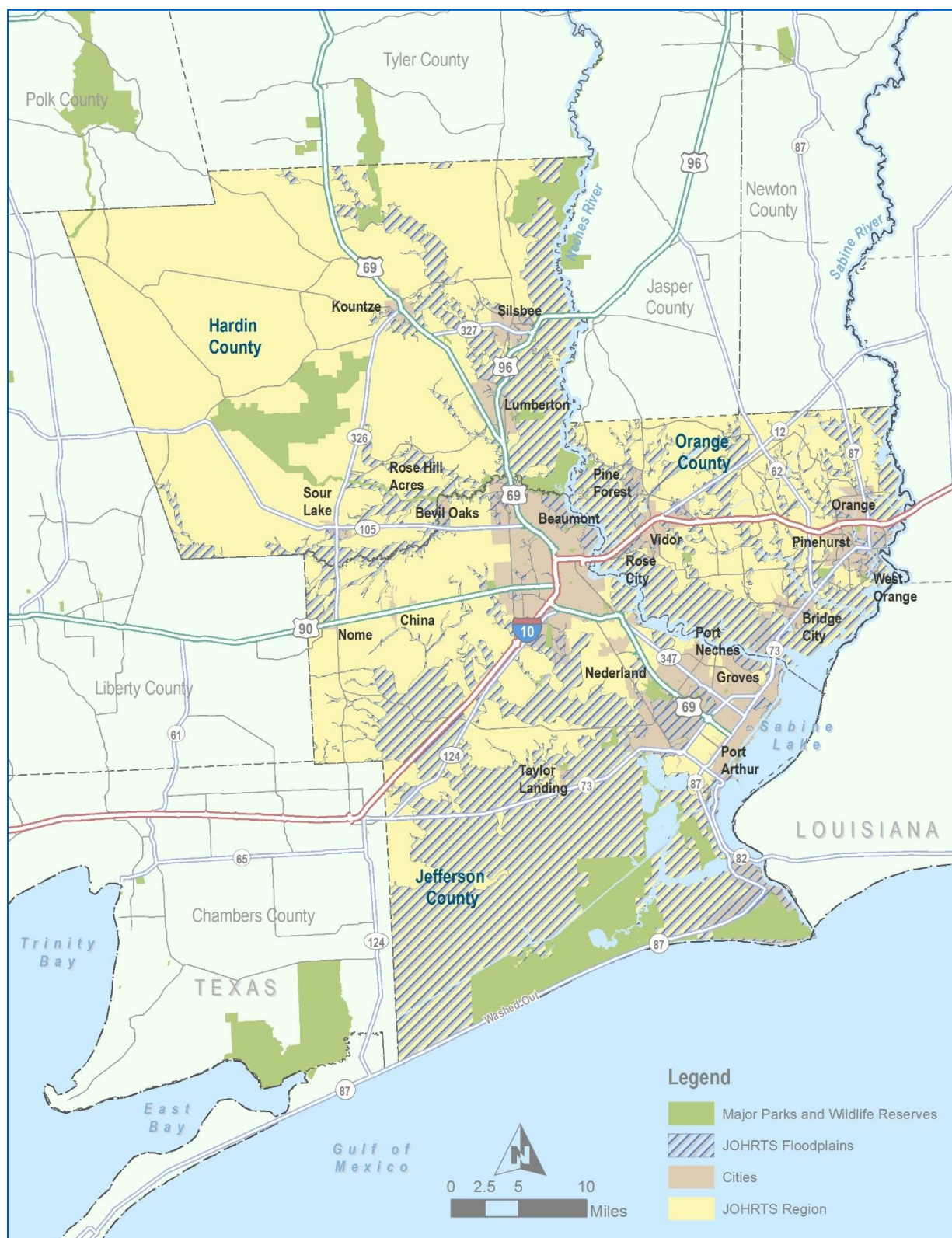
3.3 Land Development Patterns

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

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



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

Figure 3.2: Environmental Characteristics of the JOHRTS Region

Source: FEMA

Jefferson County

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



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



and gravel mining. Commercial land use in the city center is mostly service oriented businesses and small retail shops.

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

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



Orange County

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

The larger cities in Orange County include Bridge City, Orange, Pinehurst, Vidor, and West Orange. The predominant land use in these cities is a mix of industrial and commercial in the central areas. Industrial activities in

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

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

Hardin County

Hardin County, in the Big Thicket of southeast Texas, is part of the larger east Texas timberlands region. The dense pine and hardwood forests of the Big Thicket dominate the county's land area, providing residents and tourists with recreational activities. Pine Island and Little Pine Island Bayous join Village and Cypress Creeks to drain the area into the Neches River, which forms the eastern county line.



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

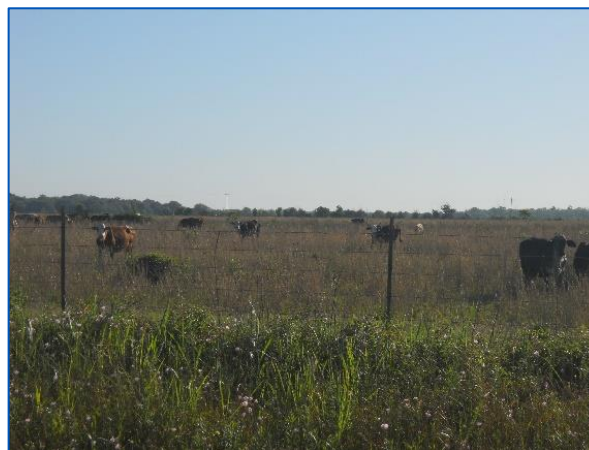


Figure 3.3 illustrates the existing land use patterns in the JOHRTS area. Overall, commercial and retail development tends to be situated along major road thoroughfares such as I-10 and US 90, while industrial uses are predominately located in close proximity to the area's waterways.

Figure 3.3: Existing Land Use Patterns in the JOHRTS Area

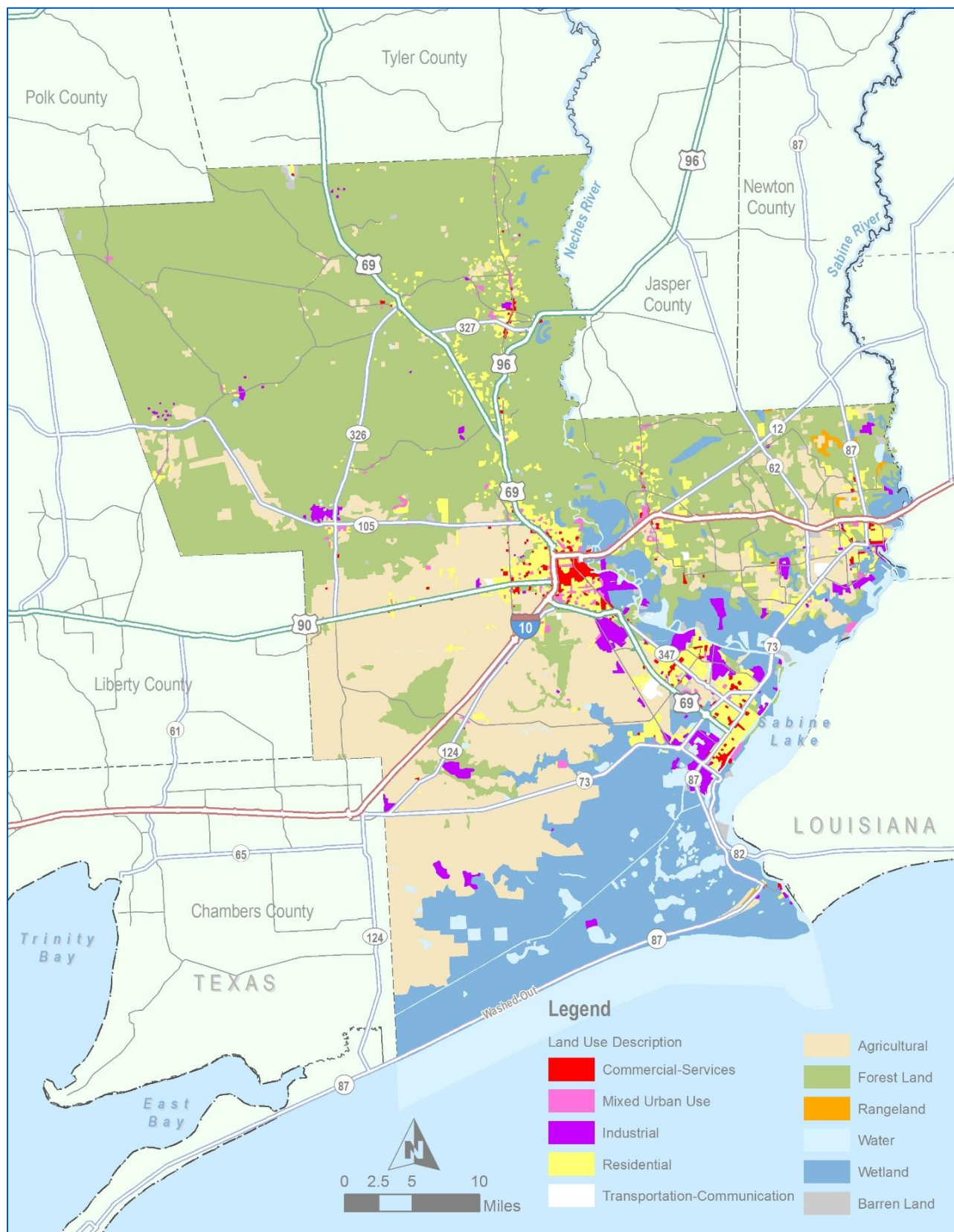
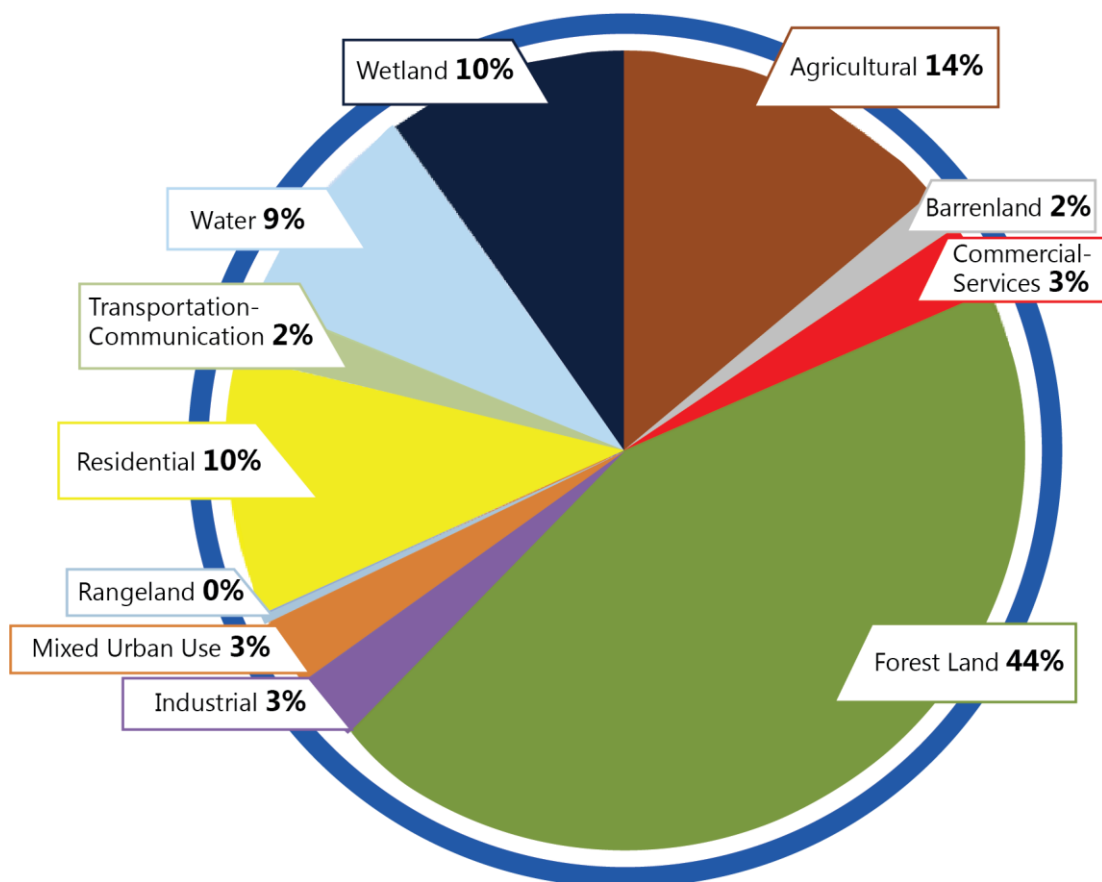


Figure 3.4 illustrates the distribution of the total land, in square miles, in the JOHRTS area in different land use categories. Forest and agricultural land use consume the majority of the area, indicating that the region has the potential to attract a significant amount of future development.

Figure 3.4: Distribution of Total Land in the JOHRTS Area



3.3.1 Major Traffic Generators

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

Industrial Facilities

Industrial facilities place special demands on the transportation system because of the high volume of commercial vehicles they generate. Manufacturing facilities, distribution centers, and oil

refineries also employ large numbers of people in the region, further contributing to vehicular traffic. Concentrations of industrial facilities exist in Beaumont and Port Arthur and the surrounding communities along the Neches River and Sabine Lake. Several petrochemical facilities are concentrated along FM 1006, often referred to as “Chemical Row,” in Orange County. Hardin County also has a few facilities located in and around the cities of Lumberton and Silsbee. Because these facilities demand the use of non-roadway-based modes of transportation, many of them are

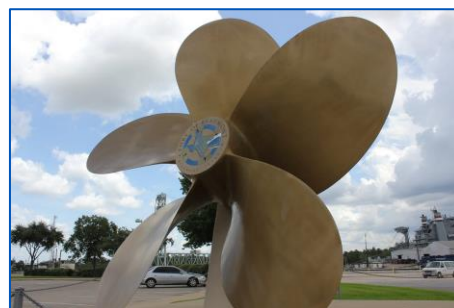


located along railroads and waterways. It is important to consider the growth of communities in relation to the location of industrial facilities to ensure that people and the natural environment are not negatively impacted. This is a particular concern for areas in the region where large industrial complexes exist alongside residential neighborhoods. Careful planning and communication should continue between industry and the communities to best address future expansion and growth and to mitigate

adverse impacts. Further, planning for future transportation projects and improvements will need to safely accommodate both commercial and non-commercial traffic within individual communities.

Ports

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



Educational Institutions

The JOHRTS region has 18 school districts and many private schools that provide education to the area’s youth. Schools place a special demand on the transportation system with an influx of vehicular trips, pedestrians, and bicyclists at peak times during the day. Further, communities must carefully consider the safety of the transportation system near and around schools to ensure that pedestrians, bicyclists, buses, and automobiles can safely navigate the

streets and sidewalks unhindered. As such, the locations of all schools are considered when planning for future transportation projects and improvements.

The JOHRTS region also includes one major university and several institutions offering two-year associate degrees and technical degrees. These types of institutions attract vehicular traffic throughout the day from students and employees. The region is the home of the public institutions of Lamar University, Lamar State College-Orange, Lamar State College-Port Arthur, and Lamar Institute of Technology, all of which are a part of the Texas State University System. Lamar University is located in Beaumont with a student body total of 14,783. Lamar State College-Orange is located in downtown Orange and has a student body of approximately 2,000, while Lamar State College-Port Arthur in Port Arthur has about 3,000 students. Lamar Institute of Technology is located in Beaumont and has approximately 2,700 students.



Healthcare Facilities

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

Shopping Centers

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



3.4 Current Socioeconomic Characteristics

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

3.4.1 Population

Population data is considered the most important element of a region's socioeconomic characteristics. The 2017 population by county is shown in **Table 3.1**. Regional transportation needs are evaluated based on the size and distribution of regional population. Population growth in southeast Texas has paralleled the growth and decline of the petrochemical industry. Until the early 1980s, the region's population grew rapidly. Jefferson County's population grew rapidly until 1960 and Orange County until 1980. In the 1980s, Jefferson, Orange, and Hardin Counties experienced a decline in population and employment growth due to a downturn in the petrochemical industry and since then the population has remained stable except in Hardin County, which is continuing to grow. **Figure 3.5** shows population trends for each county since 1900.

Table 3.1: Population by County

COUNTY	2017 POPULATION
Hardin	55,993
Orange	83,909
Jefferson	254,574

Source: ACS Data

Figure 3.5: Population by County, 1900 – 2017 (Source: ACS Data)

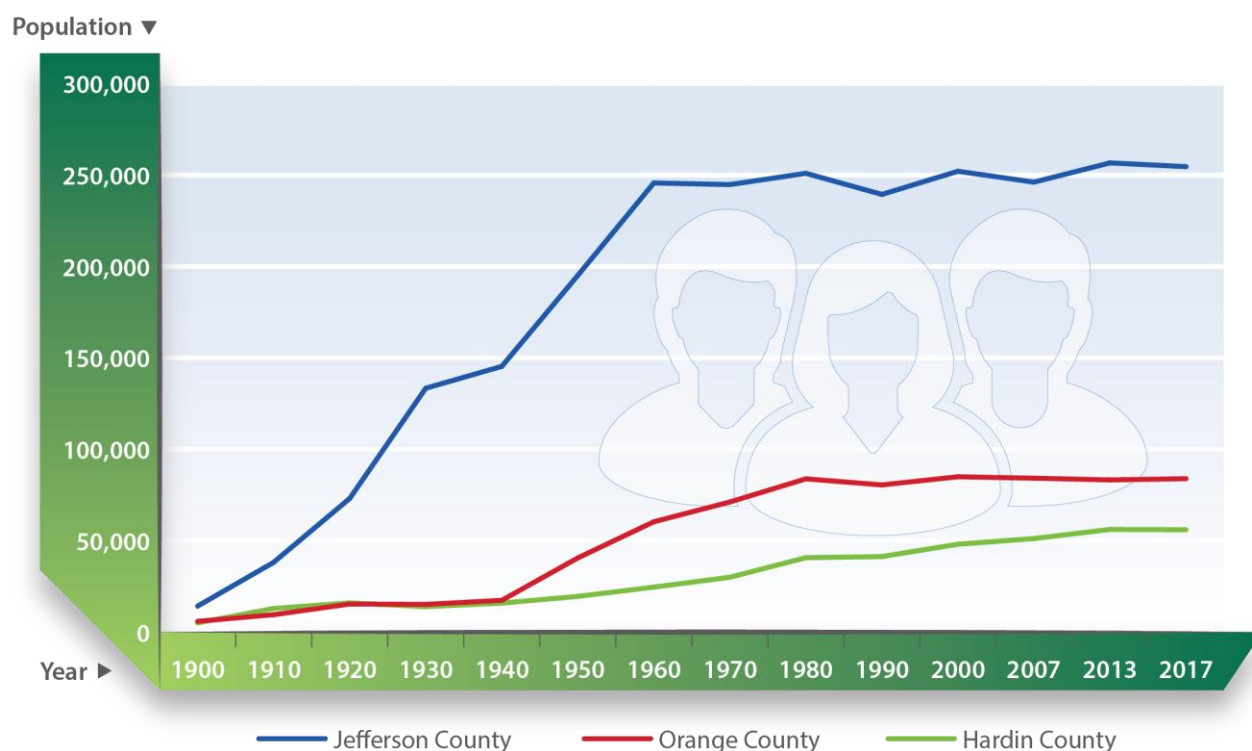
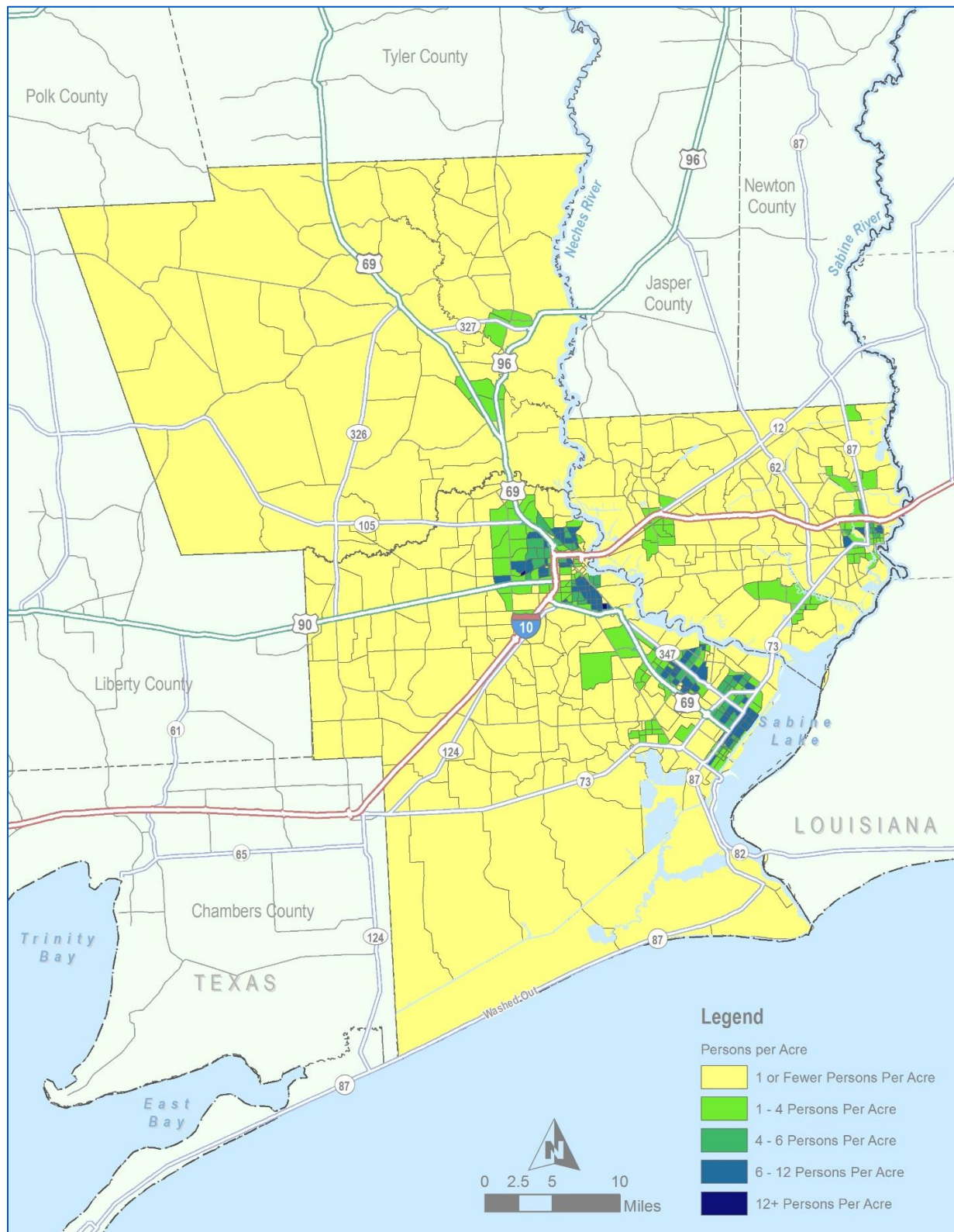


Figure 3.6 displays population concentrations in the region in terms of the number of people per acre for each traffic census tract. Analyzing the distribution of people in a region is necessary to understand how transportation improvements can affect mobility. Smarter infrastructure investments can be made by pinpointing transportation improvements in more densely populated areas that serve more people. This is especially true for public transit, as the efficiency and effectiveness of public transit is largely dependent on the number of people it can serve.

Figure 3.6: Population Density in the JOHRTS Area

Source: 2017 ACS 5-Year Estimates

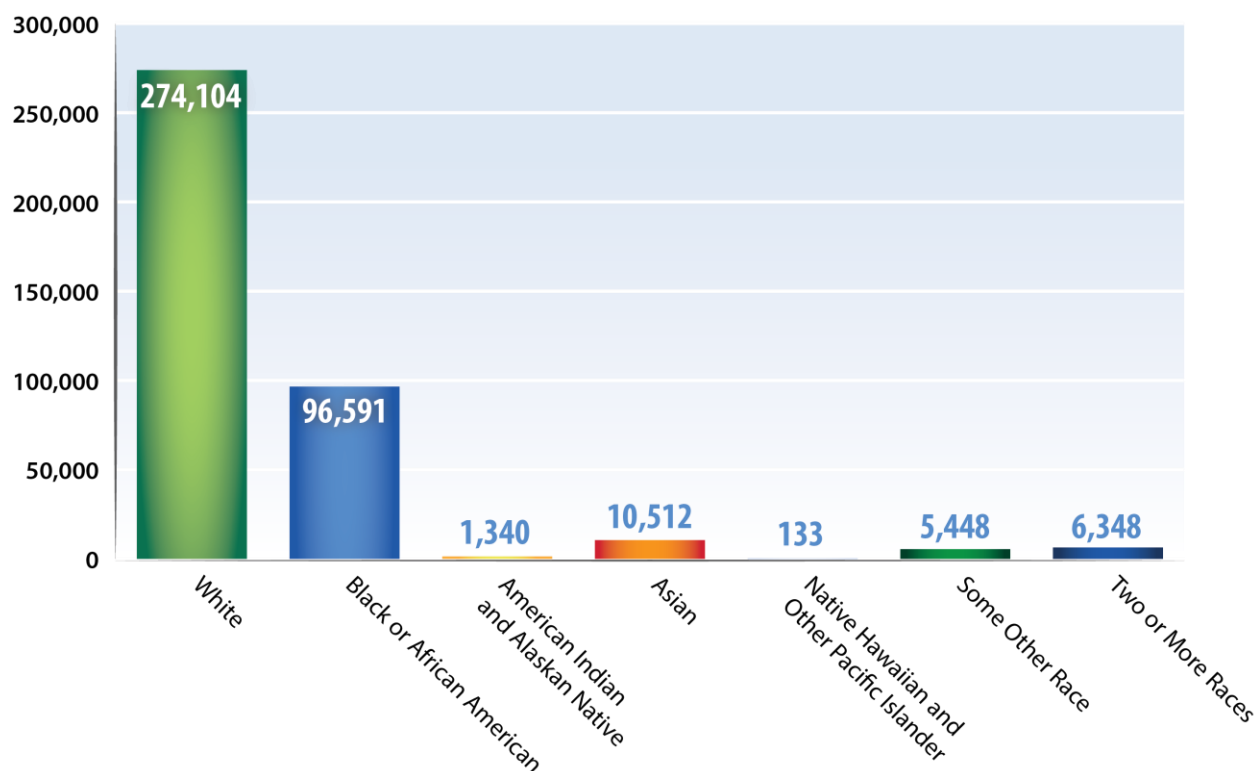
Environmental Justice

To account for Environmental Justice concerns in relation to transportation investments, the regional long-range transportation planning process must identify the location of low-income and minority populations and improve public involvement processes to eliminate participation barriers of such traditionally underserved populations. Beyond accounting for minority and low-income populations, the SETRPC-MPO also gives due consideration to the special accessibility needs of the elderly and people with disabilities. Data from the United States Census Bureau’s decennial Census and its annual American Community Survey provide the most recent official source of this information. The MPO has used this information to identify population characteristics and geographic distributions of minority and low-income populations in the region.

Minorities

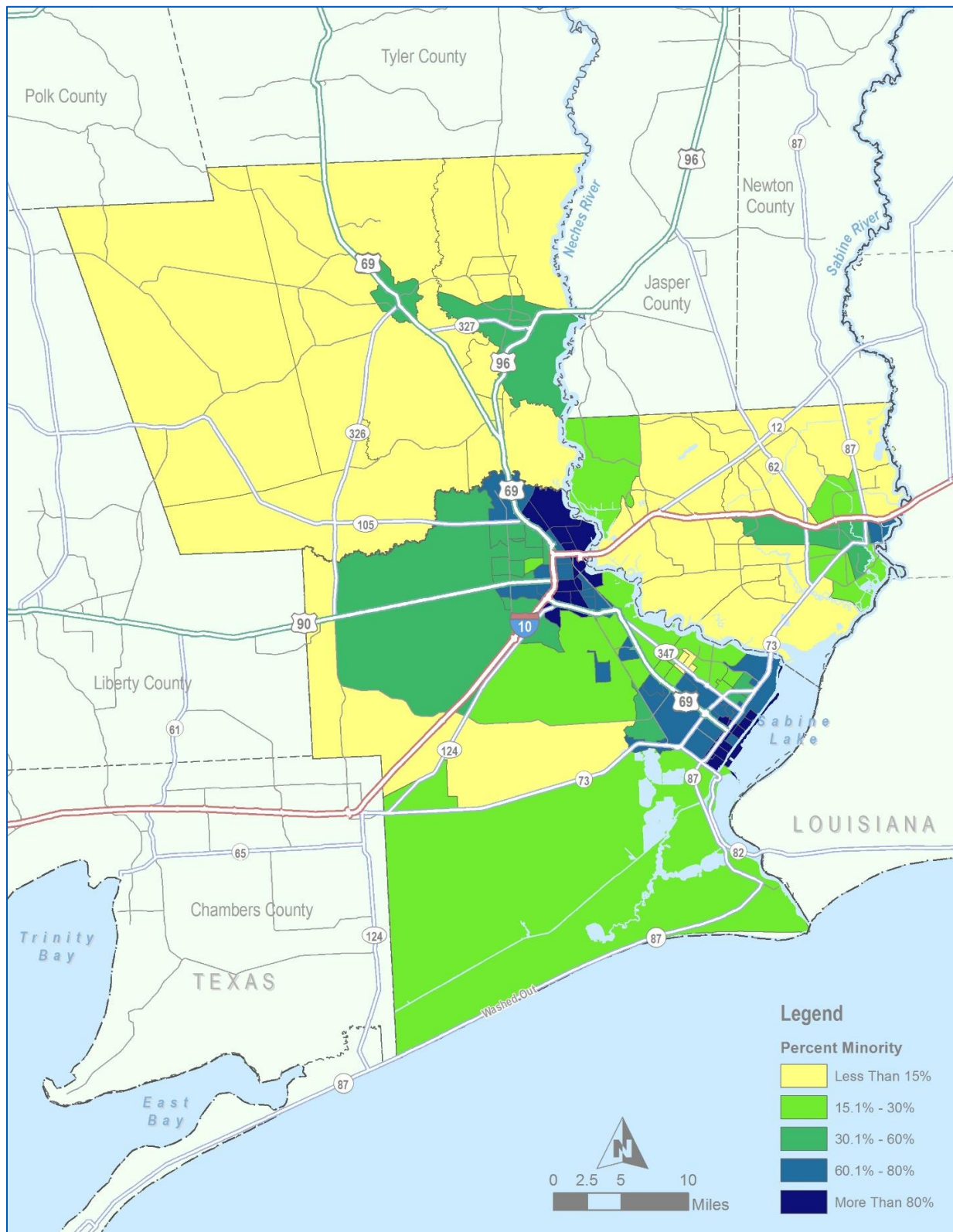
The U.S. Department of Transportation (USDOT) has defined five minimum race categories for Environmental Justice considerations: African-American, Hispanic, Asian, Native American or Alaskan Native, and Native Hawaiian or Other Pacific Islander. **Figure 3.7** illustrates the 2017 racial distribution of the JOHRTS area. **Figure 3.8** shows concentrations of minority populations in the JOHRTS area. These concentrations are determined by identifying those Census tracts that have a higher percentage of minorities than the regional average.

Figure 3.7: 2017 Racial Distribution of the JOHRTS Area



Source: 2017 ACS 5-Year Estimates

Figure 3.8: 2017 Concentrations of Minority Populations in the JOHRTS Area

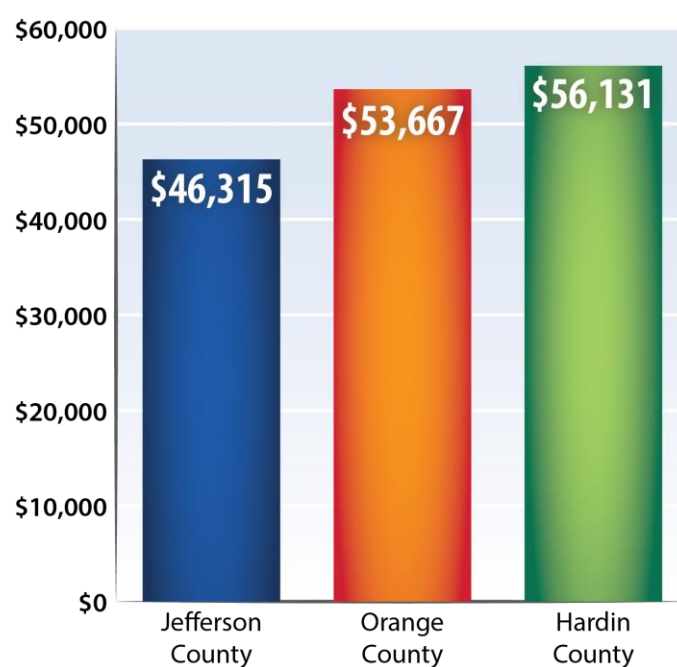


Source: 2017 ACS 5-Year Estimates

Low Income

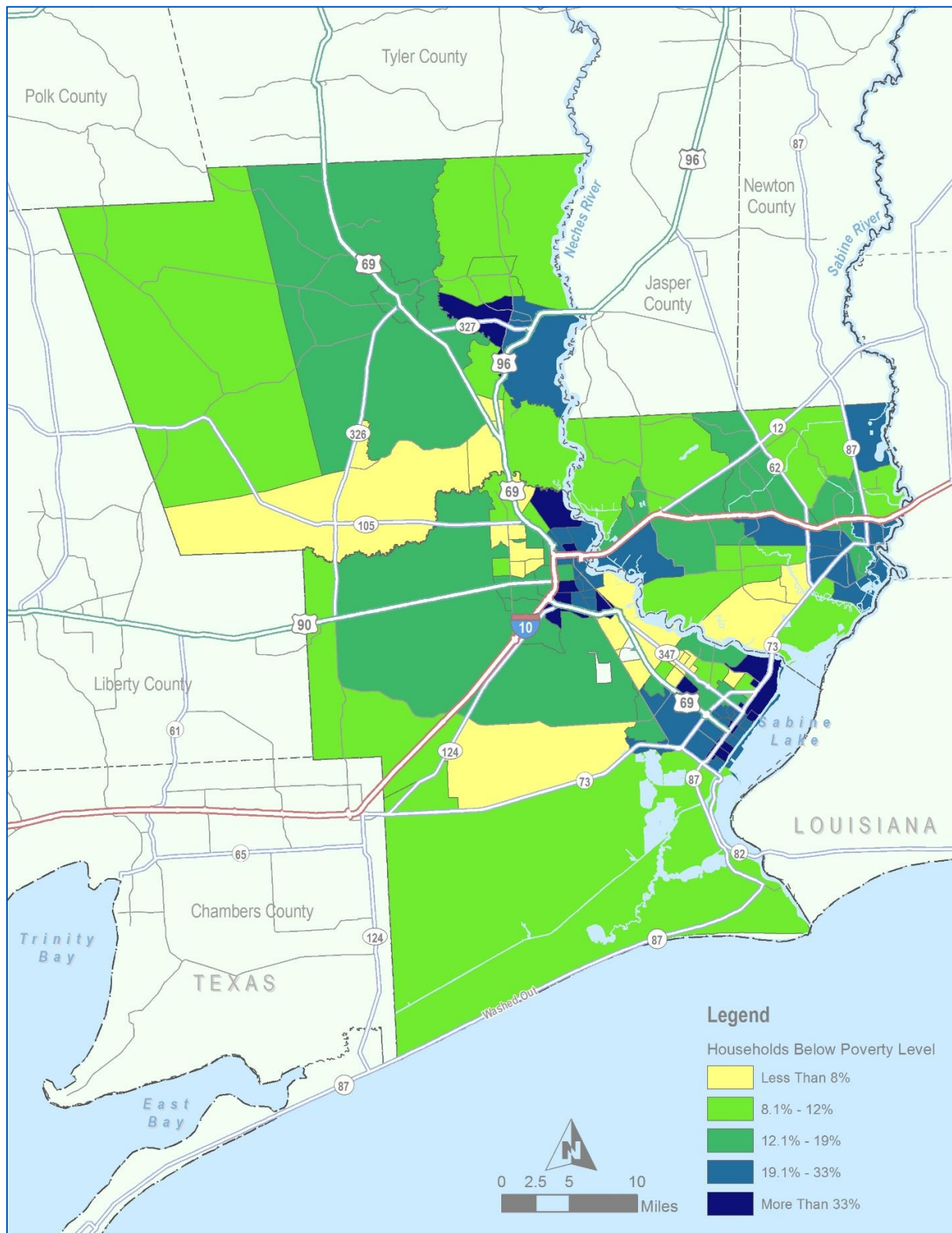
Based on 2017 American Community Survey estimates, the median household income for the JOHRTS area by county is shown in **Figure 3.9**. A low-income household is defined by the USDOT as a household whose income is at or below the U.S. Department of Health and Human Services poverty guidelines. The U.S. Census Bureau collects income data and identifies the number of persons below poverty in each census tract. **Figure 3.10** displays the density of persons considered below the national poverty level in 2010 by census tracts. These concentrations are determined by identifying those census tracts that have a higher percentage of low-income households than the regional average.

Figure 3.9: Median Household Income for the JOHRTS Area by County



Source: 2017 ACS 5-Year Estimates

Table 3.10: Density of Persons Below the 2010 Census National Poverty Level in the JOHRTS Area



Source: 2010 US Census

3.4.2 Employment and Economy

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

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



Figures 3.11 and 3.12 illustrate the distribution of employment in the JOHRTS area by economic sector and counties. In 2016, the service sector accounted for 36% of the total employment followed by basic (32%), retail (23%), and education (9%). **Table 3.2** shows major employers within the region.

Figure 3.11: Distribution of Employment in the JOHRTS Area by Economic Sector, 2016

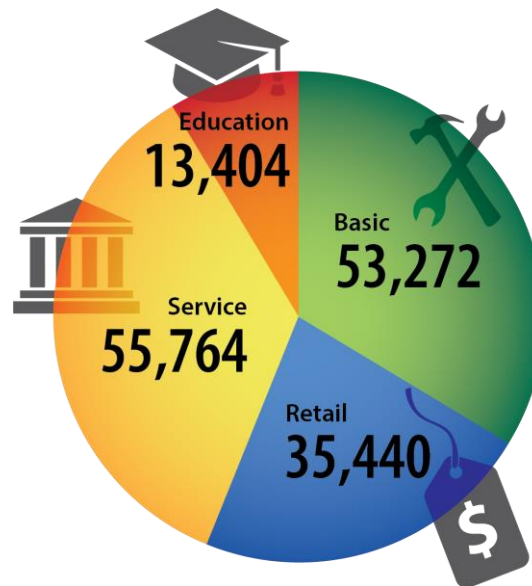
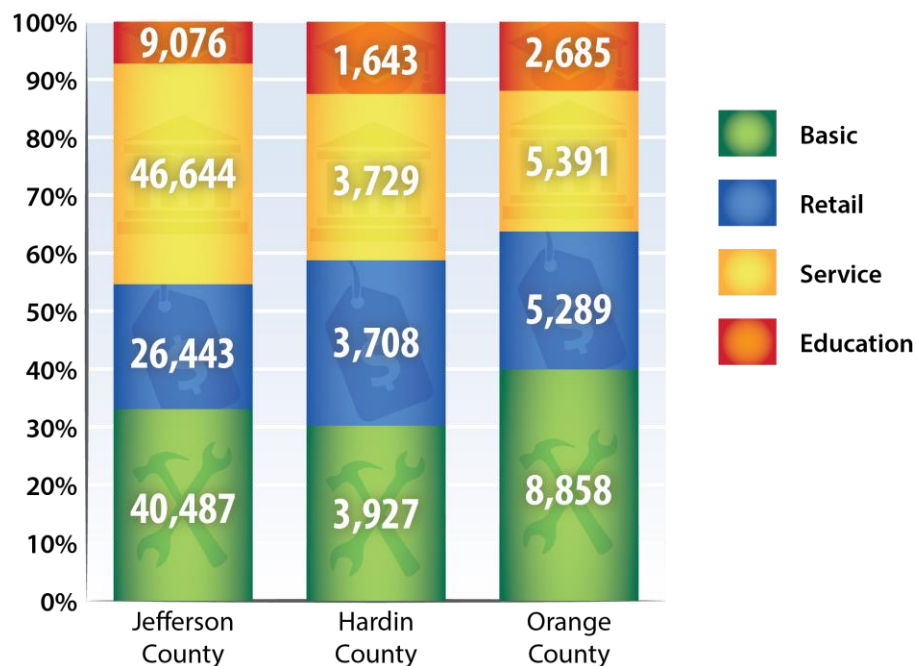


Figure 3.12: Distribution of Employment in the JOHRTS Area by County, 2016



Source: TxDOT TPP Validated Travel Demand Model

Table 3.2: *Distribution of Employment in the JOHRTS Area by Economic Sector*

NUMBER OF EMPLOYEES	NAME	LOCATION	INDUSTRY
2,000+	Beaumont Independent School District	Beaumont	Public School
	Exxon Mobil Corporation	Beaumont	Petroleum Refining
1000-1999	Lamar University	Beaumont	Education
	CHRISTUS Health SETX	Beaumont/Port Arthur	Service
	Baptist Hospital SETX	Beaumont	Service
	Federal Bureau of Prisons	Various	Service
	County of Jefferson	Beaumont	Service
	County and State Prisons	Various	Service
	Valero	Port Arthur	Petroleum Refining
	Motiva	Port Arthur	Petroleum Refining
500-999	Total Petrochemicals	Port Arthur	Petroleum Refining
	Lamar State College-Port Arthur	Port Arthur	Education
	Wal-Mart Stores, Inc.	Various	Service

3.4.3 Travel Trends

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

VMT is the total of all miles traveled by all vehicles on all public roads and provides insight into vehicle usage within a region. The VMT data from TxDOT for the years 2005 to 2017 (as shown in **Figure 3.13**) indicate that average daily VMT has been relatively stable in the JOHRTS region since 1998. A slight decline in VMT is observed between 2011 and 2015; however, VMT shows an upward increase starting in 2016.

Figure 3.13: VMT Data from TxDOT for Years 2005 to 2017

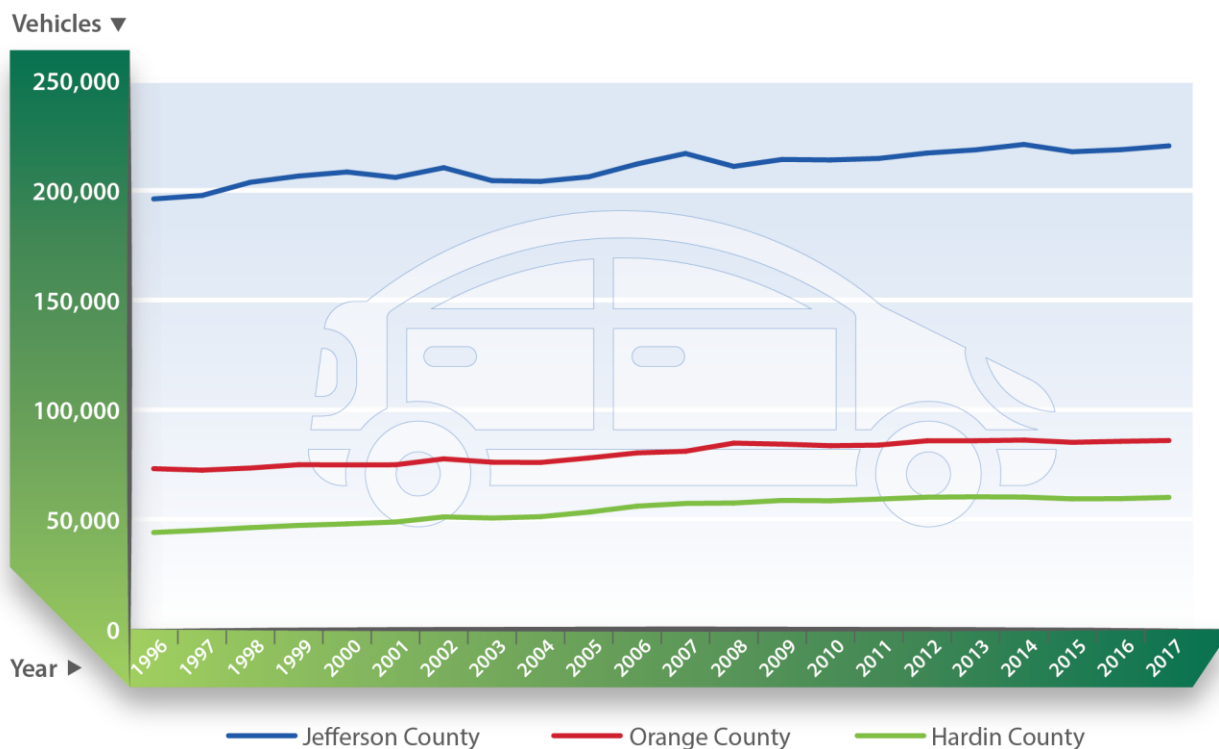


COUNTY	2005	2010	2015	2017
Hardin	1,595,669.833	1,506,058.221	1,467,286.638	1,577,026.097
Orange	2,988,844.356	2,862,458.536	2,915,068.927	3,212,466.365
Jefferson	7,127,909.657	7,242,480.976	6,643,841.813	7,216,662.105

Source: TxDOT

Figure 3.14 displays the number of registered vehicles for 1996 to 2017 in the JOHRTS area by county. The number of registered vehicles has remained stable over the past decade and a half and began to decline slightly in 2016, suggesting that vehicle availability, use of public transportation, and general population growth are beginning to stabilize.

Figure 3.14: Registered Vehicles for 1996 to 2017 in the JOHRTS Area by County



COUNTY	2013	2014	2015	2016	2017
Hardin	59,886	60,684	60,194	59,851	58,927
Orange	85,287	86,502	86,396	85,776	83,668
Jefferson	218,571	222,547	221,751	219,534	216,744

Source: Texas Department of Motor Vehicles

3.5 Future Growth

How a region grows or intends to grow has a direct impact on the type and level of investments that must be made in its transportation system. In recent years, hurricanes Rita (2005), Ike (2008), and Harvey (2017) affected developments in the JOHRTS area extensively. Total damage resulting from Hurricane Rita was estimated at \$10 billion, making it the ninth costliest storm in U.S. history. Insured losses to homes and businesses totaled more than \$4.9 billion. An estimated 75,000 dwelling units were destroyed or damaged. Hurricane Ike is the third costliest storm in U.S. history with total damages estimated at \$29.6 billion. Ike inundated the southeastern portion of Orange County with substantial flood waters, affecting nearly all homes in Bridge City. Hurricane Harvey caused \$125 billion in total damage according to the National Hurricane Center. Hurricane Harvey damaged 204,000 homes in total. Hurricane Harvey's impact on the JOHRTS area was historic flooding across the region, disrupting the transportation network. Hurricane Harvey is considered the second costliest storm in U.S. history.



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

3.5.1 Future Socioeconomic Characteristics

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

Based upon this information and other sources of future socioeconomic data, the JOHRTS area is anticipated to accommodate approximately 427,000 people and 174,000 jobs by the year 2045.

Table 3.3 presents the future regional control totals for the future horizon year 2045.

Figure 3.15: Areas Across the JOHRTS Region Expected to see Significant New Development or Redevelopment in the Future



Table 3.3: Future Regional Control Totals for the Future Horizon Year 2045

REGION	CATEGORY	2016	2045
Jefferson County	Population	260,023	271,575
	Employment	122,650	136,261
Orange County	Population	84,796	89,312
	Employment	22,223	23,407
Hardin County	Population	59,248	66,788
	Employment	13,006	14,661
SETRPC-MPO Total	Population	404,067	427,675
	Employment	157,879	174,329

Source: TxDOT TPP Validated Travel Demand Model

Future Growth Patterns

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

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

- 1) Identify the planned and anticipated developments in the region according to city and county planning staff
- 2) Predict areas that are likely to experience growth

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

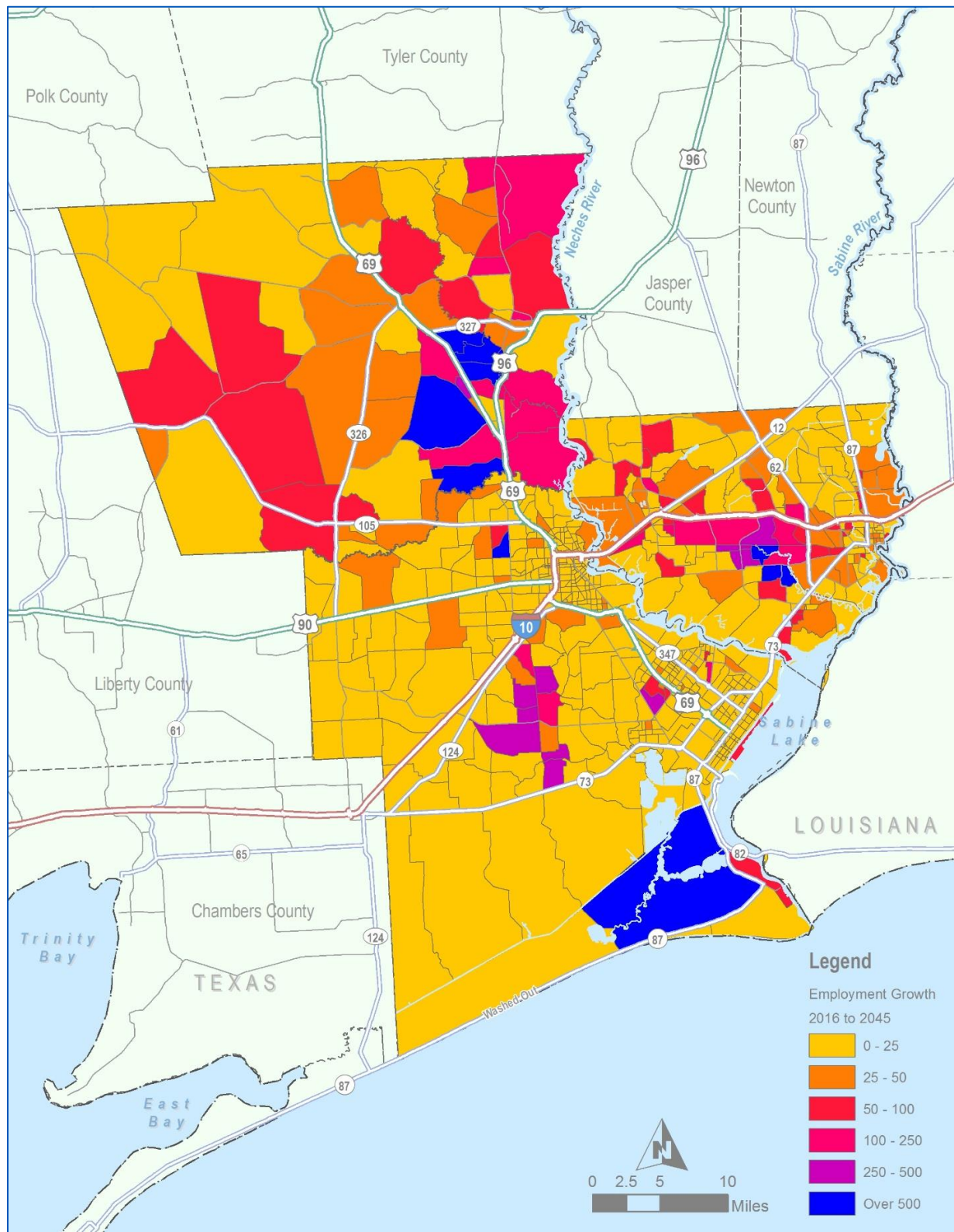
- Availability of Developable Land
- Existing Development
- Recent Developments
- Anticipated Growth Areas
- Accessibility
- Infrastructure
- Future Development Plans

Using a sophisticated process that incorporates these factors, the MPO developed future year population, household, and employment forecasts for each of the 724 internal TAZs. The results of these forecasts are presented in **Figures 3.16** and **3.17**. These figures depict the cumulative growth of population and employment from 2016 to 2045.

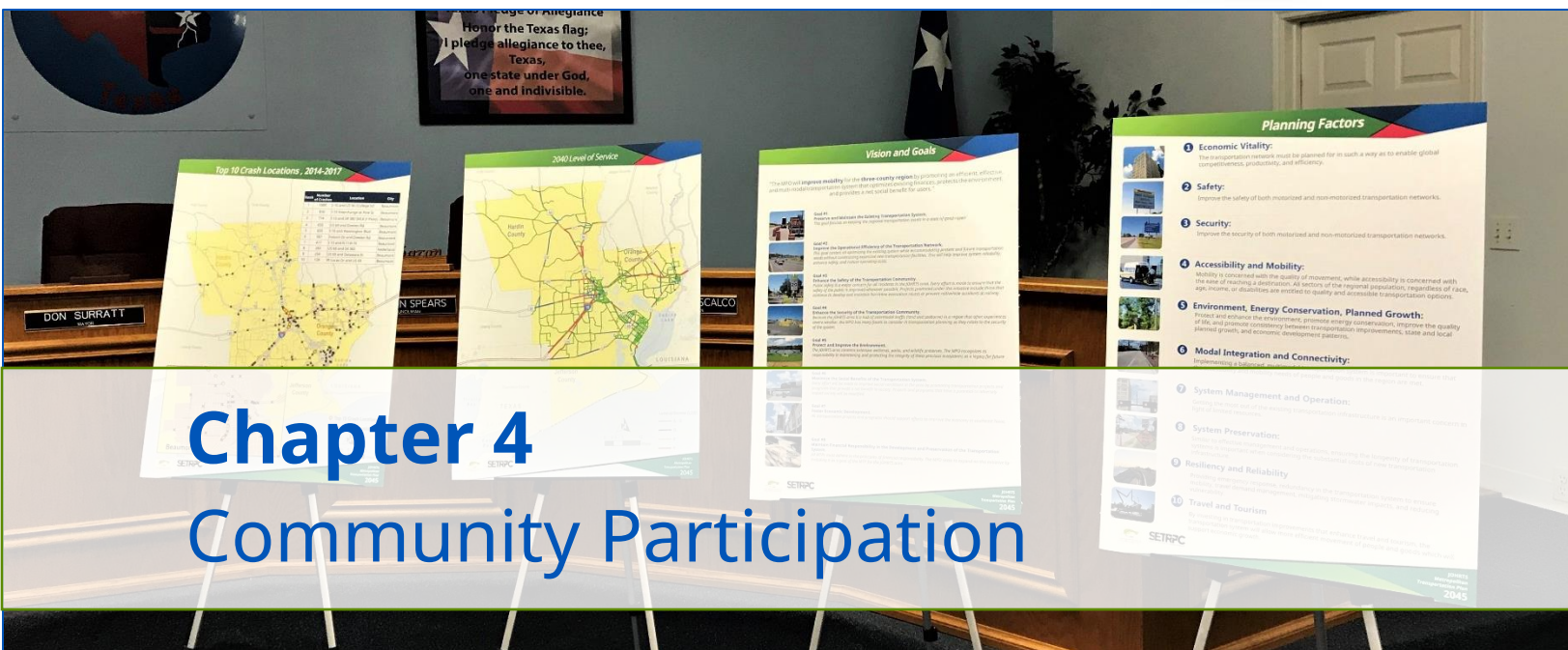
The resultant data was then input into the regional travel demand model to analyze future travel patterns. The results of these modeling efforts will be discussed in **Chapter 5: Roadway Network**.



Figure 3.17: Employment Growth from 2016 - 2045



Source: TxDOT TPP Validated Travel Demand Model



4.0 Introduction

The Metropolitan Transportation Plan – 2045 was developed as a by-product of a continuous, comprehensive, and cooperative transportation planning process. The FAST Act requires MPOs to engage the general public, public agencies, and other various interest groups in the regional transportation planning process. This MTP involved gathering input from city, county, state, and federal agencies, the business community, community advocates, other interested stakeholders, and the general public at-large. This summarizes the efforts the SETRPC-MPO undertook to solicit input into the development of this Metropolitan Transportation Plan – 2045.

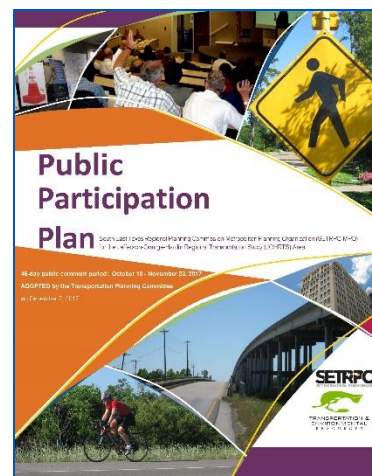
4.1 Public Participation Plan

The Public Participation Plan (PPP) for the SETRPC-MPO provides the framework by which interested and affected individuals, organizations, agencies, and government representatives are consulted and included in the metropolitan transportation planning process. The SETRPC-MPO PPP was updated to be compliant with the FAST Act (23 CFR 450.316). The Transportation Planning Committee adopted the updated PPP on December 7, 2017.

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.



4.2 Public Meetings Series 1

For the development of the JOHRTS MTP-2045, two series of public meetings were held to educate, engage, and receive feedback on the JOHRTS MTP-2045. For the first series of public meetings, four public meetings were held at four locations across the JOHRTS region September 10, 2018 through September 13, 2018. **Table 4.1** indicates the schedule details for Public Meetings Series 1.

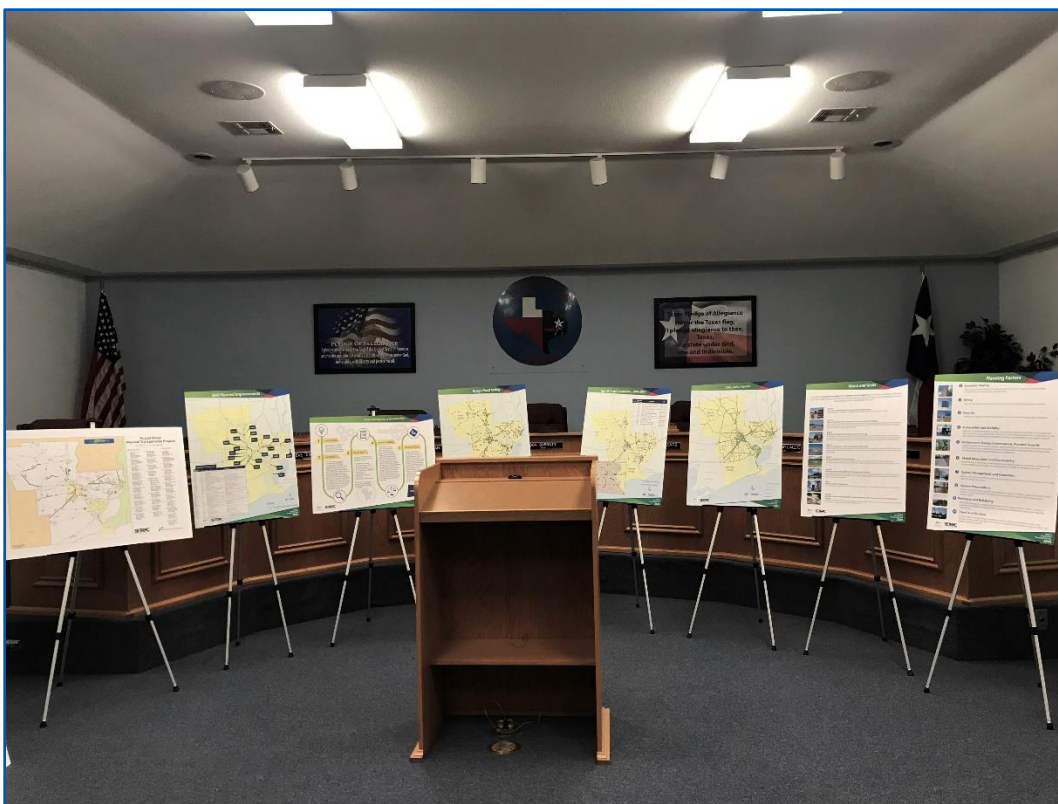
The purpose of this first series of public meetings was to gain participants' perspectives on existing and future transportation issues across the JOHRTS region. Attendees had the opportunity to provide input and feedback through written comments on comment cards, drawing comments on maps, and through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

Table 4.1: Public Meetings Series 1 Schedule

Date	Venue	Address	Time	County
Monday, September 10, 2018	Orange Public Library	220 5 th Street Orange, TX 77630	3:00 – 5:00 PM	Orange
Tuesday, September 11, 2018	Bowers Civic Center	3401 Cultural Center Drive Port Arthur, TX 77642	3:00 – 5:00 PM	Jefferson
Wednesday, September 12, 2018	Lumberton City Hall	836 North Main Street Lumberton, TX 77657	3:00 – 5:00 PM	Hardin
Thursday, September 13, 2018	MCM Elegante Hotel Fountainview Room	2355 I-10 South Beaumont, TX 77707	3:00 – 5:00 PM	Jefferson

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

- The vision and goals of the JOHRTS MTP-2045.
- The 10 federal planning factors for consideration in the MTP.
- The process of how a project is developed from conception to construction.
- The forecasted level of service for the year 2040.
- The project list from the previous JOHRTS MTP-2040.
- The top 10 crash locations in the region from 2014 to 2017 crash data.
- The bridge flood rating of bridges within the region.
- An aerial map for markup by the public.



4.3 Outreach to Stakeholders

The SETRPC-MPO hosted a variety of outreach activities to seek additional input from multiple perspectives for the development of the JOHRTS MTP-2045. Outreach activities included resiliency and vulnerability strategy workshops, a roundtable discussion on safety and security, and a roundtable discussion on economic development.

4.3.1 Resiliency and Vulnerability Strategy Workshops

The SETRPC-MPO held two workshops on April 12, 2018 and May 11, 2018 on the topic of resiliency and vulnerability strategy. The workshops fostered discussion between the MPO and local officials involved in natural disaster risk reduction, resiliency, and vulnerability. Representatives from TxDOT, the Port of Port Arthur, the City of Orange, and the Texas Transportation Institute (TTI) participated in the workshop. Discussion centered around how to incorporate resiliency planning into the transportation planning process, major weather and disruptive events in the last 25 years, vulnerable transportation assets in the region, and ways the MPO can better coordinate with emergency management authorities.

4.3.2 Roundtable on Safety and Security

On April 9, 2019, the SETRPC-MPO held a thematic roundtable discussion with regional stakeholders involved in safety and security. The roundtable discussion served as a forum for public and private agencies focused on safety, security, and environmental resiliency of local residents to discuss how the transportation system can best address emergency response and preparedness issues, security, and environmental threats and resiliency concerns over the next 25 years.

4.3.3 Roundtable on Economic Development

The SETRPC-MPO held a thematic roundtable discussion with stakeholders involved in economic development within the JOHRTS region on April 16, 2019. The roundtable discussion served as a forum for public and private agencies that play a key role in the future development of the region, focused on ways to optimize and coordinate transportation and land development, promote economic development, and address issues related to travel and tourism that impact the region's quality of life and economic development initiatives.

4.4 Public Meetings Series 2

Like the first series of public meetings, four public meetings were held at four locations across the JOHRTS region for Public Meetings Series 2 June 3, 2019 through June 6, 2019. **Table 4.2** indicates the schedule details for Public Meetings Series 2.

The purpose of this second series of public meetings was to gather feedback on the Draft JOHRTS MTP-2045. The Draft JOHRTS MTP-2045 was available for public review and comment for a 30-day comment period from May 31, 2019 through July 1, 2019. Attendees of Public Meetings Series 2 had the opportunity to provide feedback on the draft JOHRTS MTP-2045 through written comments on comment cards, and through discussion with study team members.

Table 4.2: Public Meetings Series 2 Schedule

Date	Venue	Address	Time	County
Monday, June 3, 2019	Orange Public Library	220 5 th Street Orange, TX 77630	3:00 – 5:00 PM	Orange
Tuesday, June 4, 2019	Lumberton City Hall	836 North Main Street Lumberton, TX 77657	3:00 – 5:00 PM	Hardin
Wednesday, June 5, 2019	Bowers Civic Center	3401 Cultural Center Drive Port Arthur, TX 77642	3:00 – 5:00 PM	Jefferson
Thursday, June 6, 2019	South East Texas Regional Planning Commission	2210 Eastex Freeway Beaumont, TX 77703	3:00 – 5:00 PM	Jefferson

4.5 Outreach to MPO Stakeholders

4.5.1 Transportation Planning Committee (TPC) Meetings

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

4.5.2 Technical Committee Meetings

The Technical Committee is an advisory committee to the TPC. The MPO staff presented all analyses contained within the JOHRTS MTP-2045 to the Technical Committee for their review and recommendations. The Technical Committee also participated in evaluating and recommending candidate projects for inclusion in this JOHRTS MTP-2045. Furthermore, the Technical Committee helped to formulate the financial plan for the JOHRTS MTP-2045. The Technical Committee meets quarterly or on an as-needed basis and all meetings were announced in accordance with the MPO's Public Participation Plan.

4.5.3 JOHRTS MTP-2045 Adoption Process

The process of formally adopting the JOHRTS MTP-2045 began with the completion of the draft JOHRTS MTP-2045 and the commencement of the public comment period. This comment period was initiated with the posting of the availability of the document on the SETRPC website and simultaneous email notification to the TPC about the opening of the comment period. The MPO also conducted public meetings during the comment period to provide interested citizens an opportunity to review the draft JOHRTS MTP-2045, ask questions of staff, and to submit comments or concerns regarding project recommendations. All meetings were advertised and announced in

accordance with the MPO's Public Participation Plan. Documentation of this process can be found in Appendix A.

4.5.4 Plan Amendment Process

As the MPO carries out their continuing, cooperative, and comprehensive planning process, amendments to this JOHRTS MTP-2045 are expected. These may occur due to changes in project priorities, funding availability, or state and/or federal guidance. Depending upon the nature of the revision, per federal guidelines, revisions are categorized as either "Amendments" or "Administrative Modifications."

Amendments

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

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

Steps in the Formal Amendment Process

- SETRPC-MPO will notify the TPC during their regular meetings of a necessary amendment.
- TPC will initiate the formal amendment as required by the FAST Act. Elements of the amendment will meet current FHWA, FTA, EPA, and TxDOT requirements.
- The MPO will post a legal notice in various local newspapers and issue a press release to other local media outlets indicating that a draft amendment is available for public review on the agency's website (www.setrpc.org) and at the SETRPC office.
- Other community involvement techniques may be used, as outlined in the Community Dialogue section of the Public Participation Plan (PPP).
- The public review and comment period is 30 days for the JOHRTS MTP-2045 and begins on the day the availability notification of the draft document is posted on the website. Email notifications of the commencement of the public comment period will be sent to the TPC, as well as to interested persons in the MPO database.

- MPO staff will have seven days to summarize and address any public input received during the comment period.
- The TPC will consider the public input prior to their final approval of the amendment.
- All public input and comments received will be documented with responses by the MPO in the adopted document of the amendment.
- The MPO will submit the adopted amendment to the required parties (TxDOT, FHWA, FTA, etc.) for approval.

Administrative Modification

Administrative modifications to the JOHRTS MTP-2045 are documented by the MPO staff, discussed at regular TPC meetings, and formalized in subsequent formal updates to the necessary documents. A formal public review and comment period is not required for administrative modifications to the JOHRTS MTP-2045. Examples of changes requiring administrative modifications are:

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

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Chapter 5 Roadways

5.0 Introduction

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

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

5.1 Existing System

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

consultation for new projects, often making it difficult to build new linkages that would increase route choice and system flexibility.

Federal roadway system designations identify key roadway assets for which federal resources are to be allocated for different needs. The National Highway System (NHS) consists of roadways important to the country's economy, defense, and mobility. Recently, the FAST Act directed the establishment of a National Highway Freight Network (NHFN) to strategically direct federal resources and policies toward improved performance of highway portions of the US freight transportation system. While highways are an important component in moving freight, large amounts of goods move over other freight modes, and many will move over multiple modes before reaching a final destination. In order to present a comprehensive view of critical freight corridors, the FAST Act introduced the Multimodal Freight Network (MFN) that includes highways, local roads, railways, navigable waterways, pipelines, key seaports and airports, and intermodal facilities vital to the efficient and safe movement of freight in the country.

5.1.1 Regional Connections

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

Interstate



I-10

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

US Highways



US 69/287



This facility travels in a north-south direction through Hardin and Jefferson counties. It is primarily a four-lane divided, access-controlled facility, except for some portions in Hardin County which have only two lanes with a center turn lane. It connects the ports and intermodal facilities in the area with the proposed I-69/NAFTA Corridor running through Lufkin and Angelina County.

**US 90**

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

**US 96**

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

State Highways

While not an exhaustive list of all state highways, the following state-owned roadways play an important role in regional traffic movement.

**SH 12**

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

**SH 62**

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

**SH 73**

Traversing east-west as a four-lane divided facility with partial access control, SH 73 acts as a vital transportation link between Port Arthur, Bridge City, and the City of Orange. SH 73 is one of only three roadways in the region that crosses the Neches River, with the other two being I-10 and US 96.

**SH 347**

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

**SH 87**

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

**Spur 380**

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

5.1.2 National Highway System

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

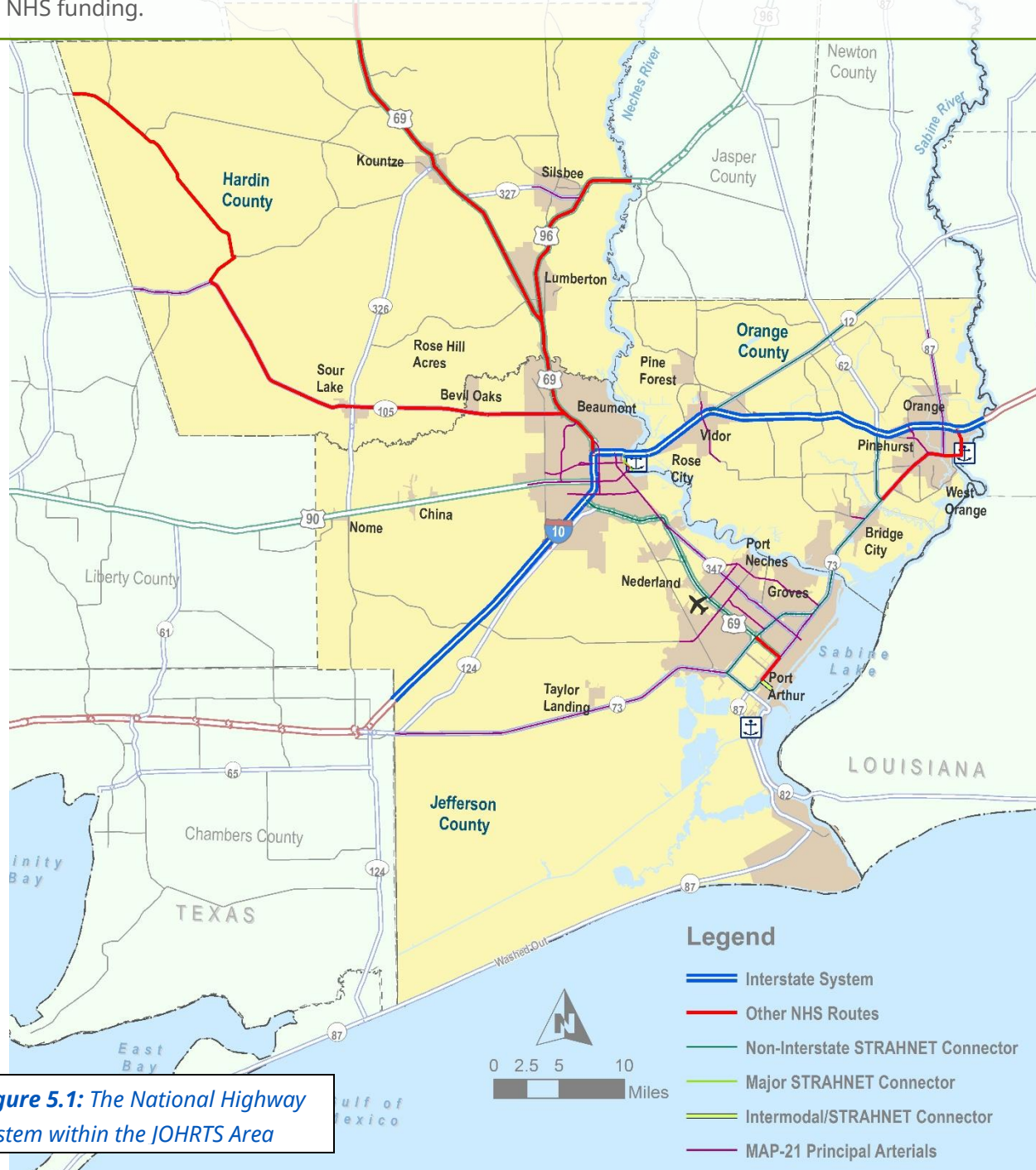


Figure 5.1: The National Highway System within the JOHRTS Area

Source: USDOT

5.1.3 National Highway Freight Network

Repealing the Primary Freight Network and the National Freight Network from MAP-21, the FAST Act directs FHWA to establish a National Highway Freight Network (NHFN) that strategically directs federal resources and policies toward improved performance of highway portions of the US freight transportation system. The NHFN includes the following subsystems of roadways:

- Primary Highway Freight System (PHFS): The most critical highway portions of the US freight transportation system, mostly Interstate highways.
- Other Interstate portions not on the PHFS: The remaining Interstate highways not included in the PHFS.
- Critical Rural Freight Corridors (CRFCs): Roads not in an urbanized area that provides access and connection to important freight facilities.
- Critical Urban Freight Corridors (CUFCs): Roads in urbanized areas that provide access and connection to important freight and intermodal facilities.



Within the JOHRTS area, I-10 is the only roadway that is part of the NHFN. I-10 is designated as a Primary Highway Freight System (PHFS) roadway. The JOHRTS area does not contain other Interstate portions, CRFCs, or CUFCs as designated by the NHFN. The NHFN within the JOHRTS region is shown in **Figure 5.2**.

Figure 5.2: National Highway Freight Network within the JOHRTS Area



Source: USDOT

5.1.4 National Multimodal Freight Network

To develop a more comprehensive view of freight transportation, the FAST Act also mandates the establishment of a National Multimodal Freight Network that:

- Strategically directs resources toward improved system performance for the efficient movement of freight,
- Informs freight transportation planning, and
- Assists in prioritization of federal investment in freight.

An Interim National Multimodal Freight Network (Interim NMFN) was established in 2016 and open to public comment which ended in February 2018. The Interim NMFN consists of the NMFN, the freight rail systems of Class I railroads, public ports of the United States that have total annual foreign and domestic trade of at least 2,000,000 short tons, the inland and intracoastal waterways of the United States, Great Lakes, the St. Lawrence Seaway, and coastal and ocean routes along which domestic freight is transported, the 50 airports located in the United States with the highest annual landed weight, and other strategic freight assets such as railroad connectors and border crossings.

The Interim NMFN assets within the JOHRTS region are shown in **Figure 5.3**. These multimodal assets within the region include:

Ports

- Port of Beaumont
- Port of Port Arthur

Inland & Coastal Waterways

- Gulf Intracoastal Waterway
- Sabine Pass
- Neches River
- Sabine Neches Waterway

National Highway Freight Network

- I-10

Railroads

- BNSF (Burlington Northern Santa Fe)
- KCS (Kansas City Southern)
- SRN (Sabine River and Northern)
- UP (Union Pacific)

Figure 5.3: National Multimodal Freight Network within the JOHRTS Area

Source: USDOT

5.1.5 Functional Classification

Functional classification is the process by which roadways are grouped into categories according to the character of service they are intended to provide. Individual roads do not serve travel independently; most travel involves movement through a network of roads. Functional classification examines the channelization of traffic throughout a roadway network and defines the role that each roadway plays in serving traffic flow. The role of each functional classification is described in detail in **Figure 5.4**.

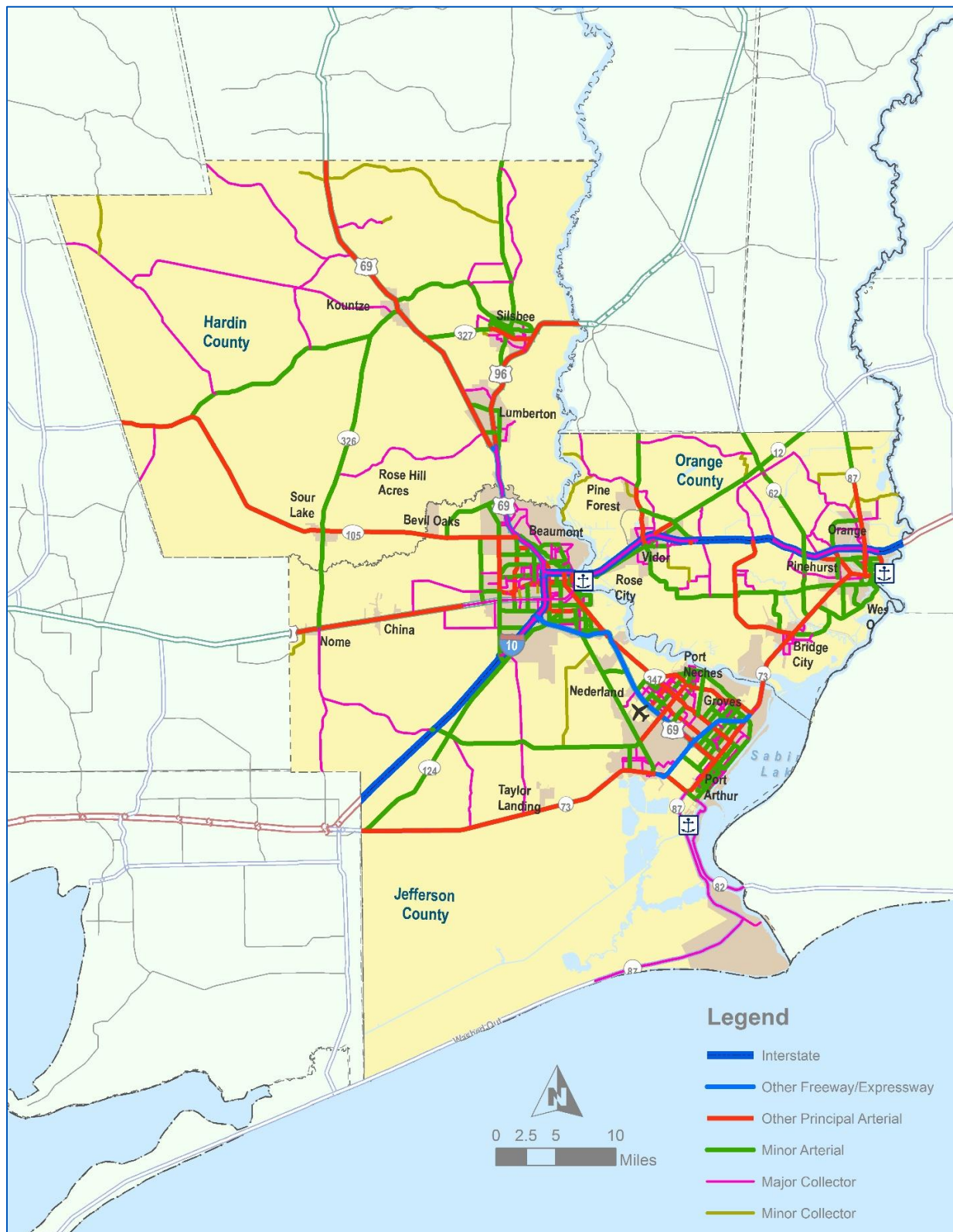


Two important variables define roadway function: mobility and access. At one end of the spectrum, freeways provide the highest level of mobility and the lowest level of access, serving long distance trips with minimal access to abutting land uses. Local streets, on the other hand, have numerous driveways and connections to provide local access to businesses and residences and are not intended for use over long distances. The TxDOT functional classification of roadways within the JOHRTS area is shown in **Figure 5.5**.

Figure 5.4: Functional Classification

		Less than 1,500	1,500 to 10,000	5,000 to 15,000	10,000 to 30,000	20,000 to 50,000*
Interstate Highway						
		FUNCTION: Move inter- and intra-regional traffic, particularly on long trips on high traffic volume corridors. Provide access between cities and across metropolitan areas.				
Other Freeway						
		FUNCTION: Traverse metropolitan areas and provide mobility between major activity centers (two or more miles).				
Principal Arterial						
		FUNCTION: Serve major centers of activity, with service to abutting land uses secondary to the provision of travel service.				
Minor Arterial						
		FUNCTION: Augment and feed the primary arterial system and distribute traffic to geographic areas smaller than those served by the higher system, with more emphasis on service to abutting land uses.				
Collector						
		FUNCTION: Connect local streets to the arterial system. Typically serve trips that are near their origin or destination point, primarily connecting neighborhoods within and among sub-regions.				
Local						
		FUNCTION: Provides direct access to abutting property.				
Traffic Demand by Functional Classification (in vehicles per day)						
		Less than 1,500	1,500 to 10,000	5,000 to 15,000	10,000 to 30,000	20,000 to 50,000*

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

Figure 5.5: TxDOT Functional Classification within the JOHRTS Area

Source: TxDOT

5.2 Roadway Network Usage

5.2.1 Daily Traffic Volumes

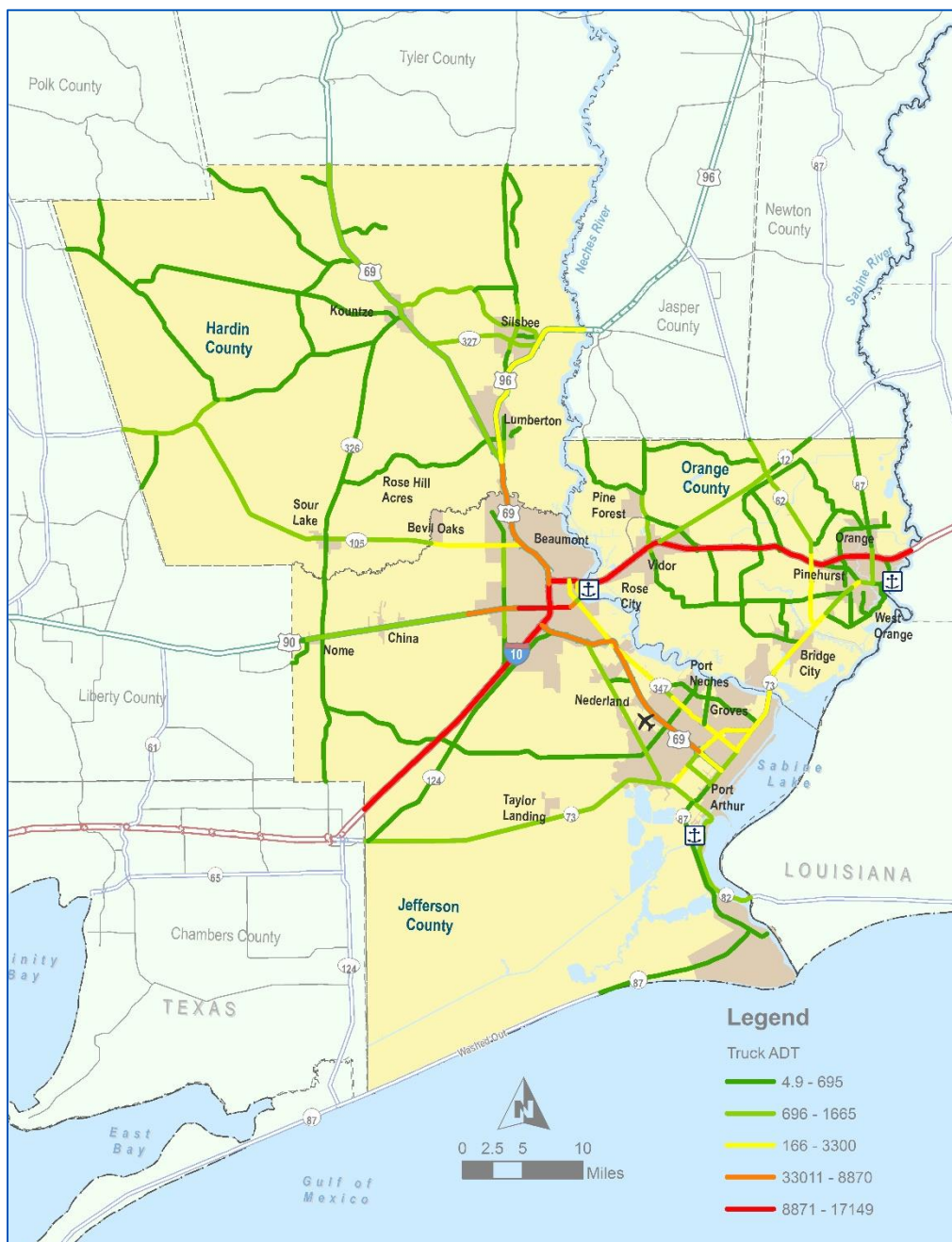
Annual average daily traffic (AADT) volumes for the region were obtained from TxDOT. The location with the highest daily traffic volume in 2017 was on I-10 between US 90 and Laurel Avenue, with a volume of 142,642. **Table 5.1** presents daily traffic volumes at the locations that experienced the highest increase of vehicles per day between 2007 and 2017. The most significant growth in terms of pure volume of vehicles occurred along I-10 and US 96.

Table 5.1: High Traffic Volume Growth Locations

LOCATION	2007	2017	CHANGE
I-10 between US 90 and Phelan Boulevard	107,000	142,642	35,642
US 96 at West Chance Cutoff	0	27,405	27,405
I-10 East of I-10 / US 90 Interchange	73,000	85,106	12,106
I-10 between North Ashland Street and Evangeline Drive	48,000	60,735	12,735
I-10 between Evangeline Drive and Doty Road	49,000	60,916	11,916
I-10 between Bland Road and Old Buna Road	47,000	58,671	11,671
I-10 between SH 62 and Womack Road	55,000	69,724	14,724
I-10 between SH 62 and Martin Luther King Jr. Drive	50,000	62,179	12,179
I-10 between Martin Luther King Jr. Pkwy and SH 87	51,000	63,441	12,441
I-10 between SH 87 and Simmons Drive	47,000	64,360	17,360

5.2.2 Truck Volumes

The trucking industry plays a vital role in the movement of freight through the region. The Texas Roadway Inventory obtained from TxDOT's website was used in calculating truck traffic. The Texas Roadway Inventory contains various truck percentages and total ADT for 2015. Truck percentages were applied to total ADT counts to obtain truck traffic. The location with the highest observed truck volumes in 2015 was along I-10 between US 69/287 and Washington Blvd in Beaumont. Truck volumes at this location have historically comprised between 15 percent and 20 percent of the total traffic volume. **Figure 5.6** shows the locations with the highest truck ADT for 2015 and the associated truck volumes.

Figure 5.6: High Truck Volume Locations

Source: TxDOT

5.2.3 Capacity Analysis

Level Of Service (LOS) is a scale used to evaluate how the use of a roadway compares to the number of vehicles it was designed to accommodate. Transportation planners derive LOS for a roadway by examining its traffic volumes, operating capacity (the number of vehicles per hour the

roadway can handle without creating congestion), and vehicle speeds. When the roadway traffic volume exceeds the capacity of the roadway, the facility loses its ability to efficiently move traffic and becomes congested. **Figure 5.7** describes the conditions a driver would experience on a roadway given a particular level of service rating. These levels of congestion range from uncongested traffic traveling at high speeds (LOS A) to severely congested traffic traveling at low speeds (LOS F). A planning level capacity assessment of existing roadway system traffic conditions was developed using the regional travel demand model. This model was updated to a base year of 2016 and attempts to predict travel conditions in the region by looking at both the supply of and demand for transportation. The supply dimension of the model is reflected in the roadway network, while population and employment data drive the demand side of the equation.

Figure 5.7: Level of Service Definition





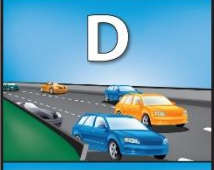


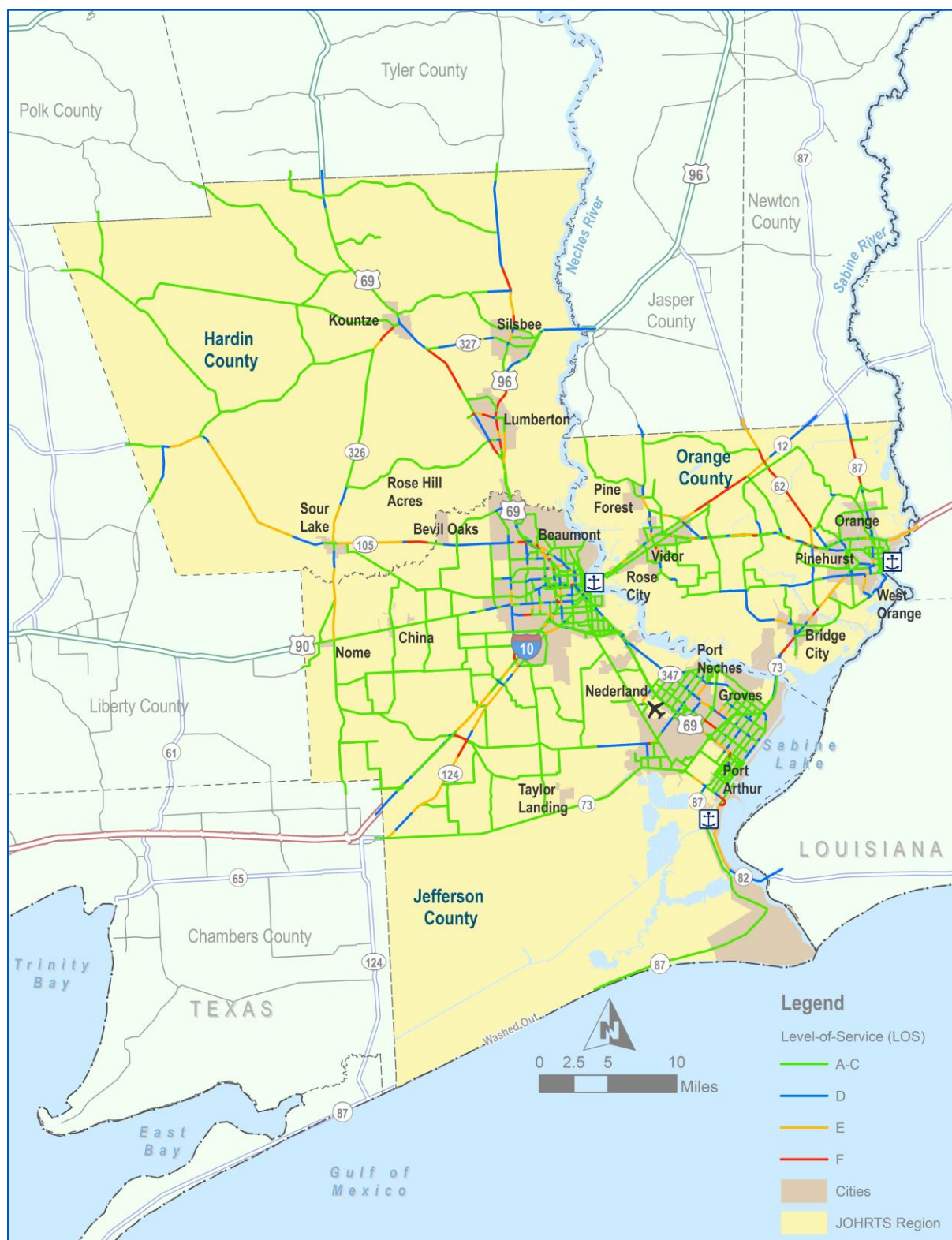
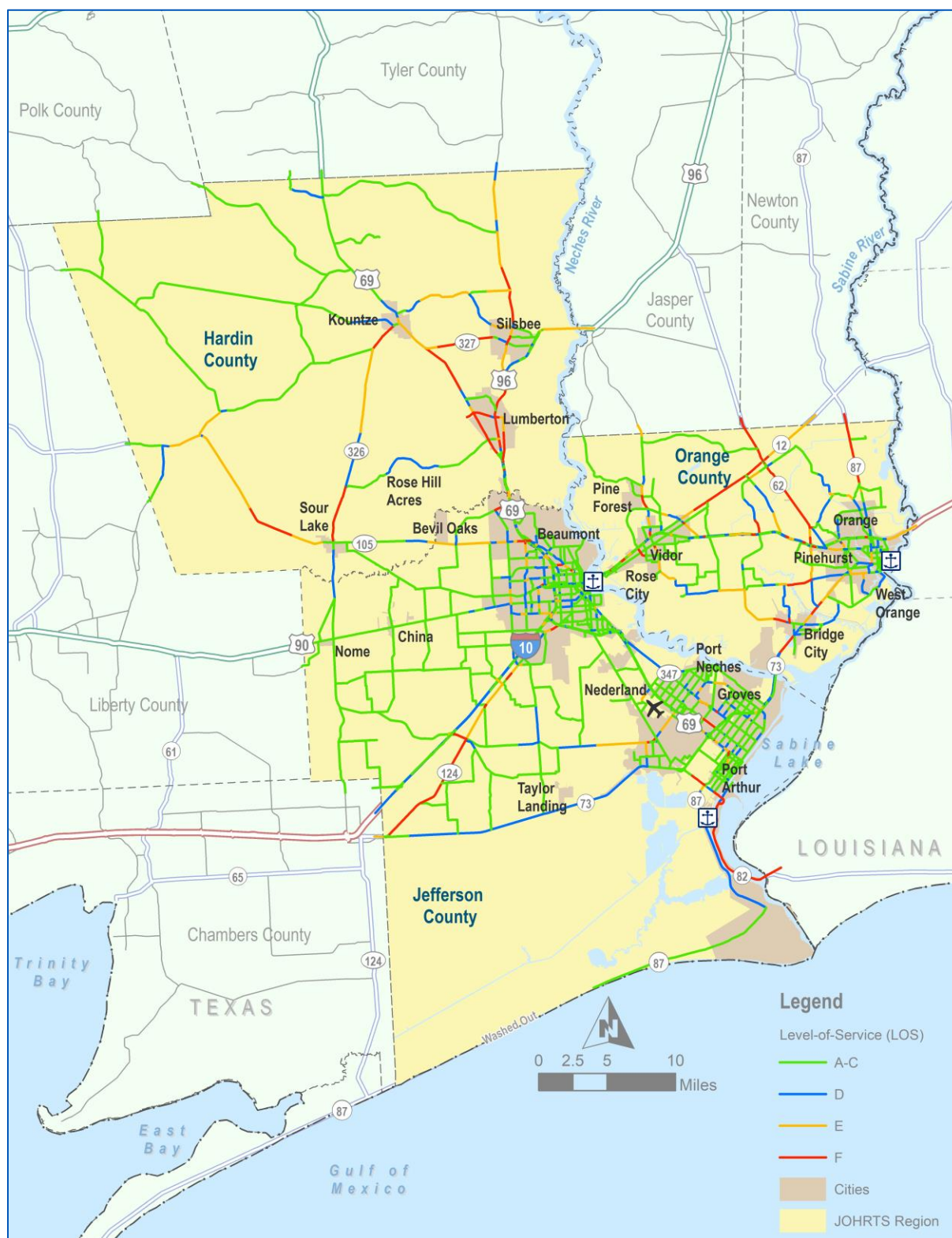
Level-of-Service		
	Excellent Very low vehicle delays, free traffic flow, signal progression extremely favorable, most vehicles arrive during given signal phase.	
	Good Good traffic flow, good signal progression, more vehicles stop and experience higher delays than for LOS A.	
	Average Stable traffic flow, fair signal progression, significant number of vehicles stop at signals.	
	Acceptable Noticeable traffic congestion, longer delays and unfavorable signal progression, many vehicles stop at signals.	
	Congested Unstable traffic flow, poor signal progression, significant congestion, traffic near roadway capacity, frequent traffic signal cycle failures.	
	Severely Congested Unacceptable delay, extremely unstable flow, heavy congestion, traffic exceeds roadway capacity, stop-and-go conditions.	

Figure 5.8: Level of Service for Year 2016 Derived from Travel Demand Model

Source: TxDOT TPP Validated Travel Demand Model

Figure 5.9: Level of Service for Year 2040 Derived from Travel Demand Model

Source: TxDOT TPP Validated Travel Demand Model

5.2.4 Crashes

According to TxDOT's Crash Records Inventory System (CRIS), almost 32,000 crashes occurred within the JOHRTS region between 2015 and 2017. **Table 5.2** identifies the top 10 intersections with the highest number of crashes within the three-year period. The most accidents occurred at the junction of I-10 and US 90 (College St). In addition, most of the high-crash locations are along I-10 and US 69. These high-crash locations will continue to pose significant problems in the future as traffic volume and congestion increases along these corridors. The top 10 crash locations are mapped in **Figure 5.10**.

Table 5.2: Top 10 Locations with the Highest Number of Crashes between 2015 and 2017

RANK	NUMBER OF CRASHES	LOCATION	CITY
1	223	I-10 at N Pearl St (US 90)	Beaumont
2	127	I-10 at College Street (US 90)	Beaumont
3	125	I-10 at Martin Luther King Jr Pkwy (SH 380 Spur S)	Beaumont
4	114	FM 365 and US 69	Nederland
5	92	Dowlen Rd and Folsom Dr	Beaumont
6	88	College St (US 90) and Martin Luther King Jr Pkwy (SH 280)	Beaumont
7	79	Dowlen Rd and Crow Rd at the Parkdale Mall	Beaumont
8	75	I-10 at Washington Blvd	Beaumont
9	64	I-10 at SH 62	Orange
10	61	US 69 at Delaware St	Beaumont

Source: TxDOT CRIS

Crash Severity

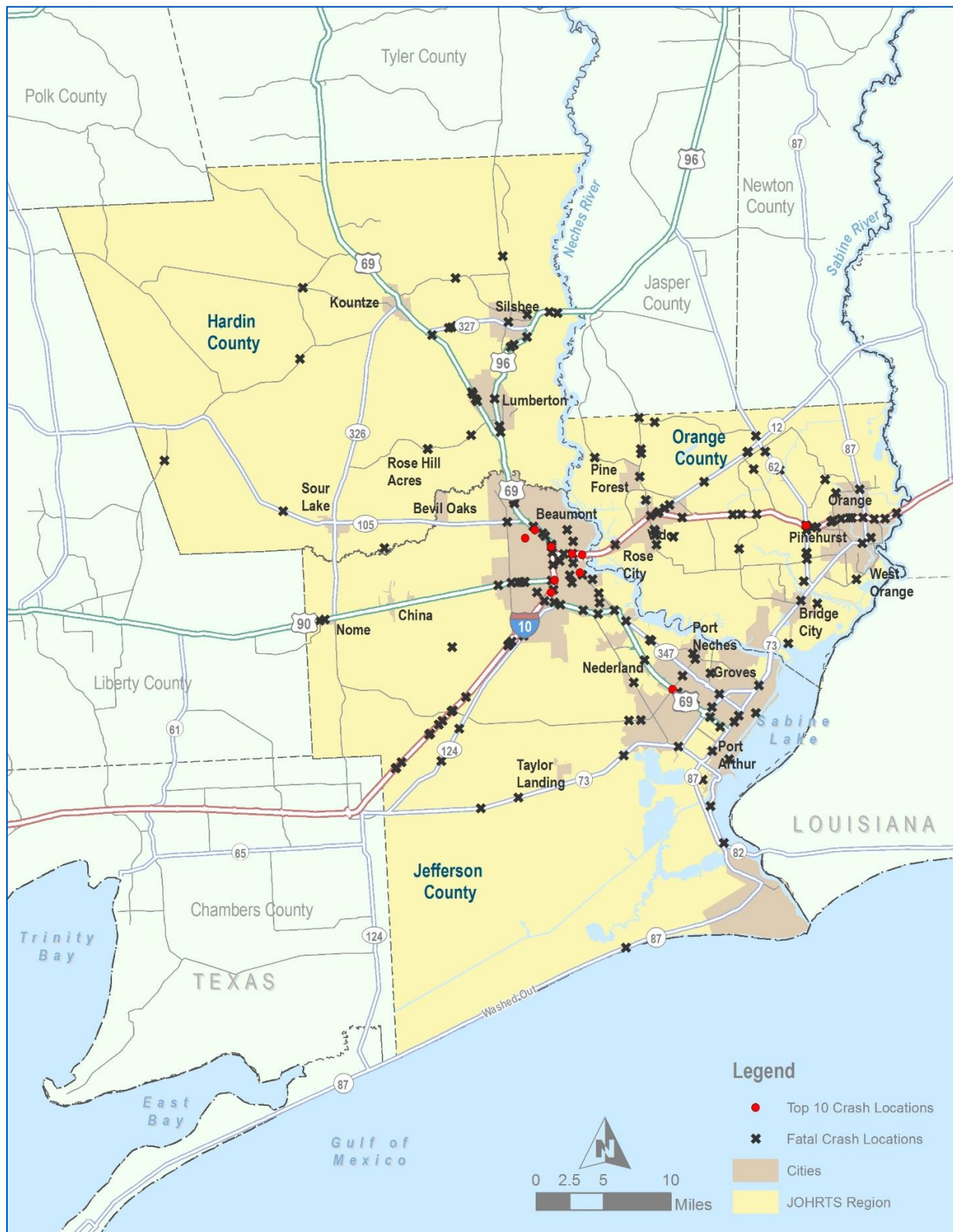
Over the three-year period (2015 through 2017), 32,143 people were involved in crashes resulting in 182 fatalities and 9,336 injuries. The SETRPC-MPO takes safety very seriously and will continue to work with planning partners to reduce the number of crashes and improve the safety of the region's roadway system. The severity of crashes within the JOHRTS region is shown below for years 2015 through 2017 in **Table 5.3**.

Table 5.3: Severity of Crashes

Crash Severity	2015			2016			2017		
	JEFFERSON	ORANGE	HARDIN	JEFFERSON	ORANGE	HARDIN	JEFFERSON	ORANGE	HARDIN
Fatal	25	17	9	34	22	11	34	19	11
Suspected Serious Injury	149	68	44	209	72	44	182	58	41
Non-Incapacitating	698	192	87	905	235	97	832	248	115
Possible Injury	1268	220	118	1327	261	137	1348	263	118
No Injury	4864	1359	555	5486	1381	602	5329	1499	609
Unknown	251	31	11	277	47	8	254	45	7
Total	7255	1887	824	8238	2018	899	7979	2132	901

Source: TxDOT CRIS

Figure 5.10: Top 10 Crash Locations and Fatal Crash Locations



Source: TxDOT CRIS

5.3 Condition of Roadway Infrastructure

5.3.1 Pavement Condition

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



TxDOT regularly evaluates pavement conditions of all major roadways within the region in terms of their stress, ride, and condition scores. These scores are also used to analyze roadway condition trends, evaluate future needs, and prioritize roadway improvement projects. The condition score ranges from 1 to 100 and has five categories: very good, good, fair, poor, and very poor. The pavement condition for TxDOT system roadways is shown in **Figure 5.11**.

Figure 5.11: Pavement Condition



5.3.2 Bridges

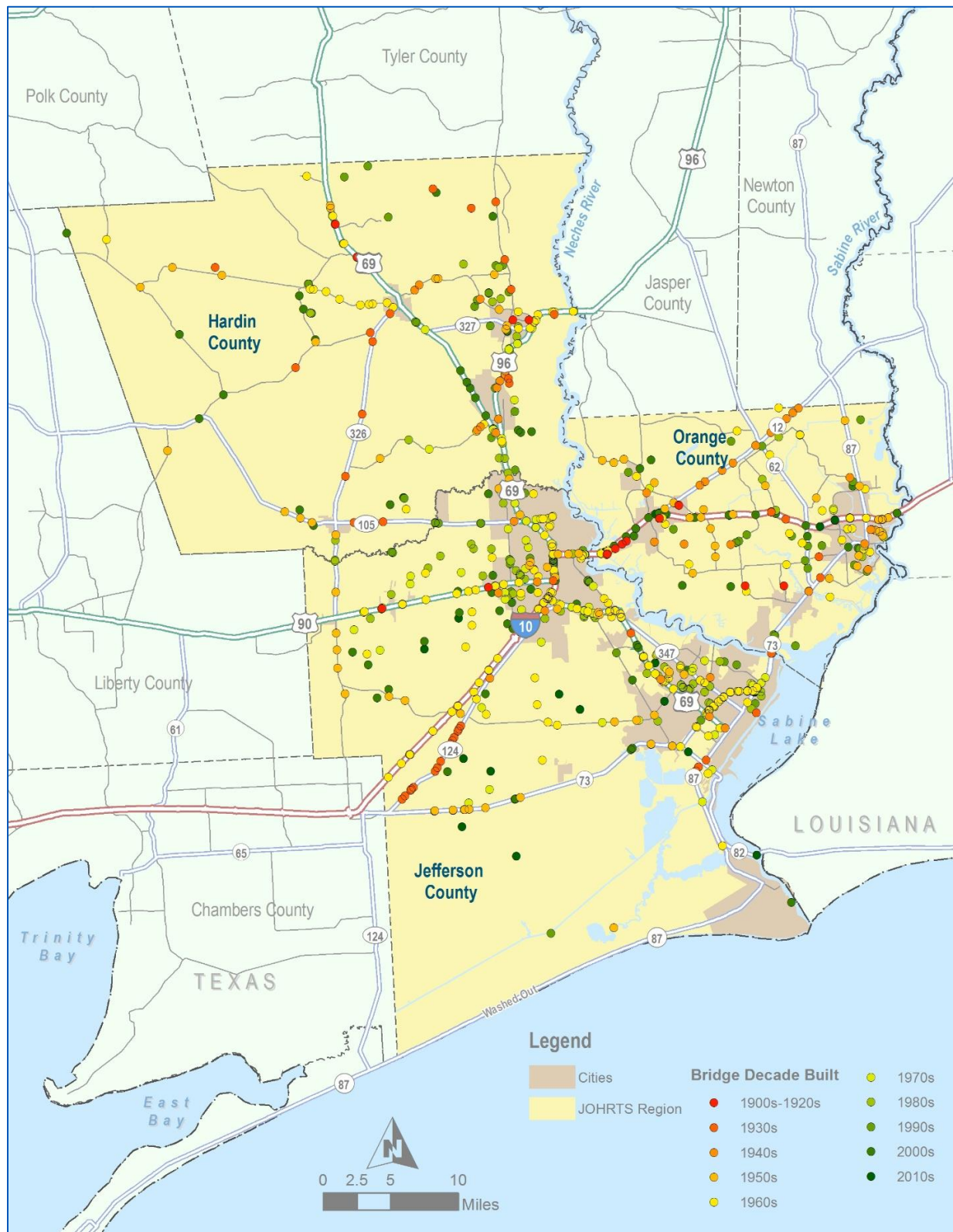
According to TxDOT's bridge inventory system, there are a total of 782 bridges within the three-county region. More than half of the region's bridges (388 out of 782) were built before 1970, and when many of the bridges approach the end of their useful life, they will require rehabilitation or reconstruction. Bridges by decade built as shown in **Figure 5.12**.

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

In the JOHRTS region, among the 782 bridges, 776 bridges (99.2%) show no immediate need for structural improvement, while four bridges require corrective action and two bridges require replacement or are closed. **Table 5.4** shows the bridge structural condition by county, and **Figure 5.13** shows a map of bridges by structural condition.

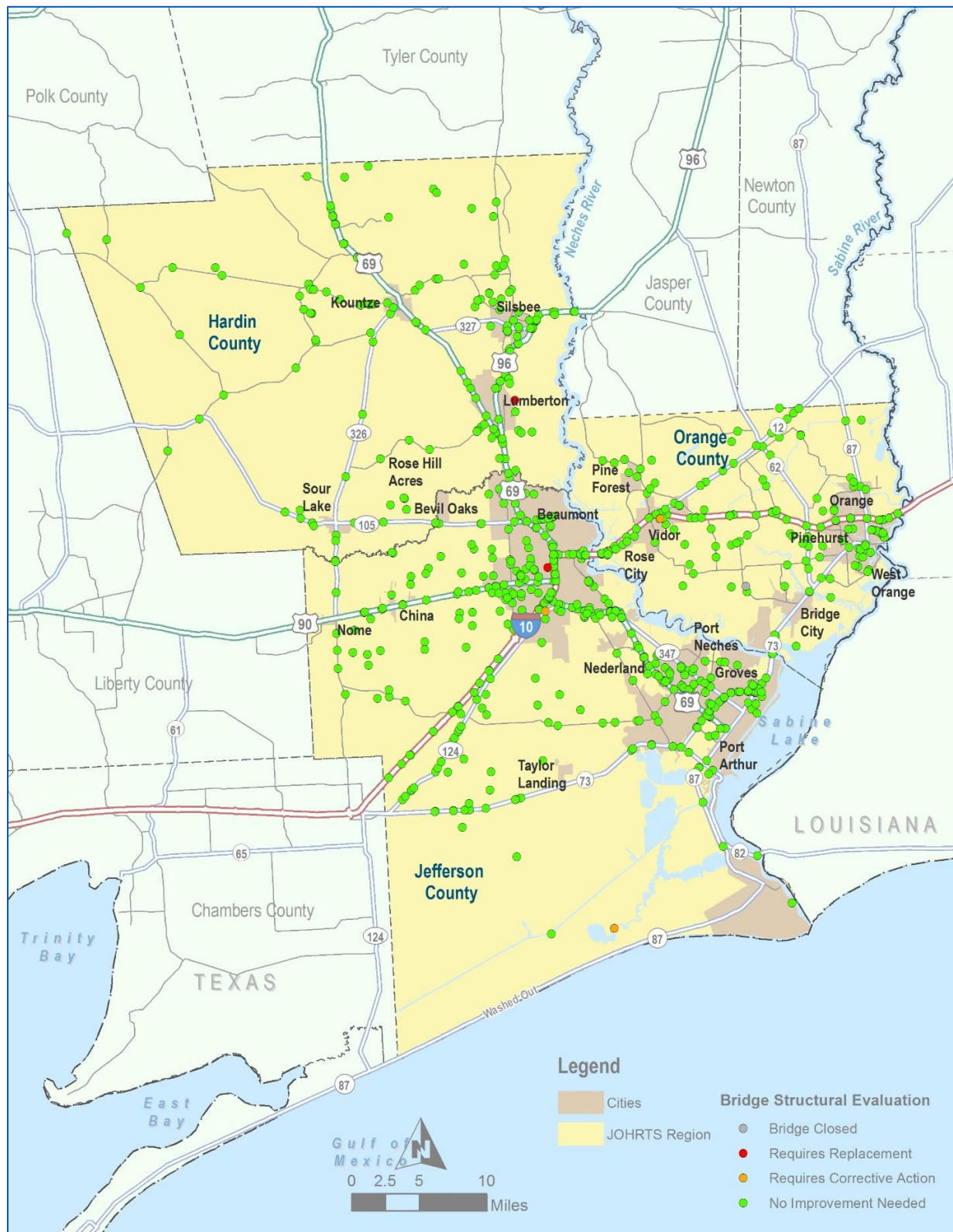
Table 5.4: Bridge Structural Condition by County

CONDITION	HARDIN	JEFFERSON	ORANGE	TOTAL
Best Condition	2	7	0	9
Imperfect Condition	164	440	163	767
Requires Corrective Action	0	3	1	4
Requires Replacement	1	0	0	1
Closed	0	1	0	1
Total	167	451	164	782

Figure 5.12: Bridges by Decade Built

Source: National Bridge Inventory

5.13: Bridge Structural Condition by Location



Source: National Bridge Inventory

5.4 Recommended Strategies

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

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

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



5.4.1 Roadway Construction

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

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

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

ENVIRONMENT

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

LIMITED FINANCIAL RESOURCES

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

AIR QUALITY MANDATE

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

Projects Underway in the JOHRTS Area

Several transportation projects are at various stages of implementation in the JOHRTS area. TxDOT's Unified Transportation Program (UTP) covers a period of 10 years to guide the development of and authorize the construction of transportation projects. It authorizes funding for each of the twelve funding categories established by the rules of Title 43, Texas Administrative Code, Chapter 16, governing the planning and development of the transportation projects. TxDOT conducted a public meeting across the state via WebEx on July 12, 2018, and a public hearing on August 7, 2018, to receive comments and testimony concerning the development of the 2019 UTP and the project selection process. The UTP identifies the following as major priorities for the Beaumont District in which the JOHRTS area is located:

- Preventative maintenance and rehabilitation;
- Metropolitan and urban projects;
- Improved connectivity to local ports.

The UTP identifies the following projects in the JOHRTS area. These projects are identified in **Table 5.5**.

Table 5.5: UTP Projects in the JOHRTS Area

COUNTY	LOCATION	EXTENT	DESCRIPTION	COST
Hardin	US 69	Tyler County line to 0.75 miles south of FM 1003	Construct new 4-lane divided facility	\$70,000,000
Hardin	SH 105	0.1 miles east of SH 326 to Pine Island Bayou	Widen to 4 lanes with CTL	\$38,200,000
Jefferson	US 69	Tram Road, South to LNVA Canal	Widen freeway from 4 to 6 lanes	\$5,000,000
Jefferson	US 69	At SH 73	Improve interchange at US 69 and SH 73	\$70,000,000
Jefferson	I-10	Hollywood Overpass to 7 th Street	Widen freeway to 6 main lanes and reconstruct interchange	\$300,000,000
Jefferson	I-10	CR 131 (Walden Road) to US 90	Widen freeway from 4 to 6 lanes	\$200,000,000
Jefferson	US 69	I-10 to SH 347	Widen to 6 lanes	\$49,000,000
Orange	I-10	0.54 miles east of FM 3247 to the Sabine River Bridge	Widen existing main lanes from 4 to 6 lanes	\$50,070,000

5.4.2 System Preservation

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

Roadway Maintenance

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



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

Roadway maintenance activities can be generally categorized into three areas:

- | | | |
|---|---|---|
| <p>1 Routine:</p> <p>These activities are undertaken on a regular, ongoing basis and can be grouped into cyclic and reactive efforts. Cyclic works are those undertaken on a regular predefined schedule, such as mowing, while reactive works are those undertaken in response to any deficiencies that may arise, such as pothole repairs.</p> | <p>2 Preventative:</p> <p>These are projects undertaken at regular, somewhat longer intervals to preserve the structural integrity of a road, such as crack sealing.</p> | <p>3 Special:</p> <p>The activities include emergency work to repair unexpectedly damaged roads.</p> |
|---|---|---|

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



Pavement Management

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

Bridges

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



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

5.4.3 System Efficiency

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



ITS Strategies

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



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



TxDOT oversees the operations of its major highways through its Transportation Management Center (TMC). At the TMC, TxDOT monitors and distributes information from various ITS technologies deployed through the region, including dynamic message signs, traffic cameras, traffic signals, and a video image vehicle detection system. Dynamic message signs along

the I-10 and US 69/96/287 corridors provide up-to-date information about traffic flow conditions and incidents so that motorists can make more informed decisions during their trip.

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

Traffic Calming

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



Access Management



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

Intermodal Connectivity

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

Both the ports and the local trucking industry have expressed an interest in developing a comprehensive region-wide truck route system. While some jurisdictions in the region have already identified signed truck routes, the current routes are discontinuous, travel through both school zones and highly residential areas, and do not adequately serve current truck traffic needs.



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

5.4.4 Travel Demand Management

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

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

Other TDM strategies that would benefit the JOHRTS region include:

Telecommuting

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

Support for Transit

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

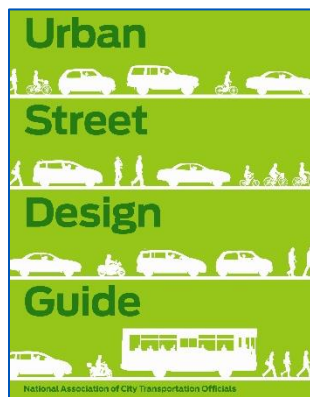
Support for Walking and Bicycling

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

School Considerations

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

5.4.5 Land Use and Urban Design



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

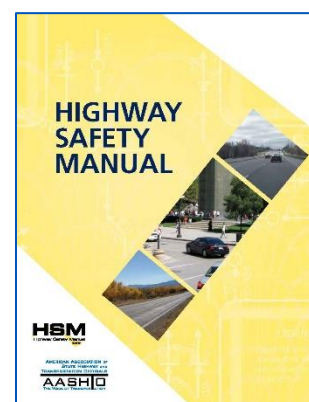
Flexibility in the design process provides local jurisdictions with the ability to develop projects that meet the functional and operational needs of drivers, pedestrians, and transit riders that is consistent with local context, maintains connectivity, and is safe. When developing design criteria and standards, the FAST Act requires consideration of the *Urban Street Design Guide*, published by the National Association of City Transportation Officials (NACTO) and the *Highway Safety Manual* (HSM) published by the American Association of State Highway and Transportation Officials (AASHTO).

Urban Street Design Guide, NACTO

The *Urban Street Design Guide* provides a toolbox of the tactics and design criteria that cities can utilize to encourage safer, more livable, and economically thriving streets. The guide applies the concepts of complete streets and context sensitive design. Complete streets serve as space where all users can safely walk, bicycle, drive, take transit, and socialize. Context sensitive street designs incorporate flexibility to maintain local characteristics while reinforcing a safer environment for all people. FAST Act requires states and MPOs to consider the *Urban Street Design Guide* when designing new streets and standards. The concepts of the *Urban Street Design Guide* are reflected in this MTP with a discussion on complete streets in Chapter 7.

Highway Safety Manual, AASHTO

The *Highway Safety Manual* provides information, techniques, and methodologies to quantify the safety-related effects of transportation decisions. Using the *Highway Safety Manual* can improve safety management and a reduction in the frequency and severity of traffic crashes. The FAST Act requires consideration of the *Highway Safety Manual* when designing new streets and standards. The concepts of the *Highway Safety Manual* are reflected in this MTP.



5.4.6 Travel and Tourism

Tourists travel to the JOHRTS area to see and experience unique tourism destinations within the region. As much of the region is rural in nature, the most attractive tourism features are centered around natural resources. The area is known for great fishing opportunities in the local rivers and streams and especially Sabine Lake, a saltwater estuary. The region has numerous camping and hiking facilities in the many state, federal, and private nature reserves, such as the Big Thicket National Preserve, the Roy E. Larsen Sandyland Sanctuary, and Cattail Marsh. The region is known worldwide for bird watching. Over 400 species of birds have been identified making it one of the premiere birding spots in North America.

Many cultural activities are also found in the region. These activities include performing arts venues such as the Julie Rodgers Theater, the Lutchter Theater, the Betty Greenberg Center for Performing Arts, and the Jefferson Theater. Art museums in the region include the Art Museum of South East Texas, the Stark Museum of Art, the Art Studio, and the Dishman Art Museum. The region boasts over 15 museums relating to various subjects such as energy, nautical themes, firefighting, and regional history. Botanical gardens serve as cultural tourist destinations in the region, including the Beaumont Botanical Gardens and the Shangri La Nature Botanical Gardens and Nature Center.

The region also features many historical sites. These historical sites include cemeteries, churches, and numerous historic homes, such as the W. H. Stark House, the McFaddin Ward House, the Chambers House, Pompellian Villa, Rose Hill Manor, the John J. French House, the Kirby Hill House, and the Jimmy Ochiltree House.



Tourism is very important to the state of Texas and the southeast Texas region. In 2017, the state of Texas received an estimated \$4.2 billion dollars in taxes and \$74.4 billion of direct travel spending. Of that amount, approximately \$719 million is spent within the Beaumont region by tourist. This revenue has grown an average of 3.5% each year since 2000. With direct travel expenses including fuel, auto rental, ground transportation costs, and one-way airfares, the taxes generated by tourism reduces taxes by \$360 for every household in the JOHRTS region.

Two visitor centers support tourism in the region:

- The Ben J. Rogers Regional Visitors Center in Jefferson County had approximately 57,000 people visit in 2018.
- The Texas Travel Information Center in Orange County had approximately 300,000 people visit during 2018.

The SETRPC-MPO is working to incorporate tourism 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. The staff is currently working to create a web page incorporating all tourism related resources including hotels, RV parks, camp sites, medical facilities, shopping locations and tourism sites such as those listed previously.

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



6.0 Introduction

Public transportation is an integral component of the JOHRTS region's multimodal transportation system, offering tangible transportation benefits, including transit service for the elderly, the disabled, and people who are either unwilling or unable to drive. **Public transit also offers additional benefits to the public and the environment overall as increased transit use promotes clean air and decreased fuel consumption.**

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

6.1 Existing System

Public transportation in the JOHRTS area includes two separate fixed-route systems in Beaumont and Port Arthur and demand response service in the rural areas. The JOHRTS area is also served by regional private providers of public transportation. **Figure 6.1** shows the extent of the existing system.

6.1.1 Fixed Route Service



Beaumont Municipal Transit (BMT)

BMT operates ten local bus routes throughout the Beaumont area. The routes converge at the BMT transfer facility in downtown Beaumont to provide easy transfers to other routes. Fares for adults are \$1.50 for all routes, with discounted fares of \$0.75 for senior citizens, disabled, and youth (ages 6 through 18). Transfers are \$0.25. Children under 6 can ride for free, with up to three children per fare-paying adult. Monthly passes allowing unlimited rides each month are also available.

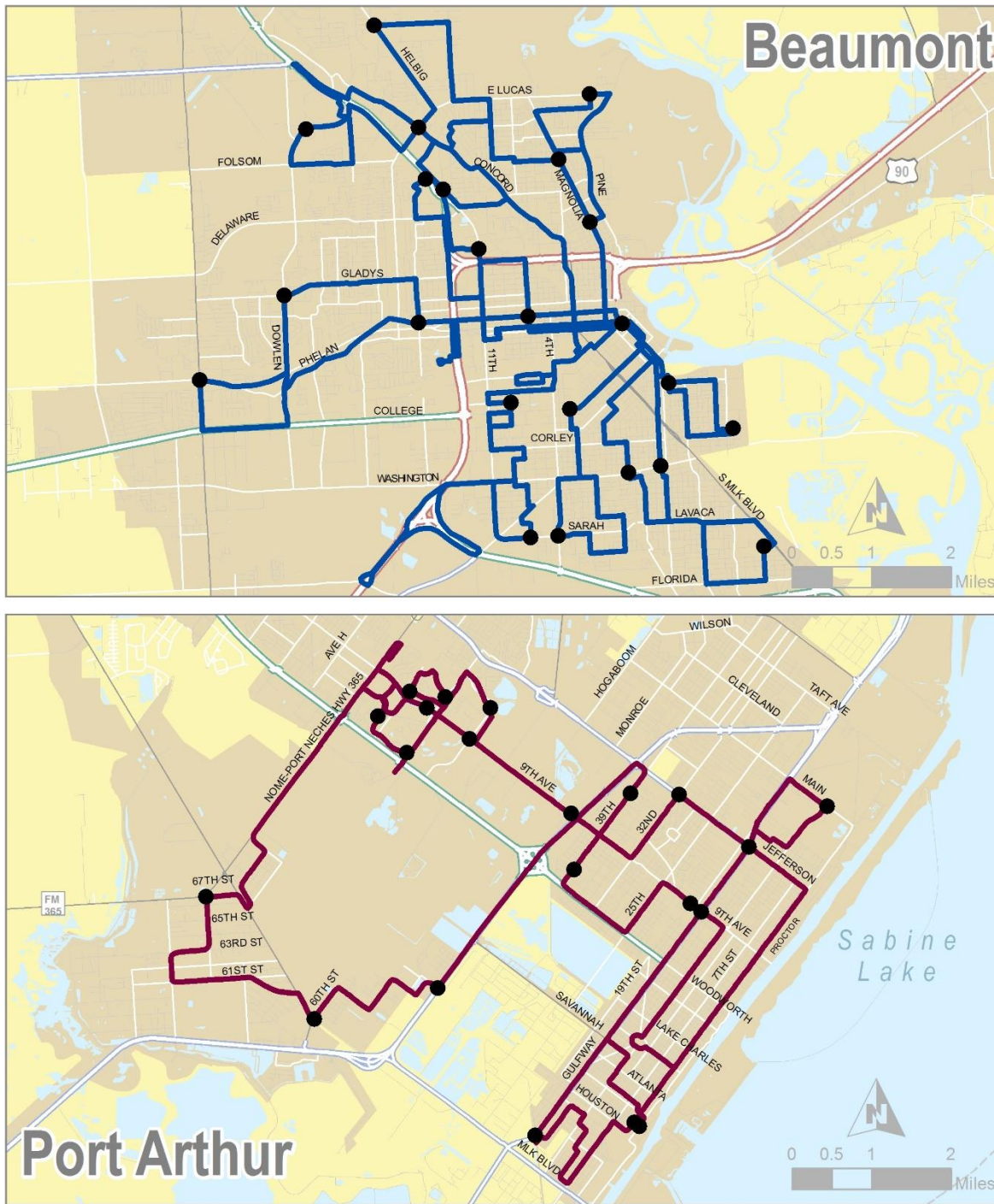


Port Arthur Transit (PAT)

PAT operates twelve local bus routes throughout the Port Arthur area. Transit routes serve most major roadways between FM 365 and the Sabine-Neches Waterway. One-way fares are \$1.50 for adults, with reduced fares of \$0.75 for senior citizens, Medicare card holders, disabled persons, K-12 students and children 5 years old and under. Zone transfers (satellite routes) and route transfers both have a \$0.50 charge.

PAT offers a variety of pass products including a day pass (\$3.50 for adults, \$1.75 for senior citizens, Medicare card holders, disabled persons, K-12 students and children 5 years old and under), weekly pass (\$15.00 for adults, \$8.25 for senior citizens, Medicare card holders, disabled persons, K-12 students and children 5 years old and under), and monthly passes (\$45.00 for adults, \$22.00 for senior citizens, Medicare card holders, disabled persons, K-12 students and children 5 years old and under).

Figure 6.1: Existing Transit Routes



Legend

- Major Stops
- Beaumont Transit Network
- Port Arthur Transit Network

6.1.2 Demand Response Service

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



South East Texas Transit (SETT)

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



Orange County Transit (OCT)

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



Nutrition and Services for Seniors (NSS)

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

Orange Community Action Association (OCAA):

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

Table 6.1: Southeast Texas Public Transportation Providers

	BEAUMONT MUNICIPAL TRANSIT (BMT)	BEAUMONT MUNICIPAL TRANSIT SPECIAL TRANSIT SERVICES
AREA	Beaumont	Beaumont
HOURS	6:00 AM - 9:30 PM	M-F: 6:00 AM - 9:30 PM Sat: 8 AM - 9:30 PM
SERVICES	Fixed Route	Demand Response
ELIGIBILITY	General Public	Elderly and Disabled
	PORT ARTHUR TRANSIT (PAT)	PORT ARTHUR TRANSIT ADA PARATRANSIT SERVICES
AREA	Port Arthur	Port Arthur
HOURS	M-F: 6:15 AM - 6:15 PM	M-F: 6:15 AM - 6:15 PM
SERVICES	Fixed Route	Demand Response
ELIGIBILITY	General Public	Elderly and Disabled
	ORANGE COUNTY TRANSPORTATION (OCT)	ORANGE COMMUNITY ACTION ASSOCIATION (OCAA)
AREA	Orange County	City of Orange
HOURS	M-F: 7:00 AM - 4:00 PM	M-F: 7:00 AM - 4:00 PM
SERVICES	Demand Response	Demand Response
ELIGIBILITY	General Public	General Public
	SOUTH EAST TEXAS TRANSIT (SETT)	NUTRITION AND SERVICES FOR SENIORS (NSS)
AREA	Orange County, Hardin County, rural western Jefferson County	Hardin County, Rural Jefferson County, Nederland, Port Neches, and Groves
HOURS	Varies	M-F: 8:00 AM - 4:00 PM
SERVICES	Demand Response	Demand Response
ELIGIBILITY	General Public	Elderly and Disabled

6.1.3 Private Providers of Transportation

The JOHRTS area receives regional public transportation service from private providers of public transportation. The JOHRTS area is serviced by Greyhound, Amtrak, Sun Travel, Uber, and Lyft.

Greyhound

Greyhound provides intercity bus service from the Beaumont Vidor bus station located in Rose City, Texas and the Port Arthur bus station. Greyhound operations provides residents of the JOHRTS area an option to travel distances outside the region by intercity bus.



Amtrak

Amtrak provides regular intercity passenger rail service from the Beaumont Station in Beaumont, Texas. The station is accessible by the local transportation service, Beaumont Municipal Transit. The station is served by AMTRAK's Sunset Limited service which connects New Orleans, Louisiana to Los Angeles, California.



Sun Travel

Sun Travel provides bus, shuttle, and limousine services to airports, conferences, and regional events. The fleet includes 10 buses that can accommodate 55 passengers and two buses that can accommodate 40 passengers. Sun Travel has operated within the JOHRTS region for over 28 years.



Rideshare

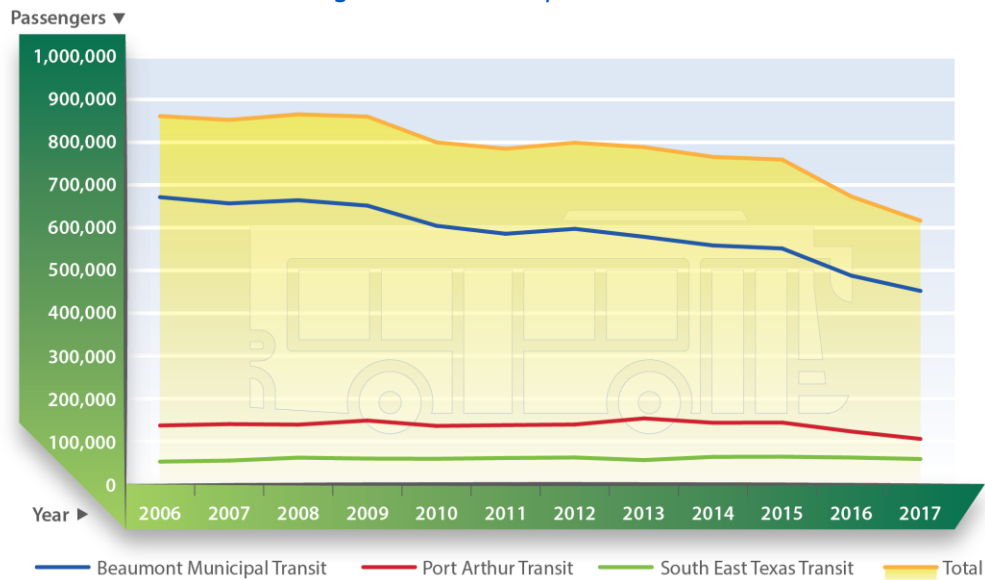
Private ridesharing services including Uber and Lyft operate within the JOHRTS area. Uber and Lyft provide ride hailing services through peer-to-peer ridesharing. Uber and Lyft operate through a smart phone application where users can request rides to destinations across the region. Rideshare options have the potential to allow individuals to travel throughout the region and not rely on public transportation services such as buses or demand response options.



6.2 Ridership

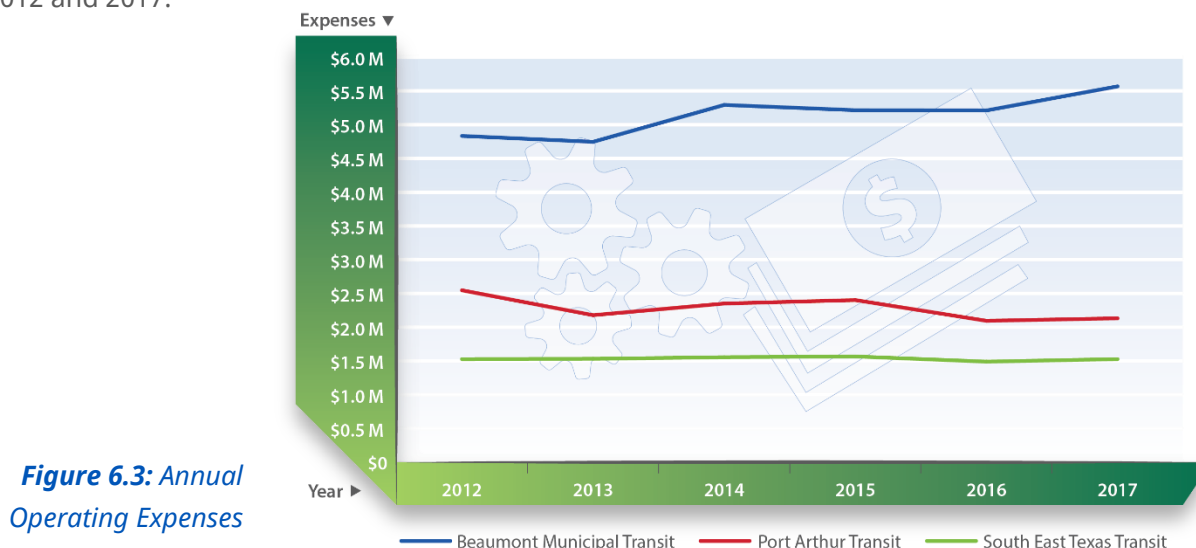
Transit utilization is typically described in terms of the number of passenger trips served. In the JOHRTS region, BMT and PAT report their annual operations summary to the Federal Transit Administration (FTA) and SETT reports their annual operations summary to TxDOT. The ridership data reported is based on number of unlinked passenger trips, which reflect the total number of passengers that board public transit vehicles. Since 2006, BMT ridership has declined year by year. Transit ridership has remained relatively consistent for PAT and SETT.

Figure 6.2: Ridership Trends



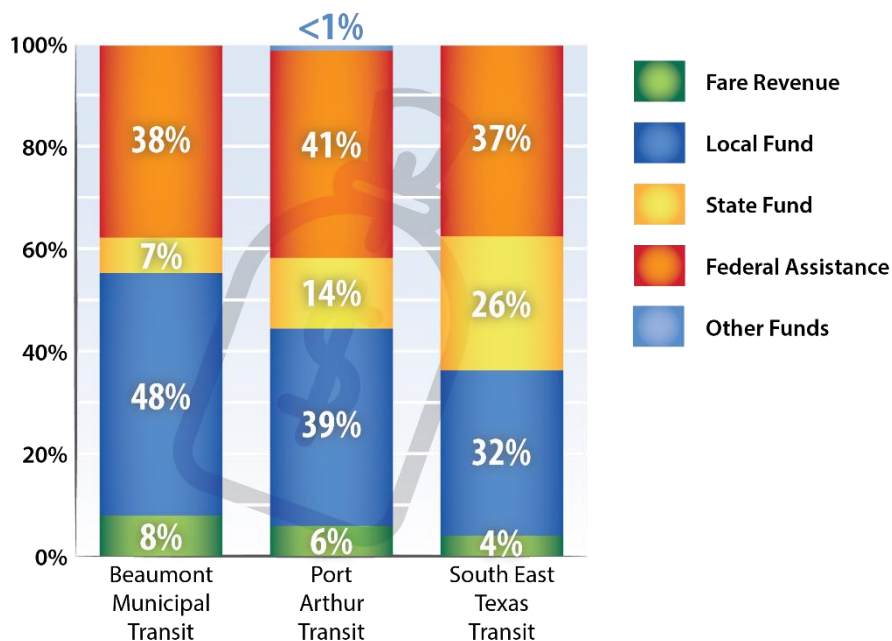
6.3 Operating Cost and Funding

According to the National Transit Database, the cost of operating BMT fixed route and paratransit services have relatively increased between 2012 and 2017. Conversely, the cost of operating PAT fixed route and transit services have decreased between 2012 and 2017. According to TxDOT's Texas Transit Statistics, the cost of operating SETT have remained relatively unchanged between 2012 and 2017.



BMT, PAT, and SETT are funded mostly through user fees (fares), and local, state, and federal funds. In 2017, PAT and BMT received around 40 percent of their operating expenses through federal assistance, while fare revenues covered only around 6-8 percent (on average) of operating expense. In 2017, SETT received slightly under 40 percent of its operating expenses through federal assistance, while fare revenue covered only 4% of operating expense.

Figure 6.4: Operating Cost Funding Sources, 2017



6.4 Performance Measures

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

In order to monitor the service performance of the three transit providers, the following performance measures are examined.

PERFORMANCE VARIABLES		PERFORMANCE MEASURES
Annual Passenger Trips (APT)	The number of passengers who board operational revenue vehicles. Passengers are counted each time they board vehicles no matter how many vehicles they use to travel from their origin to their destination.	SERVICE EFFECTIVENESS Annual Passenger Trips (APT) per Vehicle Revenue Mile (VRM) and Vehicle Revenue Hour (VRH) – <i>the HIGHER the ratio, the BETTER the service effectiveness.</i>
Passenger Miles Traveled (PMT)	The cumulative sum of the distances travelled by each passenger who boards an operational revenue vehicle. Vehicle Revenue Miles (VRM) : The total number of miles per year that all vehicles travel from the time they pull out to go into revenue service to the time they pull in from revenue service.	
Vehicle Revenue Hours (VRH)	The total amount of time in hours for a year that all vehicles travel from the time they pull out to go into revenue service to the time they pull in from revenue service.	SERVICE EFFICIENCY Operating expenses per VRH and VRM – <i>the LOWER the ratio, the BETTER the service efficiency.</i>
Vehicle Revenue Miles (VRM)	The total distance in miles for a year that all vehicles travel from the time they pull out to go into revenue service to the time they pull in from revenue service.	COST EFFECTIVENESS Operating expenses per APT and passenger mile – <i>the LOWER, the ratio the BETTER the cost effectiveness.</i>

6.4.1 Service Effectiveness

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



Table 6.2: Service Effectiveness – Annual Passenger Mile

YEAR	BMT FIXED ROUTE		BMT DEMAND RESPONSE	
	APT PER VRM	APT PER VRH	APT PER VRM	APT PER VRH
2013	\$0.78	\$10.52	\$0.25	\$2.78
2014	\$0.76	\$10.27	\$0.25	\$2.76
2015	\$0.74	\$10.12	\$0.23	\$2.79
2016	\$0.65	\$8.85	\$0.24	\$2.79
2017	\$0.62	\$8.58	\$0.25	\$2.81

YEAR	PAT FIXED ROUTE		PAT DEMAND RESPONSE		SETT
	APT PER VRM	APT PER VRH	APT PER VRM	APT PER VRH	APT PER VRM
2013	\$0.53	\$8.61	\$0.18	\$2.18	\$0.12
2014	\$0.50	\$7.69	\$0.15	\$1.88	\$0.12
2015	\$0.50	\$8.17	\$0.18	\$2.07	\$0.13
2016	\$0.40	\$6.49	\$0.18	\$2.15	\$0.13
2017	\$0.36	\$5.82	\$0.16	\$2.16	\$0.12

6.4.2 Service Efficiency

Service efficiency is measured by dividing operating expenses by revenue miles or by revenue hours. Decreasing operating expenses per VRM or VRH indicates increasing efficiency of transit service. Since 2013, service efficiency of BMT has generally declined while the service efficiency of PAT has increased. SETT has had roughly the same service efficiency in 2017 over previous years.



Table 6.3: Service Efficiency – Operating Expense

YEAR	BMT FIXED ROUTE		BMT DEMAND RESPONSE	
	OPERATING EXPENSE PER VRM	OPERATING EXPENSE PER VRH	OPERATING EXPENSE PER VRM	OPERATING EXPENSE PER VRH
2013	\$5.20	\$70.41	\$10.61	\$119.45
2014	\$5.82	\$78.91	\$6.63	\$87.46
2015	\$5.87	\$80.39	\$10.23	\$122.33
2016	\$5.78	\$78.75	\$11.04	\$128.80
2017	\$6.14	\$84.35	\$14.72	\$168.23

YEAR	PAT FIXED ROUTE		PAT DEMAND RESPONSE		SETT
	OPERATING EXPENSE PER VRM	OPERATING EXPENSE PER VRH	OPERATING EXPENSE PER VRM	OPERATING EXPENSE PER VRH	OPERATING EXPENSE PER VRM
2013	\$5.58	\$91.38	\$6.03	\$71.10	\$3.20
2014	\$7.74	\$117.94	\$3.43	\$43.20	\$2.98
2015	\$7.16	\$116.68	\$5.68	\$65.04	\$3.20
2016	\$6.33	\$102.16	\$4.12	\$50.64	\$3.06
2017	\$7.11	\$114.92	\$3.46	\$47.91	\$3.21

6.4.3 Cost Effectiveness

The cost effectiveness of a transit service is measured by the operating expense of the service per passenger mile or per passenger trip. Decreasing operating expenses per passenger mile or trip reflects an improvement in the cost effectiveness of service. Cost effectiveness for BMT fixed route and demand responsive services has declined and cost effectiveness for PAT has declined while it has remained stable for PAT demand response services and SETT services.



Table 6.4: Cost Effectiveness – Operating Expense

YEAR	BMT FIXED ROUTE		BMT DEMAND RESPONSE	
	OPERATING EXPENSE PER PASSENGER MILE	OPERATING EXPENSE PER APT	OPERATING EXPENSE PER PASSENGER MILE	OPERATING EXPENSE PER UNLINKED PASSENGER TRIP*
2013	\$1.80	\$6.69	\$10.64	\$42.94
2014	\$2.50	\$7.68	\$13.50	\$50.88
2015	\$2.14	\$7.94	\$11.63	\$43.84
2016	\$2.89	\$8.90	\$12.17	\$46.12
2017	\$2.91	\$9.83	\$14.76	\$59.77

YEAR	PAT FIXED ROUTE	PAT DEMAND RESPONSE	SETT
	OPERATING EXPENSE PER UNLINKED PASSENGER TRIP*	OPERATING EXPENSE PER UNLINKED PASSENGER TRIP*	OPERATING EXPENSE PER UNLINKED PASSENGER TRIP*
2013	\$10.62	\$32.82	\$27.28
2014	\$15.34	\$23.01	\$24.45
2015	\$14.22	\$31.38	\$24.45
2016	\$15.74	\$23.46	\$23.99
2017	\$19.74	\$27.50	\$26.03

* An “unlinked passenger trips” reflects the total number of passengers that board public transit vehicles

6.5 Transit Issues

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

6.5.1 Land Use and Transportation

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



6.5.2 Service Boundaries and Coordination

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

6.5.3 Intercity Riders

The FAST Act requires the MTP to consider the role that intercity buses play in reducing congestion, pollution, and energy consumption in a cost-effective manner. In addition, the MTP must consider strategies and investments that preserve and enhance intercity bus systems, including those that are privately owned and operated. Throughout this plan's public outreach process, the need for an intercity bus route was an often-repeated message. The LINK was an intercity bus service initiated by SETRPC in August 2001 connecting the Beaumont and Port Arthur fixed-route services. Due to low ridership and the unavailability of funding, the service was terminated in July 2003. In contrast, Greyhound, a



privately owned and operated intercity bus service provides service from terminals located in the region. In a recent survey conducted by the SETRPC-MPO, 88% of the survey respondents indicated that they do think that there is a need for an express bus service that would carry individuals to/from major employers, institutions of higher learning, and other popular locations. In the JOHRTS MTP-2045, SETRPC will further consider the role that intercity buses play within the region, and strategies and investments to preserve and enhance intercity bus systems.

6.5.4 Growing Elderly Population



As the baby-boomer population ages, society will need to seriously consider additional transportation options for those individuals who may not be able to operate their own vehicle. Public transit and special mobility services, such as demand-response paratransit services, will enable a growing elderly population to continue to engage in the community and receive needed medical and support services. However, the cost borne by the public for increasing specialized transportation services can be extensive.

Therefore, it will become vital to coordinate services and funding through a collaboration of many providers, such as medical, social, human services, and faith-based groups. Recognizing the importance of the transportation of our nation's elderly and disabled population, the Federal Transit Administration (FTA) provided formula-based funding (49 U.S.C. 5310) to states to assist private non-profit organizations in meeting the transportation needs of our senior and physically disabled citizens. SETT utilizes Section 5310 funds to provide demand response service in portions of the JOHRTS region.

6.5.5 Captive and Choice Riders

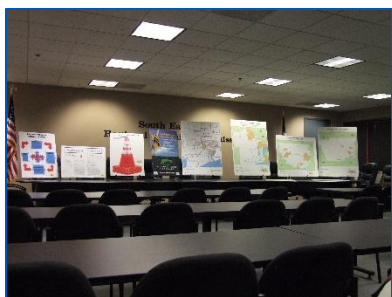
Users of public transportation services can be divided into two general types of riders: captive riders and choice riders. Captive riders usually have no other choice but to use public transit and consist of people without access to their own vehicle, persons with disabilities, and individuals who are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



6.6 Proposed Strategies

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

6.6.1 Regional Public Transportation Coordination Plan



Transit service providers within the JOHRTS region should coordinate and collaborate as much as possible to reduce the occurrence of repeated services. In cooperation with TxDOT, under the provision of Chapter 461 of House Bill (HB) 3588, the SETRPC created the Regional Public Transportation Coordination Plan (RPTCP). The RPTCP is a collaborative product that responded to the requirements laid out in MAP-21 (developed under previous federal transportation authorization bill) and is focused on

eliminating waste in and ensuring efficiency and maximum coverage of the provision of public transportation services. SETRPC’s most recent RPTCP was developed in 2011 through a process that engaged the public and representatives of public, private, and non-profit transportation and human services providers within the southeast Texas region. The RPTCP identified efforts for regional service coordination, created a transportation coordination plan, and established an action plan for priority projects.

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

6.6.2 Express Bus Service Survey

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

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

A new requirement from the FAST Act, SETRPC-MPO is exploring the opportunities that commuter vanpools provide in facilitating intercity transportation within the JOHRTS region. A commuter vanpool is a ride sharing practice that can be an informal or a formal arrangement through ride-matching services. Ride matching programs can be supported by a transit agency.

6.6.3 Marketing

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

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

6.6.4 Continually Reevaluate Transit Operations

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

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

6.6.5 System Preservation and Maintenance

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

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

6.6.6 Transit Amenities

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

6.6.7 Intelligent Transportation Systems (ITS) for Transit

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

6.6.8 Alternate Fuel Vehicles

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

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

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

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

6.6.9 Integrating Transit Improvements into Roadway Design



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

Furthermore, transit users are also most likely pedestrians at some point during their trip, and therefore must also have adequate sidewalks, transit stops, safe street crossings, and proper lighting to safely and efficiently conduct their travel. The MPO will continue to

coordinate with state and local entities to develop transit-friendly roadway improvements that accommodate efficient transit operations and transit amenities.

6.6.10 Land Use and Development Standards



Transit service requires pedestrian connections to and from transit stops, a reasonable density of activities, and applicable development design standards. To achieve transit productivity, all three elements should be provided. Pedestrian connections to transit must be direct and the sidewalk system must have continuity. Street crossings to transit stops must be safe. Productive transit service requires high-density land development patterns which link residential areas and employment, retail, and

service centers. New developments need to be designed to be transit friendly by providing convenient access to transit services. BMT plans to install bike parking racks at all shelter stops and bus stops. All of PAT's buses have bike carrier racks to transport transit riders' bicycles.

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

6.7 Transit Projects

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

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



Chapter 7

Bicycle and Pedestrian System

7.0 Introduction

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

7.1 Existing System

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

Figure 7.1 depicts the extent of the present-day bicycle and pedestrian network.

7.1.1 Bicycle and Pedestrian Requirements

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

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

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



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

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



















7.1.2 Bicycle and Pedestrian Crashes

Between 2015 and 2017, the JOHRTS area experienced 33,044 crashes. 463 crashes involved one or more pedestrians or bicyclists, 41 of which were fatal.

It can be dangerous for bicyclists and pedestrians to use the car-dominant transportation system when roadway designs do not adequately consider these modes. Even in locations where a sidewalk or space on the roadway for a bicyclist exists, certain conditions can make public infrastructure basically unusable. Lack of pedestrian crossing indicators or lack of traffic control at free right turns can expose a pedestrian to danger, particularly if that person has no safer alternative to crossing at that location. Long distances between traffic signals can force pedestrians to make unprotected midblock crossings. Short crossing times, lack of sidewalks, and other hazards are common occurrences throughout the region. Out of 33,044 crashes occurring between 2015 and 2017

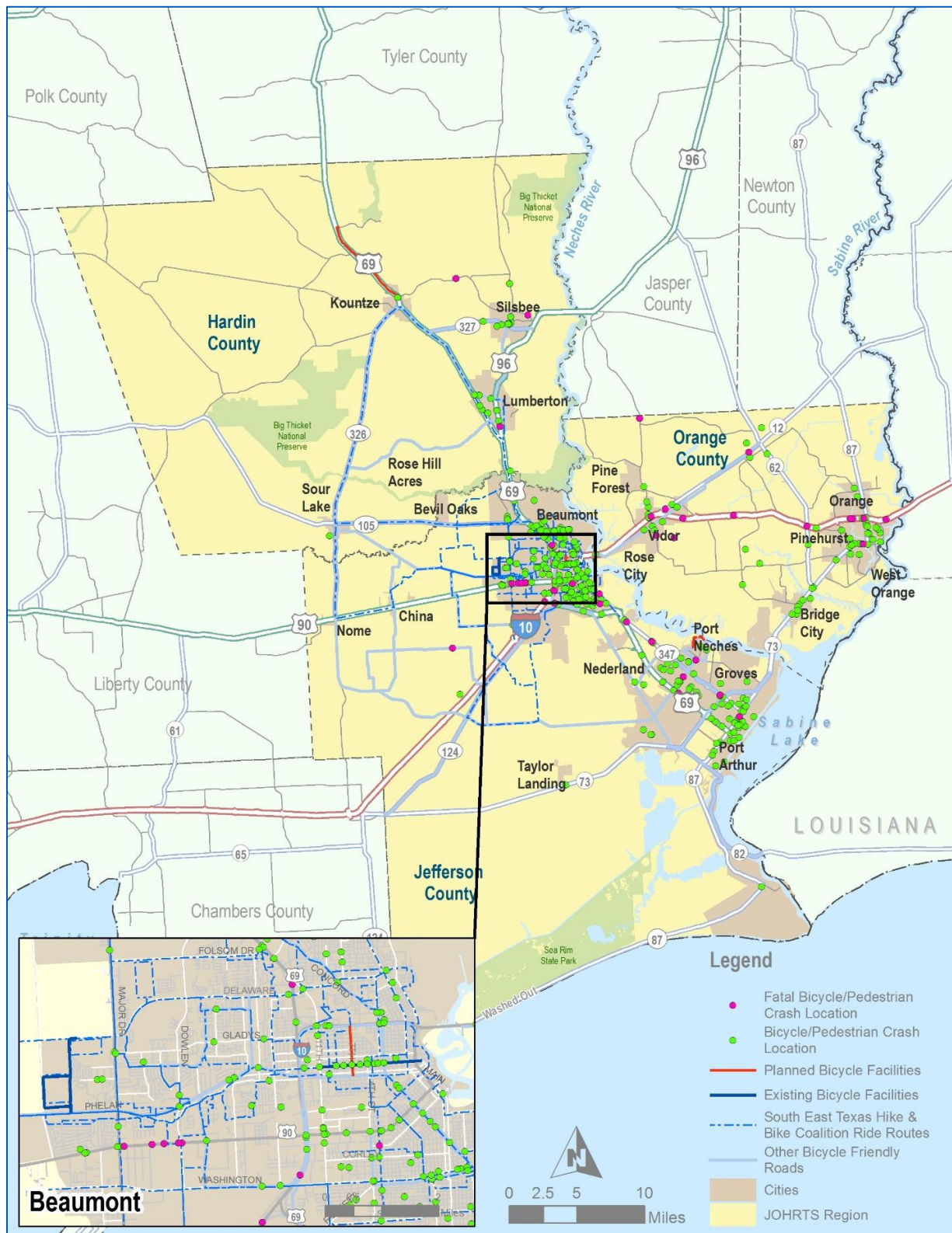
in the JOHRTS area, 463 crashes involved one or more pedestrians or bicyclists, 41 of which were fatal. 287 of those involved pedestrians and 176 involved cyclists. **Table 7.1** shows the distribution of crashes involving cyclists and pedestrians by county and year. **Figure 7.2** maps the location of bicycle and pedestrian crashes in the JOHRTS area.

Table 7.1: Bicycle and Pedestrian Crashes

COUNTY	NUMBER/TYPE OF CRASHES BY YEAR		
	2015	2016	2017
Hardin	 1  7	 8  14	 3  3
Orange	 7  12	 15  25	 15  13
Jefferson	 29  58	 55  89	 43  66

Source: TxDOT CRIS

Figure 7.2: Bicycle and Pedestrian Crashes



Source: TxDOT CRIS

TxDOT develops and implements an annual Highway Safety Performance Plan (HSPP) under the provisions of the 1966 National Highway Safety Act and the Texas Traffic Safety Act of 1967. The purpose of the plan is to reduce crashes and associated deaths, injuries, and property damage, and it includes goals, objectives, and performance measures specific to bicycle and pedestrian safety. Some strategies outlined in the FY 2018 plan to enhance bicycle and pedestrian safety are:

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

Currently, there are no specific projects under the Highway Safety Performance Plan to improve bicycle and pedestrian safety in the JOHRTS area.



7.2 Regional Interests

Although congestion and air quality issues in the JOHRTS area contribute to increased public interest for promoting alternative transportation modes such as bicycling, limited funding and dependency on cars are barriers that hinder efforts for developing and implementing bicycle and pedestrian programs. According to the 2013-2017 American Community Survey, 1% of the commuters in the region indicated that they either walk or bicycle to work.

South East Texas Hike & Bike Coalition

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



TxDOT

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

City of Beaumont

The City has an ordinance that requires sidewalks along arterial and collector streets and in areas designated “safe school zones” by the Planning and Zoning Commission.

The following are projects and programs that the City has planned or recently completed:

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

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

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

City of Port Arthur

The City ordinance states that sidewalks should be located along all major thoroughfares as outlined in its comprehensive plan. City staff and stakeholders have identified a number of locations around the city as with pedestrian access and safety issues, and have assembled several high-level recommendations for the pedestrian and bicycle network:

- Expanding the shoulders along 9th Avenue from 8' to 10' to facilitate bicycle travel between the northern and southern parts of the city.
- Expanding the shoulders along Spur 93 from 8' to 10' to facilitate bicycle travel between the northern and southern parts of the city.
- Expanding the shoulders along FM 365 from 8' to 10' to facilitate bicycle travel between the northern and southern parts of the city.
- Expanding the shoulders along Savannah Avenue from 8' to 10' to facilitate bicycle travel between the northern and southern parts of the city. In this case, right of way would need to be acquired.

City of Orange

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

City of Kountze

The City is very interested in pursuing the creation of more hike and bike trails as a gateway to the Big Thicket National Preserve, which attracts 100,000 people annually. The City views these trails as a regional economic development tool. The hike and bike trail along US 69 from the Big Thicket National Preserve Visitors Center to the City of Kountze is currently under construction.

City of Port Neches

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

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

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

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

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



In Fall 2018, the Transportation and Environmental Resources Division developed the draft **Southeast Texas Hike and Bike Plan 2037**. This plan will serve as a “road map” for local governments in the JOHRTS region adopting hike and bike ordinances and/or hike and bike facilities in the future. It will also be of assistance to local governments when applying for hike and bike related grants.

By looking into present existing conditions, the plan identifies the most suitable bicycle-friendly routes in the region and aims to connect major employment centers, schools, and recreational areas through bicycle facilities for recreational and commuter travel by 2037 and prescribes design recommendations and action steps for implementation.



Barriers in the Bicycle and Pedestrian Network

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

7.3 Recommended Strategies

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

7.3.1 Land Use and Transportation

Transportation planning should be integrated with land use planning to make communities livable and attractive for walking and bicycling. Land uses and street configurations most conducive to bicycling and walking are concentrated mixed-use, dense, compact developments with a variety of services and facilities. Specific policies for land use and transportation considerations may include providing clearly defined, separate lanes for bicyclists in order to create a physical division between motorists and bicyclists. This helps elevate the importance of bicycling as a legitimate form of transportation. Other examples include requiring public rights-of-way for the construction of pathways connecting cul-de-sacs between developments, encouraging schools to include pedestrian and bike access issues in new school location decisions, and developing specific requirements for pedestrian and bicycle facilities in town centers, transit corridors, and employment centers.

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

7.3.2 Complete Streets

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

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

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



*An ideal **Complete Streets** policy:*

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

7.3.3 Connectivity and Accessibility

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

One specific example of a lack of bicycle connectivity can be found on the campus of Lamar University. While two pedestrian overpass bridges exists over MLK Jr. Parkway, there is no other safe path for bicycle riders to cross the busy road.

Improvements such as retrofitting Virginia Avenue to include bicycle lanes can help connect the east and west sides of campus.

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

7.3.4 Link to Transit

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

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

7.3.5 Coordination

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

7.3.6 Rail-trails

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

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

7.3.7 Safe Routes to School

Schools can be considerable sources of traffic and congestion, particularly when large numbers of parents drive their children to school. Therefore, cities should work with school districts to ensure that improvements near schools are designed to minimize conflicts between pedestrians, bicyclists, and motorists by directing students along safer routes. Further, school districts should be encouraged to consult with local governments about transportation circulation and to ensure safe and appropriate pedestrian and bicycle access. Safe Routes to School (SRTS) is a federal program that was implemented through SAFETEA-LU to encourage bicycle and pedestrian safety. Unlike the previous legislation, MAP-21 does not provide funding specifically for SRTS. Instead, SRTS activities will be eligible to compete for funding alongside other programs, including the Transportation Enhancements program and Recreational Trails program, as part of a new program called Transportation Alternatives. The MPO will work with local cities and ISDs to pursue the development of Safe Routes to School projects for schools and surrounding neighborhoods that are in need of bicycle and pedestrian infrastructure.

7.3.8 Preservation and Maintenance

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

7.3.9 Public Awareness and Safety

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

7.3.10 Marketing

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

Preserve, local events are held to promote pedestrian and bicycling activities in the region. An excellent example of this is the SETHBC's efforts in organizing regular short- and long-distance rides.

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

7.3.11 Funding

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

The major funding programs are:

National Highway System (NHS) Funds

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

Surface Transportation Program (STP) Funds

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

Congestion Mitigation and Air Quality Improvement (CMAQ) Program Funds

These funds are available for projects and programs in areas that are nonattainment or maintenance for the national ambient air quality standards according to the 1990 CAAA. Eligible projects must contribute either directly or indirectly towards the attainment of required standards. Bicycle projects eligible for CMAQ funds include bikeway construction projects, public education programs, and bicycle safety initiatives.

The National Recreational Trails Fund

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

The National Scenic Byways Program

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

Surface Transportation Block Grant Program (STBGP)

Under the FAST Act, the Surface Transportation Block Grant program provides for the same transportation alternatives programs, including pedestrian and bicycle programs, previously covered by the Federal Transportation Alternatives Program (TAP). Funding under the STBGP may be used for planning and constructing any new pedestrian and bicycle facilities.

Texas Transportation Alternatives Program

The Texas Transportation Alternatives Program is a funding source for non-highway transportation projects such as landscaping, hike and bike trails, etc. throughout the state.

State Bridge Program

Funds used to maintain and rehabilitate bridges in the State can also support the accommodation of bicycle facilities on bridges if such improvements can be provided at a reasonable cost as part of a highway bridge deck replacement or rehabilitation. In the JOHRTS area a list of alternative transportation projects is selected by TxDOT's Public Transportation Division (PTN) and then selected from that list by commission.

Local Funding Sources

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

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

Chapter 8

Airports

8.0 Introduction

Airports constitute an important element of the regional intermodal transportation system. Air transportation provides a global reach for the fast movement of people and goods, offering significant advantages for long-distance travel and transport. The increasing importance of service industries in the southeast Texas economy contributes to the demand for air travel and package delivery. In addition, airports are essential during emergency situations when moving resources and people into and out of the region. This section discusses existing conditions of the region's airports, issues of concerns and needs, and strategies to improve these needs, so that the JOHRTS area may fully benefit from airport services. **Figure 8.1** shows the limits of the existing system in the JOHRTS area.

8.1 Jack Brooks Regional Airport



Jack Brooks Regional Airport (JBRA), formerly the Southeast Texas Regional Airport, located between Beaumont and Port Arthur along US Highway 69/96/287 in Jefferson County, serves as the regional commercial airport for the JOHRTS area. JBRA is the only airport in the region that provides passenger transport. **Table 8.1** shows detailed information about JBRA.

The JOHRTS area is served by one regional commercial airport and three general aviation airports, as exhibited in the map below.

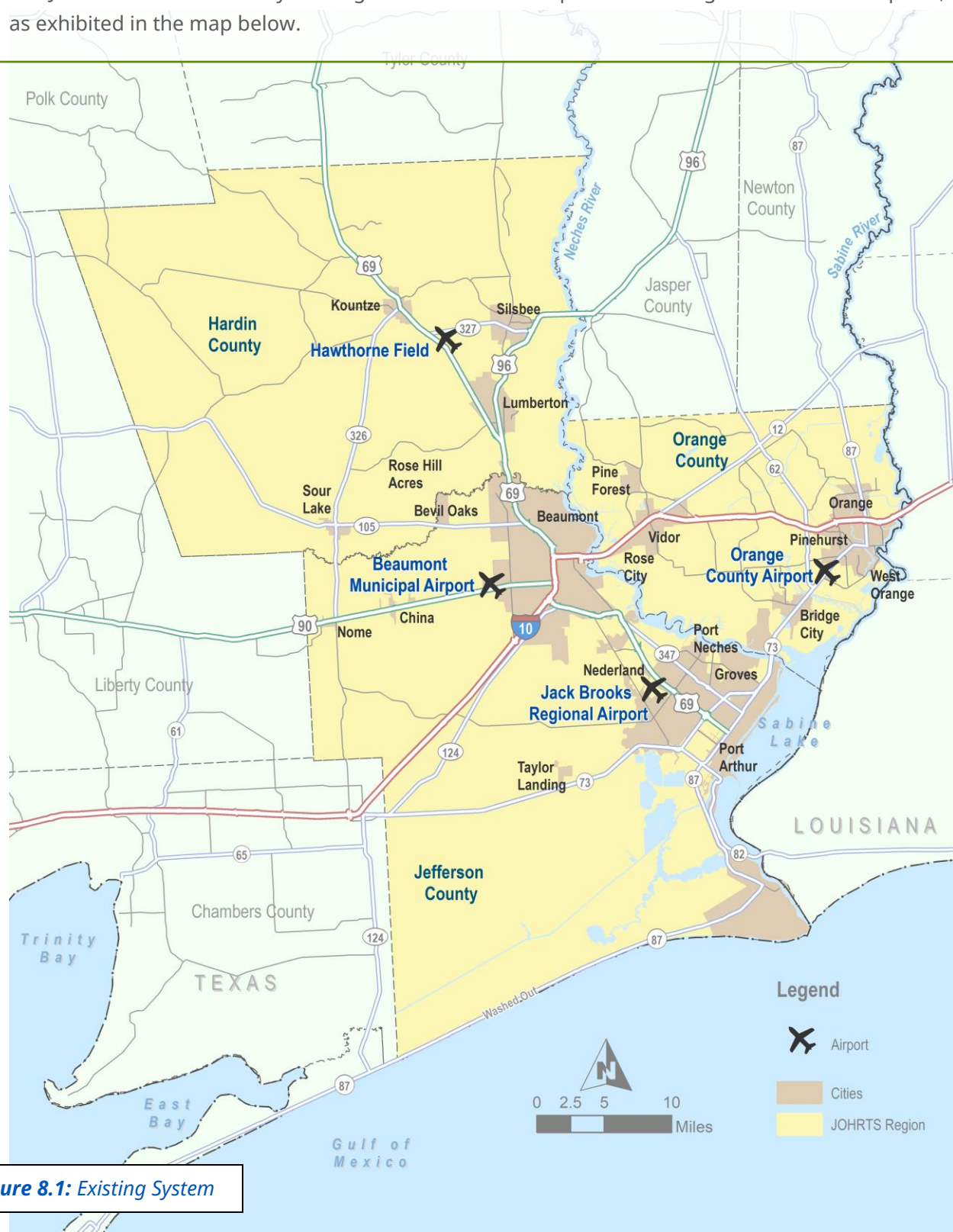


Figure 8.1: Existing System

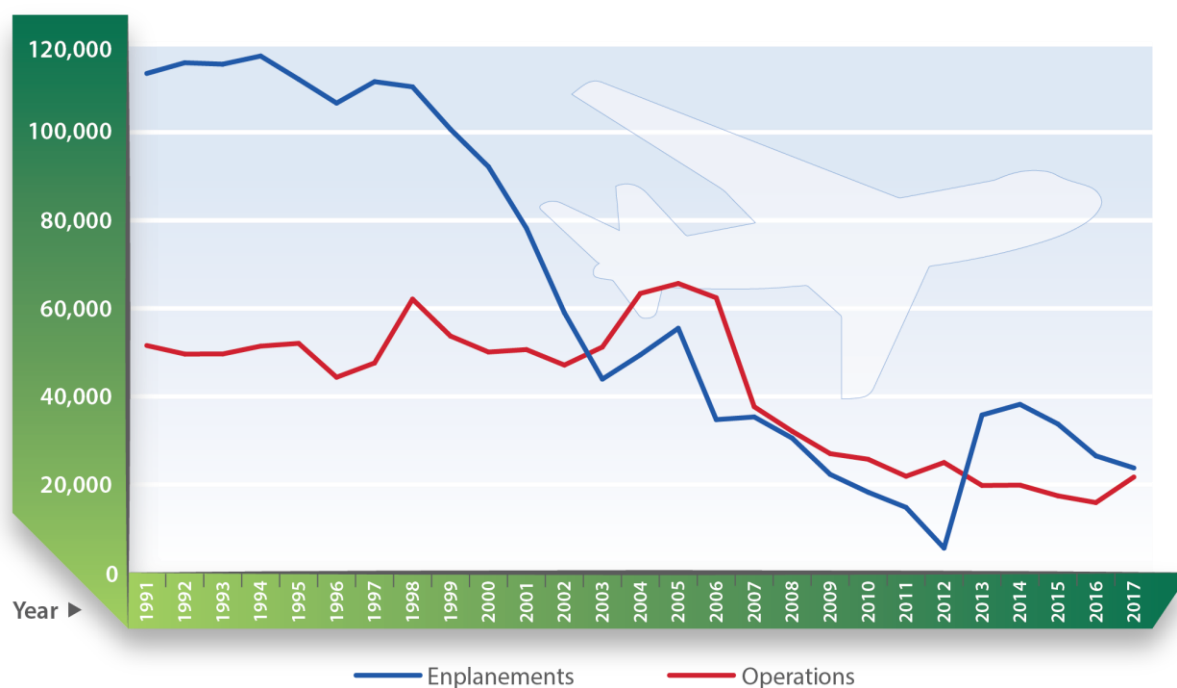
Table 8.1: Existing conditions of Jack Brooks Regional Airport

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

The Federal Aviation Administration (FAA) updates its Terminal Area Forecast (TAF) every year to assist in planning, budgeting, and staffing requirements. The TAF data contains both historical and forecast data, which the Aviation Policy and Planning Office (APO) produces every year covering airports in the National Plan of Integrated Airport Systems (NPIAS). For each airport, the data are divided into historical and future enplanements, and local operations. Enplanements are the number of passengers boarding an airplane and are usually related to commercial flights. An operation is either a landing or takeoff at an airport by fixed-wing and rotary aircraft.

*Historical enplanements and operations have fluctuated at JBRA, with declining enplanements and operations during the last decade only interrupted by an uptick from 2012 to 2013. Historical enplanements and operations for JBRA are shown in **Figure 8.2**.*

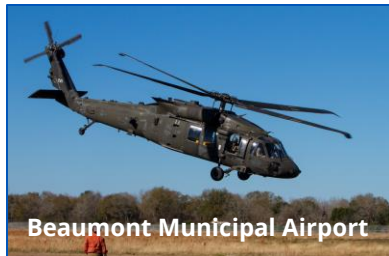
Figure 8.2: Jack Brooks Regional Airport Historical Enplanements and Operations



Source: FAA

8.2 General Aviation Airports

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



The Beaumont Municipal Airport

Owned by the City of Beaumont, the airport is located at 455 Keith Road on the west side of the City of Beaumont and is bounded by US 90 to the south and Phelan Boulevard to the north.



The Orange County Airport

Owned by Orange County, the airport is located about three miles southwest of the City of Orange along SH 87.



Hawthorne Field

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

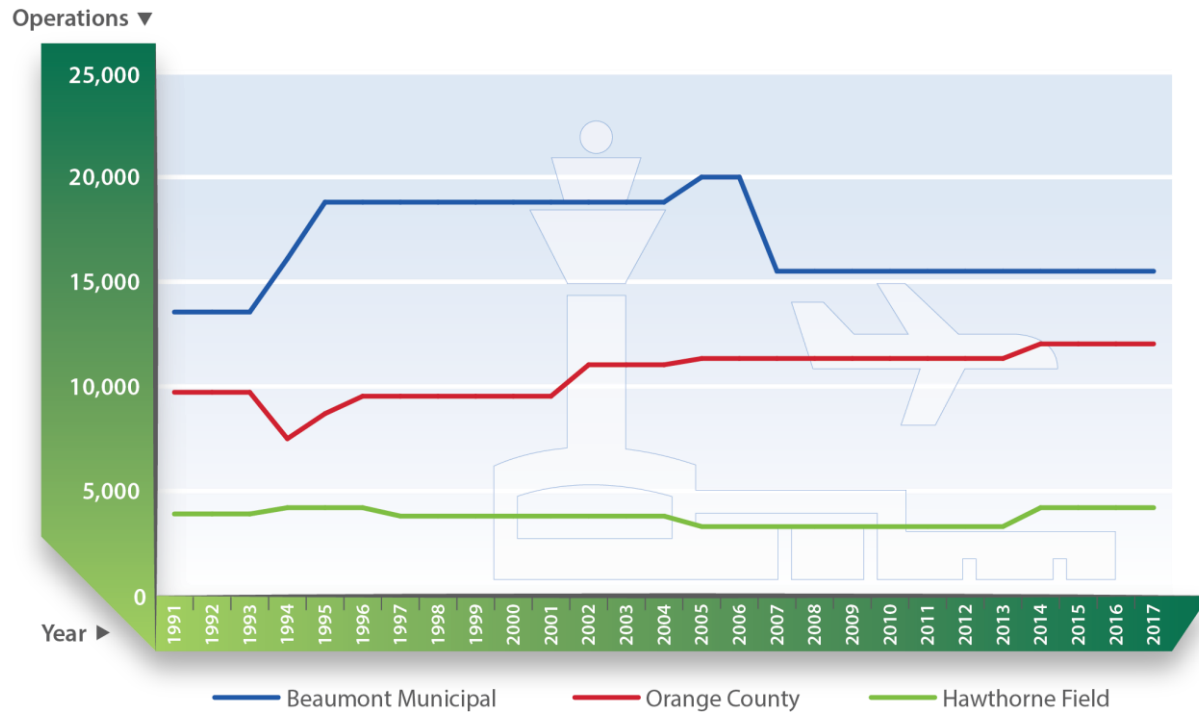
Selected characteristics of the general aviation airports are shown in **Table 8.2**.

Table 8.2: General Aviation Airport Characteristics

CHARACTERISTICS	BEAUMONT MUNICIPAL AIRPORT	ORANGE COUNTY AIRPORT	HAWTHORNE FIELD
Location ID	BMT	ORG	45R
Year Established	1937	1946	1966
Land Area	276	820	167
Ownership	City of Beaumont	Orange County	Hardin County
Operating Hours	8:00 AM - 5:00 PM	7:00 AM - Sunset	8:30 AM - 5:30 PM
Distance from CBD	6 miles west of Beaumont	3 miles southwest of Orange	3 miles east of Kountze
Roadway Access	Located on Keith Road, between Phelan Blvd. to the North and US 90 to the South	Roads Provide Access to SH87	Located at SH 327 and US 69/287; Main Access Road Connects the Airfield to SH 327
Terminals	1 General Aviation Terminal	None, 1 Administration Building	1 General Aviation Terminal
Aircraft Hangars	2 Larger Hangars 3 Nest-T Hangars	4 Total	1 Public and 8 Privately Owned Hangars 10 T-Hangers
Runways	2	2	1
Taxiways	1 Major Taxiway	6 Total, 2 have Pavements	1
Parking Lots	20 Parking Spaces	15 Parking Spaces	Airfield Provides 3.2 Acres of Parking for the Terminal and Hanger Areas
Other Information	Fueling: 100 LL, JET-A 24 Hour Self-Service Hangars and Tiedowns Flight Instruction	Fueling: 100 LL, JET-A Hangars and Tiedowns	Fueling: 100 LL, JET-A 24 Hour Self-Service Hangars and Tiedowns

Operations at these three airports have remained relatively stable over the last two decades. Historical operations are shown in **Figure 8.3**.

Figure 8.3: Historical Operations



Source: FAA

8.3 Proposed Strategies

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

8.3.1 Accessibility

Without safe and efficient ground access to regional airports, the JOHRTS area will not be able to take full advantage of available airport services. JOHRTS area airports may also grow attractive to the region's air cargo carriers, as the cost and time associated with nearby major airports, such as George Bush Intercontinental and Houston Hobby, increases. Future growth in demand for air cargo services may require roadway improvements to facilitate increased trucking activity to and

from the airport. The MPO will continue to work with its regional planning partners to improve access to and from the airport to encourage and enhance passenger and freight movement.

8.3.2 Safety and Security

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

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

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

8.3.3 Land Use

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

8.3.4 System Preservation and Maintenance

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

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

FAA approved the Passenger Facility Charge fee for the eight “Impose and Use” projects listed here:

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

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Chapter 9 Goods Movement

9.0 Introduction

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

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

9.1 Freight Infrastructure

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

9.1.1 Truck

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

Truck traffic represents a major contributor to the Average Annual Daily Traffic (AADT) for several designated truck routes within the JOHRTS region. **Figure 9.1** indicates the percentage of AADT on roadways that is attributed to truck traffic. As shown in the map, a large percentage of the AADT of I-10 consists of trucks. This is to be expected because I-10's primary function is to facilitate long-distance travel and trade.



Figure 9.1: Truck Percentage of AADT



Source: TxDOT

9.1.2 Rail

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

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

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

These revenue thresholds are periodically updated to account for inflation. The most recent update was in 2017.



The five railroad companies operating in the region are summarized below and shown in **Figure 9.2**.

- Burlington Northern Santa Fe (BNSF) Railroad – The BNSF Railroad runs across the region in both the north-south and east-west directions. The BNSF rail yard in Silsbee has capacity for 1200 railcars, and the rail yard in Beaumont has capacity for 600 railcars.
- Kansas City Southern (KCS) Railroad – The KCS Railroad travels from the northeast portion of Orange County to Beaumont where it turns southeast to Port Arthur. The KCS line provides rail access to the Port of Port Arthur and the communities between Beaumont and Port Arthur. KCS has two major rail yards in the region. The rail yard in Port Arthur has capacity for 1790 railcars, and the rail yard in Beaumont has capacity for 420 railcars.
- Union Pacific (UP) Railroad – The UP Railroad travels in an east-west direction from the Louisiana border, through Orange County to Beaumont. Along US 90 in Beaumont, the railroad splits into two separate railroads through western Jefferson County. UP maintains a railroad along West Port Arthur Road (Spur 93) that provides access from Beaumont to the refineries and port facilities in the Port Arthur area. Other UP rail lines extend from the City of Orange north through Orange County. UP has three major rail yards in the JOHRTS region. The Beaumont yard has a capacity of 1700 railcars, the Guffie yard between

Beaumont and Port Arthur has a capacity of 200 railcars, and the rail yard near Sour Lake has a capacity of 550 railcars.

- Sabine River and Northern (SRN) Railroad – The SRN Railroad is the smallest railway operator in the region. SRN Railroad operates the rail line that runs from the City of Orange to the Inland Paper Company plant in northeast Orange County, then travels west to Mauriceville to connect to the north branch of the UP rail line. SRN operates a small rail yard near the Inland Paper Company plant.
- Timber Rock Railroad (TIBR) – The TIBR operates 160 miles of mainline track, connecting Silsbee to the north in Tencho, TX and to the east in DeRidder, LA. Major commodities handled by the TIBR are forest products and rocks.



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

Figure 9.2: Railroads within the JOHRTS Area



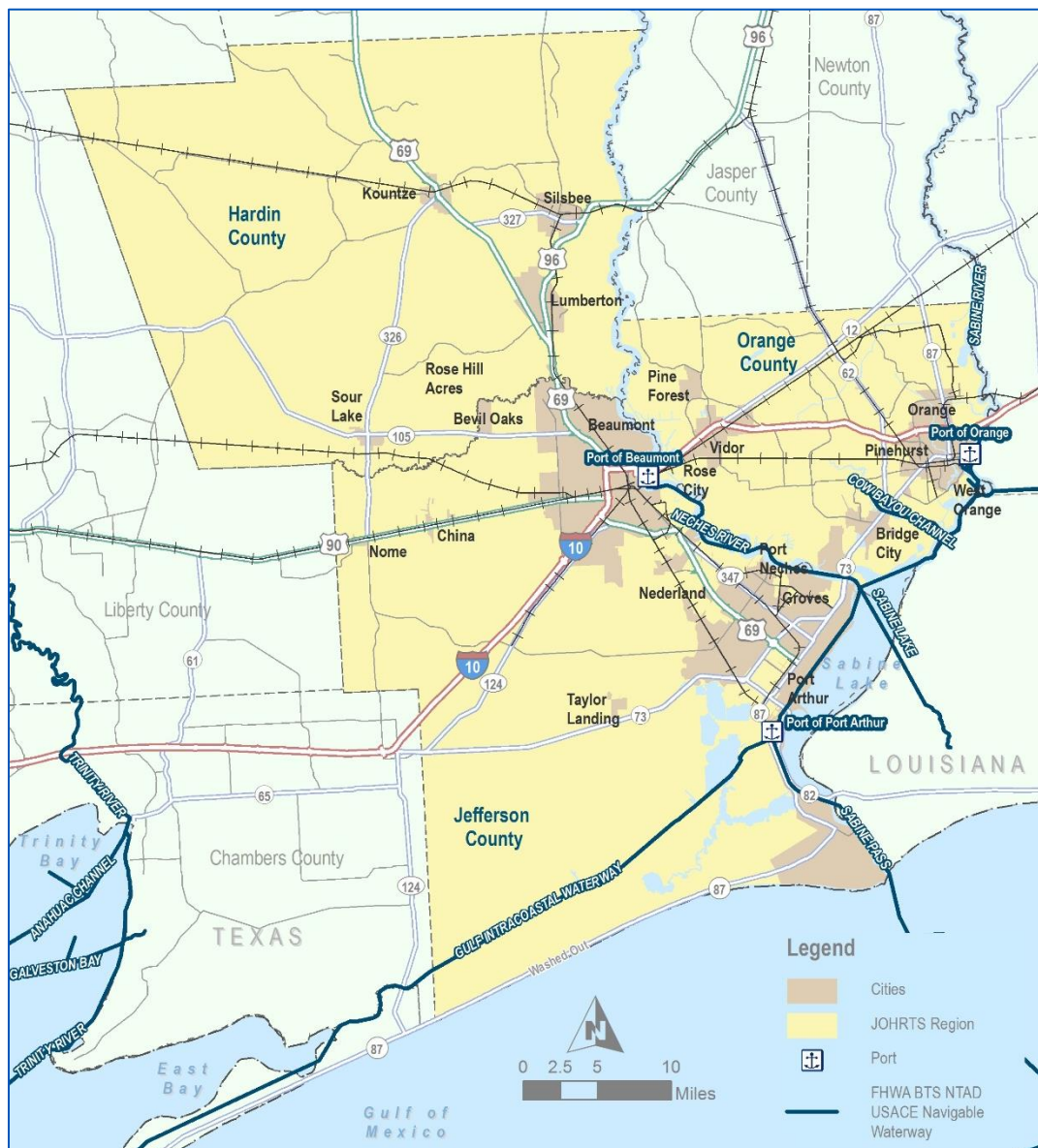
Source: TxDOT

9.1.3 Ports and Waterways

A comprehensive system of ports and waterways exists in the three-county region. The JOHRTS region is home to the “Golden Triangle” ports: the Port of Beaumont, the Port of Orange, and the Port of Port Arthur. Vessel access to these ports is provided by the Sabine River, the Neches River, Sabine Lake (also known as the Sabine-Neches Waterway), and the Gulf Intracoastal Waterway. **Figure 9.3** shows the network of Ports and Waterways within the JOHRTS area.

As mentioned in Chapter 5, the Port of Beaumont, the Port of Port Arthur, the Gulf Intracoastal Waterway, the Neches River, the Sabine Neches Waterway, Sabine Pass, and the Gulf Deep Water Access are designated within the interim National Multimodal Freight Network (NMFN).

Figure 9.3: Ports and Waterways within the JOHRTS Area



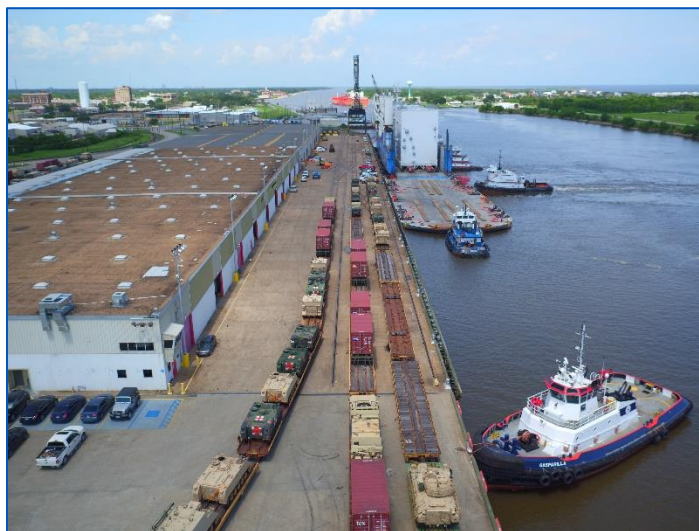
Source: FHWA, US Army Corps of Engineers

Port of Beaumont



The Port of Beaumont is located 84 miles east of Houston and 270 miles west of New Orleans, accessible from the Gulf of Mexico and the Intracoastal Waterway by the federally maintained Sabine-Neches Waterway. The Port of Beaumont channel is 40 feet deep and 400 feet wide. Beaumont is connected to the Mississippi River by the Gulf Intracoastal Waterway, allowing access to the inland waterway system servicing major cities located along the Mississippi River.

Serving as the primary lay berth for the fleet of the US Department of Transportation – Maritime Administration, the port is a strategic military port within the National Port Readiness Network and is the busiest port for US military cargo. The port also serves as the headquarters for the US Army 842nd Transportation Battalion which is responsible for all military maritime logistics in the Gulf of Mexico, the Pacific Northwest, and Alaska. On-site, the port provides 620,000 square feet of covered storage and 90 acres of open-air storage.



The Port of Beaumont is well connected to both railroads and roadways. The BNSF, UP, and KCS railroads each provide connections directly to the Port of Beaumont, generating 16,653 railcar transits annually. BNSF serves the port five days a week, UP serves the port three days a week, and KCS serves the port two days a week. The Port of Beaumont is connected to several major truck routes, including I-10, US 90, and US 69/287/96, carrying over 10,000 trucks from the port annually.

The Port of Beaumont is the fifth-busiest port in the US by total tonnage. This includes public and private terminals that handle breakbulk and bulk cargo, as well as petroleum products. The top commodities include military cargo, forest products, steel and iron, crude oil, industrial project cargo, aggregate or bulk cargo, bulk grain, and wind energy components. The port also

accommodates the movement of grain cargo with a 3.5-million-bushel grain elevator onsite operated by Louis Dreyfus Commodities with a loading capacity of 80,000 bushels per hour. The Port of Beaumont continues to actively invest in the port's capacity, efficiency, and security.

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



Port of Orange



The Port of Orange is a deep draft port with a channel depth of 30 feet and a width of 200 feet. Located on the Sabine-Neches Waterway, it operates as a successful landlord port, complementing activities at larger ports on the Sabine-Neches Waterway and larger ports in the region. The port is also used for lay berthing. In 2013, the Port of Orange handled 837,869 tons of cargo. However, more recently the port has not handled any freight due to the loss of a key tenant and has instead focused on barge lay berthing, repairs, and new construction. The annual economic impact of the Port of Orange is \$41.3 million.

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

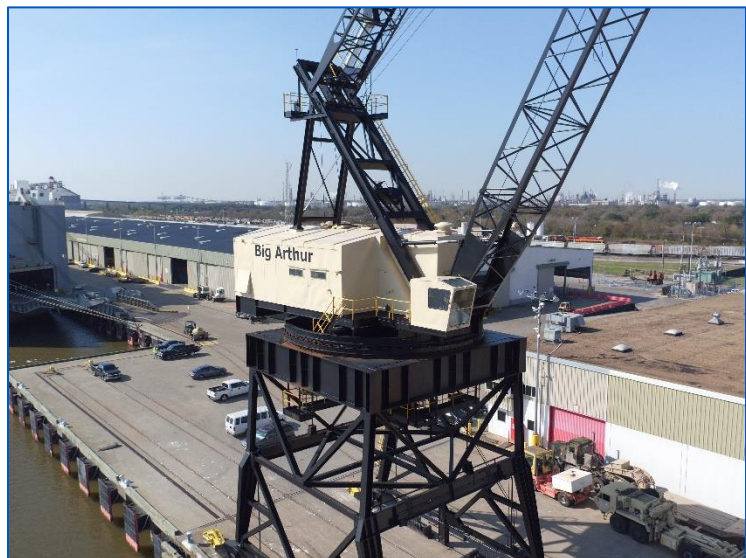
Port of Port Arthur



The Port of Port Arthur is located directly on the Gulf Intracoastal Waterway, only 19 miles from the Gulf of Mexico. The port has a channel depth of 40 feet and a width of 450 feet. The port is a military strategic port within the National Port Readiness Network. Recently, the port has emerged as a major break-bulk port for forest products, project cargo, steel, and military redeployments. Onsite, the port provides 48,159 square feet of shed storage space and 68,798 square feet of open storage space. The Port of Port Arthur can accommodate up to 150 rail cars dockside.

Commodities the port handles are mostly rail oriented, including bulk liquids, wood pellets, military cargo, iron, steel, dry bulk, bagged cargo, bailed cargo, and project cargo. The KCS railroad provides a direct connection to the port. However, the port also moves about 35,000 outbound tons per year by truck with access to I-10 and US 90A. Diesel fuel moving through the port has destinations on the West Coast of Latin America (e.g. Ecuador, Chile) as well as the Caribbean. Many of the port's energy exports, including to the west coast of South America, are made possible by the expanded Panama Canal.

The Port of Port Arthur is the 19th busiest port in the US by total tonnage handled with 35 million tons handled in 2015. The annual economic impact of the port is \$128 million providing 1,509 jobs directly and 1,132 jobs indirectly.



The US Commerce Department announced in October 2018 the award of a \$4.8 million grant to the Port of Port Arthur Navigation District to increase capacity of rail, storm drainage, and roadway infrastructure. Estimates project the improvements will create or retain 200 jobs and generate \$36 million in private investment.

Major Issues Confronting Ports

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

Port Security Funding: Because federally mandated security measures often come at a steep cost, less port funding is available for improvements for cargo security.

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

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

9.1.4 Air Cargo

Jack Brooks Regional Airport (JBRA), formerly Southeast Texas Regional Airport, is a public airport located nine miles southeast of downtown Beaumont and about 100 miles from Houston. JBRA covers an area of approximately 1,800 acres and has two paved runways. Renovated in 2009, the terminal facility is 24,000 square feet. American Eagle, a regional branch of American Airlines, operates flights daily to Dallas/Fort Worth International Airport. Over 30,000 passengers a year take flights from JBRA. JBRA averages 75 aircraft operations per day. Atlantic Southeast Airlines is the only carrier that provides cargo services, however, the volume and tonnage of freight movements are limited. According to the 2007 Airport Master Plan feeder service by the larger express package carriers such as Federal Express and UPS, represents a viable potential for increasing air cargo at the airport.



Additional airports in the region that are open to the public for personal aviation include Hawthorne Field in Kountze, Beaumont Municipal Airport, and Orange County Airport. Airports located within the JOHRTS region are shown below in **Figure 9.4**.

Figure 9.4: Airports within the JOHRTS Area



Source: TxDOT

9.1.5 Pipelines

Often unseen, the JOHRTS area is served by a vast network of underground transmission lines for natural gas and refined resources. The region is crisscrossed with thousands of miles of pipelines that transport natural gas, oil, and petroleum products like ethylene. Many major transcontinental pipelines pass through or terminate within the JOHRTS region, including the Keystone XL and Colonial Pipelines. Several pipelines from the Permian Basin terminate in Port Arthur, where natural gas is liquefied for export to Europe or Asia. Many pipelines also exist solely to move materials such as crude oil from ship to shore for refining, or vice versa for export. **Figure 9.5** shows the locations and variety of pipelines located within the JOHRTS area.

Due to proprietary concerns, very little public data exists about pipeline performance. Nonetheless, pipelines are critical for the safe and efficient operation of the area's petrochemical industry.

Figure 9.5: Pipelines and Petrochemical Facilities within the JOHRTS Area

Source: US Energy Information Administration

9.2 Regional Freight Flows

Millions of tons and billions of dollars in freight annually traverse the JOHRTS area's transportation infrastructure, including finished goods and intermediate materials. Understanding the regional freight movements is an important component in developing a comprehensive assessment of the transportation system for the JOHRTS MTP-2045. This section of the chapter summarizes freight movements by mode.

Freight data is complex, characterized by multiple data dimensions that are partially compiled within various individual sources, none of which are comprehensive.

There are two major multi-modal freight databases available: the for-hire IHS Markit TRANSEARCH database, and the publicly-available Federal Highway Administration (FHWA) Freight Analysis Framework (FAF). Each claim coverage of all major modes but have individual limitations. An additional primary source compiled is the United States Army Corps of Engineers (USACE) Waterborne Commerce Statistics (WCS) specifically for waterborne freight, given the critical waterfront freight and manufacturing infrastructure in southeast Texas. For purposes of the JOHRTS MTP-2045, IHS Markit TRANSEARCH was used to assess trucking and freight rail demand, the FHWA FAF was used to assess pipeline and air cargo demands, and the USACE WCS was used to assess the port and waterway demand.

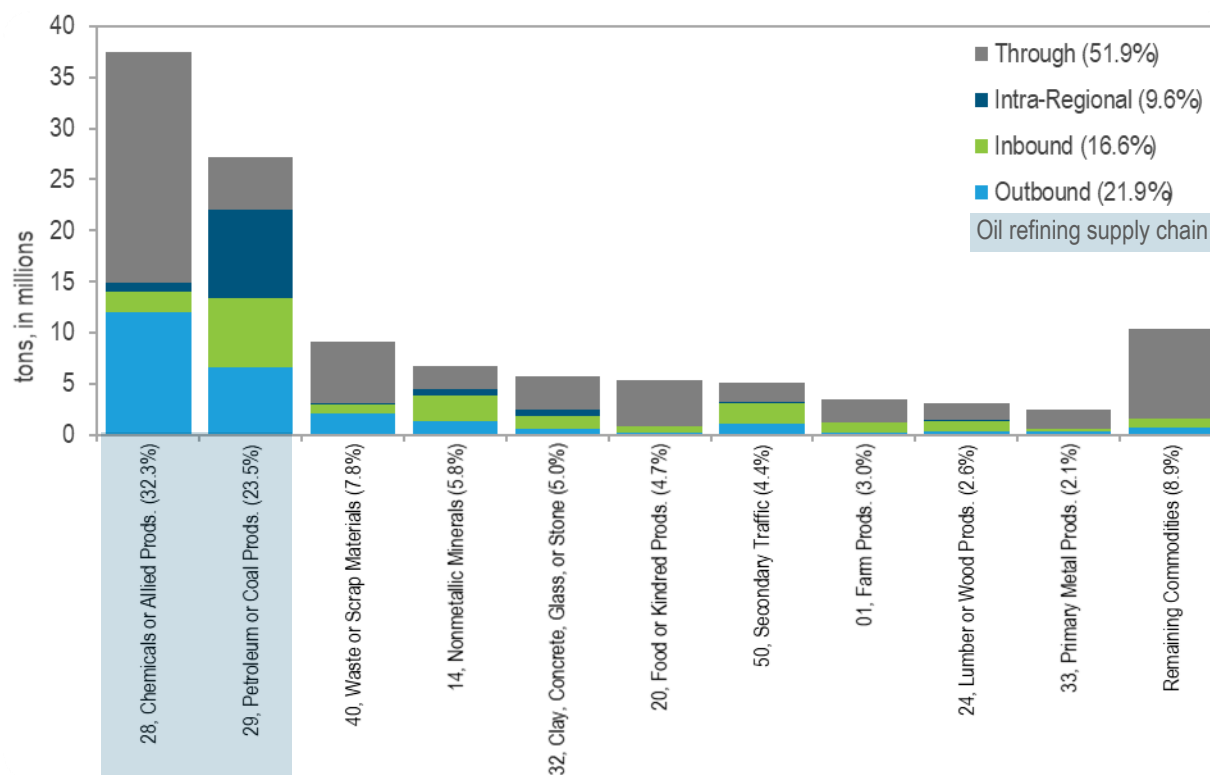


9.2.1 Truck Freight Demand

In 2015, the TRANSEARCH database from IHS Markit estimated almost 116 million tons of goods travelling on the tri-county highway network. Such goods were transported within 8.2 million units and valued at over \$170 billion. The JOHRTS region is mostly a “bridge” for truck freight along I-10, connecting the regional oil-refinery supply chain along the Gulf Coast as well as domestic and international movements along the southern tier states from California to Florida. A significant majority of the goods travelling the highway network, regardless of direction, are products relating to the oil industry and other manufacturing. As such, the regional highway network is vital to the economies beyond the tri-county area. The TRANSEARCH 2015 estimates for truck commodities in tons is shown in **Figure 9.6** and the spatial density of truck movements is shown in **Figure 9.7**.

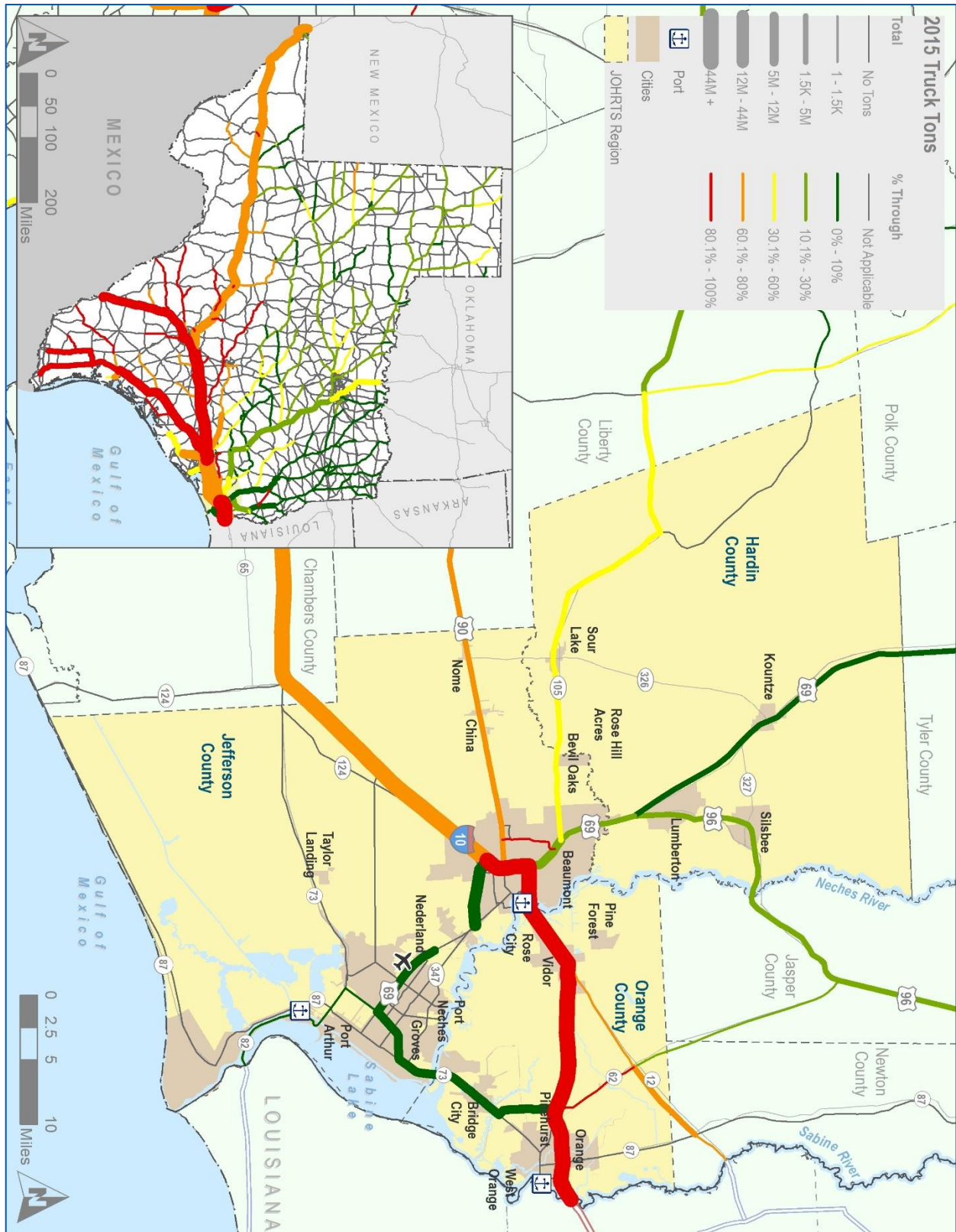
By 2045, truck freight on the tri-county network is projected to increase to over 222 million tons, a 92% total increase, or 2.2% annually. Over 42% of this growth will be driven by Chemical or Allied Products. Meanwhile, truck shipments of Petroleum or Coal Products are forecast to decrease by 7%.

Figure 9.6 Direction of Truck Freight Commodities by Weight in the JOHRTS Area, 2015



Source: 2015 IHS TRANSEARCH Data

Figure 9.7: TRANSEARCH Truck Density, Tons in 2015



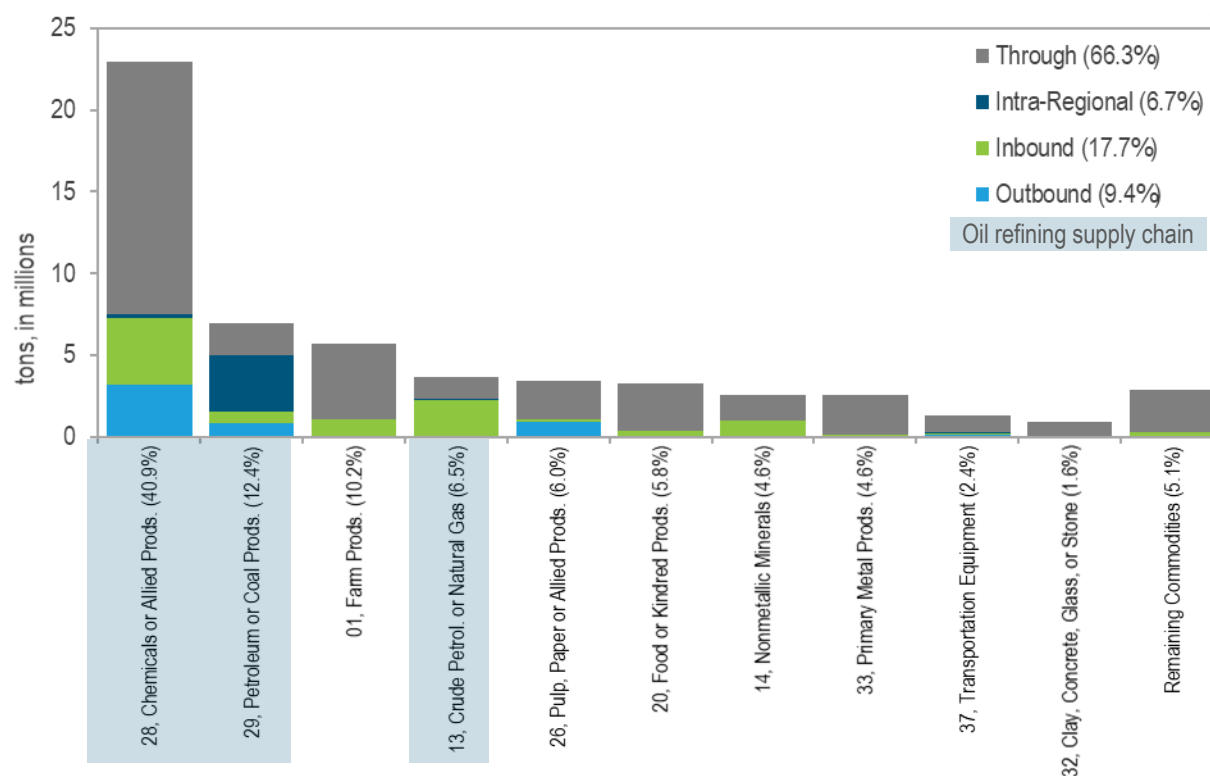
9.2.2 Freight Rail Demands

The TRANSEARCH database estimated more than 56 million tons of goods travelling on the tri-county railroad network in 2015. These goods were transported within 785,000 railcar units and valued at almost \$67 billion. Compared to truck movements, rail moves about half as much (48%) tonnage as trucks and 29% of the value.

As with trucks, the SETRPC region is mostly a “bridge” for rail freight, most of which travels east-west, paralleling I-10. A majority of the goods travelling the railway network, regardless of direction, reflect the oil industry and related manufacturing. Generally, the regional rail facilities accommodate through traffic and regional traffic, mostly pertaining to the oil industry cluster along the Western Gulf coast. The TRANSEARCH 2015 estimates for rail commodities in tons are shown in **Figure 9.8** and the spatial density of rail movements is shown in **Figure 9.9**.

By 2045, rail flows on the tri-county network will increase to over 100 million tons, a 78% total increase. Over half (58%) of this growth is attributable to Chemical or Allied Products, while Petroleum or Coal Products are forecast to decrease by 5%.

Figure 9.8: Direction of Rail Freight Commodities by Weight in the JOHRTS Area, 2015



Source: 2015 IHS TRANSEARCH Data



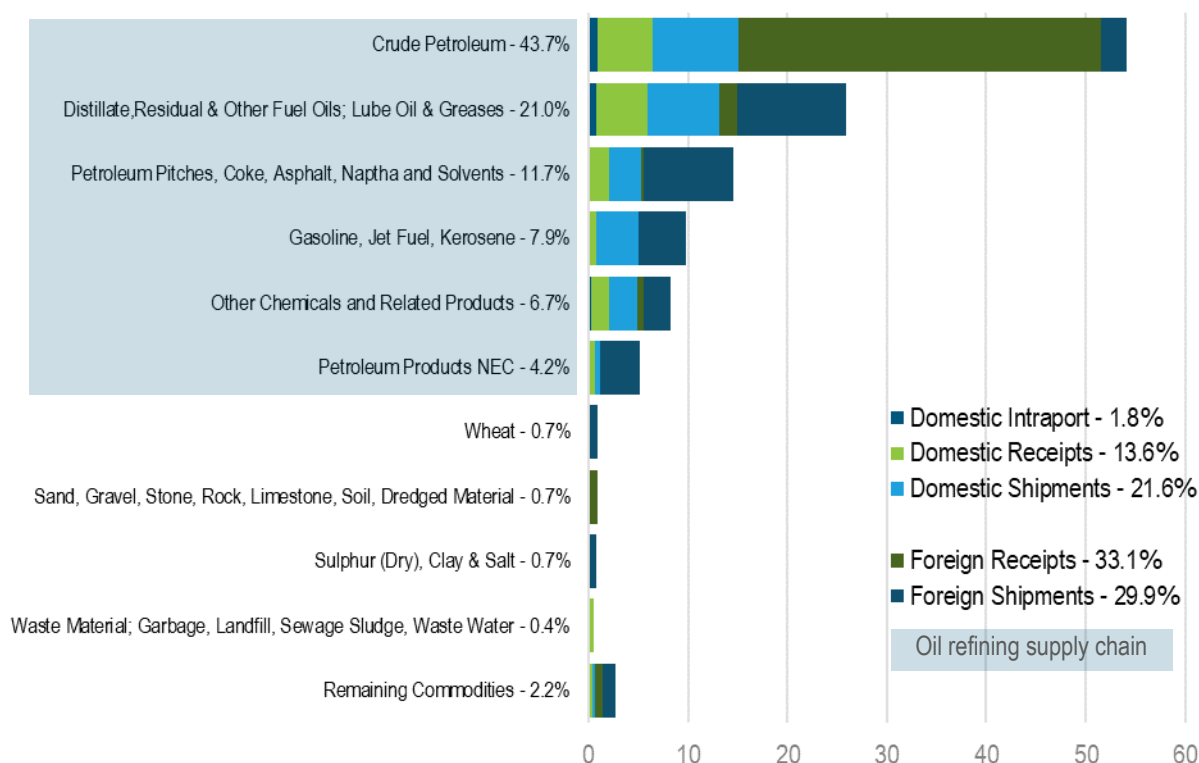
9.2.3 Port and Waterway Demands

The USACE WCS estimated in 2015 almost 124 million tons of goods travelling to (receipts), from (shipments), and within (intraport) the three major port facilities in the JOHRTS region: Beaumont, Orange, and Port Arthur. As shown in **Figure 9.10**, most of the tonnage is handled by Beaumont (70%), followed by Port Arthur (29%) and Orange (1%).

Waterborne freight in the JOHRTS region is critical for the oil refining supply chain in southeast Texas and the surrounding Gulf Coast – accounting for 95% of tonnage movements. While the ports facilitate these large volumes of oil products, the vessels calling at the ports are funneled through critical waterways with few or no alternative routes. The USACE WCS 2015 estimates for port commodities are shown in **Figure 9.10** and the spatial density of waterborne movements is shown in **Figure 9.11**.

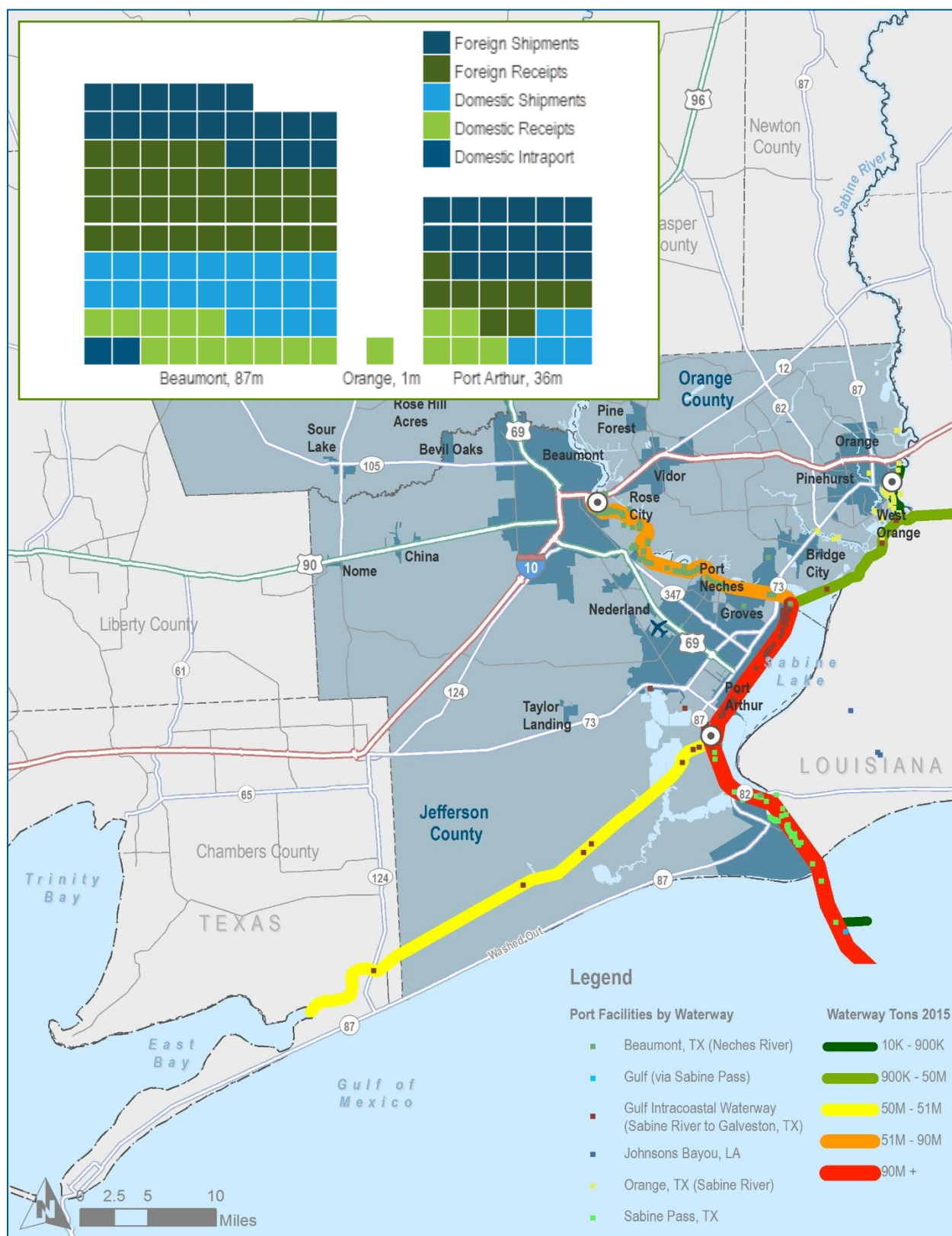
According to the FHWA FAF data, total waterborne tonnage for the Beaumont MSA is projected to increase 1.7% on average, annually. Exports are projected to grow by over 3.5% per year, probably driven by increasing exports of domestically produced crude oil, natural gas, and refined products.

Figure 9.10: Port Commodities in the JOHRTS Area by Weight, 2015



Source: 2015 IHS TRANSEARCH Data

Figure 9.11: USACE Ports and Waterways



9.2.4 Air Cargo Demands

Airborne freight for the region is relatively small volume-wise, which is typical of that mode compared to other modes (high value, low weight) and for a region without a major commercial airport. Only 1,297 tons of air cargo moved via the Beaumont MSA in 2015, as shown in **Table 9.1** (presumably through the Jack Brooks Regional Airport, although FAF does not provide facility-specific data). Most of the airborne movements were Machinery or Electronics.

Table 9.1: FHWA FAF4.3 Air Summary, Tons in 2015

MOVEMENT	TYPE	TONS
Domestic Movements	Outbound	231
	Inbound	934
	Intra-MSA	0
Exports Movements	Domestic Leg	0
	Foreign Leg	121
Imports Movements	Domestic Leg	0
	Foreign Leg	132
Total		1,418

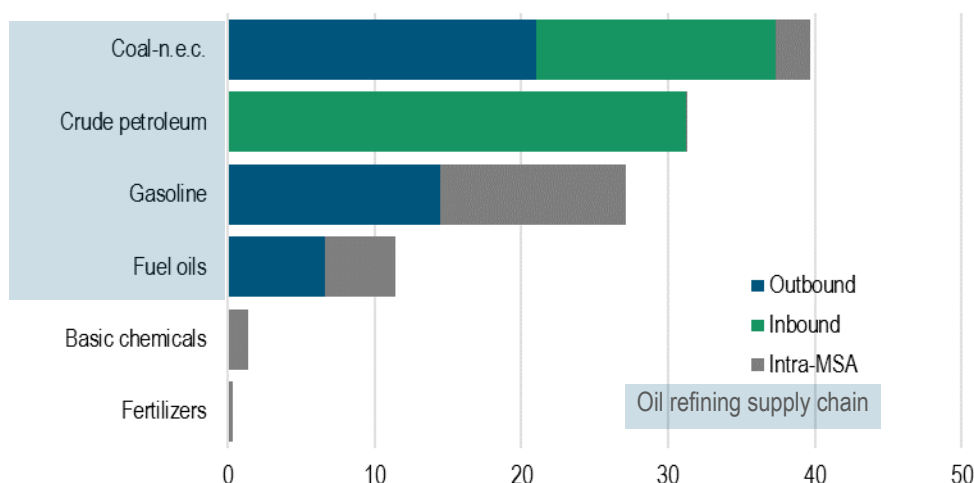
Source: 2015 FHWA FAF4.3

9.2.5 Pipeline Demands

In contrast with the relatively small airborne tonnage, FAF pipeline volumes are substantial, amounting to almost 122 million tons in 2015. FAF categorization enables tracking inbound waterborne petroleum shipments through local southeast Texas refineries that are shipped out via pipeline. Specifically, FAF includes a special “no domestic mode” category comprised of “import shipments of crude petroleum transferred directly from inbound ships to a U.S. refinery at the zone of entry”, which reflects the waterborne data described from the USACE.

Pipeline movements of oil-related products are a major component of regional freight (**Figure 9.12**), which exceeds other more-traditionally scrutinized modes. Almost 122 million tons traversed the Beaumont MSA in 2015, connecting the Gulf Coast regional oil refining supply chain. A large share of outbound pipeline movements enters the region via its ports, which highlights the intermodal relationship between port and pipeline movement.

Overall, FAF projects a 0.6% annual growth in pipeline tonnage through 2045, to reach a total 144 million tons. Most of the growth is associated with outbound movements, where inbound and intra-MSA are slightly declining or stagnant.

Figure 9.12: FHWA FAF Pipeline Commodity Detail, Tons in 2015

Source: 2015 FHWA FAF4.3

9.2.6 Conclusions on Regional Freight Flows

Most of the freight tonnage moving in the JOHRTS area pertains to waterborne and pipeline movements, two modes that, for most regions, haul little or no freight. This modal concentration is due to the oil refining supply chain and the goods associated with production (e.g., crude oil, refined gasoline, etc.). Trucks also haul a large volume of freight, however, unlike the waterborne and pipeline modes, truck freight is mostly through traffic along I-10. Truck shipments are an important freight mode for many local industries, including rubber and plastics production. Although rail moves less tonnage than trucks in the region, it nonetheless hauls tens of millions of tons per year and is a critical mode for bulk shipments. Air, by contrast, is a very small fraction of the other modes.

Regardless of data source and for all modes except the small air cargo volumes, the major commodities include Chemicals and Petroleum-related products (regardless of each source's commodity code convention). For the surface modes, these two commodity groups constitute slightly more than half of the total, whereas for water and pipeline, those two major groupings are almost the entirety. Such chemicals and petroleum-related products reflect the regional petrochemical refining complex, and related supply chain connections throughout the rest of Texas and Louisiana. These commodity movements are larger than all other groupings combined. A summary of freight movements within the JOHRTS area is shown in **Table 9.2**.

Table 9.2: JOHRTS Area Freight Summary, Tons in 2015

	TRUCK	RAIL	WATER	PIPELINE	AIR
Source	TRANSEARCH	TRANSEARCH	USACE WCS	FHWA FAF4.3	FHWA FAF4.3
Geo/Facility	Tri-County	Tri-County	3 Ports	Beaumont MSA	Beaumont MSA
Outbound	25,424,508	5,268,667	63,746,518	43,818,376	232
Inbound	19,254,757	9,939,137	57,806,981	48,159,634	991
Intra	11,139,949	3,740,433	2,241,576	29,307,488	195
Through	60,169,247	37,232,098	#N/A	#N/A	#N/A
Total	115,988,461	56,180,335	123,795,075	121,285,498	1,418

9.3 Conclusion


With its robust intermodal transportation network anchored by its ports, the tri-county region is positioned to capitalize on the economic growth associated with projected increased demand for goods and commodities. Therefore, investments that provide improved access to the JOHRTS area ports are critical. Improvement benefits should extend to all vehicles, including trucks, targeting enhanced traffic flow and increased safety. Because heavy commercial vehicles cause far more pavement damage than passenger cars, the maintenance and preservation of the region's truck routes are of utmost importance. Since much of the increased traffic is driven by oil and gas development, rail and pipelines are expected to be significantly developed.





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

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Chapter 10

Environment

10.0 Introduction

This chapter documents the qualitative environmental inventory performed to assess the potential environmental impacts of the recommended improvements identified in this MTP. Improved roadways, safer interchanges, reconstructed bridges, and new bicycle facilities will all serve to improve the regional transportation system. However, the construction of these projects will not be without disruption to some members of the community, nor will they alone guarantee a better quality of life. Therefore, the purpose of this initial environmental inventory is to evaluate the environmental resources, cultural resources, and populations in the region that might be negatively impacted by a transportation project. This assessment is conducted early in the planning process with the intent of preventing or minimizing negative impacts on the environment.

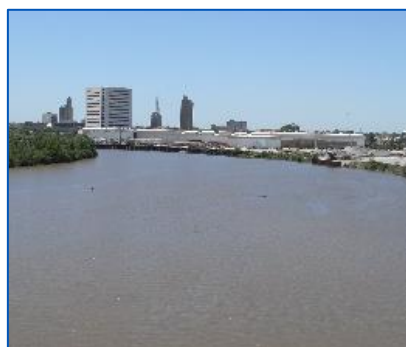
10.1 Environmental Overview

Some of the projects recommended in this MTP will have an impact on the region's environmental or social assets. Transportation projects sometimes require land acquisition in order to construct a new facility or widen an existing facility. As a result, transportation improvements may have an impact on the natural and social environments of a community. As the population continues to grow, the region will face the challenge to strike an acceptable balance between development, mobility, and commerce with the desire for a high quality of life that includes clean air and water, environmental preservation, and recreation and tourism opportunities.

10.1.1 Natural Resources

In the JOHRTS region, environmental features that might be impacted by transportation projects include rivers, wetlands, public parks, beaches, and wildlife areas. The various natural resources by county include:

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



Jefferson County

The Gulf Intracoastal Waterway, the Neches River, and Sabine Lake in lower Jefferson County provide shipping routes for industrial maritime operations and pleasure craft. Numerous bayous, rivers, and lakes in the region also support recreational boating and water sport activities. Extensive tracts of land adjacent to the Gulf of Mexico and the Neches River have also been set aside for use as parks, wetlands, or wildlife refuges.



Orange County

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



Hardin County

The County includes recreational areas that are part of the Big Thicket National Preserve, a major environmental resource for the region. The Big Thicket National Preserve protects part of the old thicket, highlighting the area's biological resources. The preserve includes a varied ecology of southwestern desert, piney woods, swamps, and coastal prairies. The preserve also houses diverse plant species including orchids, cactus, cypress, and pine near each other. In 2018, Big Thicket National Preserve made a record in the number of visits, recording 221,514 visits, a 23 percent increase over the previous year.



10.1.2 Cultural and Community Resources

Cultural and community resources are significant and meaningful assets in a community and encompass several places that serve essential, enriching, or humanizing functions. For the purposes of this analysis, cultural and community resources are comprised of schools, libraries, museums, historic sites, hospital or medical facilities, parks or recreational facilities, airports, and cemeteries found within the region. They are worthy of preservation and protection, as these locations provide popular recreation and tourism destinations for citizens and visitors of all ages, as well as important community landmarks and critical service facilities. Depending on the type of facility, careful consideration and planning for transportation projects and investments should be undertaken to not adversely impact the community.

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

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

important and worthy of preservation. Depending on the type of facility, planning for transportation projects and investments should be carefully considered to avoid negatively impacting the community.

10.1.3 Environmental Inventory

An inventory of environmental features was conducted using readily available GIS data. This analysis does not identify the various levels of potential impacts, but simply illustrates the environmental and cultural resources that are located within the JOHRTS region. This environmental inventory does not waive the responsibility of a project sponsor to complete a more in-depth environmental assessment.

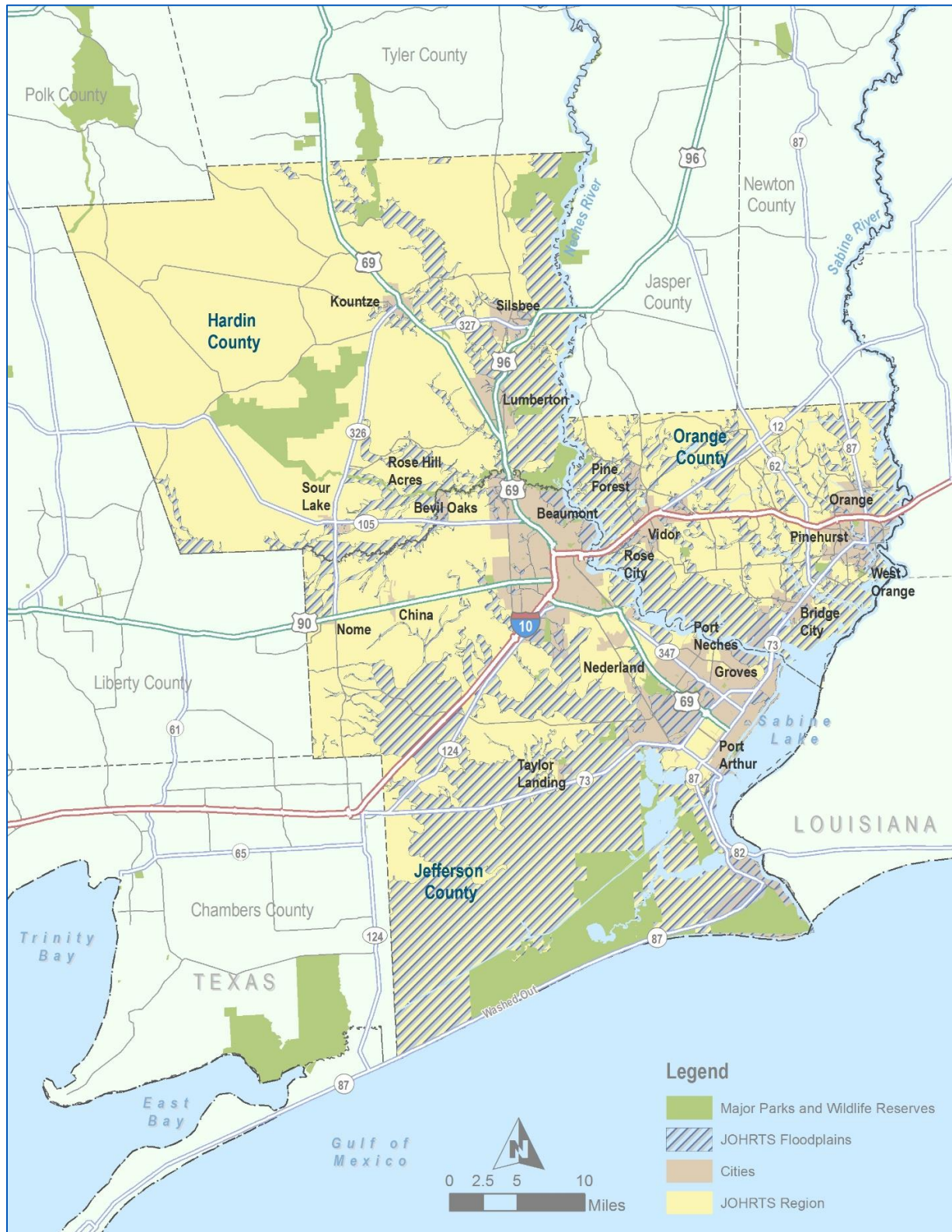
Figure 10.1 illustrates the natural, recreational, and scenic resources in the JOHRTS region. The JOHRTS region is located along the Gulf of Mexico and includes several streams, rivers, lakes, and wetlands that are vulnerable to significant rain events as well as tropical storms and hurricanes.

Figure 10.1 also shows the Federal Emergency Management Agency (FEMA) Special Flood Hazard Area (SFHA) located within the JOHRTS region. The SFHA is designated at the land area covered by the floodwaters of the base flood on the National Flood Insurance Program's (NFIP) maps. The SFHA is the area where the NFIP's floodplain management regulations must be enforced and the area where the mandatory purchase of flood insurance applies.

Figure 10.2 illustrates the cultural and community resources located in the JOHRTS region including historic landmarks, museums and libraries, schools, and cemeteries.

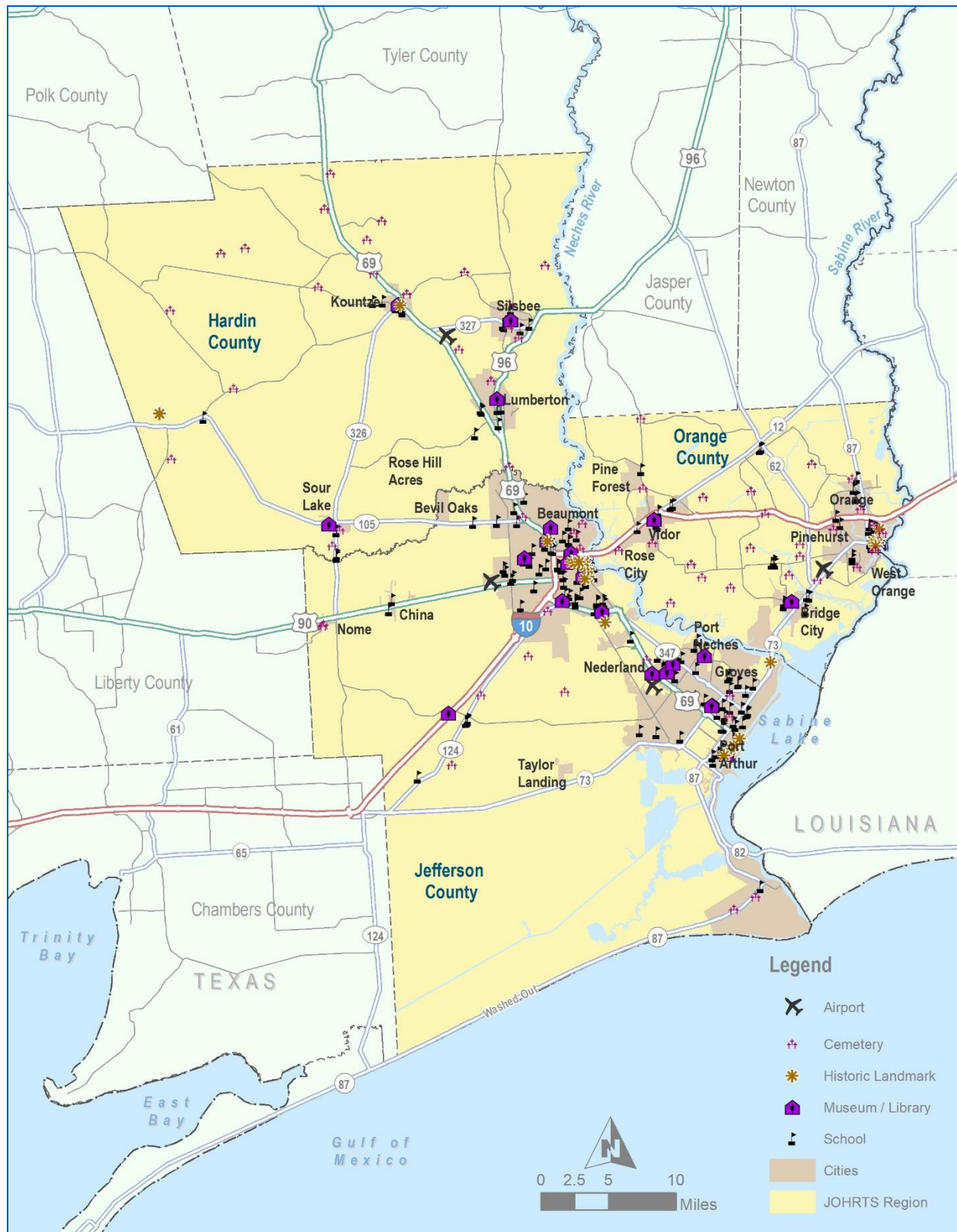


Figure 10.1: Inventory of Natural Resources



Source: FEMA

Figure 10.2: Inventory of Cultural Resources



10.1.4 Mitigation Activities

The FAST Act requires MTPs include a discussion of types of potential environmental mitigation activities and potential areas to carry out these activities, including those that may have the greatest potential to restore and maintain the environmental functions affected by the plan. In addition, the FAST Act requires an expanded focus on resiliency of the transportation system as well as activities to reduce stormwater runoff from transportation infrastructure.

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

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

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

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

- 1 AVOIDING THE IMPACT ALTOGETHER** by not taking a certain action or parts of an action.
- 2 MINIMIZING IMPACTS** by limiting the degree or magnitude of the action and its implementation.
- 3 RECTIFYING THE IMPACT** by repairing, rehabilitating, or restoring the affected environment.
- 4 REDUCING OR ELIMINATING THE IMPACT** over time by preservation and maintenance operations during the life of the action.
- 5 COMPENSATING FOR THE IMPACT** by replacing or providing substitute resources or environments.

(Source: 40 CFR 1508.20)

Effective mitigation starts at the beginning of the environmental process, not at the end. Mitigation must be included as an integral part of the alternatives development and analysis process. **Table 10.1** below details possible mitigation activities and measures that could be considered when dealing with environmental impacts. Many of the measures are considered by the SETRPC-MPO during the project development phase. As described in the previous section, each of the selected projects will need to be reviewed and the appropriate mitigation strategy applied during the planning and implementation phases.

Table 10.1: Mitigation Activities and Measures

RESOURCE	MITIGATION MEASURES
Agricultural areas	Avoidance, minimization, compensation (could include preservation, creation, restoration, in-lieu fees, riparian buffers); design exceptions and variances; environmental compliance monitoring*.
Air quality	Transportation control measures; transportation emission reduction measures; adoption of local air quality mitigation fee program; development of energy efficient incentive programs; adoption of air quality enhancing design guidelines.
Cultural resources	Avoidance, minimization; landscaping for historic properties; preservation in place or excavation for archeological sites; design exceptions and variances; environmental compliance monitoring.
Endangered and threatened species	Avoidance, minimization; time of year restrictions; construction sequencing; design exceptions and variances; species research, fact sheets and species management; environmental compliance monitoring.
Forested and other natural areas	Avoidance, minimization; replacement property for open space easements to be of equal fair market value and of equivalent usefulness; design exceptions and variances; environmental compliance monitoring.
Neighborhoods, communities, homes, and businesses	Impact avoidance or minimization; context sensitive solutions for communities (appropriate functional and aesthetic design features).
Parks and recreation areas	Avoidance, minimization, mitigation; design exceptions and variances; environmental compliance monitoring.
Wetlands, flood zones, and water resources	Avoidance, minimization; design exceptions and variances; environmental compliance monitoring.

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

Stormwater Mitigation

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

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

The FAST Act expands the scope of the metropolitan planning process to include reducing (or mitigating) the stormwater impacts of surface transportation.

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

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

The manual recommends 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.

10.2 Air Quality

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

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

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

10.2.1 Emissions

Air pollution in the JOHRTS area also includes transported air pollutants that combine with locally produced emissions to produce ozone levels that have previously exceeded the NAAQS. An analysis of air movements reveals that high ozone levels in the JOHRTS area would not have occurred if air pollution from outside the JOHRTS area had not transported into the region. Variations in temperature, wind speeds, and air mass movements also contribute to the frequency and severity of ozone in southeast Texas.

Air quality emissions are broken down into four major categories as shown in **Table 10.2**.

Table 10.2: Emission Sources

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

10.2.2 Attainment Status

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

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

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

10.2.3 Current Initiatives

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

Air Quality Monitoring



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

Ozone Action Day

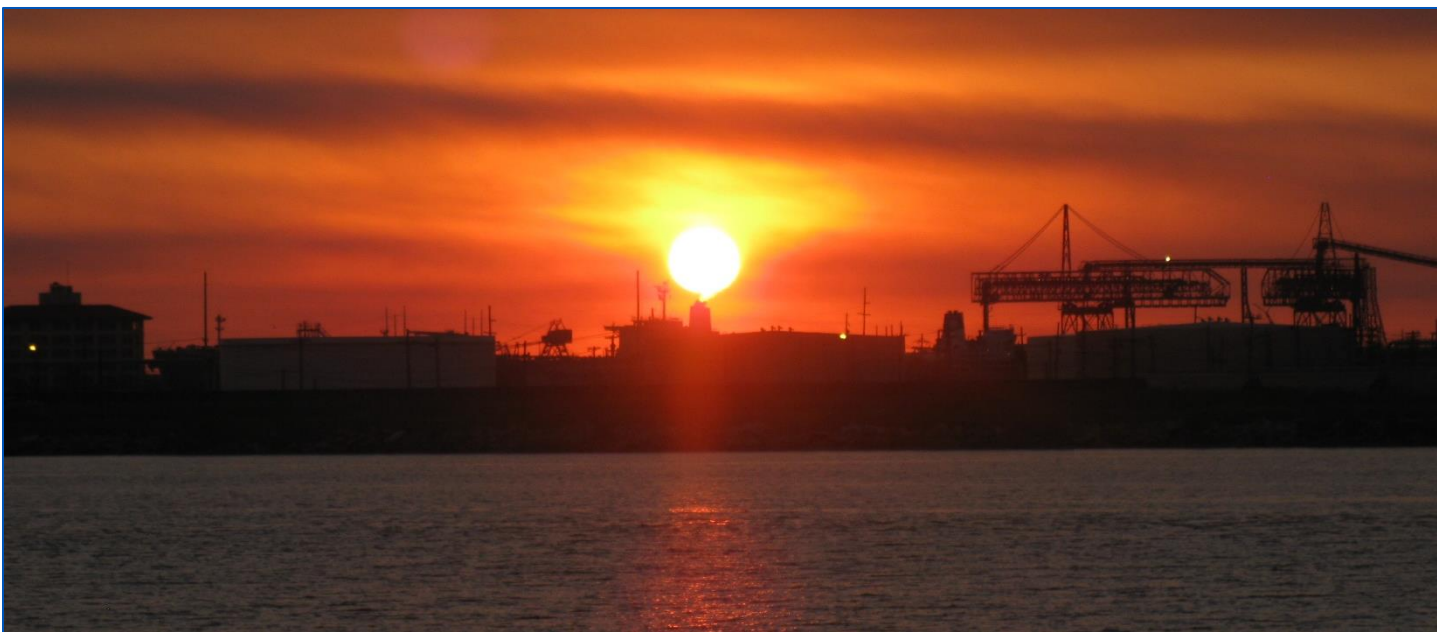


This voluntary program is designed to increase public awareness by encouraging individuals to reduce ozone producing activities. This program promotes voluntary actions like reducing excess idling in drive-through lanes, refueling vehicles after 6 PM, postponing the use of small gasoline engines like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

Clean Cities

The SETRPC-MPO in conjunction with TxDOT has initiated the Clean Cities Program in coordination with the US Department of Energy to expand the use of alternative fuels and vehicles. The Clean Cities Coalition promotes public awareness of alternative fuels by informing and educating city/county officials, school districts, ports, special purpose districts, major and small private fleet operators and citizens about the benefits of alternative fuels.





10.3 Climate Change

Although there is currently no official mandate concerning how climate change should be addressed in the MPO planning process, FHWA's Texas Division office recommends that MPOs include a short discussion on Greenhouse Gases/Climate Change in their MTPs. According to the FHWA report *Integrating Climate Change into the Transportation Planning Process*, there is general scientific consensus that the earth is experiencing a long-term warming trend and that human-induced increases in atmospheric greenhouse gases (GHGs) may be the predominant cause.

In 2007, it was estimated that approximately 28 percent of GHG emissions in the US come from transportation, and 82 percent of the transportation sector's emissions are generated by road use. The transportation sector's adverse contribution to climate change is primarily through greenhouse gas emissions from cars, trucks, buses, trains and ships. The transportation sector can also be a positive force for improving the quality of the air. Investments to expand transit services, to provide bicycle paths, and to introduce cleaner fuels and vehicles that are more fuel efficient all contribute to reducing emissions of mobile source air pollutants and greenhouse gases. Public education regarding the effects of auto-dependent land use and the impact of development patterns that require excessive commuting or other auto travel may also contribute to greater recognition, over time, of the connection between individual lifestyle choices and air pollution. As fuel prices continue to rise, the need to reduce fossil fuels and turn to renewable sources and conservation measures has never been greater.

The JOHRTS region is particularly vulnerable to hurricanes, tropical storms, and flooding, which may be intensified by some presumed results of climate change, such as sea level rise. Other potential impacts of climate change upon the regional transportation system include accelerated deterioration of roadways, flooding and increased storm water issues, bridge damage, rail buckling, and reduced water levels in rivers that could affect the passage of ships.

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



IMPROVE SYSTEM AND OPERATIONAL EFFICIENCIES: Traffic flow improvements can be achieved through Intelligent Transportation Systems (ITS), route optimization, and improved intermodal links and system connectivity. Other system efficiencies could be achieved by switching to more energy-efficient modes. The City of Beaumont recently upgraded existing traffic control equipment and installed fiber optic communications, linking several signals to an Advanced Traffic Management System.

REDUCE GROWTH OF VEHICLE MILES TRAVELED (VMT):

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



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

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



The MPO is engaged in many activities and programs and anticipates that these efforts will need to be increased as the climate change issue becomes more defined. Initiatives such as Ozone Action Day, the Regional Public Transportation Coordination Plan, and the Alternative Fuels program will reduce greenhouse gas emissions in the region. As more consistent methods to measure GHG emissions are developed, and as legislative and regulatory mandates emerge, the MPO is poised to

address them accordingly. In the meantime, the MPO will continue to work with its regional planning partners to make transportation decisions that conserve and optimize non-renewable resources, promote the use of renewable resources and implement strategies to decrease greenhouse gases and air pollutants.

10.4 Environmental Justice

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

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

Environmental justice refers to the fair treatment of minority and low-income populations that may suffer unduly as a result of programs, policies, and activities of any Federal agency. Evaluating environmental justice is an important component of any transportation plan. The FHWA identifies three important guiding principles of environmental justice, which shape the treatment of minority and low-income communities in the transportation planning process:



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



- 2 Ensure the full and fair participation by all potentially affected communities** in the transportation decision-making process.



- 3 Prevent the denial of, reduction in, or significant delay in the receipt of benefits** by minority and low-income populations.

As part of this transportation plan update, US Census Bureau, 2017 American Community Survey 5-Year Estimates data was used to identify the geographic distribution of minority and low-income populations. The Council on Environmental Quality (CEQ) provides guidelines for determining areas

where disproportionate effects to minorities are likely to occur. The CEQ advises identifying areas where the minority and low-income populations (1) exceeds 50 percent or (2) is “meaningfully greater” than the local neighborhood area population. In the JOHRTS region, the concentrations of minority and low-income populations are determined by identifying those census tracts that have a higher percentage of minority or low-income population than the regional average. **Figure 10.3** and **Figure 10.4** present the distribution of minority and low-income populations, respectively.

More detailed coverage of how SETRPC addresses environmental justice and related issues can be found in the separate Title VI/Environmental Justice Program and the Limited English Proficiency Plan, both of which were updated in 2017 to meet all FAST Act requirements.

It must be stressed that the environmental justice qualitative screening conducted for this study is not intended to quantify specific impacts. When individual studies begin as part of project implementation, more detailed analyses are necessary to identify and minimize specific community impacts on a project-by-project basis.

In summary, all population groups would benefit from the planned transportation improvements in the region. In fact, many of the improvements will have positive impacts to these populations in terms of increased mobility within the community and additional transportation options. Relative to burdens, all segments of the population who live adjacent to roadway construction projects may endure some short-term construction-related impacts related to visual changes, noise, and alterations to access.

Figure 10.3: Households Below the Poverty Level

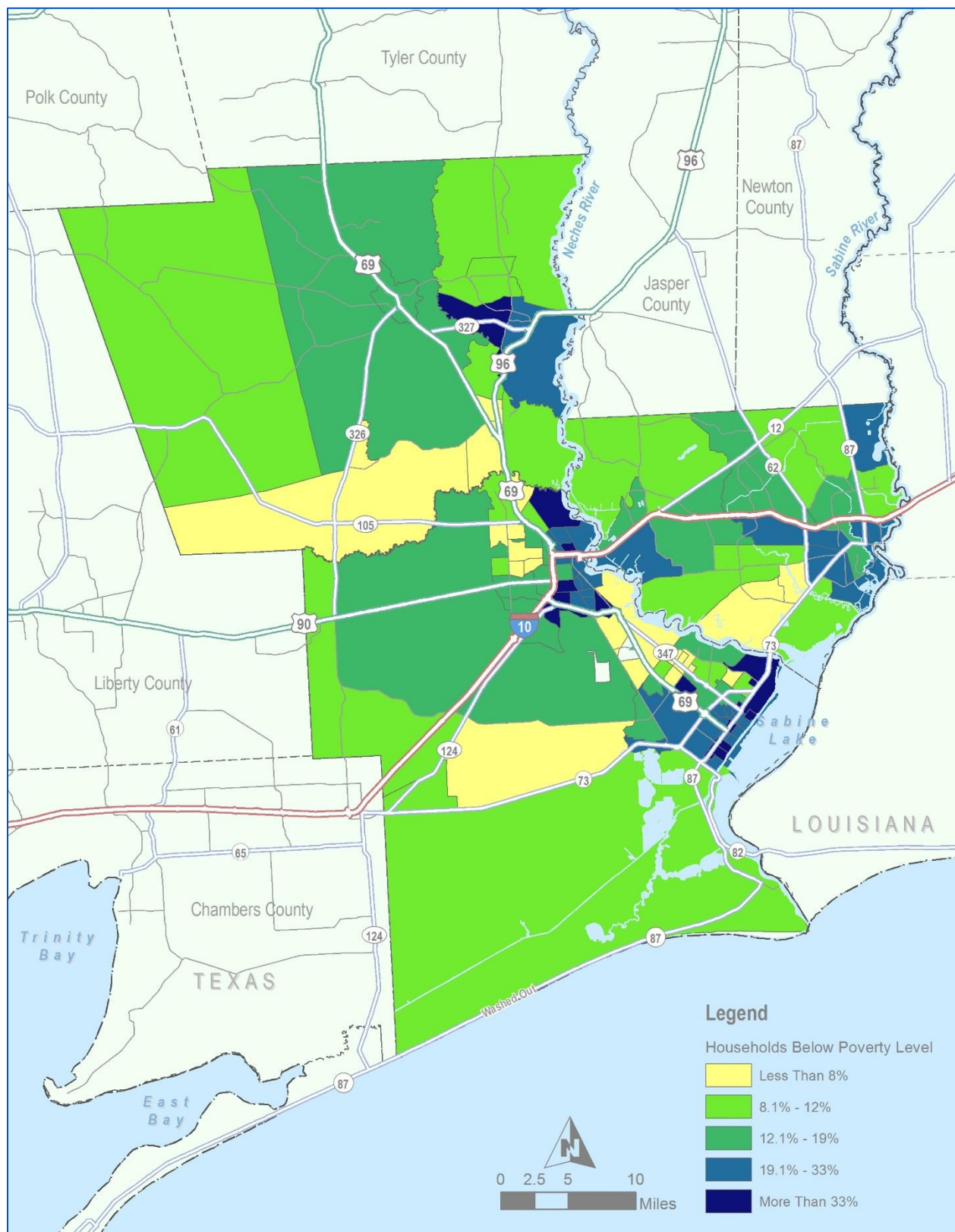
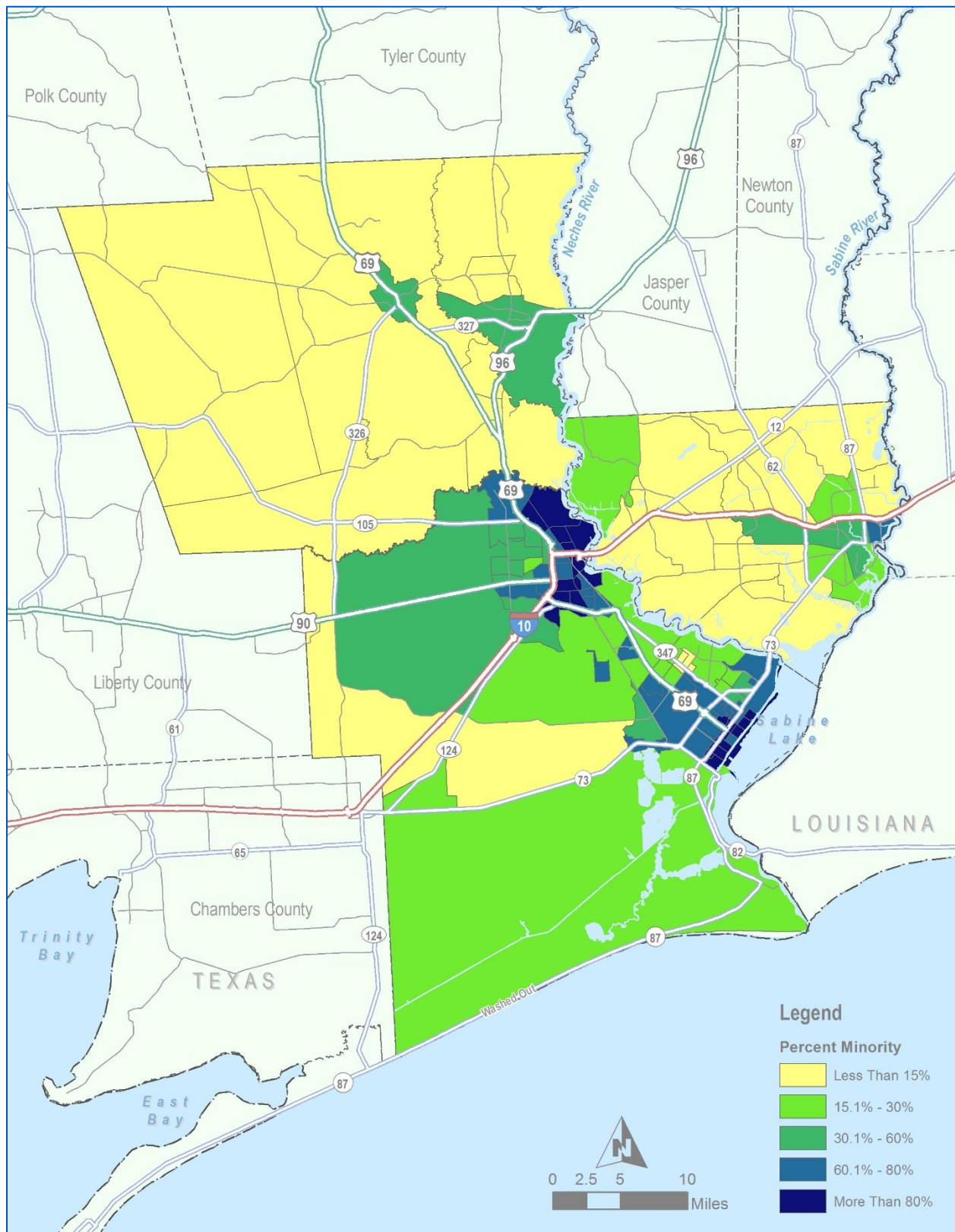


Figure 10.4: Minority Populations



10.5 Proposed Project Screening

The proposed project recommendations for the JOHRTS MTP-2045 were evaluated to determine the impacts on the natural resources, cultural resources, and environmental justice populations of the region. This analysis consisted of overlaying project alignments and locations onto a series of GIS layers representing sensitive natural and cultural resources and sociodemographic data. The environmental features and populations previously described that were directly or indirectly impacted were noted. As projects are programmed, additional project level evaluations of impacts will need to be conducted. Impacts at the project level should be minimized through an alternatives analysis process.



Chapter 11

Performance Management

11.0 Introduction

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

11.1 Background

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

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

- **Plan Development:** Provide a means to quantify baseline system performance and impacts of plan options to support trade-off decisions and help communicate the anticipated impacts of different investment strategies.

- **Plan Implementation:** Support plan implementation by emphasizing agency goals/ objectives and integrating them into budgeting, program structure, project selection, and project/program implementation policies.
- **Accountability:** Facilitate tracking and reporting on system performance relative to plan goals and objectives to support accountability for plan implementation and results.

11.1.2 Federal Legislation

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.

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 national goals (**Table 11.1**).

Table 11.1: 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 have established national performance measures in areas such as safety, pavement and bridge condition, travel time reliability, 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 or 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.
- Pavement and Bridge Condition Performance Management Final Rule.
- Travel Time Reliability Final Rule.
- Transit Asset Management (TAM) Final Rule.

Pursuant with rulemakings, 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.

By the FHWA and FTA Planning Rule, the System Performance Report for the SETRPC-MPO JOHRTS MTP-2045 is included for the required Safety (PM1), Bridge and Pavement Condition (PM2), Travel Time Reliability (PM3), and Transit Asset Management (TAM) performance measures and targets.

11.2 Safety Performance Management

Safety performance management is intended to ensure that safety improvements guide funding priorities to advance the national goal for safe roadways. The FHWA established the safety performance measures (PM1) to carry out the Highway Safety Improvement Program (HSIP), effective April 14, 2016. The five safety performance measures evaluate fatalities and serious injuries on all public roads:

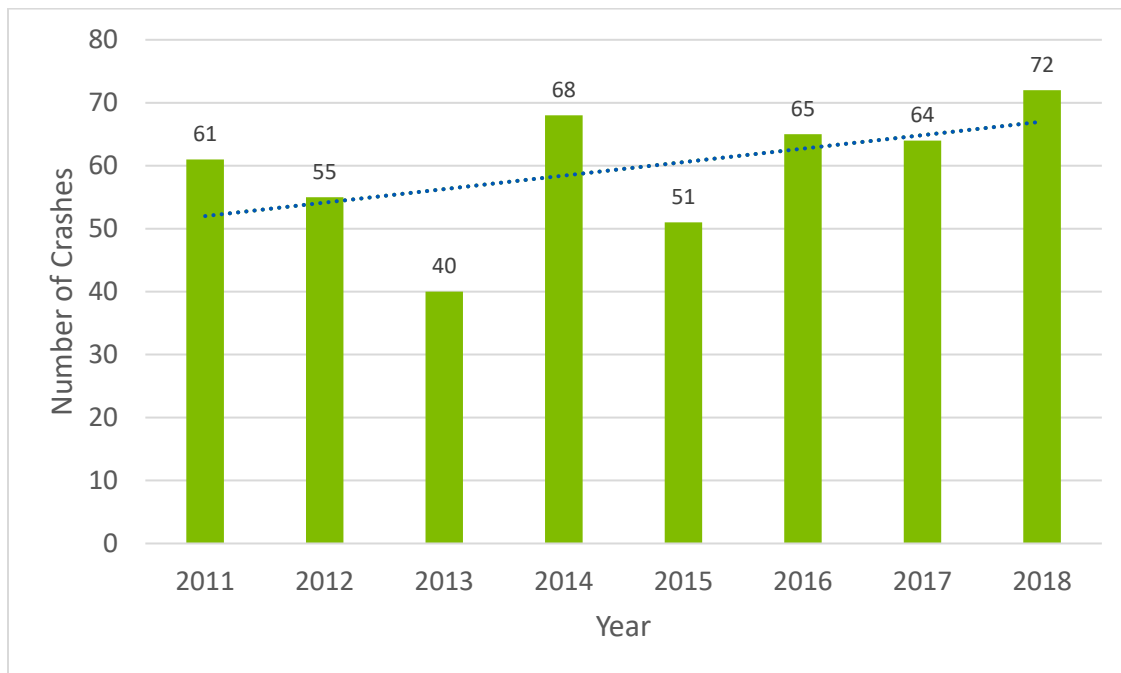
1. Number of fatalities.
2. Rate of fatalities per 100 million vehicle miles traveled.
3. Number of serious injuries.
4. Rate of serious injuries per 100 million vehicle miles traveled.
5. Number of combined non-motorized fatalities and non-motorized serious injuries.

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 11.2**. The SETRPC-MPO adopted the Texas statewide safety performance targets on November 29, 2018.

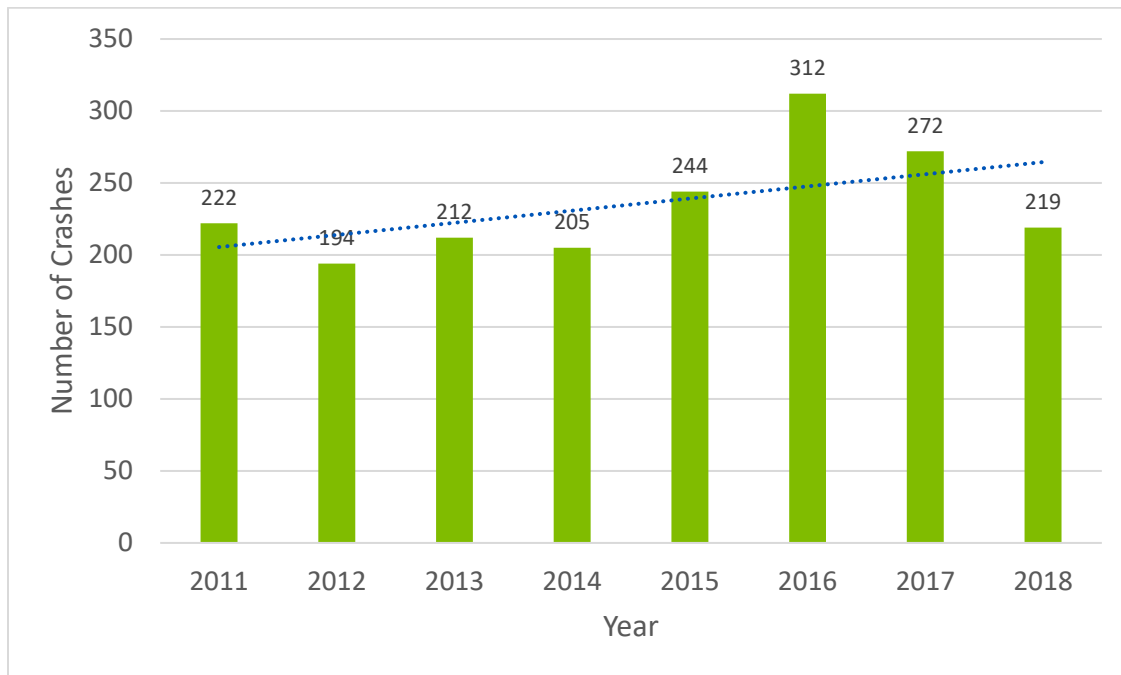
Table 11.2: Safety Conditions and Performance Targets

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

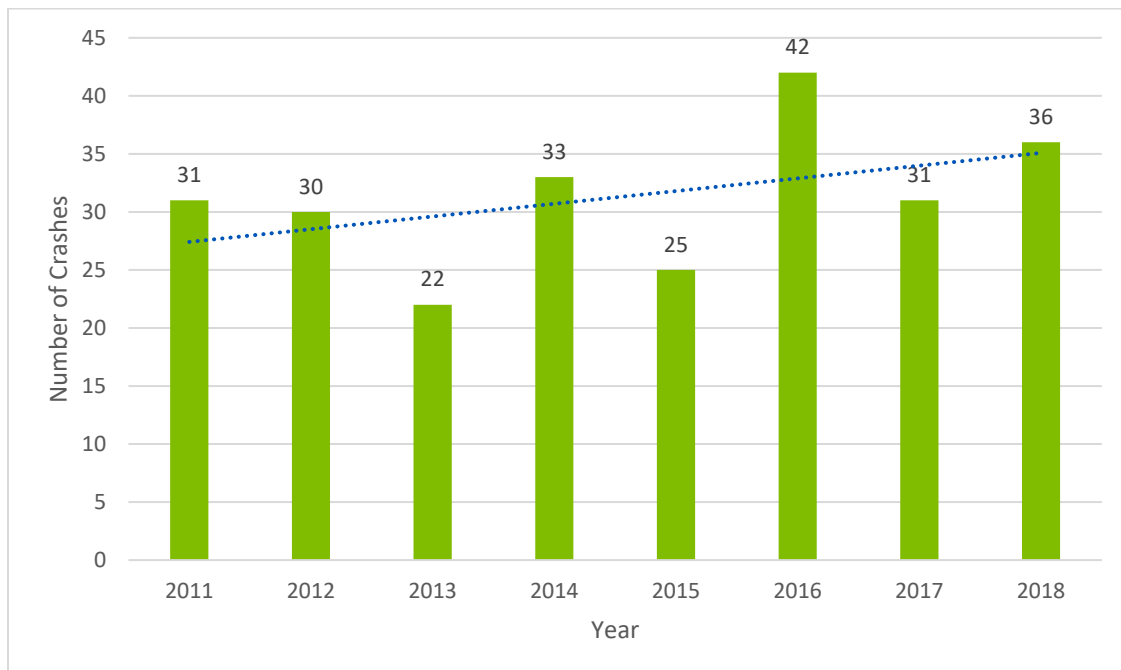
The values in the following bar charts display safety performance for the three-county MPO area.

Figure 11.1: Total Fatal Crashes within the JOHRTS Area, 2011-2018

Source: TxDOT CRIS, 2011-2018

Figure 11.2: Total Crashes with Serious Injuries within the JOHRTS Area, 2011-2018

Source: TxDOT CRIS, 2011-2018

Figure 11.3: Total Non-Motorized Fatal Crashes and Crashes with Serious Injuries, 2011-2018

Source: TxDOT CRIS, 2011-2018

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 MTP-2045 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 JOHRTS FY 2019-2022 Transportation Improvement Program (TIP).

- The Texas Strategic Highway Safety Plan (SHSP) is intended to reduce the number of fatalities and serious injuries resulting from motor vehicle crashes on public roads in Texas. Existing highway safety plans are aligned and coordinated with the SHSP, including the Texas Highway Safety Improvement Program (HSIP), MPO and local agencies' safety plans. The SHSP guides TxDOT, Texas MPOs, and other safety partners in addressing safety and defines a framework for implementation activities to be carried out across Texas.
- The TxDOT Highway Safety Improvement Program (HSIP) annual report provides for a continuous and systematic process that identifies and reviews traffic safety issues around the state. The goal of the HSIP process is to reduce the number of crashes, injuries and fatalities through the implementation of strategies and countermeasures structured around seven emphasis areas.
- The statewide Texas Transportation Plan 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 FY 2019-2022 Transportation Improvement Program (TIP) increases the safety of the transportation system for motorized and non-motorized users as required by the Planning Rule through programming projects to help achieve the safety targets.

To support progress towards approved highway safety targets, the JOHRTS MTP-2045 includes investments for safety improvements. The fiscally constrained JOHRTS MTP-2045 recommends \$14,829,416 of investments in safety projects and programs through Category 8 Safety funds allocated to the TxDOT Beaumont District from FY 2020-2045. These funded safety projects are expected to contribute to the achievement of the safety performance targets.

11.3 Pavement and Bridge Condition Performance Management

The FHWA published the Pavement and Bridge Condition Performance Management Final Rule which established performance measures to evaluate the condition of pavement and bridges on the National Highway System (NHS) and the Interstate System in relation to the State of Good Repair (SGR), 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.

11.3.1 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.

11.3.2 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.

11.3.3 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 11.3** 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 11.3: Pavement and Bridge Condition 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 MTP-2045 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 FY 2019-2022 TIP.

- 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 FY 2019-2022 TIP addresses infrastructure preservation and pavement and bridge infrastructure needs within the metropolitan planning area allocating funding for targeted infrastructure improvements.

To support progress towards TxDOT’s statewide pavement and bridge performance targets, the JOHRTS MTP-2045 includes investments that will maintain pavement and bridge condition performance. Investments in pavement and bridge condition could include pavement replacement and reconstruction, bridge replacement and reconstruction, new bridge and pavement capacity, and system resiliency projects that improve NHS bridge components.

The fiscally constrained JOHRTS MTP-2045 recommends \$832,033,027 of investments for pavement and bridge condition through Category 1 Preventative Maintenance and Rehabilitation and Category 6 Bridges funds allocated to the TxDOT Beaumont District. The funded projects are expected to contribute toward achieving pavement and bridge condition performance targets.

11.4 Travel Time Reliability Performance Management

The FHWA published the Travel Time Reliability Final Rule which established performance measures to evaluate the performance of the NHS and freight movement on the Interstate System, effective May 20, 2017. This performance measure rule established three performance measures (PM3) applicable to the SETRPC-MPO:

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).

11.4.1 National Highway 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.

11.4.2 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.

11.4.3 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 11.4** 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 11.4: Travel Time Reliability 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 MTP-2045 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 this JOHRTS FY 2019-2022 TIP.

- The Texas Freight Mobility Plan defines the conditions and performance of the state freight system and identifies the policies and investments that will enhance Texas highway freight mobility well into the future. The Plan identifies freight needs and the criteria Texas will use to determine investments in freight and prioritizes freight investments across modes.
- The TTP 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 FY 2019-2022 TIP addresses reliability, freight movement, and congestion within the metropolitan planning area by allocating funding for targeted improvements.

To support progress towards TxDOT's statewide PM3 targets, the JOHRTS MTP-2045 devotes resources to projects that will address passenger and highway freight reliability and delay. The fiscally constrained JOHRTS MTP-2045 recommends \$626,388,355 of investments for travel time reliability improvements through Category 2 Metropolitan and Urban Area Corridor Projects and Category 4 Statewide Connectivity Corridor Projects funds allocated to the TxDOT Beaumont District. The funded projects are expected to contribute toward achieving travel time reliability performance targets.

11.5 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 11.5**). 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 11.5: 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 JOHRTS Transportation Planning Committee adopted the Transit Asset Management Performance Targets listed in **Table 11.6**. 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 11.6: 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	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	50%
		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%

To support progress towards the TAM targets, the JOHRTS MTP-2045 devotes resources to projects that will invest in transit assets. The fiscally constrained JOHRTS MTP-2045 recommends \$2,634,765 of investments for TAM through Category 5339 Buses and Bus Facility funds allocated to the BMT and PAT through FTA. The funded projects are expected to contribute toward achieving the TAM targets.

11.6 Project Selection Process

The SETRPC-MPO updated the MPO's Project Selection Process (PSP) in 2017 to comply with new requirements established by the FAST Act. The updated PSP is a performance-based project selection process and reflects the two new planning factors introduced with the FAST Act: improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation; and enhance travel and tourism.

The JOHRTS Technical Committee met on November 7, 2018 to score projects for the JOHRTS MTP-2045 according to the adopted PSP. The PSP specifies two separate evaluation tracks tailored to the characteristics of different types of projects. The Road Evaluation Track is designed to evaluate projects which are oriented towards vehicle use, and the Transportation Choices & Livability Evaluation Track is designed to evaluate projects for active transportation modes and social benefits.

Within each evaluation track, there are objective and subjective criteria. Objective criteria can be exactly measured with planning tools and performance data. Objective criteria are scored by the MPO staff. The subjective criteria cannot be directly measured but depend on contextual knowledge and opinions. The Technical Committee prepares the subjective scoring portion of the PSP. The objective scores and the average of the subjective scores from all Technical Committee members are totaled to derive the final score and ranking for each project. The projects for the JOHRTS MTP-2045 were selected using the PSP to meet the performance targets adopted by the SETRPC-MPO.

11.7 Project Contribution to Performance Targets

Table 11.7 below shows the projects programmed within the fiscally constrained JOHRTS MTP-2045 and the performance targets that each project is anticipated to positively affect. By agreeing to support the TxDOT performance targets in the area of safety (PM1), pavement and bridge condition (PM2), and travel time reliability (PM3), the SETRPC-MPO has agreed to coordinate with TxDOT to program projects that will contribute to the accomplishment of those goals, measures, and targets.

Table 11.7: Project Contribution to Performance Targets

MPO ID	Hwy No	Limits From	Limits To	Description	PM1	PM2	PM3	TAM
06006-F40N	IH 10	CR 131 (Walden Road), EAST	Hollywood Overpass	Widen Road - Add Lanes	X	X	X	
17002-F40N	IH 10	0.54 Miles East of FM 3247	Sabine River Bridge	Widen Road - Add Lanes	X	X	X	
18001-F40N	SH 105	.10 Miles East of SH 326	Pine Island Bayou	Widen to Four Lanes With CTL	X	X	X	
18002-F40E	US 69	Tyler County Line	0.75 MI South of FM 1003	Construct New Location 4 Lane Divided Facility	X		X	
18034-F40N	IH 10	Hollywood Overpass, East	7TH Street	Widen Road - Add Lanes	X	X	X	
18035-F40N	US 69	At SH 73	.	Reconfigure interchange and add direct connectors	X		X	
19001-F45E	IH 10	At Sabine River	(East Bound)	Deck Repairs, End Span Improvements		X		
19002-F45E	IH 10	At Sabine River	(West Bound)	Deck Repairs, End Span Improvements		X		
19003-F45E	SH 87	0.2 MI W of N 16TH ST, West	28TH St	Install Sidewalks	X			
19004-F45E	US 96	0.2 MI N of West Chance Cutoff, South	Lindsey Rd	Install Raised Median	X			
19005-F45E	US 96	At US 69	.	High Friction Surface Treatment (curve) (southbound)	X	X		
19006-F45E	US 69	11TH Street SB Overpass	.	Clean Joints, Paint Steel, Replace Bearings		X		
19007-F45E	US 69	IH 10, South	SH 347	1.5" Mill and Overlay		X		

MPO ID	Hwy No	Limits From	Limits To	Description	PM1	PM2	PM3	TAM
19008-F45E	US 69	AT FM 365	.	Deck Repairs, Clean Joints, Paint Steel, New Bearings		X		
19009-F45E	SH 73	At SH 82	.	Deck Repairs, Clean Joints, Paint Steel, New Bearings		X		
19010-F45E	SH 73	At KCS Railroad	(Eastbound)	Repair Abutment Caps, Backwalls, Bearing, And Guard Fence Also Includes Spot Repairs		X		
19011-F45E	SH 73	At KCS Railroad	(Westbound)	Repair Abutment Caps, Backwalls, Bearings. Also Includes Spot Repairs		X		
19012-F45E	SH 347	At KCS Railroad	(Westbound)	Backwall Repairs, Clean Joints, Paint Steel, Replace Bearings		X		
19013-F45E	SH 347	At KCS Railroad	(Eastbound)	Backwall Repairs, Clean Joints, Paint Steel, Replace Bearings		X		
19014-F45E	SH 347	At FM 366	(Northbound)	Clean Joints, Paint Steel, Replace Bearings		X		
19015-F45N	FM 365	At Pignut Gully	STR 20-124-0-0932-02-003	Replace Bridge and Approaches	X	X		
19016-F45N	FM 365	At Drainage Ditch	STR 20-124-0-0932-02-002	Replace Bridge and Approaches	X	X		

MPO ID	Hwy No	Limits From	Limits To	Description	PM1	PM2	PM3	TAM
19017-F45E	FM 1078	SH 62, NORTH	FM 1130	Safety Treat Fixed Objects, Milled Centerline Rumble Strips	X	X		
19018-F45E	FM 1442	FM 408, EAST	SH 73 IN Bridge City	Rehabilitate Existing Roadway		X		
19019-F45E	US 90	At Langham Rd	.	Improve Traffic Signals	X		X	
19020-F45E	US 90	At Lindbergh Dr	.	Improve Traffic Signals	X		X	
19021-F45E	US 90	S Major Drive, East	IH 10	Safety Lighting	X			
19022-F45E	IH 10	At SH 62	.	Install Pedestrian Signal, Install Pedestrian Crosswalk	X			
19023-F45E	US 96	At East Chance	.	Improve Traffic Signals	X		X	
19024-F45E	US 96	At Raider Ln	.	Improve Traffic Signals	X		X	
19025-F45E	US 96	At FM 421	.	Improve Traffic Signals	X		X	
19026-F45E	US 69	At Chinn Ln	(Frontage Roads)	Install Intersection Flashing Beacon, Install Advanced Warning Signs (intersection)	X		X	
19027-F45E	SS 380	At Calder Ave	.	Improve Traffic Signals	X		X	
19028-F45E	SS 380	At Washington Blvd	.	Improve Traffic Signals	X		X	
19029-F45E	US 69	At Forest Rd	.	Improve Traffic Signals	X		X	
19030-F45E	US 69	At Lucas Drive	.	Install Pedestrian Signal	X			

MPO ID	Hwy No	Limits From	Limits To	Description	PM1	PM2	PM3	TAM
19031-F45E	US 69	Spurlock Rd., South	FM 365	Mill and Overlay, Joint Seal		X		
19032-F45E	US 69	At FM 365	(Frontage Roads)	Improve Traffic Signals	X		X	
19033-F45E	US 69	FM 365, South	39TH St	2" Mill and Overlay, Joint Seal		X		
19034-F45E	SH 87	At MLK/FM 3247(W)	.	Improve Traffic Signals	X		X	
19035-F45E	SH 87	At FM 3247(E)/FM 736	.	Improve Traffic Signals	X		X	
19036-F45E	SH 87	IH 10	SH 87	Mill and Overlay		X		
19037-F45E	SH 87	At Church St	.	Install Pedestrian Signal, Install Pedestrian Crosswalk	X			
19038-F45E	SH 87	At Main Ave	.	Improve Traffic Signals	X		X	
19039-F45E	SH 87	At Rosedale Dr	.	Improve Traffic Signals	X		X	
19040-F45E	SH 87	At US 69	.	Improve Traffic Signals	X		X	
19041-F45E	SH 87	At 9TH Ave	.	Install Pedestrian Signal	X			
19042-F45E	SH 105	At Old Batson-Saratoga Road	.	Install Continuous Turn Lane	X		X	
19043-F45N	SH 124	0.6 MI E of FM 364, West	0.289 MI E of FM 364	Install Continuous Turn Lane, Milled Edgeline Rumble Strips	X	X	X	
19044-F45N	SH 124	0.5 MI W of Brooks Rd, West	0.6 MI E of FM 364	Install Continuous Turn Lane, Milled Edgeline Rumble Strips	X	X	X	

MPO ID	Hwy No	Limits From	Limits To	Description	PM1	PM2	PM3	TAM
19045-F45E	SH 347	At 75TH St	.	Improve Traffic Signals	X		X	
19046-F45E	SH 347	At 46TH Street	.	Install Pedestrian Signal, Install Pedestrian Crosswalk	X			
19047-F45E	FM 366	At Nederland Ave	.	Improve Traffic Signals	X		X	
19048-F45E	FM 366	At Merriman St	.	Improve Traffic Signals	X		X	
19059-F45E	FM 366	At Park St	.	Improve Traffic Signals	X		X	
19060-F45E	FM 364	Manion Drive	Phelan Blvd	Install Advanced Warning Signals and Signs (intersection)	X		X	
19061-F45E	FM 1006	SH 87, East	0.171 MI N of FM 2177	Safety Treat Fixed Objects, Milled Centerline Rumble Strips	X	X		
19062-F45E	PW	At J.D. Murphree WMA	.	Seal Coat Driveways and Parking Lots of Park		X		
19063-F45E	FM 365	At Rhodair Gully	.	Bridge Rehabilitation		X		
19064-F45E	FM 365	AT FM 366	.	Improve Traffic Signals	X		X	
19065-F45N	FM 770	0.12 MI S of SH 105, South	Liberty C/L	Safety Treat Fixed Objects, milled Edgeline And Centerline Rumble Strips, Widen Paved Shoulders To > 5ft.	X	X		
19066-F45E	SH 82	At Levee Rd	.	Safety Treat Fixed Objects	X	X		

MPO ID	Hwy No	Limits From	Limits To	Description	PM1	PM2	PM3	TAM
19067-F45N	FM 1442	FM 105, South	FM 408	Safety Treat Fixed Objects, Install Continuous Turn Lane, Widen Paved Shoulders To > 5ft	X	X		
19068-F45E	US 69	US 96, South	Pine Island Bayou (Frontage Roads)	1.5" Mill and Overlay		X		
19069-F45E	SH 87	US 69	Terminal Rd.	Mill and Inlay		X		
19070-F45E	SH 105	Houston St., East	SH 326	Mill and Overlay, Concrete Repair	X	X	X	
19071-F45N	US 69	IH 10, SE	SH 347	Widen to Six Lanes	X	X	X	
19075-F45E	US 69	LNVA Canal, South	Delaware (Frontage Roads)	Repair Existing Pavement and Overlay Roadway		X		
19076-F45E	SH 73	SH 87, East	3000 FT East Of FM366 (Frontage Rds.)	Overlay Existing Roadway		X		
19077-F45E	SH 73	1.0 MI West of Rainbow Bridge	0.3 MI East (WB Lanes Only)	Mill and Overlay Existing Roadway		X		
19078-F45E	SH 87	S of Intracoastal Canal Bridge	N of Keith Lake Bridge	Construct Shoreline Protection	X	X		
19079-F45E	SH 73	Main A Canal, East	SH 87 (Frontage Roads)	Overlay Existing Roadway		X		
19080-F45E	BU 90-Y	IH 10, EAST	FM 3247	Overlay Existing Roadway		X		
19081-F45E	US 69	US 96	Jefferson Co Line	Resurface Roadway		X		

MPO ID	Hwy No	Limits From	Limits To	Description	PM1	PM2	PM3	TAM
19082-F45N	US 69	0.75 miles south of FM 1003	Mitchell Road	Construct new location 4 lane divided facility	X	X	X	
19083-F45E	US 69	Hardin Co Line	0.2 MI South of Tram Road	Resurface Roadway		X		
19084-F45N	US 69	Jefferson C/L	Tram Rd	Widen from 4 lanes to 6 lanes	X	X	X	
19085-F45E	FM 3513	East Chance Cut Off	US 69	Surfacing/road way Restoration		X		
19086-F45E	US 69	0.5 North of Mitchell Road	US 96	Resurface Roadway		X		
19087-F45E	US 69	FM 365, South	Main B Canal (Frontage Roads)	Overlay Existing Roadway		X		
19088-F45N	SH 62	FM 1078	IH 10	Widen from 2 to 4 lanes and add left turn bays	X	X	X	
19089-F45N	SH 87	Newton C/L, South	Medford Dr	Widen Highway From 2 To 4 Lanes and Add Left Turn Bays	X	X	X	
19090-F45E	SH 87	FM 105, South	SH 62	Overlay Existing Roadway		X		
19091-F45E	SH 347	Main C Lateral, South	Ave B in Nederland	Rehabilitate Existing Roadway		X		
19093-F45N	FM 364	Tram Rd	SH 105	Add 10' shoulders and left turn bays	X	X	X	
19094-F45E	Lee Ave / Merriman St	Lee Ave (Woodcrest St) / Merriman St (Lee Ave)	Lee Ave (Merriman St) / Merriman St (Grigsby Ave)	Port Neches Riverfront Sidewalks	X			
19095-F45N	US 69	US 96, South	Jefferson C/L	Widen from 4 lanes to 6 lanes	X	X	X	
Multiple	NA	NA	NA	Transit Operations and Maintenance				X

MPO ID	Hwy No	Limits From	Limits To	Description	PM1	PM2	PM3	TAM
Multiple	NA	NA	NA	Transit Funds for Seniors and People with Disabilities				X
Multiple	NA	NA	NA	Rural Transit and Intercity Bus				X



Chapter 12

Safety, Security, and Resiliency

12.0 Introduction

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

12.1 Safety and Security

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

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

12.1.1 Texas Strategic Highway Safety Plan

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



The most recent version of the SHSP was published in 2017. It includes the following seven emphasis areas: distracted driving; impaired driving; intersection safety; older road users; pedestrian safety; roadway and lane departures, and speeding.

12.1.2 Safety Performance Management

Information on safety performance management can be found in **Chapter 11: Performance Management**. TxDOT developed safety performance targets for each of the federally required performance measures as part of the development of the Texas SHSP. The performance targets were developed through a data driven, collaborative process. On November 29, 2018, the SETRPC-MPO Transportation Planning Committee adopted the TxDOT safety performance targets of a 2 percent reduction over the current baseline forecast for the year 2022 for each of the federally required performance measures.

12.1.3 TxDOT Beaumont District

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

The SETRPC-MPO continues to work with federal, state, and local agencies to evaluate the safety of the regional roadway system and identify, develop, fund, and construct projects to improve roadway safety. The SETRPC-MPO will also work to maintain awareness of various security initiatives in the region.



12.1.4 Regional Crash Analysis

The SETRPC-MPO emphasizes the use of transportation safety data for use in evaluating safety issues and planning for the implementation of safety improvements. MAP-21 and the subsequent FAST Act both underscore the use of a data driven approach to planning for safety. TxDOT manages and makes available the Crash Record Information System (CRIS). CRIS data reports on crash reports submitted by law enforcement responding to crashes. The data includes the crash location, contributing factors, driver vehicle, and vulnerable road user characteristics. As described in detail in **Chapter 5: Roadways**, the SETRPC-MPO performed an analysis of the TxDOT CRIS data to determine the top 10 crash locations within the region. In addition, **Chapter 7: Bicycle and Pedestrian System** provides an analysis on the numbers and locations of bicycle and pedestrian related crashes.

12.1.5 Homeland Security and Emergency Management Planning Division of the SETRPC

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

- **Regional Mitigation Action Plan (RMAP)** – Utilizing a grant from the Texas Department of Emergency Management (TDEM), the SETRPC led the development of the RMAP for the JOHRTS area. The Federal Emergency Management Agency (FEMA) requires regions to maintain an RMAP for local jurisdictions to continue receiving federal and/or state funds for disaster mitigation. The RMAP for the JOHRTS area was approved by FEMA in 2007.
- **Emergency Planning** – HSEMPD provides technical support to jurisdictions creating, expanding and/or enhancing emergency management plans and serves as a liaison with state officials regarding emergency planning and mutual aid.
- **Homeland Security Coordination, Planning, and Funding** – The TDEM serves as the state administrative agency for federal Homeland Security funds. The Emergency Management Planning Advisory Council (EMPAC) and the Law Enforcement Terrorism Prevention Program (LETPP) serve to oversee the Homeland Security funds allocated to the JOHRTS region.

- **Advocacy** – HSEMPD facilitates advocacy activities among local first responders to ensure the maximum amount of state and federal Homeland Security funds are directed to fulfill regional needs. A risk-based funding formula developed by local jurisdictions working collaboratively with the SETRPC was accepted by the TDEM through HSEMPD advocacy efforts.
- **Training** – An annual emergency management exercise is held annually by HSEMPD to practice regional preparedness and emergency response. The division also provided on-going training to local officials regarding mitigation action plans required by state and federal regulations.
- **South East Texas Regional Interoperable Plan (SETRIP)** – The SETRIP identifies short-term, intermediate, and long-term regional interoperable equipment needs to ensure first responders can communicate in the event of a multi-jurisdictional or regional disaster.
- **Southeast Texas Alerting Network (STAN)** – STAN is a messaging and notification system that keeps the population of the JOHRTS area informed about emergencies and other important events in the area. Through STAN, emergency management officials can notify individuals who register about emergencies, industry or weather events occurring in the JOHRTS region.
- **Southeast Texas Regional Alerting and Information Network Portal (SE Texas RAIN)** – SE Texas RAIN was established by a regional coalition of county judges following Hurricane Harvey in 2017 to improve public access data on rainfall, streamflow, and stream and reservoir levels in major streams, bayous, and reservoirs for Hardin, Jasper, Jefferson, Newton, and Orange Counties. The purpose of the SE TEXAS RAIN website (<http://www.setexasrain.org>) is to provide the information in a user-friendly format directly to the public to assist the public in making self-informed decisions during threatening weather conditions.
- **Sabine-Neches Chief's Association (SNCA)** – The SNCA is a mutual aid organization comprised on public and private organizations that collaborate to achieve preparedness, prevention, response, and recovery coordination to emergency situations and disasters.

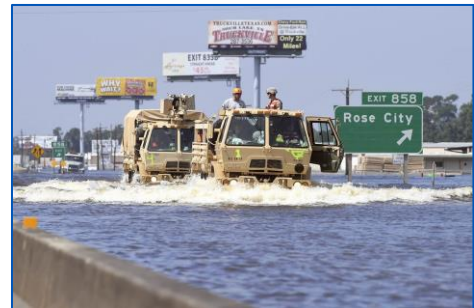


12.1.6 Regional 9-1-1 System

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

12.1.7 Emergency Evacuation

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



The coastal counties of Jefferson, Orange, and lower portions of Hardin are vulnerable to extensive flooding during hurricanes. During such potential disasters, the safe and timely evacuation of coastal and floodplain areas is crucial to ensure public safety.

Most recently in August 2017, Hurricane Harvey landed in Texas and remained in place over southeast Texas for days, dumping trillions of gallons of rain and causing unprecedented flooding. The JOHRTS area experienced significant damage and massive disruptions to the transportation system.

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

TxDOT maintains designations of evacuation routes from coastal regions of the state for times of hurricane threats. The TxDOT designations for evacuation routes in the region are shown in **Figure 12.1**. The SETRPC-MPO website maintains links to Jefferson, Hardin, and Orange County emergency management offices on the MPO website at <http://www.setrpc.org/divisions/hsemp/links/>.

Figure 12.1: TxDOT Designated Evacuation Routes



Source: TxDOT

12.1.8 Agency Coordination

As described in **Chapter 4: Community Participation**, the SETRPC-MPO held a thematic roundtable discussion with regional stakeholders involved in safety and security on April 9, 2019. The roundtable provided officials involved in safety and security to learn about the transportation planning process for the MTP-2045 and provide input. The officials who participated in the workshop repeatedly emphasized the exemplary regional coordination that the JOHRTS area carries out in safety and security efforts. Key discussion topics on areas for improvement for the region include:

- Major challenges for safety and security officials are obtaining funding and resources; obtaining the required local match funding is especially difficult.
- The bridges in the region provide a challenge during emergency situations. Many of the bridges flood during extreme weather events and prevent the movement of people out of the region and the movement of resources in for emergency response.
- Crashes and choke points – The US 69 and I-10 intersection is a choke point that backs up traffic to Lumberton; crashes regularly occur at access points to the highways creating choke points; Hazmat crashes and spills can require the complete shutdown of highways like I-10.
- The region has geographic constraints (water, wetlands) that make redundant transportation options difficult to implement.

12.2 Resiliency and Reliability

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

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

12.2.1 Vulnerability Assessment

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

JOHRTS Area Vulnerability Assessment

For the purposes of this JOHRTS MTP-2045, the SETRPC-MPO assessed regional vulnerability to flooding through a process informed by the FHWA *Framework* and is discussed below.

Objective and Study Area

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

Compile Data

Using a GIS approach for this vulnerability assessment, GIS data was compiled for FEMA Special Flood Hazard Areas (SFHA), storm surge inundation areas, TxDOT roadways, Texas railroads, bridges, Texas airports, and regional ports.

Assess Vulnerability

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 12.2**. The Port of Beaumont, the

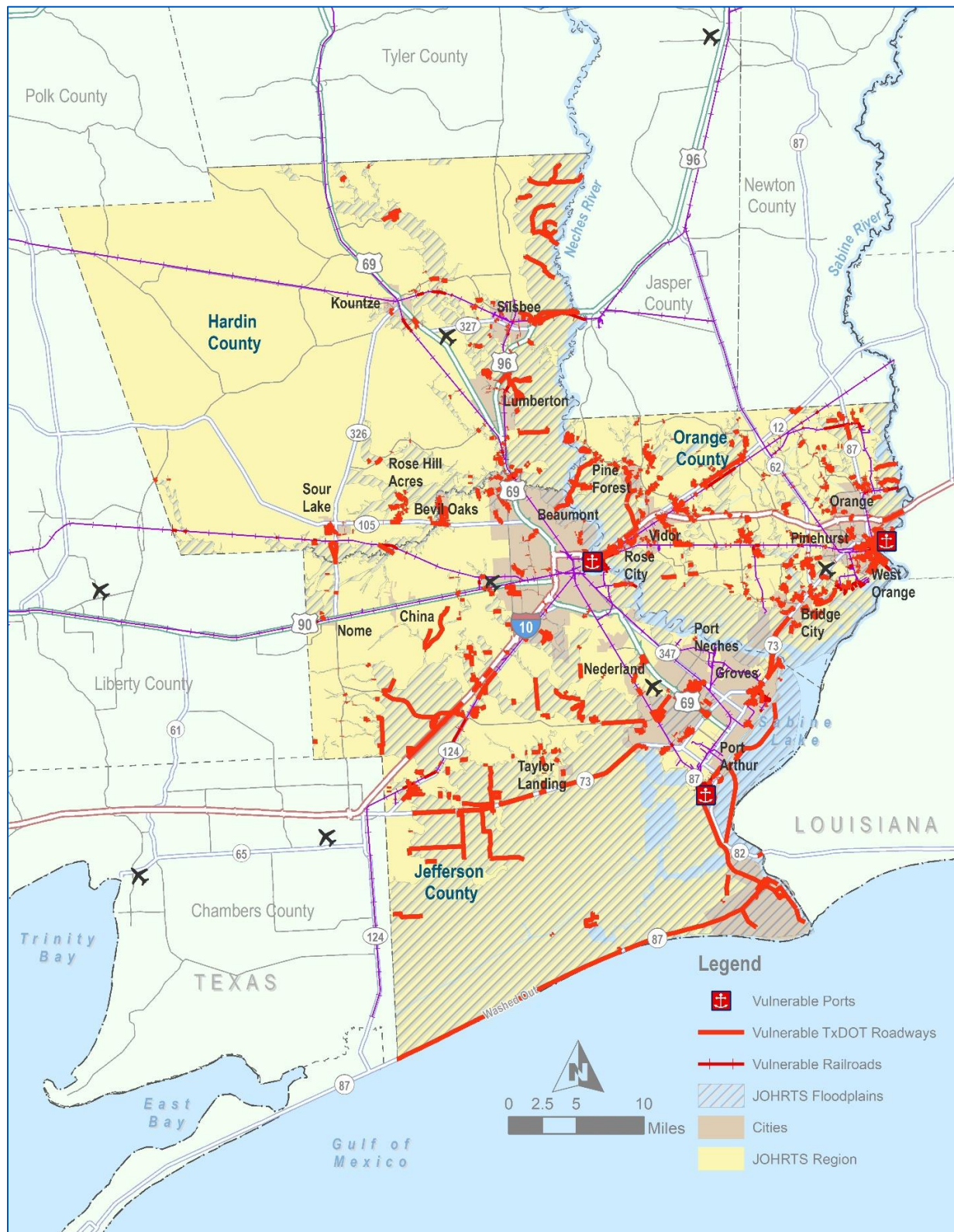
Port of Port Arthur, and the Port of Orange are all located within the FEMA SFHA. No airports within the region are located within the SFHA. Multiple segments of TxDOT roadways and railroads are located within the SFHA.

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 12.3** 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.

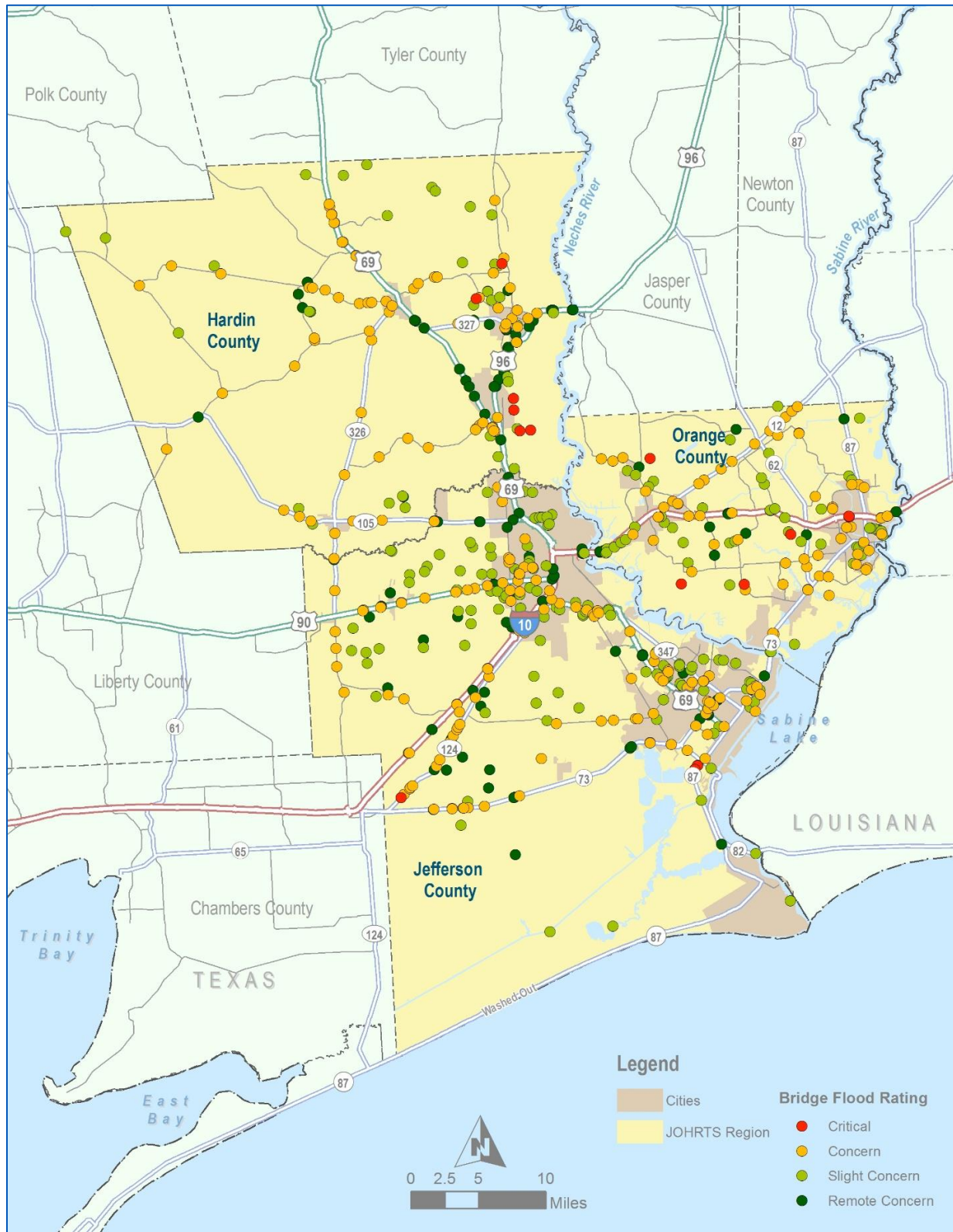
Using GIS data on possible storm surge inundation areas for hurricane strength categories 1-5, TxDOT identified possible flooding locations of roadways in the region in **Figure 12.4**.



Figure 12.2: Vulnerable Transportation Infrastructure within Floodplains

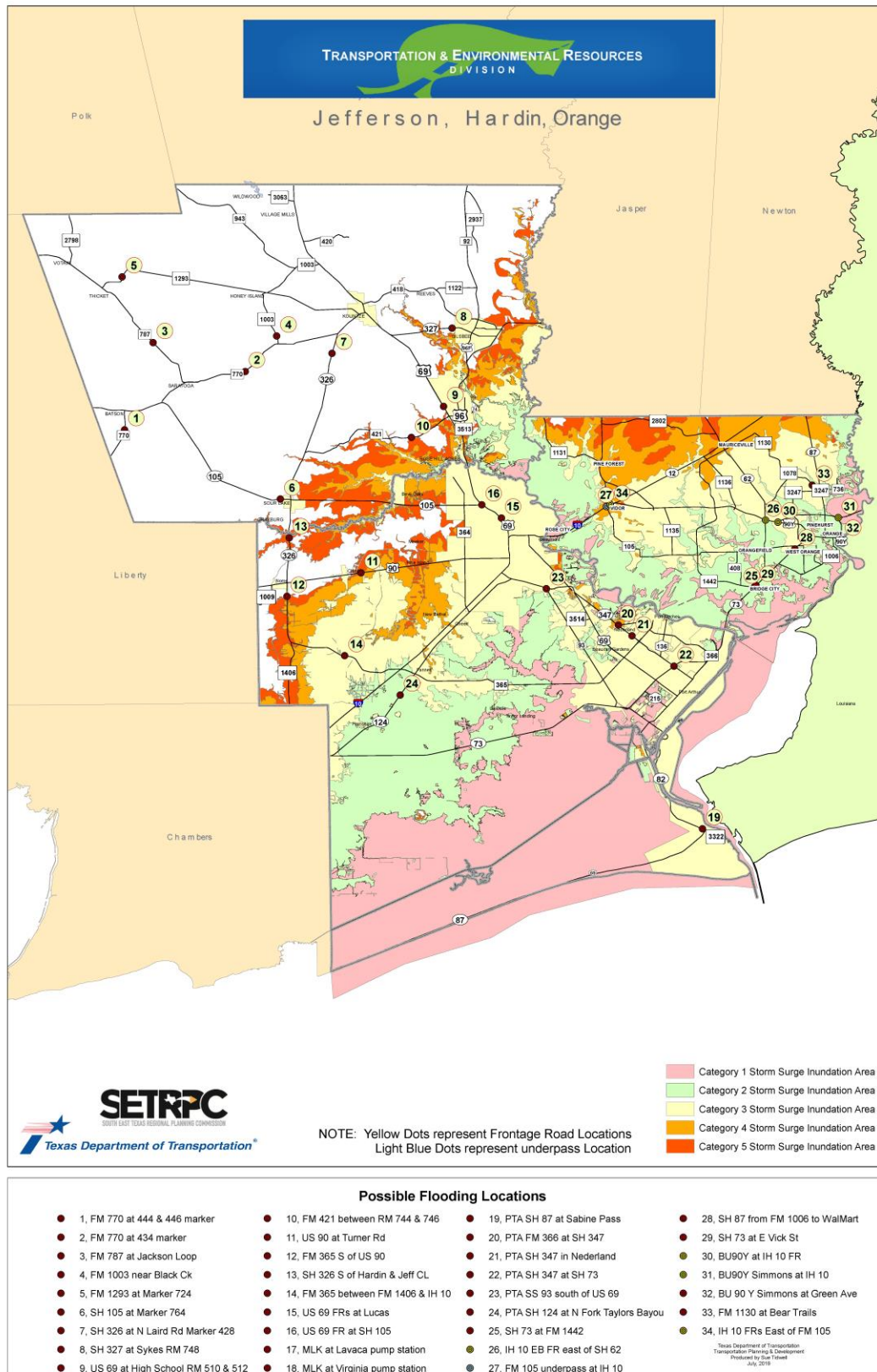
Sources: TxDOT, FEMA, SETRPC

Figure 12.3: Bridges at Risk of Flooding



Sources: TxDOT, National Bridge Inventory, SETRPC

Figure 12.4: Possible Flooding Locations



Identify, Analyze, and Prioritize Adaptation Options

After identifying vulnerabilities through a system-level analysis, adaptation strategies were developed to address vulnerabilities within the region. Potential adaptation strategies to address vulnerabilities to climate change and extreme weather events include:

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

Incorporate Assessment Results into Decision-making

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

12.2.2 Agency Coordination

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

12.2.3 Proposed Future Studies

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

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Chapter 13

Financial Plan

13.0 Introduction

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

This chapter focuses on the long-range financial constraints and opportunities in the JOHRTS area over the next 26 fiscal years of this JOHRTS MTP-2045. The SETRPC-MPO, in cooperation with the Technical Committee members and TxDOT staff, have conducted a careful analysis of what funds are to be reasonably expected, how those funds may be allocated, and how and when projects will be financed. Without a doubt, actual funding availability over the 26 years of this plan will depend largely upon future actions and public policy directives initiated at the federal and state levels.

13.1 Funding Sources

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

Various suggestions have been made to bolster federal and state transportation funding mechanisms, including increasing the gasoline tax and/or indexing it to the consumer price index,

increasing local vehicle registration fees, and imposing a local tax dedicated to transportation improvements. However, such tax increases are typically very politically unpopular. Other suggestions include transitioning to a tax based upon miles driven, rather than gasoline consumed. GPS and other technologies to implement this type of solution have been around for years but concerns over privacy are likely to prevent this type of solution from materializing.

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

13.1.1 Roadway and Bicycle/Pedestrian Funding Revenue

A description of the various categories of funding available through TxDOT is summarized in **Table 13.1** below.

Table 13.1: TxDOT Funding Categories

FUNDING CATEGORY		DESCRIPTION
1	Preventative Maintenance and Rehabilitation	Provides for preventive maintenance and pavement rehabilitation on the existing state highway system, including installation and rehabilitation of traffic control devices and the rehabilitation and maintenance of operational traffic management systems.
2	Metropolitan and Urban Area Corridor Projects	Addresses mobility needs in all metropolitan areas throughout the state.
3	Non-Traditionally Funded Transportation Projects	Addresses mobility needs through the state using funding sources not traditionally part of the state highway fund. The projects in this category include Proposition 12, Proposition 14, Pass-through Toll Financing, Texas Mobility Fund, Concession, Regional Toll Revenue, Comprehensive Development Agreement, Local Participation, and unique federal funding.
4	Statewide Connectivity Corridor Projects	Addresses mobility and added capacity project needs on major state highway system corridors which provide statewide connectivity between urban areas and corridors which serve mobility needs throughout the state. The highway connectivity network is composed of the Texas Trunk System; National Highway System (NHS); and connections from Texas Trunk System or NHS to major ports on international borders or Texas water ports.

FUNDING CATEGORY		DESCRIPTION
5	Congestion Mitigation and Air Quality Improvement	Addresses the attainment of national ambient air quality standards in the non-attainment areas of the state. Projects are for congestion mitigation and air quality improvement in the non-attainment areas in the state.
6	Bridges	Addresses the replacement or rehabilitation of deficient existing bridges located on public highways, roads, and streets in the state; the construction of grade separations at existing highway-railroad grade crossings; and the rehabilitation of deficient railroad underpasses on the state highway system.
7	Metropolitan Mobility / Rehabilitation	Addresses transportation needs within the metropolitan area boundaries of Metropolitan Planning Organizations having urbanized areas with populations of 200,000 or greater.
8	Safety	Addresses safety needs on and off the state highway system, and includes the Safe Routes to School program, the High Risk Rural Roads program, and the Rail-way-Highway Safety Program.
9	Transportation Enhancements	Addresses projects that are above and beyond what could normally be expected in the way of enhancements to the transportation system, including the cultural, historic, aesthetic, and environmental aspects of transportation infrastructure.
10	Supplemental Transportation Projects	Addresses projects that do not qualify for funding in other categories, such as state park roads, landscaping, and handicap accessible curb ramps at on-system intersections.
11	District Discretionary	Addresses projects selected at the District Engineer's discretion.
12	Strategic Priority	Addresses needs related to statewide economic development, military deployment routes, and manmade and natural emergencies.

13.1.2 Federal Funding Programs for Transit

A description of each of the Federal Transit Administration (FTA) program from which funding is available for the JOHRTS region is provided in **Table 13.2** below.

Table 13.2: FTA Funding Categories

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

13.1.3 Other Funding Sources

Texas Mobility Fund

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

Local Option Sales Taxes for Transportation

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

State Infrastructure Bank

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

Traffic Impact Fees on New Development

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

Toll Fees

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

State Tax on Motor Fuels

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

Bond Issues

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

13.2 Revenue Projections

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

13.2.1 Roadway and Bicycle/Pedestrian Funding Revenue

Federal Funding for Roadways and Bicycle/Pedestrian Infrastructure

The MPO has worked with the TxDOT-Beaumont District to determine the expected levels of funding for the fiscal years included in this plan. As per TxDOT’s direction the 2019-2028 Unified Transportation Plan (UTP) from TxDOT was utilized to project the future revenue for all categories of funds. The MPO utilized the Transportation Revenue Estimator and Needs Determination System (TRENDS) database from the Texas A&M Transportation Institute (TTI) to project the reasonable revenues by category. TRENDS is a scenario planning model that forecasts revenues and expenses for TxDOT. It is updated regularly to include the latest cash forecasts and letting schedules from TxDOT. The annual average amount and the sum of the amounts of available funding through TxDOT by category from 2015 to 2045 are presented in **Table 13.3**.

Table 13.3: Roadway and Bicycle/Pedestrian Funding Revenue

CATEGORY	ANNUAL AVERAGE AMOUNT	FY 2020 TO 2045 PROJECTED AMOUNTS
1	\$33,469,600	\$836,740,000
2	\$20,661,534.20	\$516,538,355
3	\$0	\$0
4	\$4,394,000	\$109,850,000
5	\$0	\$0
6	\$13,597,830	\$339,945,757
7	\$0	\$0
8	\$10,000,000	\$260,000,000
9	\$0	\$0
10	\$1,000,000	\$26,000,000
11	\$3,700,000	\$96,200,000
12	\$0	\$408,400,000

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

County Funding for Roadways and Bicycle/Pedestrian Infrastructure

No projections are available at the county level.

City Funding for Roadways and Bicycle/Pedestrian Infrastructure

No projections are available at the city level.

13.2.2 Transit Funding Revenue

Table 13.4 contains the annual average amount of funding anticipated for the various FTA funding categories, along with the amount projected for all the fiscal years 2020-2045 included in this plan.

Table 13.4: Transit Funding Revenue

CATEGORY	ANNUAL AVERAGE AMOUNT	FY 2019 TO 2045 PROJECTED AMOUNTS
5307	\$3,659,194	\$91,479,860
5310	\$197,447	\$4,936,167
5311	\$542,325	\$13,558,131

13.3 Financial Constraints

It is of paramount importance to ensure that the projects selected in the JOHRTS MTP-2045 are financially feasible. The following pages show the comparison of expected revenue and project cost for roadway and bicycle/pedestrian and for transit by category.

13.3.1 Estimated Revenue vs. Cost Estimate

Federal Funding for Roadways and Bicycle/Pedestrian Infrastructure

Table 13.5 demonstrates that the JOHRTS MTP-2045 is financially constrained regarding roadway and bicycle/pedestrian projects funded federally. In other words, the revenue from federal funding anticipated during the life of this plan is enough to cover the programmed amount of project cost. Detailed project costs are included in Chapter 12: Recommended Planned Improvements.

Table 13.5: Roadway and Bicycle/Pedestrian Fiscal Constraint

CATEGORY	FY 2020 TO 2045 PROJECTED AMOUNTS	PROGRAMMED AMOUNTS
1	\$836,740,000	Not applicable*
2	\$516,538,355	\$516,538,355
3	\$0	\$0
4	\$109,850,000	\$109,850,000
5	\$0	\$0
6	\$339,945,757	Not applicable*
7	\$0	Not applicable*
8	\$260,000,000	Not applicable*
9	\$0	\$0
10	\$26,000,000	\$200,000
11	\$96,200,000	\$8,103,629
12	\$408,400,000	\$408,400,000

**This category is programmed by TxDOT and typically does not require an individual listing. As such, a programmed amount is not reflected.*

County Funding for Roadways and Bicycle/Pedestrian Infrastructure

No projections are available at the county level.

City Funding for Roadways and Bicycle/Pedestrian Infrastructure

No projections are available at the city level.

Operations and Maintenance Spending

Spending on operations and maintenance is essential to maintain the existing infrastructure of the transportation network in the JOHRTS region. **Table 13.6** shows the projected operations and maintenance spending for the TxDOT Beaumont District. Federal funding for operations and maintenance can be acquired through TxDOT funding Category 1 – Preventive Maintenance and Rehabilitation and Category 8 – Safety. The Category 1 revenue for the TxDOT Beaumont District is from the 2019-2028 UTP. The yearly average was taken to expand to the year 2045 assuming the current level of funding remains the same.

Table 13.6: Roadway and Bicycle/Pedestrian Operations and Maintenance Revenue

CATEGORY	FY 2020 TO 2045 PROJECTED AMOUNTS
TxDOT Beaumont District – Category 1	\$821,540,000
TxDOT Beaumont District – Category 8	\$260,000,000

Transit

Table 13.7 shows the comparison of projected revenue from Federal funding and programmed amount of project cost and that the JOHRTS MTP-2045 is financially constrained regarding transit projects.

Table 13.7: Transit Fiscal Constraint

CATEGORY	FY 2019 TO 2045 PROJECTED AMOUNTS	PROGRAMMED AMOUNTS
5307	\$91,479,860	\$91,479,860
5310	\$4,936,167	\$4,936,167
5311	\$13,558,131	\$13,558,131

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A photograph showing several construction workers in blue hard hats and orange safety vests standing on a bridge under construction. The bridge's steel truss structure is visible, and a crane is in the background. The image is partially obscured by a white semi-transparent box containing the chapter title.

Chapter 14

Recommended Planned Improvements

14.0 Introduction

The JOHRTS Metropolitan Transportation Plan - 2045 includes several recommendations. This chapter summarizes the list of projects that will be funding through this JOHRTS MTP-2045 for the next 25 years.

The SETRPC-MPO is committed to investing in a variety of projects that preserve the existing system, expand the system's capacity, enhance its efficiency and safety, and improve its overall quality. Improvements in this JOHRTS MTP-2045 focus on adding new capacity, improving traffic flow and system efficiency, increasing safety, enhancing regional gateways, and spurring economic development.

14.1 Financially Constrained Projects

The projects that have been included within the JOHRTS MTP-2045 were carefully selected and prioritized. These projects represent the current priorities based upon anticipated needs over the coming years. However, planning for the future always includes revisiting priorities, evaluating new trends, and considering a wide variety of other factors. Therefore, this plan is to be considered a living document and will be revised as events warrant.

During the course of the development of this JOHRTS MTP-2045, a wide variety of worthwhile and needed projects were identified. However, due to financial constraints, there is simply not enough funding to support them. These projects are considered as "illustrative" and are outside the financial constraint of this plan.

14.1.1 Roadway and Bicycle/Pedestrian Projects

The projects that have been selected for inclusion within the JOHRTS MTP-2045 were carefully selected and prioritized. The list of projects that are presented on the pages that follow was developed by including projects from the JOHRTS FY 2019-2022 TIP, 2019-2028 UTP, and projects selected through this JOHRTS MTP-2045 development process. The locations of roadway and bicycle and pedestrian projects that are included as part of this MTP process are shown in **Figure 14.1**. Following the map, a list with details of all projects included as part of this JOHRTS MTP-2045 financial plan for fiscal years 2020-2045 is included.

Figure 14.1: Fiscally Constrained Roadway and Bicycle/Pedestrian Projects - Jefferson County

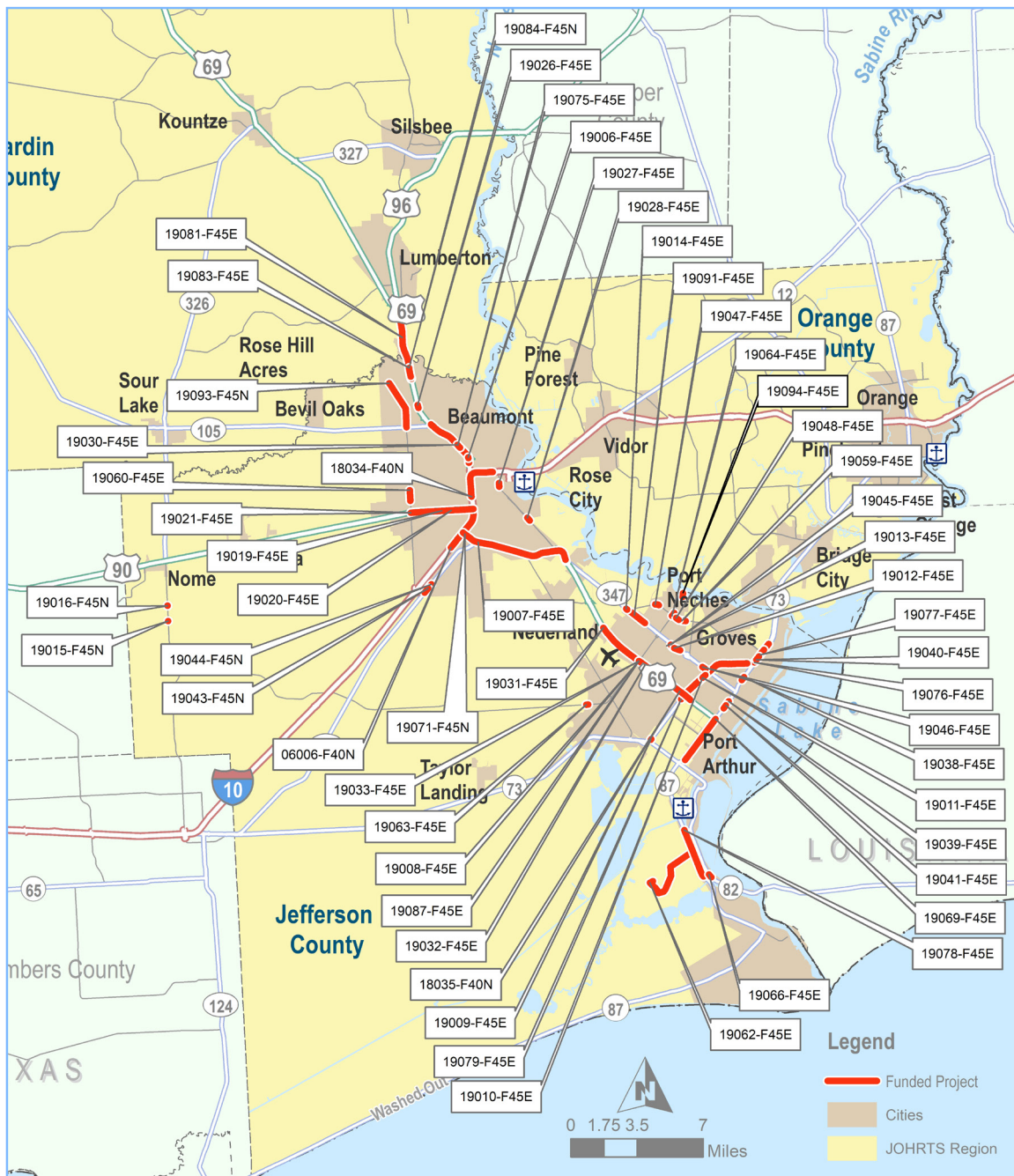


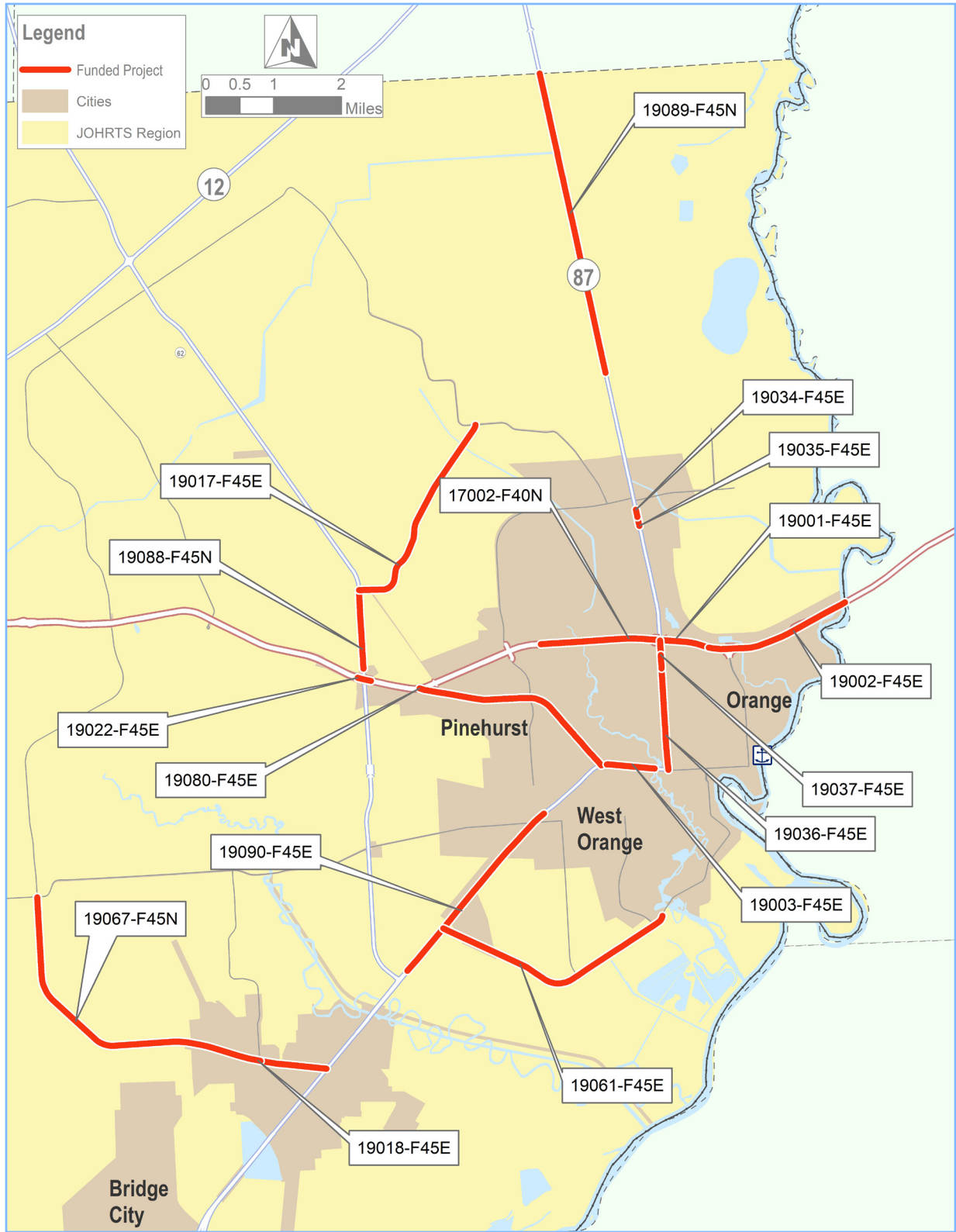
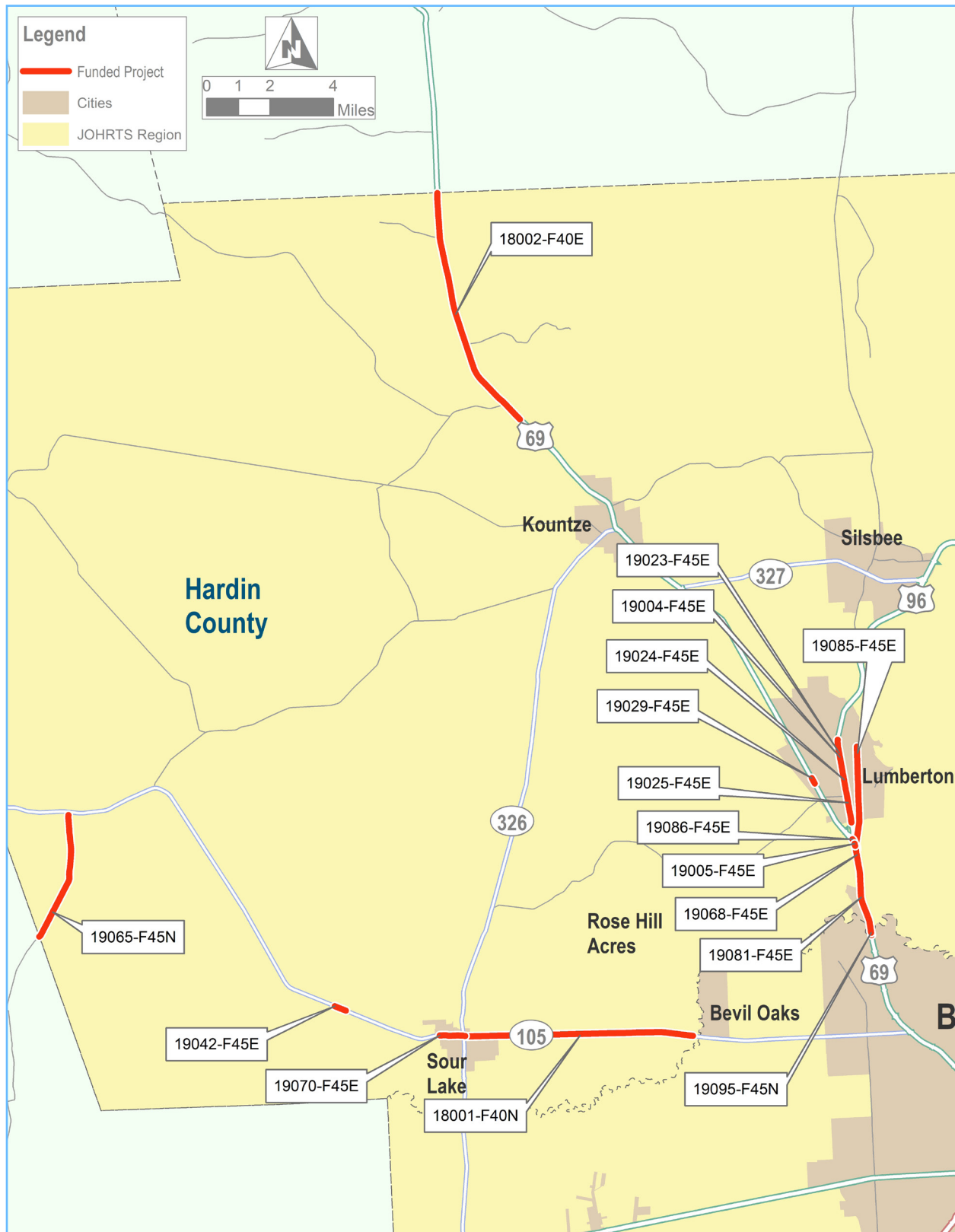
Figure 14.2: Fiscally Constrained Roadway and Bicycle/Pedestrian Projects - Orange County

Figure 14.3: Fiscally Constrained Roadway and Bicycle/Pedestrian Projects - Hardin County



**FY 2020-2045 METROPOLITAN TRANSPORTATION PLAN
BEAUMONT DISTRICT
SETRPC METROPOLITAN PLANNING ORGANIZATION
FEDERALLY FUNDED ROADWAY AND BICYCLE-PEDESTRIAN PROJECTS**

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

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
Beaumont	Jefferson	0200-14-089	US 69			TxDOT	
LIMITS FROM:		IH 10, SOUTH				MTP FY:	2020
LIMITS TO:		SH 347				MPO PROJECT ID:	19007-F45E
DESCRIPTION:		1.5" Mill And Overlay				FUNDING CATEGORY:	1
REMARKS:		Finalizing for Construction					

PROJECT HISTORY:

PRELIMINARY ENGINEERING:

ROW PURCHASE:

CONSTRUCTION ENGINEERING:

CONSTRUCTION COST:

CONTINGENCIES:

INDIRECT COSTS:

BOND FINANCING:

POTENTIAL CHANGE ORDER:

TOTAL PROJECT COST: \$3,000,000

Authorized Funding by Category/Share:

	FEDERAL	STATE	LOCAL	LOCAL CONTRIBUTION	FUNDING BY CATEGORY
FUNDING BY SHARE:	\$2,400,000	\$600,000		\$0	\$3,000,000

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
Beaumont	Orange	1286-01-018	FM 1078			TxDOT	
LIMITS FROM:		SH 62, NORTH				MTP FY:	2020
LIMITS TO:		FM 1130				MPO PROJECT ID:	19017-F45E
DESCRIPTION:		Safety Treat Fixed Objects, Milled Centerline Rumble Strips				FUNDING CATEGORY:	8
REMARKS:		Finalizing for Construction					

PROJECT HISTORY:

PRELIMINARY ENGINEERING:

ROW PURCHASE:

CONSTRUCTION ENGINEERING:

CONSTRUCTION COST:

CONTINGENCIES:

INDIRECT COSTS:

BOND FINANCING:

POTENTIAL CHANGE ORDER:

TOTAL PROJECT COST: \$423,842

Authorized Funding by Category/Share:

	FEDERAL	STATE	LOCAL	LOCAL CONTRIBUTION	FUNDING BY CATEGORY
FUNDING BY SHARE:	\$339,074	\$84,768		\$0	\$423,842

**FY 2020-2045 METROPOLITAN TRANSPORTATION PLAN
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SETRPC METROPOLITAN PLANNING ORGANIZATION
FEDERALLY FUNDED ROADWAY AND BICYCLE-PEDESTRIAN PROJECTS**

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

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
Beaumont	Jefferson	0932-02-056	FM 365			TxDOT	
LIMITS FROM:		AT DRAINAGE DITCH				MTP FY:	2020
LIMITS TO:		STR 20-124-0-0932-02-002				MPO PROJECT ID:	19016-F45N
DESCRIPTION:		Replace Bridge And Approaches				FUNDING CATEGORY:	6
REMARKS:		Finalizing for Construction					
				PROJECT HISTORY:			
PRELIMINARY ENGINEERING:		\$1,117				Authorized Funding by Category/Share:	
ROW PURCHASE:							
CONSTRUCTION ENGINEERING:				FEDERAL	STATE	LOCAL	LOCAL CONTRIBUTION FUNDING BY CATEGORY
CONSTRUCTION COST:							
CONTINGENCIES:							
INDIRECT COSTS:							
BOND FINANCING:							
POTENTIAL CHANGE ORDER:							
TOTAL PROJECT COST:		\$175,000		FUNDING BY SHARE:	\$140,000	\$35,000	\$0 \$175,000
DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
Beaumont	Jefferson	0667-01-122	SH 347			TxDOT	
LIMITS FROM:		AT FM 366				MTP FY:	2020
LIMITS TO:		. (NORTH BOUND)				MPO PROJECT ID:	19014-F45E
DESCRIPTION:		Clean Joints, Paint Steel, Replace Bearings				FUNDING CATEGORY:	6
REMARKS:		Finalizing for Construction					
				PROJECT HISTORY:			
PRELIMINARY ENGINEERING:						Authorized Funding by Category/Share:	
ROW PURCHASE:							
CONSTRUCTION ENGINEERING:				FEDERAL	STATE	LOCAL	LOCAL CONTRIBUTION FUNDING BY CATEGORY
CONSTRUCTION COST:							
CONTINGENCIES:							
INDIRECT COSTS:							
BOND FINANCING:							
POTENTIAL CHANGE ORDER:							
TOTAL PROJECT COST:		\$275,000		FUNDING BY SHARE:	\$220,000	\$55,000	\$0 \$275,000

**FY 2020-2045 METROPOLITAN TRANSPORTATION PLAN
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PHASE: C=CONSTRUCTION, E = ENGINEERING, R = ROW, T = TRANSFER

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
Beaumont	Jefferson	0508-04-173	SH 73			TxDOT	
LIMITS FROM:		AT KCS RAILROAD				MTP FY:	2020
LIMITS TO:		. (EASTBOUND)				MPO PROJECT ID:	19010-F45E
DESCRIPTION:		Repair Abutment Caps, Backwalls, Bearing, And Guardfence Also Includes Spot Repairs				FUNDING CATEGORY:	6
REMARKS:		Finalizing for Construction					
				PROJECT HISTORY:			
PRELIMINARY ENGINEERING:				Authorized Funding by Category/Share:			
ROW PURCHASE:						LOCAL CONTRIBUTION	FUNDING BY CATEGORY
CONSTRUCTION ENGINEERING:				FEDERAL	STATE	LOCAL	
CONSTRUCTION COST:							
CONTINGENCIES:							
INDIRECT COSTS:							
BOND FINANCING:							
POTENTIAL CHANGE ORDER:							
TOTAL PROJECT COST:		\$1,000,000		FUNDING BY SHARE:	\$800,000	\$200,000	\$0
							\$1,000,000

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
Beaumont	Jefferson	0508-04-169	SH 73			TxDOT	
LIMITS FROM:		AT SH 82				MTP FY:	2020
LIMITS TO:		.				MPO PROJECT ID:	19009-F45E
DESCRIPTION:		Deck Repairs, Clean Joints, Paint Steel, New Bearings				FUNDING CATEGORY:	6
REMARKS:		Finalizing for Construction					
				PROJECT HISTORY:			
PRELIMINARY ENGINEERING:				Authorized Funding by Category/Share:			
ROW PURCHASE:						LOCAL CONTRIBUTION	FUNDING BY CATEGORY
CONSTRUCTION ENGINEERING:				FEDERAL	STATE	LOCAL	
CONSTRUCTION COST:							
CONTINGENCIES:							
INDIRECT COSTS:							
BOND FINANCING:							
POTENTIAL CHANGE ORDER:							
TOTAL PROJECT COST:		\$496,863		FUNDING BY SHARE:	\$397,490	\$99,373	\$0
							\$496,863

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

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
Beaumont	Jefferson	0932-02-052	FM 365			TxDOT	
LIMITS FROM:		AT PIGNUT GULLY				MTP FY:	2020
LIMITS TO:		STR 20-124-0-0932-02-003				MPO PROJECT ID:	19015-F45N
DESCRIPTION:		Replace Bridge And Approaches				FUNDING CATEGORY:	6
REMARKS:		Finalizing for Construction					
				PROJECT HISTORY:			
PRELIMINARY ENGINEERING:		\$17,730				Authorized Funding by Category/Share:	
ROW PURCHASE:							
CONSTRUCTION ENGINEERING:				FEDERAL	STATE	LOCAL	LOCAL CONTRIBUTION FUNDING BY CATEGORY
CONSTRUCTION COST:							
CONTINGENCIES:							
INDIRECT COSTS:							
BOND FINANCING:							
POTENTIAL CHANGE ORDER:							
TOTAL PROJECT COST:		\$175,000		FUNDING BY SHARE:	\$140,000	\$35,000	\$0 \$175,000

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
Beaumont	Jefferson	0200-11-107	US 69			TxDOT	
LIMITS FROM:		11TH STREET SB OVERPASS				MTP FY:	2020
LIMITS TO:		.				MPO PROJECT ID:	19006-F45E
DESCRIPTION:		Clean Joints, Paint Steel, Replace Bearings				FUNDING CATEGORY:	6
REMARKS:		Finalizing for Construction					
				PROJECT HISTORY:			
PRELIMINARY ENGINEERING:						Authorized Funding by Category/Share:	
ROW PURCHASE:							
CONSTRUCTION ENGINEERING:				FEDERAL	STATE	LOCAL	LOCAL CONTRIBUTION FUNDING BY CATEGORY
CONSTRUCTION COST:							
CONTINGENCIES:							
INDIRECT COSTS:							
BOND FINANCING:							
POTENTIAL CHANGE ORDER:							
TOTAL PROJECT COST:		\$276,909		FUNDING BY SHARE:	\$221,527	\$55,382	\$0 \$276,909

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

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
Beaumont	Hardin	0065-05-153	US 96			TxDOT	
LIMITS FROM:		AT US 69				MTP FY:	2020
LIMITS TO:		.				MPO PROJECT ID:	19005-F45E
DESCRIPTION:		High Friction Surface Treatment (curve) (southbound)				FUNDING CATEGORY:	8
REMARKS:		Finalizing for Construction					

PROJECT HISTORY:

PRELIMINARY ENGINEERING:

ROW PURCHASE:

CONSTRUCTION ENGINEERING:

CONSTRUCTION COST:

CONTINGENCIES:

INDIRECT COSTS:

BOND FINANCING:

POTENTIAL CHANGE ORDER:

TOTAL PROJECT COST: \$204,852

Authorized Funding by Category/Share:

	FEDERAL	STATE	LOCAL	LOCAL CONTRIBUTION	FUNDING BY CATEGORY
FUNDING BY SHARE:	\$163,882	\$40,970		\$0	\$204,852

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
Beaumont	Hardin	0065-05-152	US 96			TxDOT	
LIMITS FROM:		0.2 MI N OF WEST CHANCE CUTOFF,SOUT				MTP FY:	2020
LIMITS TO:		LINDSEY RD				MPO PROJECT ID:	19004-F45E
DESCRIPTION:		Install Raised Median				FUNDING CATEGORY:	8
REMARKS:		Finalizing for Construction					

PROJECT HISTORY:

PRELIMINARY ENGINEERING:

ROW PURCHASE:

CONSTRUCTION ENGINEERING:

CONSTRUCTION COST:

CONTINGENCIES:

INDIRECT COSTS:

BOND FINANCING:

POTENTIAL CHANGE ORDER:

TOTAL PROJECT COST: \$1,473,708

Authorized Funding by Category/Share:

	FEDERAL	STATE	LOCAL	LOCAL CONTRIBUTION	FUNDING BY CATEGORY
FUNDING BY SHARE:	\$1,178,966	\$294,742		\$0	\$1,473,708

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

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
Beaumont	Orange	0028-15-056	SH 87			TxDOT	
LIMITS FROM:		0.2 MI W OF N 16TH ST, WEST				MTP FY:	2020
LIMITS TO:		28TH ST				MPO PROJECT ID:	19003-F45E
DESCRIPTION:		Install Sidewalks				FUNDING CATEGORY:	8
REMARKS:		Finalizing for Construction					

PROJECT HISTORY:

PRELIMINARY ENGINEERING:

ROW PURCHASE:

CONSTRUCTION ENGINEERING:

CONSTRUCTION COST:

CONTINGENCIES:

INDIRECT COSTS:

BOND FINANCING:

POTENTIAL CHANGE ORDER:

TOTAL PROJECT COST:	\$272,760	FUNDING BY SHARE:	\$218,208	\$54,552	\$0	\$272,760
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Authorized Funding by Category/Share:

FEDERAL	STATE	LOCAL	LOCAL CONTRIBUTION	FUNDING BY CATEGORY
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DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
Beaumont	Orange	0028-14-117	IH 10			TxDOT	
LIMITS FROM:		AT SABINE RIVER				MTP FY:	2020
LIMITS TO:		. (WEST BOUND)				MPO PROJECT ID:	19002-F45E
DESCRIPTION:		Deck Repairs, End Span Improvements				FUNDING CATEGORY:	6
REMARKS:		Finalizing for Construction					

PROJECT HISTORY:

PRELIMINARY ENGINEERING:

ROW PURCHASE:

CONSTRUCTION ENGINEERING:

CONSTRUCTION COST:

CONTINGENCIES:

INDIRECT COSTS:

BOND FINANCING:

POTENTIAL CHANGE ORDER:

TOTAL PROJECT COST:	\$1,500,000	FUNDING BY SHARE:	\$1,200,000	\$300,000	\$0	\$1,500,000
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Authorized Funding by Category/Share:

FEDERAL	STATE	LOCAL	LOCAL CONTRIBUTION	FUNDING BY CATEGORY
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**FY 2020-2045 METROPOLITAN TRANSPORTATION PLAN
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PHASE: C=CONSTRUCTION, E = ENGINEERING, R = ROW, T = TRANSFER

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
Beaumont	Orange	0028-14-116	IH 10			TxDOT	
LIMITS FROM:		AT SABINE RIVER				MTP FY:	2020
LIMITS TO:		_(EAST BOUND)				MPO PROJECT ID:	19001-F45E
DESCRIPTION:		Deck Repairs, End Span Improvements				FUNDING CATEGORY:	6
REMARKS:		Finalizing for Construction					

PROJECT HISTORY:

PRELIMINARY ENGINEERING:

ROW PURCHASE:

CONSTRUCTION ENGINEERING:

CONSTRUCTION COST:

CONTINGENCIES:

INDIRECT COSTS:

BOND FINANCING:

POTENTIAL CHANGE ORDER:

TOTAL PROJECT COST: \$1,500,000

Authorized Funding by Category/Share:

	FEDERAL	STATE	LOCAL	LOCAL CONTRIBUTION	FUNDING BY CATEGORY
FUNDING BY SHARE:	\$1,200,000	\$300,000		\$0	\$1,500,000

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
Beaumont	Orange	0028-14-091	IH 10			TxDOT	
LIMITS FROM:		0.54 MILES EAST OF FM 3247				MTP FY:	2020
LIMITS TO:		SABINE RIVER BRIDGE				MPO PROJECT ID:	17002-F40N
DESCRIPTION:		Widen Road - Add Lanes				FUNDING CATEGORY:	2, 12
REMARKS:		Finalizing for Construction					

PROJECT HISTORY:

PRELIMINARY ENGINEERING: \$1,021,384

ROW PURCHASE:

CONSTRUCTION ENGINEERING:

CONSTRUCTION COST: \$7,361

CONTINGENCIES:

INDIRECT COSTS:

BOND FINANCING:

POTENTIAL CHANGE ORDER:

TOTAL PROJECT COST: \$50,070,000

Authorized Funding by Category/Share:

	FEDERAL	STATE	LOCAL	LOCAL CONTRIBUTION	FUNDING BY CATEGORY
FUNDING BY SHARE:	\$40,056,000	\$10,014,000		\$0	\$50,070,000

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

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
Beaumont	Jefferson	0200-16-023	US 69			TxDOT	
LIMITS FROM:		AT FM 365				MTP FY:	2020
LIMITS TO:		.				MPO PROJECT ID:	19008-F45E
DESCRIPTION:		Deck Repairs, Clean Joints, Paint Steel, New Bearings				FUNDING CATEGORY:	6
REMARKS:		Finalizing for Construction					

PROJECT HISTORY:

PRELIMINARY ENGINEERING:

ROW PURCHASE:

CONSTRUCTION ENGINEERING:

CONSTRUCTION COST:

CONTINGENCIES:

INDIRECT COSTS:

BOND FINANCING:

POTENTIAL CHANGE ORDER:

TOTAL PROJECT COST:	\$495,181	FUNDING BY SHARE:	\$396,145	\$99,036	\$0	\$495,181
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Authorized Funding by Category/Share:

FEDERAL	STATE	LOCAL	LOCAL CONTRIBUTION	FUNDING BY CATEGORY
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DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
Beaumont	Jefferson	0667-01-121	SH 347			TxDOT	
LIMITS FROM:		AT KCS RAILROAD				MTP FY:	2020
LIMITS TO:		._(EAST BOUND)				MPO PROJECT ID:	19013-F45E
DESCRIPTION:		Backwall Repairs, Clean Joints, Paint Steel, Replace Bearings				FUNDING CATEGORY:	6
REMARKS:		Finalizing for Construction					

PROJECT HISTORY:

PRELIMINARY ENGINEERING:

ROW PURCHASE:

CONSTRUCTION ENGINEERING:

CONSTRUCTION COST:

CONTINGENCIES:

INDIRECT COSTS:

BOND FINANCING:

POTENTIAL CHANGE ORDER:

TOTAL PROJECT COST:	\$240,876	FUNDING BY SHARE:	\$192,701	\$48,175	\$0	\$240,876
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Authorized Funding by Category/Share:

FEDERAL	STATE	LOCAL	LOCAL CONTRIBUTION	FUNDING BY CATEGORY
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DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
Beaumont	Jefferson	0667-02-115	FM 366			TxDOT	
LIMITS FROM:		AT PARK ST				MTP FY:	2021
LIMITS TO:		.				MPO PROJECT ID:	19059-F45E
DESCRIPTION:		Improve Traffic Signals				FUNDING CATEGORY:	8
REMARKS:		Finalizing for Construction					

PROJECT HISTORY:

PRELIMINARY ENGINEERING:

ROW PURCHASE:

CONSTRUCTION ENGINEERING:

CONSTRUCTION COST:

CONTINGENCIES:

INDIRECT COSTS:

BOND FINANCING:

POTENTIAL CHANGE ORDER:

TOTAL PROJECT COST: \$123,161

Authorized Funding by Category/Share:

	FEDERAL	STATE	LOCAL	LOCAL CONTRIBUTION	FUNDING BY CATEGORY
FUNDING BY SHARE:	\$98,529	\$24,632		\$0	\$123,161

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
Beaumont	Jefferson	0306-03-129	SH 87			TxDOT	
LIMITS FROM:		AT MAIN AVE				MTP FY:	2021
LIMITS TO:		.				MPO PROJECT ID:	19038-F45E
DESCRIPTION:		Improve Traffic Signals				FUNDING CATEGORY:	8
REMARKS:		Finalizing for Construction					

PROJECT HISTORY:

PRELIMINARY ENGINEERING:

ROW PURCHASE:

CONSTRUCTION ENGINEERING:

CONSTRUCTION COST:

CONTINGENCIES:

INDIRECT COSTS:

BOND FINANCING:

POTENTIAL CHANGE ORDER:

TOTAL PROJECT COST: \$167,088

Authorized Funding by Category/Share:

	FEDERAL	STATE	LOCAL	LOCAL CONTRIBUTION	FUNDING BY CATEGORY
FUNDING BY SHARE:	\$133,670	\$33,418		\$0	\$167,088

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DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
Beaumont	Orange	0305-07-069	SH 87			TxDOT	
LIMITS FROM:		AT FM 3247(E)/FM 736				MTP FY:	2021
LIMITS TO:		.				MPO PROJECT ID:	19035-F45E
DESCRIPTION:		Improve Traffic Signals				FUNDING CATEGORY:	8
REMARKS:		Finalizing for Construction					
				PROJECT HISTORY:			
PRELIMINARY ENGINEERING:				Authorized Funding by Category/Share:			
ROW PURCHASE:							
CONSTRUCTION ENGINEERING:				FEDERAL	STATE	LOCAL	LOCAL CONTRIBUTION FUNDING BY CATEGORY
CONSTRUCTION COST:							
CONTINGENCIES:							
INDIRECT COSTS:							
BOND FINANCING:							
POTENTIAL CHANGE ORDER:							
TOTAL PROJECT COST:		\$130,380		FUNDING BY SHARE:	\$104,304	\$26,076	\$0 \$130,380
DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
Beaumont	Orange	0305-07-071	SH 87			TxDOT	
LIMITS FROM:		IH 10				MTP FY:	2021
LIMITS TO:		SH 87				MPO PROJECT ID:	19036-F45E
DESCRIPTION:		Mill And Overlay				FUNDING CATEGORY:	1
REMARKS:		Finalizing for Construction					
				PROJECT HISTORY:			
PRELIMINARY ENGINEERING:				Authorized Funding by Category/Share:			
ROW PURCHASE:							
CONSTRUCTION ENGINEERING:				FEDERAL	STATE	LOCAL	LOCAL CONTRIBUTION FUNDING BY CATEGORY
CONSTRUCTION COST:							
CONTINGENCIES:							
INDIRECT COSTS:							
BOND FINANCING:							
POTENTIAL CHANGE ORDER:							
TOTAL PROJECT COST:		\$3,150,000		FUNDING BY SHARE:	\$2,520,000	\$630,000	\$0 \$3,150,000

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

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
Beaumont	Jefferson	0200-15-021	US 69			TxDOT	
LIMITS FROM:		SPURLOCK RD., SOUTH				MTP FY:	2021
LIMITS TO:		FM 365				MPO PROJECT ID:	19031-F45E
DESCRIPTION:		Mill And Overlay, Joint Seal				FUNDING CATEGORY:	1
REMARKS:		Finalizing for Construction					

PROJECT HISTORY:

PRELIMINARY ENGINEERING: \$7,185

ROW PURCHASE:

CONSTRUCTION ENGINEERING:

CONSTRUCTION COST:

CONTINGENCIES:

INDIRECT COSTS:

BOND FINANCING:

POTENTIAL CHANGE ORDER:

TOTAL PROJECT COST: \$1,720,000

Authorized Funding by Category/Share:

	FEDERAL	STATE	LOCAL	LOCAL CONTRIBUTION	FUNDING BY CATEGORY
FUNDING BY SHARE:	\$1,376,000	\$344,000		\$0	\$1,720,000

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
Beaumont	Orange	0305-07-073	SH 87			TxDOT	
LIMITS FROM:		AT CHURCH ST				MTP FY:	2021
LIMITS TO:		.				MPO PROJECT ID:	19037-F45E
DESCRIPTION:		Install Pedestrian Signal, Install Pedestrian Crosswalk				FUNDING CATEGORY:	8
REMARKS:		Finalizing for Construction					

PROJECT HISTORY:

PRELIMINARY ENGINEERING:

ROW PURCHASE:

CONSTRUCTION ENGINEERING:

CONSTRUCTION COST:

CONTINGENCIES:

INDIRECT COSTS:

BOND FINANCING:

POTENTIAL CHANGE ORDER:

TOTAL PROJECT COST: \$56,527

Authorized Funding by Category/Share:

	FEDERAL	STATE	LOCAL	LOCAL CONTRIBUTION	FUNDING BY CATEGORY
FUNDING BY SHARE:	\$45,222	\$11,305		\$0	\$56,527

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SETRPC METROPOLITAN PLANNING ORGANIZATION
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PHASE: C=CONSTRUCTION, E = ENGINEERING, R = ROW, T = TRANSFER

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
Beaumont	Jefferson	0065-08-166	SS 380			TxDOT	
LIMITS FROM:		AT CALDER AVE				MTP FY:	2021
LIMITS TO:		.				MPO PROJECT ID:	19027-F45E
DESCRIPTION:		Improve Traffic Signals				FUNDING CATEGORY:	8
REMARKS:		Finalizing for Construction					

PROJECT HISTORY:

PRELIMINARY ENGINEERING:

ROW PURCHASE:

CONSTRUCTION ENGINEERING:

CONSTRUCTION COST:

CONTINGENCIES:

INDIRECT COSTS:

BOND FINANCING:

POTENTIAL CHANGE ORDER:

TOTAL PROJECT COST:	\$189,271	FUNDING BY SHARE:	\$151,417	\$37,854	\$0	\$189,271
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Authorized Funding by Category/Share:

FEDERAL	STATE	LOCAL	LOCAL CONTRIBUTION	FUNDING BY CATEGORY
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DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
Beaumont	Jefferson	0065-08-167	SS 380			TxDOT	
LIMITS FROM:		AT WASHINGTON BLVD				MTP FY:	2021
LIMITS TO:		.				MPO PROJECT ID:	19028-F45E
DESCRIPTION:		Improve Traffic Signals				FUNDING CATEGORY:	8
REMARKS:		Finalizing for Construction					

PROJECT HISTORY:

PRELIMINARY ENGINEERING:

ROW PURCHASE:

CONSTRUCTION ENGINEERING:

CONSTRUCTION COST:

CONTINGENCIES:

INDIRECT COSTS:

BOND FINANCING:

POTENTIAL CHANGE ORDER:

TOTAL PROJECT COST:	\$138,285	FUNDING BY SHARE:	\$110,628	\$27,657	\$0	\$138,285
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Authorized Funding by Category/Share:

FEDERAL	STATE	LOCAL	LOCAL CONTRIBUTION	FUNDING BY CATEGORY
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**FY 2020-2045 METROPOLITAN TRANSPORTATION PLAN
BEAUMONT DISTRICT
SETRPC METROPOLITAN PLANNING ORGANIZATION
FEDERALLY FUNDED ROADWAY AND BICYCLE-PEDESTRIAN PROJECTS**

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

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
Beaumont	Hardin	0200-09-069	US 69			TxDOT	
LIMITS FROM:		TYLER COUNTY LINE				MTP FY:	2021
LIMITS TO:		0.75 MI SOUTH OF FM 1003				MPO PROJECT ID:	18002-F40E
DESCRIPTION:		Construct New Location 4 Lane Divided Facility				FUNDING CATEGORY:	4, 12
REMARKS:		Finalizing for Construction					
				PROJECT HISTORY:			
PRELIMINARY ENGINEERING:				Authorized Funding by Category/Share:			
ROW PURCHASE:							
CONSTRUCTION ENGINEERING:				FEDERAL	STATE	LOCAL	LOCAL CONTRIBUTION FUNDING BY CATEGORY
CONSTRUCTION COST:							
CONTINGENCIES:							
INDIRECT COSTS:							
BOND FINANCING:							
POTENTIAL CHANGE ORDER:							
TOTAL PROJECT COST:		\$70,000,000	FUNDING BY SHARE:	\$56,000,000	\$14,000,000	\$0	\$70,000,000
DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
Beaumont	Hardin	0200-10-083	US 69			TxDOT	
LIMITS FROM:		AT FOREST RD				MTP FY:	2021
LIMITS TO:		.				MPO PROJECT ID:	19029-F45E
DESCRIPTION:		Improve Traffic Signals				FUNDING CATEGORY:	8
REMARKS:		Finalizing for Construction					
				PROJECT HISTORY:			
PRELIMINARY ENGINEERING:				Authorized Funding by Category/Share:			
ROW PURCHASE:							
CONSTRUCTION ENGINEERING:				FEDERAL	STATE	LOCAL	LOCAL CONTRIBUTION FUNDING BY CATEGORY
CONSTRUCTION COST:							
CONTINGENCIES:							
INDIRECT COSTS:							
BOND FINANCING:							
POTENTIAL CHANGE ORDER:							
TOTAL PROJECT COST:		\$147,753	FUNDING BY SHARE:	\$118,202	\$29,551	\$0	\$147,753

**FY 2020-2045 METROPOLITAN TRANSPORTATION PLAN
BEAUMONT DISTRICT
SETRPC METROPOLITAN PLANNING ORGANIZATION
FEDERALLY FUNDED ROADWAY AND BICYCLE-PEDESTRIAN PROJECTS**

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

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
Beaumont	Jefferson	0200-16-022	US 69			TxDOT	
LIMITS FROM:		FM 365, SOUTH				MTP FY:	2021
LIMITS TO:		39TH ST				MPO PROJECT ID:	19033-F45E
DESCRIPTION:		2" Mill And Overlay, Joint Seal				FUNDING CATEGORY:	1
REMARKS:		Finalizing for Construction					

PROJECT HISTORY:

PRELIMINARY ENGINEERING: \$4,642

ROW PURCHASE:

CONSTRUCTION ENGINEERING:

CONSTRUCTION COST:

CONTINGENCIES:

INDIRECT COSTS:

BOND FINANCING:

POTENTIAL CHANGE ORDER:

TOTAL PROJECT COST: \$2,280,000

FUNDING
BY SHARE:

\$1,824,000

\$456,000

\$0

\$2,280,000

Authorized Funding by Category/Share:

FEDERAL	STATE	LOCAL	LOCAL CONTRIBUTION	FUNDING BY CATEGORY
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DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
Beaumont	Jefferson	0739-02-140	IH 10			TxDOT	
LIMITS FROM:		CR 131 (WALDEN ROAD), EAST				MTP FY:	2021
LIMITS TO:		HOLLYWOOD OVERPASS				MPO PROJECT ID:	06006-F40N
DESCRIPTION:		Widen Road - Add Lanes				FUNDING CATEGORY:	2, 12
REMARKS:		Finalizing for Construction					

PROJECT HISTORY:

PRELIMINARY ENGINEERING: \$315,636

ROW PURCHASE:

CONSTRUCTION ENGINEERING:

CONSTRUCTION COST: \$200,000,000

CONTINGENCIES:

INDIRECT COSTS:

BOND FINANCING:

POTENTIAL CHANGE ORDER:

TOTAL PROJECT COST: \$200,000,000

FUNDING
BY SHARE:

\$160,000,000

\$40,000,000

\$0

\$200,000,000

Authorized Funding by Category/Share:

FEDERAL	STATE	LOCAL	LOCAL CONTRIBUTION	FUNDING BY CATEGORY
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**FY 2020-2045 METROPOLITAN TRANSPORTATION PLAN
BEAUMONT DISTRICT
SETRPC METROPOLITAN PLANNING ORGANIZATION
FEDERALLY FUNDED ROADWAY AND BICYCLE-PEDESTRIAN PROJECTS**

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

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
Beaumont	Jefferson	0667-02-113	FM 366			TxDOT	
LIMITS FROM:		AT NEDERLAND AVE				MTP FY:	2021
LIMITS TO:		.				MPO PROJECT ID:	19047-F45E
DESCRIPTION:		Improve Traffic Signals				FUNDING CATEGORY:	8
REMARKS:		Finalizing for Construction					

PROJECT HISTORY:

PRELIMINARY ENGINEERING:

ROW PURCHASE:

CONSTRUCTION ENGINEERING:

CONSTRUCTION COST:

CONTINGENCIES:

INDIRECT COSTS:

BOND FINANCING:

POTENTIAL CHANGE ORDER:

TOTAL PROJECT COST:	\$151,814	FUNDING BY SHARE:	\$121,451	\$30,363	\$0	\$151,814
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Authorized Funding by Category/Share:

FEDERAL	STATE	LOCAL	LOCAL CONTRIBUTION	FUNDING BY CATEGORY
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DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
Beaumont	Jefferson	0667-01-123	SH 347			TxDOT	
LIMITS FROM:		AT 46TH STREET				MTP FY:	2021
LIMITS TO:		.				MPO PROJECT ID:	19046-F45E
DESCRIPTION:		Install Pedestrian Signal, Install Pedestrian Crosswalk				FUNDING CATEGORY:	8
REMARKS:		Finalizing for Construction					

PROJECT HISTORY:

PRELIMINARY ENGINEERING:

ROW PURCHASE:

CONSTRUCTION ENGINEERING:

CONSTRUCTION COST:

CONTINGENCIES:

INDIRECT COSTS:

BOND FINANCING:

POTENTIAL CHANGE ORDER:

TOTAL PROJECT COST:	\$66,187	FUNDING BY SHARE:	\$52,950	\$13,237	\$0	\$66,187
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Authorized Funding by Category/Share:

FEDERAL	STATE	LOCAL	LOCAL CONTRIBUTION	FUNDING BY CATEGORY
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**FY 2020-2045 METROPOLITAN TRANSPORTATION PLAN
BEAUMONT DISTRICT
SETRPC METROPOLITAN PLANNING ORGANIZATION
FEDERALLY FUNDED ROADWAY AND BICYCLE-PEDESTRIAN PROJECTS**

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

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
Beaumont	Jefferson	0667-01-119	SH 347			TxDOT	
LIMITS FROM:		AT 75TH ST				MTP FY:	2021
LIMITS TO:		.				MPO PROJECT ID:	19045-F45E
DESCRIPTION:		Improve Traffic Signals				FUNDING CATEGORY:	8
REMARKS:		Finalizing for Construction					

PROJECT HISTORY:

PRELIMINARY ENGINEERING:

ROW PURCHASE:

CONSTRUCTION ENGINEERING:

CONSTRUCTION COST:

CONTINGENCIES:

INDIRECT COSTS:

BOND FINANCING:

POTENTIAL CHANGE ORDER:

TOTAL PROJECT COST: \$168,029

Authorized Funding by Category/Share:

	FEDERAL	STATE	LOCAL	LOCAL CONTRIBUTION	FUNDING BY CATEGORY
FUNDING BY SHARE:	\$134,423	\$33,606		\$0	\$168,029

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
Beaumont	Jefferson	0368-04-032	SH 124			TxDOT	
LIMITS FROM:		0.5 MI W OF BROOKS RD, WEST				MTP FY:	2021
LIMITS TO:		0.6 MI E OF FM 364				MPO PROJECT ID:	19044-F45N
DESCRIPTION:		Install Continuous Turn Lane, Milled Edgeline Rumble Strips				FUNDING CATEGORY:	8
REMARKS:		Finalizing for Construction					

PROJECT HISTORY:

PRELIMINARY ENGINEERING:

ROW PURCHASE:

CONSTRUCTION ENGINEERING:

CONSTRUCTION COST:

CONTINGENCIES:

INDIRECT COSTS:

BOND FINANCING:

POTENTIAL CHANGE ORDER:

TOTAL PROJECT COST: \$256,866

Authorized Funding by Category/Share:

	FEDERAL	STATE	LOCAL	LOCAL CONTRIBUTION	FUNDING BY CATEGORY
FUNDING BY SHARE:	\$205,493	\$51,373		\$0	\$256,866

**FY 2020-2045 METROPOLITAN TRANSPORTATION PLAN
BEAUMONT DISTRICT
SETRPC METROPOLITAN PLANNING ORGANIZATION
FEDERALLY FUNDED ROADWAY AND BICYCLE-PEDESTRIAN PROJECTS**

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

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
Beaumont	Jefferson	0368-03-037	SH 124			TxDOT	
LIMITS FROM:		0.6 MI E OF FM 364, WEST				MTP FY:	2021
LIMITS TO:		0.289 MI E OF FM 364				MPO PROJECT ID:	19043-F45N
DESCRIPTION:		Install Continuous Turn Lane, Milled Edgeline Rumble Strips				FUNDING CATEGORY:	8
REMARKS:		Finalizing for Construction					

PROJECT HISTORY:

PRELIMINARY ENGINEERING:

ROW PURCHASE:

CONSTRUCTION ENGINEERING:

CONSTRUCTION COST:

CONTINGENCIES:

INDIRECT COSTS:

BOND FINANCING:

POTENTIAL CHANGE ORDER:

TOTAL PROJECT COST:	\$256,866	FUNDING BY SHARE:	\$205,493	\$51,373	\$0	\$256,866
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Authorized Funding by Category/Share:

FEDERAL	STATE	LOCAL	LOCAL CONTRIBUTION	FUNDING BY CATEGORY
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DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
Beaumont	Hardin	0339-04-036	SH 105			TxDOT	
LIMITS FROM:		.10 MILES EAST OF SH 326				MTP FY:	2021
LIMITS TO:		PINE ISLAND BAYOU				MPO PROJECT ID:	18001-F40N
DESCRIPTION:		Widen To Four Lanes With Ctl				FUNDING CATEGORY:	2
REMARKS:		Finalizing for Construction					

PROJECT HISTORY:

PRELIMINARY ENGINEERING: \$670,686

ROW PURCHASE:

CONSTRUCTION ENGINEERING:

CONSTRUCTION COST:

CONTINGENCIES:

INDIRECT COSTS:

BOND FINANCING:

POTENTIAL CHANGE ORDER:

TOTAL PROJECT COST:	\$38,200,000	FUNDING BY SHARE:	\$30,560,000	\$7,640,000	\$0	\$38,200,000
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Authorized Funding by Category/Share:

FEDERAL	STATE	LOCAL	LOCAL CONTRIBUTION	FUNDING BY CATEGORY
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**FY 2020-2045 METROPOLITAN TRANSPORTATION PLAN
BEAUMONT DISTRICT
SETRPC METROPOLITAN PLANNING ORGANIZATION
FEDERALLY FUNDED ROADWAY AND BICYCLE-PEDESTRIAN PROJECTS**

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

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
Beaumont	Jefferson	0306-03-131	SH 87			TxDOT	
LIMITS FROM:		AT US 69				MTP FY:	2021
LIMITS TO:		.				MPO PROJECT ID:	19040-F45E
DESCRIPTION:		Improve Traffic Signals				FUNDING CATEGORY:	8
REMARKS:		Finalizing for Construction					

PROJECT HISTORY:

PRELIMINARY ENGINEERING:

ROW PURCHASE:

CONSTRUCTION ENGINEERING:

CONSTRUCTION COST:

CONTINGENCIES:

INDIRECT COSTS:

BOND FINANCING:

POTENTIAL CHANGE ORDER:

TOTAL PROJECT COST:	\$181,625	FUNDING BY SHARE:	\$145,300	\$36,325	\$0	\$181,625
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Authorized Funding by Category/Share:

FEDERAL	STATE	LOCAL	LOCAL CONTRIBUTION	FUNDING BY CATEGORY
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DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
Beaumont	Jefferson	0306-03-130	SH 87			TxDOT	
LIMITS FROM:		AT ROSEDALE DR				MTP FY:	2021
LIMITS TO:		.				MPO PROJECT ID:	19039-F45E
DESCRIPTION:		Improve Traffic Signals				FUNDING CATEGORY:	8
REMARKS:		Finalizing for Construction					

PROJECT HISTORY:

PRELIMINARY ENGINEERING:

ROW PURCHASE:

CONSTRUCTION ENGINEERING:

CONSTRUCTION COST:

CONTINGENCIES:

INDIRECT COSTS:

BOND FINANCING:

POTENTIAL CHANGE ORDER:

TOTAL PROJECT COST:	\$177,138	FUNDING BY SHARE:	\$141,710	\$35,428	\$0	\$177,138
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Authorized Funding by Category/Share:

FEDERAL	STATE	LOCAL	LOCAL CONTRIBUTION	FUNDING BY CATEGORY
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**FY 2020-2045 METROPOLITAN TRANSPORTATION PLAN
BEAUMONT DISTRICT
SETRPC METROPOLITAN PLANNING ORGANIZATION
FEDERALLY FUNDED ROADWAY AND BICYCLE-PEDESTRIAN PROJECTS**

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

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
Beaumont	Jefferson	0200-11-108	US 69			TxDOT	
LIMITS FROM:		AT LUCAS DRIVE				MTP FY:	2021
LIMITS TO:		.				MPO PROJECT ID:	19030-F45E
DESCRIPTION:		Install Pedestrian Signal				FUNDING CATEGORY:	8
REMARKS:		Finalizing for Construction					

PROJECT HISTORY:

PRELIMINARY ENGINEERING:

ROW PURCHASE:

CONSTRUCTION ENGINEERING:

CONSTRUCTION COST:

CONTINGENCIES:

INDIRECT COSTS:

BOND FINANCING:

POTENTIAL CHANGE ORDER:

TOTAL PROJECT COST: \$76,731

Authorized Funding by Category/Share:

	FEDERAL	STATE	LOCAL	LOCAL CONTRIBUTION	FUNDING BY CATEGORY
FUNDING BY SHARE:	\$61,385	\$15,346		\$0	\$76,731

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
Beaumont	Hardin	0065-05-148	US 96			TxDOT	
LIMITS FROM:		AT EAST CHANCE				MTP FY:	2021
LIMITS TO:		.				MPO PROJECT ID:	19023-F45E
DESCRIPTION:		Improve Traffic Signals				FUNDING CATEGORY:	8
REMARKS:		Finalizing for Construction					

PROJECT HISTORY:

PRELIMINARY ENGINEERING:

ROW PURCHASE:

CONSTRUCTION ENGINEERING:

CONSTRUCTION COST:

CONTINGENCIES:

INDIRECT COSTS:

BOND FINANCING:

POTENTIAL CHANGE ORDER:

TOTAL PROJECT COST: \$168,271

Authorized Funding by Category/Share:

	FEDERAL	STATE	LOCAL	LOCAL CONTRIBUTION	FUNDING BY CATEGORY
FUNDING BY SHARE:	\$134,617	\$33,654		\$0	\$168,271

**FY 2020-2045 METROPOLITAN TRANSPORTATION PLAN
BEAUMONT DISTRICT
SETRPC METROPOLITAN PLANNING ORGANIZATION
FEDERALLY FUNDED ROADWAY AND BICYCLE-PEDESTRIAN PROJECTS**

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

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
Beaumont	Orange	2562-01-023	FM 1442			TxDOT	
LIMITS FROM:		FM 105, SOUTH				MTP FY:	2021
LIMITS TO:		FM 408				MPO PROJECT ID:	19067-F45N
DESCRIPTION:		Safety Treat Fixed Objects, Install Continuous Turn Lane, Widen Paved Shoulders To > 5ft				FUNDING CATEGORY:	8
REMARKS:		Finalizing for Construction					
				PROJECT HISTORY:			
PRELIMINARY ENGINEERING:				Authorized Funding by Category/Share:			
ROW PURCHASE:						LOCAL CONTRIBUTION	FUNDING BY CATEGORY
CONSTRUCTION ENGINEERING:				FEDERAL	STATE	LOCAL	
CONSTRUCTION COST:							
CONTINGENCIES:							
INDIRECT COSTS:							
BOND FINANCING:							
POTENTIAL CHANGE ORDER:							
TOTAL PROJECT COST:		\$3,690,354		FUNDING BY SHARE:	\$2,952,283	\$738,071	\$0
							\$3,690,354
DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
Beaumont	Jefferson	2367-01-061	SH 82			TxDOT	
LIMITS FROM:		AT LEVEE RD				MTP FY:	2021
LIMITS TO:		.				MPO PROJECT ID:	19066-F45E
DESCRIPTION:		Safety Treat Fixed Objects				FUNDING CATEGORY:	8
REMARKS:		Finalizing for Construction					
				PROJECT HISTORY:			
PRELIMINARY ENGINEERING:				Authorized Funding by Category/Share:			
ROW PURCHASE:						LOCAL CONTRIBUTION	FUNDING BY CATEGORY
CONSTRUCTION ENGINEERING:				FEDERAL	STATE	LOCAL	
CONSTRUCTION COST:							
CONTINGENCIES:							
INDIRECT COSTS:							
BOND FINANCING:							
POTENTIAL CHANGE ORDER:							
TOTAL PROJECT COST:		\$22,321		FUNDING BY SHARE:	\$17,857	\$4,464	\$0
							\$22,321

**FY 2020-2045 METROPOLITAN TRANSPORTATION PLAN
BEAUMONT DISTRICT
SETRPC METROPOLITAN PLANNING ORGANIZATION
FEDERALLY FUNDED ROADWAY AND BICYCLE-PEDESTRIAN PROJECTS**

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

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
Beaumont	Hardin	1096-01-065	FM 770			TxDOT	
LIMITS FROM:		0.12 MI S OF SH 105, SOUTH				MTP FY:	2021
LIMITS TO:		LIBERTY C/L				MPO PROJECT ID:	19065-F45N
DESCRIPTION:		Safety Treat Fixed Objects,milled Edgeline And Centerline Rumble Strips, Widen Paved Shoulders To > 5ft.				FUNDING CATEGORY:	8
REMARKS:		Finalizing for Construction					
				PROJECT HISTORY:			
PRELIMINARY ENGINEERING:				Authorized Funding by Category/Share:			
ROW PURCHASE:							
CONSTRUCTION ENGINEERING:				FEDERAL	STATE	LOCAL	FUNDING BY CATEGORY
CONSTRUCTION COST:							
CONTINGENCIES:							
INDIRECT COSTS:							
BOND FINANCING:							
POTENTIAL CHANGE ORDER:							
TOTAL PROJECT COST:		\$2,284,954		FUNDING BY SHARE:	\$1,827,963	\$456,991	\$0
							\$2,284,954
DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
Beaumont	Jefferson	0932-01-115	FM 365			TxDOT	
LIMITS FROM:		AT FM 366				MTP FY:	2021
LIMITS TO:		.				MPO PROJECT ID:	19064-F45E
DESCRIPTION:		Improve Traffic Signals				FUNDING CATEGORY:	8
REMARKS:		Finalizing for Construction					
				PROJECT HISTORY:			
PRELIMINARY ENGINEERING:				Authorized Funding by Category/Share:			
ROW PURCHASE:							
CONSTRUCTION ENGINEERING:				FEDERAL	STATE	LOCAL	FUNDING BY CATEGORY
CONSTRUCTION COST:							
CONTINGENCIES:							
INDIRECT COSTS:							
BOND FINANCING:							
POTENTIAL CHANGE ORDER:							
TOTAL PROJECT COST:		\$187,309		FUNDING BY SHARE:	\$149,847	\$37,462	\$0
							\$187,309

**FY 2020-2045 METROPOLITAN TRANSPORTATION PLAN
BEAUMONT DISTRICT
SETRPC METROPOLITAN PLANNING ORGANIZATION
FEDERALLY FUNDED ROADWAY AND BICYCLE-PEDESTRIAN PROJECTS**

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

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
Beaumont	Jefferson	0932-01-113	FM 365			TxDOT	
LIMITS FROM:		AT RHODAIR GULLY				MTP FY:	2021
LIMITS TO:		.				MPO PROJECT ID:	19063-F45E
DESCRIPTION:		Bridge Rehabilitation				FUNDING CATEGORY:	6
REMARKS:		Finalizing for Construction					

PROJECT HISTORY:

PRELIMINARY ENGINEERING: \$103,722

ROW PURCHASE:

CONSTRUCTION ENGINEERING:

CONSTRUCTION COST:

CONTINGENCIES:

INDIRECT COSTS:

BOND FINANCING:

POTENTIAL CHANGE ORDER:

TOTAL PROJECT COST:	\$2,800,000	FUNDING BY SHARE:	\$2,240,000	\$560,000	\$0	\$2,800,000
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Authorized Funding by Category/Share:

FEDERAL	STATE	LOCAL	LOCAL CONTRIBUTION	FUNDING BY CATEGORY
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DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
Beaumont	Jefferson	0920-38-253	PW			TxDOT	
LIMITS FROM:		AT J.D. MURPHREE WMA				MTP FY:	2021
LIMITS TO:		.				MPO PROJECT ID:	19062-F45E
DESCRIPTION:		Seal Coat Driveways And Parking Lots Of Park				FUNDING CATEGORY:	10
REMARKS:		Finalizing for Construction					

PROJECT HISTORY:

PRELIMINARY ENGINEERING:

ROW PURCHASE:

CONSTRUCTION ENGINEERING:

CONSTRUCTION COST:

CONTINGENCIES:

INDIRECT COSTS:

BOND FINANCING:

POTENTIAL CHANGE ORDER:

TOTAL PROJECT COST:	\$200,000	FUNDING BY SHARE:	\$160,000	\$40,000	\$0	\$200,000
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Authorized Funding by Category/Share:

FEDERAL	STATE	LOCAL	LOCAL CONTRIBUTION	FUNDING BY CATEGORY
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**FY 2020-2045 METROPOLITAN TRANSPORTATION PLAN
BEAUMONT DISTRICT
SETRPC METROPOLITAN PLANNING ORGANIZATION
FEDERALLY FUNDED ROADWAY AND BICYCLE-PEDESTRIAN PROJECTS**

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

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
Beaumont	Orange	0882-02-059	FM 1006			TxDOT	
LIMITS FROM:		SH 87, EAST				MTP FY:	2021
LIMITS TO:		0.171 MI N OF FM 2177				MPO PROJECT ID:	19061-F45E
DESCRIPTION:		Safety Treat Fixed Objects, Milled Centerline Rumble Strips				FUNDING CATEGORY:	8
REMARKS:		Finalizing for Construction					

PROJECT HISTORY:

PRELIMINARY ENGINEERING:

ROW PURCHASE:

CONSTRUCTION ENGINEERING:

CONSTRUCTION COST:

CONTINGENCIES:

INDIRECT COSTS:

BOND FINANCING:

POTENTIAL CHANGE ORDER:

TOTAL PROJECT COST: \$657,796

Authorized Funding by Category/Share:

	FEDERAL	STATE	LOCAL	LOCAL CONTRIBUTION	FUNDING BY CATEGORY
FUNDING BY SHARE:	\$526,237	\$131,559		\$0	\$657,796

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
Beaumont	Orange	0305-07-068	SH 87			TxDOT	
LIMITS FROM:		AT MLK/FM 3247(W)				MTP FY:	2021
LIMITS TO:		.				MPO PROJECT ID:	19034-F45E
DESCRIPTION:		Improve Traffic Signals				FUNDING CATEGORY:	8
REMARKS:		Finalizing for Construction					

PROJECT HISTORY:

PRELIMINARY ENGINEERING:

ROW PURCHASE:

CONSTRUCTION ENGINEERING:

CONSTRUCTION COST:

CONTINGENCIES:

INDIRECT COSTS:

BOND FINANCING:

POTENTIAL CHANGE ORDER:

TOTAL PROJECT COST: \$147,308

Authorized Funding by Category/Share:

	FEDERAL	STATE	LOCAL	LOCAL CONTRIBUTION	FUNDING BY CATEGORY
FUNDING BY SHARE:	\$117,846	\$29,462		\$0	\$147,308

**FY 2020-2045 METROPOLITAN TRANSPORTATION PLAN
BEAUMONT DISTRICT
SETRPC METROPOLITAN PLANNING ORGANIZATION
FEDERALLY FUNDED ROADWAY AND BICYCLE-PEDESTRIAN PROJECTS**

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

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
Beaumont	Hardin	0065-05-149	US 96			TxDOT	
LIMITS FROM:		AT RAIDER LN				MTP FY:	2021
LIMITS TO:		.				MPO PROJECT ID:	19024-F45E
DESCRIPTION:		Improve Traffic Signals				FUNDING CATEGORY:	8
REMARKS:		Finalizing for Construction					

PROJECT HISTORY:

PRELIMINARY ENGINEERING:

ROW PURCHASE:

CONSTRUCTION ENGINEERING:

CONSTRUCTION COST:

CONTINGENCIES:

INDIRECT COSTS:

BOND FINANCING:

POTENTIAL CHANGE ORDER:

TOTAL PROJECT COST:	\$178,778	FUNDING BY SHARE:	\$143,022	\$35,756	\$0	\$178,778
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Authorized Funding by Category/Share:

FEDERAL	STATE	LOCAL	LOCAL CONTRIBUTION	FUNDING BY CATEGORY
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DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
Beaumont	Jefferson	0028-13-135	IH 10			TxDOT	
LIMITS FROM:		HOLLYWOOD OVERPASS, EAST				MTP FY:	2021
LIMITS TO:		7TH STREET				MPO PROJECT ID:	18034-F40N
DESCRIPTION:		Widen Road - Add Lanes				FUNDING CATEGORY:	
REMARKS:							

PROJECT HISTORY:

PRELIMINARY ENGINEERING:

ROW PURCHASE:

CONSTRUCTION ENGINEERING:

CONSTRUCTION COST: \$300,000,000

CONTINGENCIES:

INDIRECT COSTS:

BOND FINANCING:

POTENTIAL CHANGE ORDER:

TOTAL PROJECT COST:	\$300,000,000	FUNDING BY SHARE:	\$240,000,000	\$60,000,000	\$0	\$300,000,000
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Authorized Funding by Category/Share:

FEDERAL	STATE	LOCAL	LOCAL CONTRIBUTION	FUNDING BY CATEGORY
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**FY 2020-2045 METROPOLITAN TRANSPORTATION PLAN
BEAUMONT DISTRICT
SETRPC METROPOLITAN PLANNING ORGANIZATION
FEDERALLY FUNDED ROADWAY AND BICYCLE-PEDESTRIAN PROJECTS**

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

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
Beaumont	Jefferson	0065-07-063	US 69			TxDOT	
LIMITS FROM:	AT CHINN LN					MTP FY:	2021
LIMITS TO:	(FRONTAGE ROADS)					MPO PROJECT ID:	19026-F45E
DESCRIPTION:	Install Intersection Flashing Beacon, Install Advanced Warning Signs (intersection)					FUNDING CATEGORY:	8
REMARKS:	Finalizing for Construction						
				PROJECT HISTORY:			
PRELIMINARY ENGINEERING:				Authorized Funding by Category/Share:			
ROW PURCHASE:							
CONSTRUCTION ENGINEERING:				FEDERAL	STATE	LOCAL	LOCAL CONTRIBUTION FUNDING BY CATEGORY
CONSTRUCTION COST:							
CONTINGENCIES:							
INDIRECT COSTS:							
BOND FINANCING:							
POTENTIAL CHANGE ORDER:							
TOTAL PROJECT COST:		\$21,105	FUNDING BY SHARE:	\$16,884	\$4,221	\$0	\$21,105

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
Beaumont	Jefferson	0028-07-058	US 90			TxDOT	
LIMITS FROM:	S MAJOR DRIVE, EAST					MTP FY:	2021
LIMITS TO:	IH 10					MPO PROJECT ID:	19021-F45E
DESCRIPTION:	Safety Lighting					FUNDING CATEGORY:	8
REMARKS:							
				PROJECT HISTORY:			
PRELIMINARY ENGINEERING:				Authorized Funding by Category/Share:			
ROW PURCHASE:							
CONSTRUCTION ENGINEERING:				FEDERAL	STATE	LOCAL	LOCAL CONTRIBUTION FUNDING BY CATEGORY
CONSTRUCTION COST:							
CONTINGENCIES:							
INDIRECT COSTS:							
BOND FINANCING:							
POTENTIAL CHANGE ORDER:							
TOTAL PROJECT COST:		\$1,138,510	FUNDING BY SHARE:	\$910,808	\$227,702	\$0	\$1,138,510

**FY 2020-2045 METROPOLITAN TRANSPORTATION PLAN
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SETRPC METROPOLITAN PLANNING ORGANIZATION
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PHASE: C=CONSTRUCTION, E = ENGINEERING, R = ROW, T = TRANSFER

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
Beaumont	Jefferson	0028-07-057	US 90			TxDOT	
LIMITS FROM:		AT LINDBERGH DR				MTP FY:	2021
LIMITS TO:		.				MPO PROJECT ID:	19020-F45E
DESCRIPTION:		Improve Traffic Signals				FUNDING CATEGORY:	8

REMARKS:

PROJECT HISTORY:

PRELIMINARY ENGINEERING:

ROW PURCHASE:

CONSTRUCTION ENGINEERING:

CONSTRUCTION COST:

CONTINGENCIES:

INDIRECT COSTS:

BOND FINANCING:

POTENTIAL CHANGE ORDER:

TOTAL PROJECT COST:	\$157,253	FUNDING BY SHARE:	\$125,802	\$31,451	\$0	\$157,253
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Authorized Funding by Category/Share:

FEDERAL	STATE	LOCAL	LOCAL CONTRIBUTION	FUNDING BY CATEGORY
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DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
Beaumont	Jefferson	0028-07-056	US 90			TxDOT	
LIMITS FROM:		AT LANGHAM RD				MTP FY:	2021
LIMITS TO:		.				MPO PROJECT ID:	19019-F45E
DESCRIPTION:		Improve Traffic Signals				FUNDING CATEGORY:	8

REMARKS:

PROJECT HISTORY:

PRELIMINARY ENGINEERING:

ROW PURCHASE:

CONSTRUCTION ENGINEERING:

CONSTRUCTION COST:

CONTINGENCIES:

INDIRECT COSTS:

BOND FINANCING:

POTENTIAL CHANGE ORDER:

TOTAL PROJECT COST:	\$181,548	FUNDING BY SHARE:	\$145,238	\$36,310	\$0	\$181,548
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Authorized Funding by Category/Share:

FEDERAL	STATE	LOCAL	LOCAL CONTRIBUTION	FUNDING BY CATEGORY
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**FY 2020-2045 METROPOLITAN TRANSPORTATION PLAN
BEAUMONT DISTRICT
SETRPC METROPOLITAN PLANNING ORGANIZATION
FEDERALLY FUNDED ROADWAY AND BICYCLE-PEDESTRIAN PROJECTS**

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

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
Beaumont	Orange	0028-11-207	IH 10			TxDOT	
LIMITS FROM:		AT SH 62				MTP FY:	2021
LIMITS TO:		.				MPO PROJECT ID:	19022-F45E
DESCRIPTION:		Install Pedestrian Signal, Install Pedestrian Crosswalk				FUNDING CATEGORY:	8
REMARKS:							

PROJECT HISTORY:

PRELIMINARY ENGINEERING:

ROW PURCHASE:

CONSTRUCTION ENGINEERING:

CONSTRUCTION COST:

CONTINGENCIES:

INDIRECT COSTS:

BOND FINANCING:

POTENTIAL CHANGE ORDER:

TOTAL PROJECT COST: \$136,932

Authorized Funding by Category/Share:

	FEDERAL	STATE	LOCAL	LOCAL CONTRIBUTION	FUNDING BY CATEGORY
FUNDING BY SHARE:	\$109,546	\$27,386		\$0	\$136,932

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
Beaumont	Jefferson	0786-01-087	FM 364			TxDOT	
LIMITS FROM:		MANION DRIVE				MTP FY:	2021
LIMITS TO:		PHELAN BLVD				MPO PROJECT ID:	19060-F45E
DESCRIPTION:		Install Advanced Warning Signals And Signs (intersection)				FUNDING CATEGORY:	8
REMARKS:		Finalizing for Construction					

PROJECT HISTORY:

PRELIMINARY ENGINEERING:

ROW PURCHASE:

CONSTRUCTION ENGINEERING:

CONSTRUCTION COST:

CONTINGENCIES:

INDIRECT COSTS:

BOND FINANCING:

POTENTIAL CHANGE ORDER:

TOTAL PROJECT COST: \$26,257

Authorized Funding by Category/Share:

	FEDERAL	STATE	LOCAL	LOCAL CONTRIBUTION	FUNDING BY CATEGORY
FUNDING BY SHARE:	\$21,006	\$5,251		\$0	\$26,257

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

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
Beaumont	Hardin	0065-05-150	US 96			TxDOT	
LIMITS FROM:		AT FM 421				MTP FY:	2021
LIMITS TO:		.				MPO PROJECT ID:	19025-F45E
DESCRIPTION:		Improve Traffic Signals				FUNDING CATEGORY:	8
REMARKS:		Finalizing for Construction					
				PROJECT HISTORY:			
PRELIMINARY ENGINEERING:				Authorized Funding by Category/Share:			
ROW PURCHASE:						LOCAL	FUNDING BY
CONSTRUCTION ENGINEERING:				FEDERAL	STATE	LOCAL CONTRIBUTION	CATEGORY
CONSTRUCTION COST:							
CONTINGENCIES:							
INDIRECT COSTS:							
BOND FINANCING:							
POTENTIAL CHANGE ORDER:							
TOTAL PROJECT COST:		\$188,213		FUNDING BY SHARE:	\$150,570	\$37,643	\$0
							\$188,213

**FY 2020-2045 METROPOLITAN TRANSPORTATION PLAN
BEAUMONT DISTRICT
SETRPC METROPOLITAN PLANNING ORGANIZATION
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PHASE: C=CONSTRUCTION, E = ENGINEERING, R = ROW, T = TRANSFER

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
Beaumont	Hardin	0339-04-037	SH 105			TxDOT	
LIMITS FROM:		HOUSTON ST. , EAST				MTP FY:	2022
LIMITS TO:		SH 326				MPO PROJECT ID:	19070-F45E
DESCRIPTION:		Mill And Overlay, Concrete Repair				FUNDING CATEGORY:	1
REMARKS:		Finalizing for Construction					
				PROJECT HISTORY:			
PRELIMINARY ENGINEERING:				Authorized Funding by Category/Share:			
ROW PURCHASE:							
CONSTRUCTION ENGINEERING:				FEDERAL	STATE	LOCAL	LOCAL CONTRIBUTION FUNDING BY CATEGORY
CONSTRUCTION COST:							
CONTINGENCIES:							
INDIRECT COSTS:							
BOND FINANCING:							
POTENTIAL CHANGE ORDER:							
TOTAL PROJECT COST:		\$550,000		FUNDING BY SHARE:	\$440,000	\$110,000	\$0 \$550,000
DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
Beaumont	Jefferson	0307-01-149	SH 87			TxDOT	
LIMITS FROM:		US 69				MTP FY:	2022
LIMITS TO:		TERMINAL RD.				MPO PROJECT ID:	19069-F45E
DESCRIPTION:		Mill And Inlay				FUNDING CATEGORY:	1, 11
REMARKS:		Finalizing for Construction					
				PROJECT HISTORY:			
PRELIMINARY ENGINEERING:				Authorized Funding by Category/Share:			
ROW PURCHASE:							
CONSTRUCTION ENGINEERING:				FEDERAL	STATE	LOCAL	LOCAL CONTRIBUTION FUNDING BY CATEGORY
CONSTRUCTION COST:							
CONTINGENCIES:							
INDIRECT COSTS:							
BOND FINANCING:							
POTENTIAL CHANGE ORDER:							
TOTAL PROJECT COST:		\$3,850,000		FUNDING BY SHARE:	\$3,080,000	\$770,000	\$0 \$3,850,000

**FY 2020-2045 METROPOLITAN TRANSPORTATION PLAN
BEAUMONT DISTRICT
SETRPC METROPOLITAN PLANNING ORGANIZATION
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PHASE: C=CONSTRUCTION, E = ENGINEERING, R = ROW, T = TRANSFER

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOY COST
Beaumont	Hardin	0065-06-068	US 69			TxDOT	
LIMITS FROM:		US 96, SOUTH				MTP FY:	2022
LIMITS TO:		PINE ISLAND BAYOU (FRONTAGE ROADS)				MPO PROJECT ID:	19068-F45E
DESCRIPTION:		1.5" Mill And Overlay				FUNDING CATEGORY:	1

REMARKS:

PROJECT HISTORY:

PRELIMINARY ENGINEERING:

ROW PURCHASE:

CONSTRUCTION ENGINEERING:

CONSTRUCTION COST:

CONTINGENCIES:

INDIRECT COSTS:

BOND FINANCING:

POTENTIAL CHANGE ORDER:

TOTAL PROJECT COST:	\$500,000	FUNDING BY SHARE:	\$400,000	\$100,000	\$0	\$500,000
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Authorized Funding by Category/Share:

FEDERAL	STATE	LOCAL	LOCAL CONTRIBUTION	FUNDING BY CATEGORY
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**FY 2020-2045 METROPOLITAN TRANSPORTATION PLAN
BEAUMONT DISTRICT
SETRPC METROPOLITAN PLANNING ORGANIZATION
FEDERALLY FUNDED ROADWAY AND BICYCLE-PEDESTRIAN PROJECTS**

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

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
Beaumont	Jefferson	0200-14-060	US 69			TxDOT	
LIMITS FROM:		IH 10, SE				MTP FY:	2023
LIMITS TO:		SH 347				MPO PROJECT ID:	19071-F45N
DESCRIPTION:		Widen To Six Lanes				FUNDING CATEGORY:	2, 4
REMARKS:							
						PROJECT HISTORY:	
PRELIMINARY ENGINEERING:						Authorized Funding by Category/Share:	
ROW PURCHASE:							
CONSTRUCTION ENGINEERING:					FEDERAL	STATE	LOCAL CONTRIBUTION FUNDING BY CATEGORY
CONSTRUCTION COST:							
CONTINGENCIES:							
INDIRECT COSTS:							
BOND FINANCING:							
POTENTIAL CHANGE ORDER:							
TOTAL PROJECT COST:		\$49,990,000		FUNDING BY SHARE:	\$39,992,000	\$9,998,000	\$0 \$49,990,000

**FY 2020-2045 METROPOLITAN TRANSPORTATION PLAN
BEAUMONT DISTRICT
SETRPC METROPOLITAN PLANNING ORGANIZATION
FEDERALLY FUNDED ROADWAY AND BICYCLE-PEDESTRIAN PROJECTS**

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

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
Beaumont	Jefferson	0508-04-164	SH 73			TxDOT	
LIMITS FROM:		MAIN A CANAL, EAST				MTP FY:	2024
LIMITS TO:		SH 87 (FRONTAGE ROADS)				MPO PROJECT ID:	19079-F45E
DESCRIPTION:		Overlay Existing Roadway				FUNDING CATEGORY:	1
REMARKS:		Under Development					
				PROJECT HISTORY:			

PRELIMINARY ENGINEERING:	Authorized Funding by Category/Share:					
ROW PURCHASE:						
CONSTRUCTION ENGINEERING:			FEDERAL	STATE	LOCAL	LOCAL CONTRIBUTION FUNDING BY CATEGORY
CONSTRUCTION COST:						
CONTINGENCIES:						
INDIRECT COSTS:						
BOND FINANCING:						
POTENTIAL CHANGE ORDER:						
TOTAL PROJECT COST:	\$3,000,000	FUNDING BY SHARE:	\$2,400,000	\$600,000	\$0	\$3,000,000

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
Beaumont	Jefferson	0306-03-127	SH 73			TxDOT	
LIMITS FROM:		1.0 MI WEST OF RAINBOW BRIDGE				MTP FY:	2024
LIMITS TO:		0.3 MI EAST (WB LANES ONLY)				MPO PROJECT ID:	19077-F45E
DESCRIPTION:		Mill And Overlay Existing Roadway				FUNDING CATEGORY:	11
REMARKS:		Under Development					
				PROJECT HISTORY:			

PRELIMINARY ENGINEERING:	Authorized Funding by Category/Share:					
ROW PURCHASE:						
CONSTRUCTION ENGINEERING:			FEDERAL	STATE	LOCAL	LOCAL CONTRIBUTION FUNDING BY CATEGORY
CONSTRUCTION COST:						
CONTINGENCIES:						
INDIRECT COSTS:						
BOND FINANCING:						
POTENTIAL CHANGE ORDER:						
TOTAL PROJECT COST:	\$1,500,000	FUNDING BY SHARE:	\$1,200,000	\$300,000	\$0	\$1,500,000

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BEAUMONT DISTRICT
SETRPC METROPOLITAN PLANNING ORGANIZATION
FEDERALLY FUNDED ROADWAY AND BICYCLE-PEDESTRIAN PROJECTS**

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

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
Beaumont	Jefferson	0306-03-122	SH 73			TxDOT	
LIMITS FROM:		SH 87, EAST				MTP FY:	2024
LIMITS TO:		3000 FT EAST OF FM366(FRONTAGE_RDS)				MPO PROJECT ID:	19076-F45E
DESCRIPTION:		Overlay Existing Roadway				FUNDING CATEGORY:	1
REMARKS:		Under Development					
				PROJECT HISTORY:			
PRELIMINARY ENGINEERING:				Authorized Funding by Category/Share:			
ROW PURCHASE:							
CONSTRUCTION ENGINEERING:				FEDERAL	STATE	LOCAL	LOCAL CONTRIBUTION FUNDING BY CATEGORY
CONSTRUCTION COST:							
CONTINGENCIES:							
INDIRECT COSTS:							
BOND FINANCING:							
POTENTIAL CHANGE ORDER:							
TOTAL PROJECT COST:		\$800,000		FUNDING BY SHARE:	\$640,000	\$160,000	\$0 \$800,000
DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
Beaumont	Jefferson	0200-11-099	US 69			TxDOT	
LIMITS FROM:		LNVA CANAL, SOUTH				MTP FY:	2024
LIMITS TO:		DELAWARE (FRONTAGE ROADS)				MPO PROJECT ID:	19075-F45E
DESCRIPTION:		Repair Existing Pavement And Overlay Roadway				FUNDING CATEGORY:	1
REMARKS:							
				PROJECT HISTORY:			
PRELIMINARY ENGINEERING:				Authorized Funding by Category/Share:			
ROW PURCHASE:							
CONSTRUCTION ENGINEERING:				FEDERAL	STATE	LOCAL	LOCAL CONTRIBUTION FUNDING BY CATEGORY
CONSTRUCTION COST:							
CONTINGENCIES:							
INDIRECT COSTS:							
BOND FINANCING:							
POTENTIAL CHANGE ORDER:							
TOTAL PROJECT COST:		\$5,500,000		FUNDING BY SHARE:	\$4,400,000	\$1,100,000	\$0 \$5,500,000

**FY 2020-2045 METROPOLITAN TRANSPORTATION PLAN
BEAUMONT DISTRICT
SETRPC METROPOLITAN PLANNING ORGANIZATION
FEDERALLY FUNDED ROADWAY AND BICYCLE-PEDESTRIAN PROJECTS**

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

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
Beaumont	Jefferson	0307-01-146	SH 87			TxDOT	
LIMITS FROM:		S OF INTRACOASTAL CANAL BRIDGE				MTP FY:	2024
LIMITS TO:		N OF KEITH LAKE BRIDGE				MPO PROJECT ID:	19078-F45E
DESCRIPTION:		Construct Shoreline Protection				FUNDING CATEGORY:	1
REMARKS:		Under Development					
				PROJECT HISTORY:			
PRELIMINARY ENGINEERING:				Authorized Funding by Category/Share:			
ROW PURCHASE:						LOCAL	FUNDING BY
CONSTRUCTION ENGINEERING:				FEDERAL	STATE	LOCAL CONTRIBUTION	CATEGORY
CONSTRUCTION COST:							
CONTINGENCIES:							
INDIRECT COSTS:							
BOND FINANCING:							
POTENTIAL CHANGE ORDER:							
TOTAL PROJECT COST:		\$11,500,000		FUNDING BY SHARE:	\$9,200,000	\$2,300,000	\$0
							\$11,500,000

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BEAUMONT DISTRICT
SETRPC METROPOLITAN PLANNING ORGANIZATION
FEDERALLY FUNDED ROADWAY AND BICYCLE-PEDESTRIAN PROJECTS**

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

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
Beaumont	Hardin	0065-15-005	FM 3513			TxDOT	
LIMITS FROM:		EAST CHANCE CUT OFF				MTP FY:	2025
LIMITS TO:		US 69				MPO PROJECT ID:	19085-F45E
DESCRIPTION:		Surfacing/roadway Restoration				FUNDING CATEGORY:	11
REMARKS:							

PROJECT HISTORY:

PRELIMINARY ENGINEERING:

ROW PURCHASE:

CONSTRUCTION ENGINEERING:

CONSTRUCTION COST:

CONTINGENCIES:

INDIRECT COSTS:

BOND FINANCING:

POTENTIAL CHANGE ORDER:

TOTAL PROJECT COST: \$103,629

Authorized Funding by Category/Share:

	FEDERAL	STATE	LOCAL	LOCAL CONTRIBUTION	FUNDING BY CATEGORY
FUNDING BY SHARE:	\$82,903	\$20,726		\$0	\$103,629

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
Beaumont	Orange	0306-01-060	SH 87			TxDOT	
LIMITS FROM:		FM 105, SOUTH				MTP FY:	2025
LIMITS TO:		SH 62				MPO PROJECT ID:	19090-F45E
DESCRIPTION:		Overlay Existing Roadway				FUNDING CATEGORY:	1
REMARKS:		Under Development					

PROJECT HISTORY:

PRELIMINARY ENGINEERING: \$37,024

ROW PURCHASE:

CONSTRUCTION ENGINEERING:

CONSTRUCTION COST:

CONTINGENCIES:

INDIRECT COSTS:

BOND FINANCING:

POTENTIAL CHANGE ORDER:

TOTAL PROJECT COST: \$2,772,840

Authorized Funding by Category/Share:

	FEDERAL	STATE	LOCAL	LOCAL CONTRIBUTION	FUNDING BY CATEGORY
FUNDING BY SHARE:	\$2,218,272	\$554,568		\$0	\$2,772,840

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BEAUMONT DISTRICT
SETRPC METROPOLITAN PLANNING ORGANIZATION
FEDERALLY FUNDED ROADWAY AND BICYCLE-PEDESTRIAN PROJECTS**

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

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
Beaumont	Hardin	0200-10-075	US 69			TxDOT	
LIMITS FROM:		0.5 NORTH OF MITCHELL ROAD				MTP FY:	2025
LIMITS TO:		US 96				MPO PROJECT ID:	19086-F45E
DESCRIPTION:		Resurface Roadway				FUNDING CATEGORY:	11
REMARKS:							

PROJECT HISTORY:

PRELIMINARY ENGINEERING:

ROW PURCHASE:

CONSTRUCTION ENGINEERING:

CONSTRUCTION COST:

CONTINGENCIES:

INDIRECT COSTS:

BOND FINANCING:

POTENTIAL CHANGE ORDER:

TOTAL PROJECT COST:	\$500,000	FUNDING BY SHARE:	\$400,000	\$100,000	\$0	\$500,000
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Authorized Funding by Category/Share:

FEDERAL	STATE	LOCAL	LOCAL CONTRIBUTION	FUNDING BY CATEGORY
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DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
Beaumont	Jefferson	0667-01-115	SH 347			TxDOT	
LIMITS FROM:		MAIN C LATERAL, SOUTH				MTP FY:	2025
LIMITS TO:		AVE B IN NEDERLAND				MPO PROJECT ID:	19091-F45E
DESCRIPTION:		Rehabilitate Existing Roadway				FUNDING CATEGORY:	1
REMARKS:		Under Development					

PROJECT HISTORY:

PRELIMINARY ENGINEERING: \$133,405

ROW PURCHASE:

CONSTRUCTION ENGINEERING:

CONSTRUCTION COST:

CONTINGENCIES:

INDIRECT COSTS:

BOND FINANCING:

POTENTIAL CHANGE ORDER:

TOTAL PROJECT COST:	\$2,000,000	FUNDING BY SHARE:	\$1,600,000	\$400,000	\$0	\$2,000,000
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Authorized Funding by Category/Share:

FEDERAL	STATE	LOCAL	LOCAL CONTRIBUTION	FUNDING BY CATEGORY
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**FY 2020-2045 METROPOLITAN TRANSPORTATION PLAN
BEAUMONT DISTRICT
SETRPC METROPOLITAN PLANNING ORGANIZATION
FEDERALLY FUNDED ROADWAY AND BICYCLE-PEDESTRIAN PROJECTS**

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

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
Beaumont	Jefferson	0065-07-056	US 69			TxDOT	
LIMITS FROM:		HARDIN CO LINE				MTP FY:	2025
LIMITS TO:		0.2 MI SOUTH OF TRAM ROAD				MPO PROJECT ID:	19083-F45E
DESCRIPTION:		Resurface Roadway				FUNDING CATEGORY:	11
REMARKS:							

PROJECT HISTORY:

PRELIMINARY ENGINEERING:

ROW PURCHASE:

CONSTRUCTION ENGINEERING:

CONSTRUCTION COST:

CONTINGENCIES:

INDIRECT COSTS:

BOND FINANCING:

POTENTIAL CHANGE ORDER:

TOTAL PROJECT COST: \$500,000

Authorized Funding by Category/Share:

	FEDERAL	STATE	LOCAL	LOCAL CONTRIBUTION	FUNDING BY CATEGORY
FUNDING BY SHARE:	\$400,000	\$100,000		\$0	\$500,000

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
Beaumont	Hardin	0065-06-062	US 69			TxDOT	
LIMITS FROM:		US 96				MTP FY:	2025
LIMITS TO:		JEFFERSON CO LINE				MPO PROJECT ID:	19081-F45E
DESCRIPTION:		Resurface Roadway				FUNDING CATEGORY:	11
REMARKS:							

PROJECT HISTORY:

PRELIMINARY ENGINEERING:

ROW PURCHASE:

CONSTRUCTION ENGINEERING:

CONSTRUCTION COST:

CONTINGENCIES:

INDIRECT COSTS:

BOND FINANCING:

POTENTIAL CHANGE ORDER:

TOTAL PROJECT COST: \$500,000

Authorized Funding by Category/Share:

	FEDERAL	STATE	LOCAL	LOCAL CONTRIBUTION	FUNDING BY CATEGORY
FUNDING BY SHARE:	\$400,000	\$100,000		\$0	\$500,000

**FY 2020-2045 METROPOLITAN TRANSPORTATION PLAN
BEAUMONT DISTRICT
SETRPC METROPOLITAN PLANNING ORGANIZATION
FEDERALLY FUNDED ROADWAY AND BICYCLE-PEDESTRIAN PROJECTS**

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

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
Beaumont	Orange	0028-15-054	BU 90-Y			TxDOT	
LIMITS FROM:		IH 10, EAST				MTP FY:	2025
LIMITS TO:		FM 3247				MPO PROJECT ID:	19080-F45E
DESCRIPTION:		Overlay Existing Roadway				FUNDING CATEGORY:	1

REMARKS:

PROJECT HISTORY:

PRELIMINARY ENGINEERING:

ROW PURCHASE:

CONSTRUCTION ENGINEERING:

CONSTRUCTION COST:

CONTINGENCIES:

INDIRECT COSTS:

BOND FINANCING:

POTENTIAL CHANGE ORDER:

TOTAL PROJECT COST:	\$800,000	FUNDING BY SHARE:	\$640,000	\$160,000	\$0	\$800,000
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Authorized Funding by Category/Share:

FEDERAL	STATE	LOCAL	LOCAL CONTRIBUTION	FUNDING BY CATEGORY
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DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
Beaumont	Jefferson	0200-16-016	US 69			TxDOT	
LIMITS FROM:		FM 365, SOUTH				MTP FY:	2025
LIMITS TO:		MAIN B CANAL (FRONTAGE ROADS)				MPO PROJECT ID:	19087-F45E
DESCRIPTION:		Overlay Existing Roadway				FUNDING CATEGORY:	11

REMARKS: Under Development

PROJECT HISTORY:

PRELIMINARY ENGINEERING:

ROW PURCHASE:

CONSTRUCTION ENGINEERING:

CONSTRUCTION COST:

CONTINGENCIES:

INDIRECT COSTS:

BOND FINANCING:

POTENTIAL CHANGE ORDER:

TOTAL PROJECT COST:	\$1,800,000	FUNDING BY SHARE:	\$1,440,000	\$360,000	\$0	\$1,800,000
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Authorized Funding by Category/Share:

FEDERAL	STATE	LOCAL	LOCAL CONTRIBUTION	FUNDING BY CATEGORY
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**FY 2020-2045 METROPOLITAN TRANSPORTATION PLAN
BEAUMONT DISTRICT
SETRPC METROPOLITAN PLANNING ORGANIZATION
FEDERALLY FUNDED ROADWAY AND BICYCLE-PEDESTRIAN PROJECTS**

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

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
Beaumont	Orange	0305-07-072	SH 87				
LIMITS FROM:		NEWTON C/L, SOUTH				MTP FY:	2030
LIMITS TO:		MEDFORD DR				MPO PROJECT ID:	19089-F45N
DESCRIPTION:		Widen Highway From 2 To 4 Lanes and Add Left Turn Bays				FUNDING CATEGORY:	2

REMARKS:

PROJECT HISTORY:

PRELIMINARY ENGINEERING:

Authorized Funding by Category/Share:

ROW PURCHASE:

CONSTRUCTION ENGINEERING:

FEDERAL

STATE

LOCAL

LOCAL
CONTRIBUTION

FUNDING BY
CATEGORY

CONSTRUCTION COST:

CONTINGENCIES:

INDIRECT COSTS:

BOND FINANCING:

POTENTIAL CHANGE ORDER:

TOTAL PROJECT COST: \$4,977,870

FUNDING
BY SHARE:

\$3,982,296

\$995,574

\$0

\$4,977,870

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
BEAUMONT	Jefferson	19094--F-45E	Lee Ave / Merrim	PE	Port Neches	City of Port Neches, Texa	
LIMITS FROM:		Lee Ave (Woodcrest St) / Merriman St (Lee Ave)				MTP FY:	2030
LIMITS TO:		Lee Ave (Merriman St) / Merriman St (Grigsby Ave)				MPO PROJECT ID:	19094-F45E
DESCRIPTION:		Port Neches Riverfront Sidewalks				FUNDING CATEGORY:	2

REMARKS:

PROJECT HISTORY:

PRELIMINARY ENGINEERING:

Authorized Funding by Category/Share:

ROW PURCHASE:

CONSTRUCTION ENGINEERING:

FEDERAL

STATE

LOCAL

LOCAL
CONTRIBUTION

FUNDING BY
CATEGORY

CONSTRUCTION COST:

CONTINGENCIES:

INDIRECT COSTS:

BOND FINANCING:

POTENTIAL CHANGE ORDER:

TOTAL PROJECT COST: \$1,275,385

FUNDING
BY SHARE:

\$1,020,308

\$255,077

\$0

\$1,275,385

**FY 2020-2045 METROPOLITAN TRANSPORTATION PLAN
BEAUMONT DISTRICT
SETRPC METROPOLITAN PLANNING ORGANIZATION
FEDERALLY FUNDED ROADWAY AND BICYCLE-PEDESTRIAN PROJECTS**

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

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
Beaumont	Jefferson	0065-07-065	US 69			TxDOT	
LIMITS FROM:	Jefferson C/L					MTP FY:	2030
LIMITS TO:	Tram Rd					MPO PROJECT ID:	19084-F45N
DESCRIPTION:	Widen from 4 lanes to 6 lanes					FUNDING CATEGORY:	2
REMARKS:				PROJECT HISTORY:			
PRELIMINARY ENGINEERING:				Authorized Funding by Category/Share:			
ROW PURCHASE:				FEDERAL	STATE	LOCAL	LOCAL CONTRIBUTION FUNDING BY CATEGORY
CONSTRUCTION ENGINEERING:							
CONSTRUCTION COST:							
CONTINGENCIES:							
INDIRECT COSTS:							
BOND FINANCING:							
POTENTIAL CHANGE ORDER:							
TOTAL PROJECT COST:	\$6,000,000		FUNDING BY SHARE:	\$4,800,000	\$1,200,000	\$0	\$6,000,000

**FY 2020-2045 METROPOLITAN TRANSPORTATION PLAN
BEAUMONT DISTRICT
SETRPC METROPOLITAN PLANNING ORGANIZATION
FEDERALLY FUNDED ROADWAY AND BICYCLE-PEDESTRIAN PROJECTS**

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

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
Beaumont	Hardin	0065-06-067	US 69			TxDOT	
LIMITS FROM:		US 96, South				MTP FY:	2031
LIMITS TO:		Jefferson C/L				MPO PROJECT ID:	19095-F45N
DESCRIPTION:		Widen from 4 lanes to 6 lanes				FUNDING CATEGORY:	2
REMARKS:							
				PROJECT HISTORY:			
PRELIMINARY ENGINEERING:				Authorized Funding by Category/Share:			
ROW PURCHASE:							
CONSTRUCTION ENGINEERING:				FEDERAL	STATE	LOCAL	FUNDING BY
CONSTRUCTION COST:						CONTRIBUTION	CATEGORY
CONTINGENCIES:							
INDIRECT COSTS:							
BOND FINANCING:							
POTENTIAL CHANGE ORDER:							
TOTAL PROJECT COST:		\$30,000,000		FUNDING BY SHARE:	\$24,000,000	\$6,000,000	\$0
							\$30,000,000

**FY 2020-2045 METROPOLITAN TRANSPORTATION PLAN
BEAUMONT DISTRICT
SETRPC METROPOLITAN PLANNING ORGANIZATION
FEDERALLY FUNDED ROADWAY AND BICYCLE-PEDESTRIAN PROJECTS**

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

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
Beaumont	Orange	0243-04-056	SH 62			TxDOT	
LIMITS FROM:		FM 1078				MTP FY:	2033
LIMITS TO:		IH 10				MPO PROJECT ID:	19088-F45N
DESCRIPTION:		Widen from 2 to 4 lanes and add left turn bays				FUNDING CATEGORY:	2
REMARKS:							
						PROJECT HISTORY:	
PRELIMINARY ENGINEERING:						Authorized Funding by Category/Share:	
ROW PURCHASE:							
CONSTRUCTION ENGINEERING:							
CONSTRUCTION COST:							
CONTINGENCIES:							
INDIRECT COSTS:							
BOND FINANCING:							
POTENTIAL CHANGE ORDER:							
TOTAL PROJECT COST:		\$5,794,720		FUNDING BY SHARE:	\$4,635,776	\$1,158,944	\$0
							\$5,794,720

**FY 2020-2045 METROPOLITAN TRANSPORTATION PLAN
BEAUMONT DISTRICT
SETRPC METROPOLITAN PLANNING ORGANIZATION
FEDERALLY FUNDED ROADWAY AND BICYCLE-PEDESTRIAN PROJECTS**

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

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
Beaumont	Hardin	0200-10-060	US 69			TxDOT	
LIMITS FROM:		0.75 miles south of FM 1003				MTP FY:	2040
LIMITS TO:		Mitchell Road				MPO PROJECT ID:	19082-F45N
DESCRIPTION:		Construct new location 4 lane divided facility				FUNDING CATEGORY:	2
REMARKS:							
						PROJECT HISTORY:	
PRELIMINARY ENGINEERING:						Authorized Funding by Category/Share:	
ROW PURCHASE:							
CONSTRUCTION ENGINEERING:					FEDERAL	STATE	LOCAL CONTRIBUTION FUNDING BY CATEGORY
CONSTRUCTION COST:							
CONTINGENCIES:							
INDIRECT COSTS:							
BOND FINANCING:							
POTENTIAL CHANGE ORDER:							
TOTAL PROJECT COST:		\$200,000,000		FUNDING BY SHARE:	\$160,000,000	\$40,000,000	\$0 \$200,000,000

**FY 2020-2045 METROPOLITAN TRANSPORTATION PLAN
BEAUMONT DISTRICT
SETRPC METROPOLITAN PLANNING ORGANIZATION
FEDERALLY FUNDED ROADWAY AND BICYCLE-PEDESTRIAN PROJECTS**

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

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
Beaumont	Jefferson	0786-01-085	FM 364			TxDOT	
LIMITS FROM:		Tram Rd				MTP FY:	2043
LIMITS TO:		SH 105				MPO PROJECT ID:	19093-F45N
DESCRIPTION:		Add 10' shoulders and left turn bays				FUNDING CATEGORY:	2
REMARKS:							
						PROJECT HISTORY:	
PRELIMINARY ENGINEERING:						Authorized Funding by Category/Share:	
ROW PURCHASE:							
CONSTRUCTION ENGINEERING:							
CONSTRUCTION COST:							
CONTINGENCIES:							
INDIRECT COSTS:							
BOND FINANCING:							
POTENTIAL CHANGE ORDER:							
TOTAL PROJECT COST:		\$8,480,380		FUNDING BY SHARE:	\$6,784,304	\$1,696,076	\$0
							\$8,480,380

14.1.2 Transit Projects

The total cost and programmed amount of federal funding by different FTA category are summarized in **Table 14.1**, **Table 14.2**, and **Table 14.3**.

Table 14.1: Category 5307 Transit Projects

YEAR	PROJECT	TOTAL COST	FTA PROGRAMMED AMOUNT
2020	Operations and Maintenance	\$3,659,194	\$3,659,194
2021	Operations and Maintenance	\$3,659,194	\$3,659,194
2022	Operations and Maintenance	\$3,659,194	\$3,659,194
2023	Operations and Maintenance	\$3,659,194	\$3,659,194
2024	Operations and Maintenance	\$3,659,194	\$3,659,194
2025	Operations and Maintenance	\$3,659,194	\$3,659,194
2026	Operations and Maintenance	\$3,659,194	\$3,659,194
2027	Operations and Maintenance	\$3,659,194	\$3,659,194
2028	Operations and Maintenance	\$3,659,194	\$3,659,194
2029	Operations and Maintenance	\$3,659,194	\$3,659,194
2030	Operations and Maintenance	\$3,659,194	\$3,659,194
2031	Operations and Maintenance	\$3,659,194	\$3,659,194
2032	Operations and Maintenance	\$3,659,194	\$3,659,194
2033	Operations and Maintenance	\$3,659,194	\$3,659,194
2034	Operations and Maintenance	\$3,659,194	\$3,659,194
2035	Operations and Maintenance	\$3,659,194	\$3,659,194
2036	Operations and Maintenance	\$3,659,194	\$3,659,194
2037	Operations and Maintenance	\$3,659,194	\$3,659,194
2038	Operations and Maintenance	\$3,659,194	\$3,659,194
2039	Operations and Maintenance	\$3,659,194	\$3,659,194
2040	Operations and Maintenance	\$3,659,194	\$3,659,194
2041	Operations and Maintenance	\$3,659,194	\$3,659,194
2042	Operations and Maintenance	\$3,659,194	\$3,659,194
2043	Operations and Maintenance	\$3,659,194	\$3,659,194
2044	Operations and Maintenance	\$3,659,194	\$3,659,194
2045	Operations and Maintenance	\$3,659,194	\$3,659,194

Table 14.2: Category 5310 Transit Projects

YEAR	PROJECT	TOTAL COST	FTA PROGRAMMED AMOUNT
2020	Funds for Transportation for Seniors and People with Disabilities	\$197,447	\$197,447
2021	Funds for Transportation for Seniors and People with Disabilities	\$197,447	\$197,447
2022	Funds for Transportation for Seniors and People with Disabilities	\$197,447	\$197,447
2023	Funds for Transportation for Seniors and People with Disabilities	\$197,447	\$197,447
2024	Funds for Transportation for Seniors and People with Disabilities	\$197,447	\$197,447
2025	Funds for Transportation for Seniors and People with Disabilities	\$197,447	\$197,447
2026	Funds for Transportation for Seniors and People with Disabilities	\$197,447	\$197,447
2027	Funds for Transportation for Seniors and People with Disabilities	\$197,447	\$197,447
2028	Funds for Transportation for Seniors and People with Disabilities	\$197,447	\$197,447
2029	Funds for Transportation for Seniors and People with Disabilities	\$197,447	\$197,447
2030	Funds for Transportation for Seniors and People with Disabilities	\$197,447	\$197,447
2031	Funds for Transportation for Seniors and People with Disabilities	\$197,447	\$197,447
2032	Funds for Transportation for Seniors and People with Disabilities	\$197,447	\$197,447
2033	Funds for Transportation for Seniors and People with Disabilities	\$197,447	\$197,447
2034	Funds for Transportation for Seniors and People with Disabilities	\$197,447	\$197,447
2035	Funds for Transportation for Seniors and People with Disabilities	\$197,447	\$197,447
2036	Funds for Transportation for Seniors and People with Disabilities	\$197,447	\$197,447
2037	Funds for Transportation for Seniors and People with Disabilities	\$197,447	\$197,447
2038	Funds for Transportation for Seniors and People with Disabilities	\$197,447	\$197,447
2039	Funds for Transportation for Seniors and People with Disabilities	\$197,447	\$197,447
2040	Funds for Transportation for Seniors and People with Disabilities	\$197,447	\$197,447
2041	Funds for Transportation for Seniors and People with Disabilities	\$197,447	\$197,447
2042	Funds for Transportation for Seniors and People with Disabilities	\$197,447	\$197,447
2043	Funds for Transportation for Seniors and People with Disabilities	\$197,447	\$197,447
2044	Funds for Transportation for Seniors and People with Disabilities	\$197,447	\$197,447
2045	Funds for Transportation for Seniors and People with Disabilities	\$197,447	\$197,447

Table 14.3: Category 5311 Transit Projects

YEAR	PROJECT	TOTAL COST	FTA PROGRAMMED AMOUNT
2020	Rural Transit and Intercity Bus	\$542,325	\$542,325
2021	Rural Transit and Intercity Bus	\$542,325	\$542,325
2022	Rural Transit and Intercity Bus	\$542,325	\$542,325
2023	Rural Transit and Intercity Bus	\$542,325	\$542,325
2024	Rural Transit and Intercity Bus	\$542,325	\$542,325
2025	Rural Transit and Intercity Bus	\$542,325	\$542,325
2026	Rural Transit and Intercity Bus	\$542,325	\$542,325
2027	Rural Transit and Intercity Bus	\$542,325	\$542,325
2028	Rural Transit and Intercity Bus	\$542,325	\$542,325
2029	Rural Transit and Intercity Bus	\$542,325	\$542,325
2030	Rural Transit and Intercity Bus	\$542,325	\$542,325
2031	Rural Transit and Intercity Bus	\$542,325	\$542,325
2032	Rural Transit and Intercity Bus	\$542,325	\$542,325
2033	Rural Transit and Intercity Bus	\$542,325	\$542,325
2034	Rural Transit and Intercity Bus	\$542,325	\$542,325
2035	Rural Transit and Intercity Bus	\$542,325	\$542,325
2036	Rural Transit and Intercity Bus	\$542,325	\$542,325
2037	Rural Transit and Intercity Bus	\$542,325	\$542,325
2038	Rural Transit and Intercity Bus	\$542,325	\$542,325
2039	Rural Transit and Intercity Bus	\$542,325	\$542,325
2040	Rural Transit and Intercity Bus	\$542,325	\$542,325
2041	Rural Transit and Intercity Bus	\$542,325	\$542,325
2042	Rural Transit and Intercity Bus	\$542,325	\$542,325
2043	Rural Transit and Intercity Bus	\$542,325	\$542,325
2044	Rural Transit and Intercity Bus	\$542,325	\$542,325
2045	Rural Transit and Intercity Bus	\$542,325	\$542,325

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Appendix A

Public Involvement Documentation

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 - 5 PM

City of Orange Library
220 5th Street Orange,
TX

TUESDAY

June 4, 3 - 5 PM

Lumberton City Hall 836
North Main Street
Lumberton, TX

WEDNESDAY

June 5, 3 - 5 PM

Bowers Convention Center
3401 Cultural Center Drive
Port Arthur, TX

THURSDAY

June 6, 3 - 5 PM

South East Texas
Planning Commission
2210 Eastex Freeway
Beaumont, TX



FOR IMMEDIATE RELEASE

May 30, 2019

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

**Public Encouraged to Provide Comments on the “draft” JOHRTS MTP-2045
and the “draft” JOHRTS FY 2019-2022 TIP, Amendment #1**

“SETRPC to Host Series of Public Meetings beginning Monday, June 3rd”

(Beaumont) --- The South East Texas Regional Planning Commission (SETRPC) will host a series of public meetings beginning **Monday, June 3, 2019**, providing citizens in Jefferson, Orange and Hardin Counties the opportunity to learn about and comment on the “draft” **JOHRTS MTP-2045, the “draft” JOHRTS FY 2019-2022 TIP, Amendment #1, and Transportation Conformity**. “This is an opportunity for the public to be directly involved in the process and have their voices heard as we make recommendations to address transportation-related issues that are affecting the southeast Texas region. Public input is an essential part of this process and we want to make sure the needs of our region are properly addressed,” says Bob Dickinson, Director of Transportation and Environmental Resources for SETRPC.

The 32-day public comment period is being held May 31 through July 1, 2019. The public is encouraged to attend a meeting or provide written comments by 5:00 PM, July 1, 2019. Four public meetings will be held in **Orange, Lumberton, Port Arthur, and Beaumont** at the following locations:

Monday, June 3, 2019 - 3:00 PM

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

Tuesday, June 4, 2019 - 3:00 PM

Lumberton City Hall, 836 North Main Street, Lumberton, TX

Wednesday, June 5, 2019 - 3:00 PM

Bowers Civic Center, 3401 Cultural Drive, Port Arthur, TX

Thursday, June 6, 2019 - 3:00 PM

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

These meetings are designed to solicit the public's ideas and input on the “draft” JOHRTS MTP-2045, the “draft” JOHRTS FY 2019-2022 TIP, Amendment #1, and Transportation Conformity for the southeast Texas area. All meetings are the same and are not restricted to a specific area. The public is strongly encouraged to be an active part of this process by selecting a meeting day and time that fits their schedule. For more information or for special needs requests (48 hours), please contact **Bob Dickinson** at (409) 899-8444 extension 7520 or bdickinson@setrpc.org.

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

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 MTP-2045, the "draft" JOHRTS FY 2019-2022 TIP, Amendment #1, and Transportation Conformity, which contains projects and programs scheduled for implementation in the future.

Monday, June 3, 2019
3:00 PM
Orange Public Library
220 5th Street
Orange, Texas

Tuesday, June 4, 2019
3:00 PM
Lumberton City Hall
836 North Main Street
Lumberton, Texas

Wednesday, June 5, 2019
3:00 PM
Bowers Civic Center
3401 Cultural Drive
Port Arthur, Texas

Thursday, June 6, 2019
3:00 PM
South East Texas Regional Planning Commission
2210 Eastex Freeway
Beaumont, Texas

The "draft" JOHRTS MTP-2045 and the "draft" JOHRTS FY 2019-2022 TIP, Amendment #1, can be downloaded at www.setrpc.org/ter. The 32-day public comment period ends on Monday, July 1, 2019. Please attend any meeting to provide input, or submit written comments by 5:00 PM, July 1, 2019 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.

TENNIS

Nadal gets his revenge over Tsitsipas; Djokovic up next

BY MICHAEL PETER

ROME — After losing in the semifinals of three straight clay-court tournaments, Rafael Nadal looked more like his old, dominant self when he beat Stefanos Tsitsipas 6-3, 6-4 to reach the Italian Open final on Saturday.

It was a measure of revenge for Nadal after losing to Tsitsipas in three sets at this stage in Madrid last week. This victory should also restore Nadal's confidence as he seeks a record-extending title at the French Open starting next week.

"The main thing is I am playing better. If I play better, I know I'm going to have chances to be in the final and to win semifinals," Nadal said. "If you are not playing well, the best players of the world is much more difficult. ... I have margin to keep improving. But I am doing the right steps to be there."

In Sunday's final, Nadal will resume his rivalry with top-ranked Novak Djokovic, who faced an unusually high number of drop shots from Diego Schwartzman before winning 6-3, 6-7 (5), 6-3.

Djokovic also required three sets to eliminate Juan Martin del Potro in the quarterfinals, meaning he has been on court for more than 3 1/2 hours over the last two days. It will be the sixth consecutive meeting between Djokovic and Nadal, with Djokovic leading the series 30-25. The pair has split the four Italian Open finals they've played. They last met in the Australian Open final won by Djokovic in straight sets.

"He's my greatest rival of all time," Djokovic said. "Every time we get to play each other it's a thrill. It's the ultimate challenge."

Nadal is aiming for a record-extending ninth trophy in Rome while Djokovic is seeking his fifth title at the Foro Italico.

Nadal is in the middle of his longest title drought in a season since he began a season since he came onto the scene in 2004. His last trophy came



Rafael Nadal of Spain celebrates after winning against Greece's Stefanos Tsitsipas during their ATP Masters tournament semifinal tennis match at the Foro Italico camp in Rome, on Saturday.

last August in Toronto.

The crowd attempted to encourage Tsitsipas with chants of "Tsi-Tsi-Tsi, Pasa-Pasa" but the 30-year-old Greek player couldn't keep up with Nadal on the long rallies — even though he didn't play a day earlier after Roger Federer withdrew injured from their quarterfinal.

Conditions were much slower than on the high-altitude court in Madrid, and made it tougher for Tsitsipas to execute his attacking game.

"The shots that I played today, I played similar shots last week," Tsitsipas said. "Today these shots felt really slow and he had plenty of time to pass me when I was approaching to the net. ... The court speed was the difference."

Midway through the first set, Nadal produced a blistering forehand winner up the line on the run, drawing a loud roar from the packed Campo Centrale crowd.

Nadal broke Tsitsipas' serve early in both sets. In the women's tournament, Johanna Konta rallied past sixth-seeded Kiki

Bertens 5-7, 7-5, 6-2 in nearly three hours to reach the highest clay-court final of her career. Karolina Pliskova beat Greek qualifier Maria Sakkan in the other semifinal, 6-1, 6-4.

Pliskova didn't immediately realize she won because she lost track of the score.

"I thought it was 1-3," she said. "I felt bad about it."

Pliskova is having a solid year having reached the Australian Open semifinals and the Miami Open final after opening the season with a title in Brisbane, Australia. The Czech player recently announced she promoted her four-time Italian Open champion Concetta Martinez as her head coach.

Konta's only previous final on clay came recently in Rabat, Morocco, where she lost to Sakkan. "I've never really doubted my ability on the surface," Konta said. "I won a lot of my first junior titles, first professional titles, but I've always felt that I have a game that has the ability to do well on this surface."

SOCCER

Man City completes sweep of English trophies

BY MICHAEL PETER

LONDON — Manchester City swept aside Watford to complete the first clean sweep of English men's football trophies.

The fourth piece of silverware of the season was secured by four different scorers in the FA Cup final at Wembley Stadium on Saturday. Raheem Sterling and Gabriel Jesus netted twice and David Silva and Kevin De Bruyne also scored as Watford was humiliated 4-0.

Victory for Pep Guardiola's side came a week after the Premier League trophy was retained to join the League Cup and Community Shield — all in City's possession. "What a season," City captain Vincent Kompany said. "What a tremendous club."

But the unprecedented achievement by football's coefficient squad comes against the backdrop of investigations into City's compliance to football's spending rules that could lead to the Abu Dhabi-owned team being handed from the Champions League.

More than 4 billion has been spent on transfers alone since 2010 when Sheikh Mansour bought the team that was once renowned to playing in lower leagues from affluence.

It wasn't until last that City's success was



Manchester City's Gabriel Jesus celebrates with the trophy after the English FA Cup Final soccer match.

the FA Cup. Now City is the undisputed power of English football — a status it claimed from neighbor Manchester United.

"It's one of the best seasons I have experienced as a manager," said Guardiola, who won titles previously at Barcelona and Bayern Munich.

Watford was contesting its first cup final in 35 years and never had a look in after Roberto Peres was denied by goalkeeper Ederson of the chance to make a shock lead in the 10th minute. Not long after, Watford fans were made to endure City players celebrating in front of them.

After Abdoulaye Doucoure gave the ball away, City broke forward and Sterling headed through for David Silva to strike on the net.

City's other Silva — Bernardo — was the provider of the second in the sixth, clipping to the far post where Gabriel Jesus de-

scribed it crossed the line but his Brazilian teammate was credited with the goal.

The onslaught came in the second half with De Bruyne exerting his influence after coming off the bench.

The Belgian netted in the first, receiving the ball from Gabriel Jesus, who had combined with Sterling.

Gabriel Jesus found the net seven minutes later after being released by De Bruyne's throughball, finding that Heurelho Gomes after the goalkeeper came off his line.

Then the record-equating final victory margin came from a double inside six minutes from Sterling, who grew up near Wembley and has a tattoo of the stadium's arch.

The Football Writers' Association player of the year tapped in after finishing off Bernardo Silva's cross in the box, and met the rebound after Gomes' header.

"It just shows what the manager's building here," Sterling said. "At the start of the season he said, 'Let's try and get the mentality right and go for the Premier League again, and we've done that again, exceptionally well.'"

It's a credit to all the boys, being mentally switched on throughout the season which has been

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Legal Notices

Construction Invitation for Bids

The City of China will receive bids for LA Station. Bids for LA Station are to be received until 10:00 A.M. on June 6, 2019 at the City of China, City Hall Council Room, 717 North Broadway, China, Texas 77613. The bids will be publicly opened and read aloud at 10:00 A.M. on June 6, 2019 at the City of China, City Hall Council Room, 717 North Broadway, China, Texas 77613 on May 30, 2019 at 10:00 A.M. Bids are invited for several items and quantities of work as follows:

Remove and Replace Existing

Remove and Replace Existing three (3) Pumps, install new control panel with variable drive controls, install new SCADA system to control lift station, and new control rack.

Notice of Public Hearing

Notice of Public Hearing. The City of China, Texas 77613, will hold a public hearing on the proposed changes to the City of China, Texas 77613, on May 30, 2019 at 10:00 A.M. at the City of China, City Hall Council Room, 717 North Broadway, China, Texas 77613.

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Public Notices

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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 MTP-2045, the "draft" JOHRTS FY 2019-2022 TIP, Amendment #1, and Transportation Conformity, which contains projects and programs scheduled for implementation in the future.

Monday, June 3, 2019
3:00 PM
Orange Public Library
220 5th Street
Orange, Texas

Tuesday, June 4, 2019
3:00 PM
Lumberton City Hall
836 North Main Street
Lumberton, Texas

Wednesday, June 5, 2019
3:00 PM
Bowers Civic Center
3401 Cultural Drive
Port Arthur, Texas

Thursday, June 6, 2019
3:00 PM
South East Texas Regional
Planning Commission
2210 Eastex Freeway
Beaumont, Texas

The "draft" JOHRTS MTP-2045 and the "draft" JOHRTS FY 2019-2022 TIP, Amendment #1, can be downloaded at www.setrpc.org/ter. The 32-day public comment period ends on Monday, July 1, 2019. Please attend any meeting to provide input, or submit written comments by 5:00 PM, July 1, 2019 to Bob Dickinson at the South East Texas Regional Planning Commission, 2210 Eastex Freeway, Beaumont, Texas 77703. For more information or for special needs requests (48 Hours), please contact Bob Dickinson at (409) 899-8444 extension 7520 or bdickinson@setrpc.org.

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Public Comment Period and Public Hearings

The Transportation and Environmental Resources Division is announcing a public comment period to be held from May 31, 2019 – July 1, 2019 so that the public can comment on the “draft” JOHRTS MTP-2045, the “draft” JOHRTS FY 2019-2022 TIP, Amendment #1 and the “draft” Transportation Conformity Report. A series of public meetings will be held June 3, 2019 – June 6, 2019 for the public to learn and comment on these documents. For more information visit the SETRPC Transportation and Environmental Resources website at <http://www.setrpc.org/ter/>.



TRANSPORTATION &
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RESOURCES

REGISTRATION PLEASE PRINT

MEETING: MTP-2045, 2019-2022 TIP Amendment #1, and
Transportation Conformity Public Meetings

LOCATION: South East Texas Regional Planning Commission

DATE: Thursday, June 6, 2019 - 3:00 PM

NAME	TITLE	AGENCY	PHONE	EMAIL
1. Bob Dickinson	MPO Director	SETRPC	409-899-8444	bdickinson@setrpc.org
2. Scott Ayres	Planning Engineer	TxDOT-BUT	409-898-5743	scayres@txdot.gov
3. Jennifer Patel	Dir. Community Relations	Gulf Coast - CRH	409-866-1444	jennifer.patel@gc-texas.com
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ENVIRONMENTAL
RESOURCES

REGISTRATION PLEASE PRINT

MEETING: MTP-2045, 2019-2022 TIP Amendment #1, and
Transportation Conformity Public Meetings

LOCATION: Orange Public Library

DATE: Monday, June 3, 2019 - 3:00 PM

NAME	TITLE	AGENCY	PHONE	EMAIL
1. Bob Dickinson	MPO Director	SETRPC	409-899-8444	bdickinson@setrpc.org
2. Matthew Volkmann		TxPOR	409-898-5761	matthew.volkmann@txdot.gov
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RESOURCES

REGISTRATION PLEASE PRINT

MEETING: MTP-2045, 2019-2022 TIP Amendment #1, and
Transportation Conformity Public Meetings

LOCATION: Lumberton City Hall

DATE: Tuesday, June 4, 2019 - 3:00 PM

NAME	TITLE	AGENCY	PHONE	EMAIL
1. Bob Dickinson	NIPD Director	SETRPC	409-899-8444	bdickinson@setrpc.org
2. Brent Rawlinson	PROJECT CONTROLLER	TXDOT		brent.rawlinson@txdot.gov
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REGISTRATION PLEASE PRINT

MEETING: MTP-2045, 2019-2022 TIP Amendment #1, and
Transportation Conformity Public Meetings

LOCATION: Bowers Convention Center

DATE: Wednesday, June 5, 2019 - 3:00 PM

NAME	TITLE	AGENCY	PHONE	EMAIL
1. Bob Dickinson	MPO Director	SETRPC	409-899-8444 9520	bdickinson@setrpc.org
2. Brent Rawlinson	Controller	TXDOT		brawlinson@ brent.rawlinson@txdot.gov
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South East Texas Regional Planning Commission
2210 Eastex Freeway • Beaumont, Texas • 77703
409-899-8444 (office) • 409-729-6511 (fax)
www.setrpc.org

FOR IMMEDIATE RELEASE

September 7, 2018

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

Public Encouraged to Provide Comments on the Proposed JOHRTS MTP 2045
"SETRPC to Host Series of Public Meetings beginning Monday, September 10th"

(Beaumont) --- The South East Texas Regional Planning Commission (SETRPC) will host a series of public meetings beginning **Monday, September 10, 2018**, providing citizens in Jefferson, Orange and Hardin Counties the opportunity to learn about and comment on the **Proposed JOHRTS MTP-2045**. "This is an opportunity for the public to be directly involved in the process and have their voices heard as we make recommendations to address transportation-related issues that are affecting the southeast Texas region. Public input is an essential part of this process and we want to make sure the needs of our region are properly addressed," says Bob Dickinson, Director of Transportation and Environmental Resources for SETRPC.

The 17-day public comment period is being held September 10 through September 26, 2018. The public is encouraged to attend a meeting or provide written comments by 5:00 PM, September 26, 2018. Four public meetings will be held in **Orange, Port Arthur, Lumberton, and Beaumont** at the following locations:

Monday, September 10, 2018 - 3:00 to 5:00 PM
City of Orange Library, 220 5th Street, Orange, TX

Tuesday, September 11, 2018 – 3:00 to 5:00 PM
Bowers Civic Center, 3401 Cultural Center Drive, Port Arthur, TX

Wednesday, September 12, 2018 - 3:00 to 5:00 PM
City Hall, 836 North Main Street, Lumberton, TX

Thursday, September 13, 2018 - 3:00 to 5:00 PM
MCM Elegante Hotel, Fountainview Room, 2355 I-10 South, Beaumont, TX

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

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

We Value Your Input!

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As part of the continuing, cooperative, and comprehensive transportation planning process, the SETRPC-MPO will be hosting a series of public meetings to provide the public an overview of and an opportunity to comment on the Proposed JOHRTS MTP-2045, which includes transportation projects through year 2045.

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3:00 – 5:00 PM

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3:00 - 5:00 PM
City Hall
836 North Main Street
Lumberton, TX

Thursday, September 13, 2018
3:00 - 5:00 PM
MCM Elegante Hotel
Fountainview Room
2355 I-10 South
Beaumont, TX

Please attend any meeting to provide input, or submit written comments by 5:00 PM, September 26, 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.

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.

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Monday, September 10, 2018
3:00 – 5:00 PM
City of Orange Library
220 5th Street
Orange, TX

Tuesday, September 11, 2018
3:00 - 5:00 PM
Bowers Civic Center
3401 Cultural Center Drive
Port Arthur, TX

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POLITICS

Large, diverse crowd shows up to meet O'Rourke

Many trying to 'see what the tidal wave is all about.'

By Haley Bruyn

Twice extra chairs had to be brought into the Beaumont labor hall last week so more people could get a look at U.S. Senate candidate Beto O'Rourke and "see what the tidal wave is all about."

A diverse crowd of about 500 converged on the IBEW hall on Spindletop Road Tuesday night to hear O'Rourke, the Democratic congressman from El Paso, who is mounting a high-profile challenge to Republican incumbent Ted Cruz.

Lamar engineering student Madalyne Ortez decided to attend the event with friends after discuss-

ing this past weekend's visit to Beaumont by Cruz's father, Rafael.

"We decided to come to this event to see what Beto is about," Ortez said. "We are coming here open-minded, and we'd just like to learn more about it."

Dwayne Diamond said he had seen information about O'Rourke and was trying to decide who to vote for.

"I wanted to see what the tidal wave is all about. There must be something to him. I just want to get a live look at the man and kind of get a feel for him."

"A couple of friends told me about him so I wanted to come out here and see him for myself — what his stand is, what his beliefs are, values and things like that," Diamond said.

When O'Rourke arrived, the crowd erupted

into applause. He shook hands all around, then spoke about education reform, the criminal justice system, the border wall and the area's recovery after Tropical Storm Harvey.

George S. Baggs saw O'Rourke speak the last time the congressman was in the area.

"He's a very dynamic person. He has to be our next senator, he's got to be. We're very much aligned in how we see to move the region and how to move Texas forward," Baggs said.

Tarra Adler, who arrived with Baggs, called O'Rourke a "different kind of politician."

"He doesn't depend on his staff to give him the answers. He already knows," Adler said.

"He participates in a dialogue," Baggs said. "It's not a one-sided ideology."



U.S. Senate candidate Beto O'Rourke shakes hands as he enters the IBEW hall on Spindletop Road in Beaumont for a town hall meeting Aug. 21.

Haley Bruyn/The Enterprise

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<h3>Legal Notices</h3> <p>Notice of Application for Fluid Injection Well Permit</p> <p>Foundation Energy Management, LLC is applying to the Railroad Commission of Texas for a permit to inject fluid into a formation which is productive of oil and gas.</p> <p>The applicant proposes to inject fluid into the Yegua Sand (1st through Z-3), Brooks, G.W. Fee, Lease, Well Number 62. The proposed injection well is located 7 miles North-North-East of Silsbee, TX, in the Silsbee Field, in Hardin County. Fluid will be injected into strata in the subsurface depth interval from 8750 to 8830 feet.</p> <p>LEGAL AUTHORITY: Chapter 27 of the Texas Water Code, as amended, Title 3 of the Texas Natural Resources Code, as amended, and the Statewide Rules of the Oil and Gas Division of the Railroad Commission of Texas.</p> <p>Requests for a public hearing from persons who can show they are adversely affected or requests for further information concerning any aspect of the application should be submitted in writing, within fifteen days of publication, to the Environmental Services Section, Oil and Gas Division, Railroad Commission of Texas, P.O. Box 12967, Austin, Texas 78711 (Telephone 512/463-6792).</p>	<h3>Legal Notices</h3> <p>THE CITY OF LUMBERTON ANNOUNCES A PUBLIC HEARING TO BE HELD AT LUMBERTON CITY HALL, CITY COUNCIL CHAMBERS, 436 NORTH MAIN STREET AT 5:30 P.M. ON MONDAY, SEPTEMBER 10, 2018 FOR THE PURPOSE OF DISCUSSING THE CITY OF LUMBERTON OPERATING BUDGET FOR THE 2018-2019 FISCAL YEAR.</p> <p>We Value Your Input!</p> <p>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.</p> <p>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 Proposed JORTS MTP-2045, which includes transportation projects through year 2045.</p> <p>Monday, September 10, 2018 3:00 - 5:00 PM City of Orange Library 220 5th Street Orange, TX</p> <p>Tuesday, September 11, 2018 3:00 - 5:00 PM Bowers Civic Center 3401 Cultural Center Drive Port Arthur, TX</p> <p>Wednesday, September 12, 2018 3:00 - 5:00 PM City Hall 436 North Main Street Lumberton, TX</p> <p>Thursday, September 13, 2018 3:00 - 5:00 PM MCM Elegante Hotel Fountainview Room 2155 I-10 South Beaumont, TX</p> <p>Please attend any meeting to provide input, or submit written comments by 5:00 PM, September 26, 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.</p>	<h3>Apts Unfurnished</h3> <h2>LAKE SQUARE APARTMENTS</h2> <p>880 HWY. 105 SOUR LAKE, TX 77659 409-287-2809</p> <p>1 STORY SENIOR CITIZENS COMPLEX</p> <p>(Also avail. to handicapped & disabled person)</p> <p>1 BR'S FROM \$397/MO</p> <p>15 MINS FROM PARKDALE MALL SHOPPING & A COMMUNITY CENTER FOR RESIDENTS</p> <p>WAITING LIST FOR RENTAL ASSISTANCE</p> <p>This institution is an Equal Opportunity Provider & Employer</p> <p>TDD 1-800-735-2989</p>
<h3>SERVICE DIRECTORY</h3> <p>Carpet Cleaning</p> <p>JL Maintenance, Carpet Cleaning, Pressure Washing, Tile & grout cleaning, interior & exterior painting, lawncare 409-338-4313</p> <p>General Contractors</p> <p>Complete home remodeling & interior/exterior painting, carpentry, drywall & tile 409-433-3663, 409-960-4027</p> <p>House Leveling</p> <p>Tex-Mex House Leveling & Roofing Remodeling all types Floors & Foundation repairs Licensed and bonded FREE ESTIMATES 409-778-9165</p> <p>Landscaping</p> <p>MOBILE MOWER REPAIR Specialized riding mowers & tillers. Why Mow 2-3 weeks? "We go to U" (409)540-1785</p> <p>Roofing</p> <p>23 Years hands on at ADVANTAGE ROOFING Leak Repair & Replacements Big or Small We Do It All. 409-338-4255</p> <p>Jason Shackelford Roofing & Repair. Roof leak specialist. Call 409-455-1618</p>		

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Legal Notices

INVITATION TO BIDDERS

The City of Sour Lake, Texas will accept sealed bids for furnishing necessary materials, equipment, and superintendence and labor for the City of Sour Lake, Texas, 2018 Road Rehabilitation Project. The project is generally described as the rehabilitation of selected existing City Streets through the rehabilitation and placement of base materials and road surface materials as required in the contract documents. Bids will be received until 2:00 p.m. on Wednesday, September 5, 2018 at the City of Sour Lake City Hall, 625 HWY 105 W, Sour Lake, Texas 77589. The bids will be publicly opened and read aloud at the time stated above.

The right is reserved by the City of Sour Lake, as the City's interest may require, to accept or reject any or all bids, and to waive any informality in the bids received.

There will be a non-mandatory pre-bid conference with the Engineer, Owner, and Prospective Bidders at 10:00 AM on Wednesday, August 29, 2018 at the City of Sour Lake City Hall Council Chambers, 625 HWY 105 W, Sour Lake, Texas 77589.

Bidding Documents are on file at www.cityofsourlake.com. There is no cost to view the plans, and printing can be done through the website. Hard copies of Bidding Documents will not be sold. Complete sets of Bidding Documents shall be used in preparing bids; neither Owner nor Engineer assumes any responsibility for errors or misinterpretations resulting from the use of incomplete sets of Bidding Documents. Owner and Engineer, in making copies of Bidding Documents available on the above terms, do so only for the purpose of obtaining bids for the work and do not confer a license or grant for any other purpose.

By Security, only in the form of: 1) a certified or cashier's check drawn on a Texas bank and made payable to the City of Sour Lake; or 2) a bond ex-

Legal Notices

acted by a surety company authorized to do business in Texas, in the amount of not less than five (5%) percent of the total bid, must accompany each bid at the time it is submitted. Bids must be submitted on the form shown in the Contract Documents. A Contractor Qualification Statement must also accompany each bid.

Bids may be held by the City of Sour Lake for a period not to exceed 30 days from the date of the opening of the bids and the reviewing of the bids' qualifications prior to the contract award.

Upon award, the successful bidder will be required to furnish payment and performance bonds.

City of Sour Lake, Texas
Jack Provost
City Manager

NOTICE TO BIDDERS

Sealed Proposals addressed to the Mr. Thomas McDonald, General Manager of the Jefferson County Water Control and Improvement District 10, covering the renovations to WCID 10 Administration Building and Old Fire Station, Nederland, Texas will be received at the office of the WCID 10 Fire Station, 2028 S. Rock Road, Nederland, Texas 77627, until 4:00 p.m., local time, August 29, 2018. Immediately thereafter, the proposals will be opened and read publicly. Any bids received after the closing time stated above will be returned to the bidders unopened.

Each proposal must be accompanied by a bid bond, certified or cashier's check issued by a surety acceptable to the Owner, payable without recourse to the order of the Jefferson County Water Control and Improvement District 10 in an amount not less than five (5%) total maximum amount of all bids submitted as a guarantee that the bidder not withdraw his bid for a period of sixty (60) calendar days after the scheduled closing time for the receipt of bids; that if his bid is accepted, he will enter

Legal Notices

into a formal contract with the Owner and that bidders will furnish the required Performance and Payment Bonds and if these conditions are not met within 10 days after receiving notice of acceptance of a bid, the bidder shall be liable to the Owner for the full amount of bid guarantee as representing the damage to the Owner on account of the default of the bidder.

The Owner requires all bidders to submit a Contractor Qualification Statement, as to previous comparable work, and as to financial and technical organization and resources available for accomplishing this project. Bidders may obtain access to the drawings and project manual by contacting the office of The Lubich Architectural Group, Inc., 7999 Gladys, Suite 101, Beaumont, Texas, 409.803.0197.

The drawings, project manual and all contract documents may be examined without charge by the office of The Lubich Architectural Group, Inc., 7999 Gladys Ave. #101, Beaumont, Texas or at the WCID 10 temporary offices at 2028 Spillcock Road, Nederland, Texas 77627.

A Mandatory Pre-Bid Conference will be held at 10:00 a.m. on Wednesday, August 29, 2018 at the Administration Building, 3707 Central Blvd., Nederland, TX 77627. All general contractors are required to attend the Pre-Bid Conference in order to submit a bid for this Project. Subcontractors and material suppliers are invited to attend. Questions pertaining to the drawings and project manual and bidding procedures will be answered at the Pre-Bid Conference.

PROJECT CONSISTS OF renovations to WCID 10 Administration Building and Old Fire Station including, but not limited to, floors, ceilings, painting and other repairs associated with food damage.

The Jefferson County Water Control and Improvement District 10 reserves the right to reject any or all bids and to waive all formalities.

First Published notice: Sunday, August 26, 2018
Second Published notice: Sunday, September 2, 2018

Legal Notices

THE SOUTH EAST TEXAS REGIONAL PLANNING COMMISSION (SETRPC) has been awarded a grant from the Economic Development Administration (EDA) to assist in the state and federally led recovery planning efforts, provide local technical planning capacity, and help facilitate the implementation of locally generated disaster recovery projects and strategies in Harbin, Jefferson and Orange Counties, which are included in the Hurricane Harvey Federal Disaster Declaration DR-4332. SETRPC is seeking a qualified contractor(s) to serve in the position of Economic Resiliency Planner. The position is funded through the EDA grant. Hours and work will be performed on an as needed, as requested basis. The primary purpose of this position is to work with communities included in Harbin, Jefferson and Orange Counties in support of planning and recovery and resiliency. Work involves grant administration and support, progress reporting and administration for the Transportation and Environmental Resources Division of SETRPC, as well as routine planning and resiliency work. The position also provides support and training for local jurisdictions in the identification of projects that enhance regional disaster recovery and economic resiliency. The work will be with local jurisdictions, planning projects and facilitate the coordination between local project needs and state and federal grant programs.

The primary functions include but are not limited to: Assist in the state and federal led recovery planning among the most highly impacted communities by providing an array of technical, training, research, planning, policy, and support of disaster recovery and resiliency in Harbin, Jefferson and Orange Counties; Coordinate and collaborate with SETRPC staff in support of cross-divisional efforts to enhance regional disaster resiliency; Initiate and lead outreach to local jurisdictions to further development of resiliency projects; Aid in identifying projects eligible for grants; Support local jurisdictions in the development of grant applications.

Legal Notices

Callions to fund economic recovery projects:
Seek private and non-profit partnership opportunities.
Select, organize, analyze and/or prepare materials to disseminate program information throughout Harbin, Jefferson and Orange Counties.
Conduct, coordinate and provide guidance to staff in the development and integration of recovery support services.
Seek assistance as recovery needs are elevated through the planning process.
Provide access to services by holding open office hours in communities that provide space and facilities to accommodate activity, and
Attend recovery meetings at local, state and federal levels to develop action plans for new economic resiliency projects.

GENERAL QUALIFICATIONS:
Education-Graduation from an accredited college or university is required. Course work in regional or community planning, public affairs or public administration preferred.
Experience-Equivalent experience in planning, economic development, disaster resiliency, public affairs or public administration is required.
Preferred Experience working with Economic Development Administration grants, federal disaster recovery programs, knowledge, skills and abilities: Knowledge of and skill in the planning, development and coordination of economic and community recovery and resiliency projects. Knowledge of and skill in grant administration, development coordination and monitoring. Ability to communicate information and ideas in speaking and writing to others will be understood.

Highly skilled in Microsoft Office applications.
Ensures that key issues are addressed and that important information is shared quickly and effectively up, down, and across the organization.
Consistently demonstrates respect, responsiveness and professionalism towards others while providing good service for the internal and external customers.
Interested contractor(s) should submit qualifications, fee schedule, and references to Bob Dickinson, Director, Transportation and Environmental Resources Division no later than September 12, 2018.

Legal Notices

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3:00 - 5:00 PM
City of Orange Library
220 5th Street
Orange, TX

Tuesday, September 11, 2018
3:00 - 5:00 PM
Boulevard Center
3401 Cultural Center Drive
Port Arthur, TX

Wednesday, September 12, 2018
3:00 - 5:00 PM
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635 North Main Street
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General

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General

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New Temple CHSC is accepting bids for installation for work of the specific site.
The actual bid package the vendors receive will contain the project specific information such as the scope, any pre-bid questions vendors can ask are Sat. 8/25 - Sat. 9/8 409.757.4792 or email newtemplechsc@att.net for more information.

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TRANSPORTATION &
ENVIRONMENTAL
RESOURCES

REGISTRATION PLEASE PRINT

MEETING: Public Meeting
MTP 2045

LOCATION: Elegante Hotel
Beaumont, Texas

DATE: Thursday, September 13, 2018
3:00 – 5:00 PM

NAME	TITLE	AGENCY	PHONE	EMAIL
1. Bob Dicks	MPO Director	SETRPC		
2. Ruth Callaway	Admin Asst	SETRPC		
3. Robert Guthrie	Transportation Planner	CDM Smith	713-423-7345	guthrie.rj@cdmsmith.com
4. Bin Wang	Transportation Planner	CDM Smith	713-423-7300	wangb@cdmsmith.com
5. Bill Munson	GM, Beaumont Transit	BMT	(409) 835-7895	bmunson@beaumonttransit.com
6. Scott Ayres	TxDOT Planning Eng.	TxDOT-BMT		
7. Jennifer Pate	Dir Community Relations Gulf Coast-CRH		409-864-1444	jennifer.pate@gc-texas.com
8.				
9.				
10.				



TRANSPORTATION &
ENVIRONMENTAL
RESOURCES

REGISTRATION
PLEASE PRINT

MEETING: Public Meeting
MTP 2045

LOCATION: City of Orange Library
Orange, Texas

DATE: Monday, September 10, 2018
3:00 – 5:00 PM

NAME	TITLE	AGENCY	PHONE	EMAIL
1. Bob Dickinson	SRPO Director	SFTRPC		
2. Mathew Navayanasamy	Planner	CDMSmith		
3. Robert Gotthard	Planner	CDMSmith		
4. Sharon S. Bodegar	Citizen		409-886-1879	plantseedss@gt.rr.com
5. MATTHEW Volkmann	Transportation Engr	TxDOT	909-898-5701	matthew.volkmann@txdot.gov
6.				
7.				
8.				
9.				
10.				



TRANSPORTATION &
ENVIRONMENTAL
RESOURCES

REGISTRATION
PLEASE PRINT

MEETING: Public Meeting
MTP 2045

LOCATION: Bowers Civic Center
Port Arthur, Texas

DATE: Tuesday, September 11, 2018
3:00 – 5:00 PM

NAME	TITLE	AGENCY	PHONE	EMAIL
1. Bob Dickson	NPO Director	SETRPC		
2. Robert Gutierrez	Transportation Planner	CDM Smith		guthert@cdmsmith.com
3. Sir Kalakantla	"	"		Kalakantla@cdmsmith.com
4. Arnold Vowles	Planner	TxDot	409.898.5773	Arnold.Vowles@txdot.gov
5. Taylor Shelton	P.W. Dir.	City of Port Neches	520	same
6.				
7.				
8.				
9.				
10.				



REGISTRATION

PLEASE PRINT

TRANSPORTATION &
ENVIRONMENTAL
RESOURCES

MEETING: Public Meeting
MTP 2045

LOCATION: Lumberton City Hall
Lumberton, Texas

DATE: Wednesday, September 12, 2018
3:00 – 5:00 PM

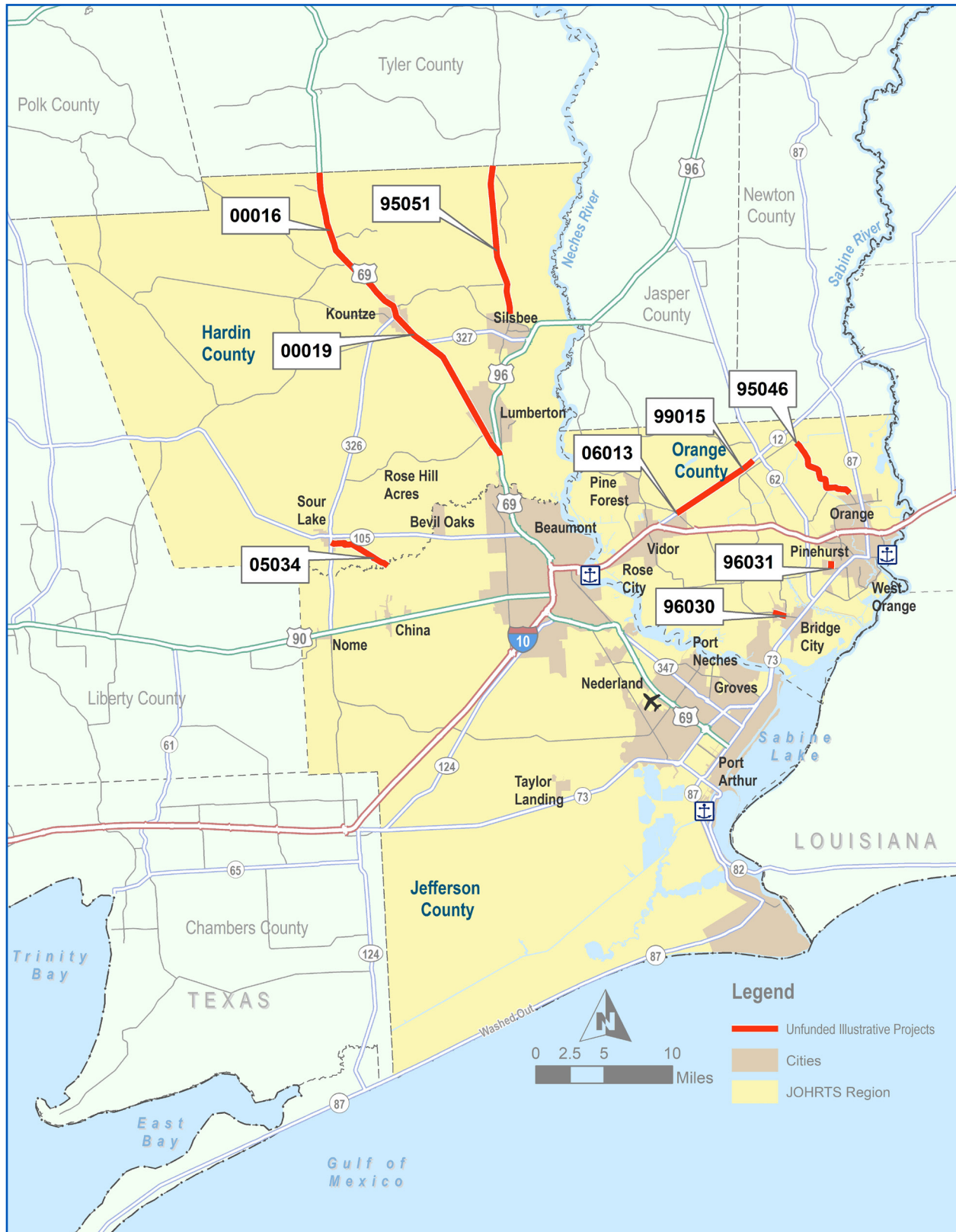
NAME	TITLE	AGENCY	PHONE	EMAIL
1. Bob Richards	NRPOD, nch	SETRPC		
2. Susan Peltier	City Clerk	City of Lumberton	409-755-0031-101	SUSAN.PELTIER@LUMBERTON.COM
3. Andrew Rice	City Clerk	City of Lumberton	409-755-0031-101	ANDREW.RICE@LUMBERTON.COM
4. Steve Clark	City of Lumberton	1. 11	755-0031	SClark@birc1955.com
5. Robert Guthrie	CTSM Smith	CTSM Smith	713-423-7345	guthrie@ctsm-smith.com
6. Kim Wang	Transportation Planner	CTSM Smith	713-423-7300	wang@ctsm-smith.com
7. Scott Ayres	Planning Engineer	TXDOT	409-892-7311	Scott.Ayres@txdot.gov
8.				
9.				
10.				

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Appendix B

Illustrative Projects

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DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	MPO PROJECT I	EST COST
BEAUMONT	Hardin	0200-10-060	US 69	C		00019	\$101,500,000
LIMITS FROM		FM 1003					
LIMITS TO:		Mitchell Rd					
DESCRIPTION:		Construct new location 4 lane divided facility					

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	MPO PROJECT I	EST COST
BEAUMONT	Hardin	0200-09-069	US 69	C		00016	\$62,500,000
LIMITS FROM		Tyler County line					
LIMITS TO:		FM 1003					
DESCRIPTION:		Construct new location 4 lane divided facility					

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	MPO PROJECT I	EST COST
BEAUMONT	Hardin		CS	C		05034	\$2,277,525
LIMITS FROM		Old Beaumont Rd, from Sour Lake city limits, south					
LIMITS TO:		Jefferson County line					
DESCRIPTION:		Paving of existing gravel county road					

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	MPO PROJECT I	EST COST
BEAUMONT	Hardin		FM 92	C		95051	\$4,500,000
LIMITS FROM		0.5 miles north of FM 418					
LIMITS TO:		Tyler County line					
DESCRIPTION:		Widen to four lanes with left turn lanes					

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	MPO PROJECT I	EST COST
BEAUMONT	Orange		SH 12	C		06013	\$12,000,000
LIMITS FROM		FM 1132					
LIMITS TO:		Newton County Line					
DESCRIPTION:		Widen to 4 lanes with turn lanes					

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

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	MPO PROJECT I	EST COST
BEAUMONT	Orange		SH 12	C		99015	\$4,100,000
LIMITS FROM		FM 1136					
LIMITS TO:		1.0 mile east of FM 1136					
DESCRIPTION:		Reconstruct to 4 lanes with central left turn lane					

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	MPO PROJECT I	EST COST
BEAUMONT	Orange		FM 3247	C		96031	\$12,900,000
LIMITS FROM		Tulane Rd					
LIMITS TO:		FM 105					
DESCRIPTION:		Construct 2 lane rural roadway					

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	MPO PROJECT I	EST COST
BEAUMONT	Orange		FM 1442	C		96030	\$3,100,000
LIMITS FROM		FM 408					
LIMITS TO:		1 mile west of FM 408					
DESCRIPTION:		Reconstruct to 4 lanes with central left turn lane					

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	MPO PROJECT I	EST COST
BEAUMONT	Orange		FM 1130	C		95046	\$10,000,000
LIMITS FROM		SRN Railroad					
LIMITS TO:		Little Cypress Road					
DESCRIPTION:		Reconstruct roadway					

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

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Appendix C

Transportation Conformity Report

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Jefferson-Orange-Hardin Regional Transportation Study

Transportation Conformity Report

JOHRTS FY 2019-2022 TIP Amendment #1
JOHRTS MTP-2045

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

SETRPC
SOUTH EAST TEXAS REGIONAL PLANNING COMMISSION


TRANSPORTATION &
ENVIRONMENTAL
RESOURCES

ADOPTED by the Transportation Planning Committee:
July 18, 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

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Glossary of Abbreviations

ACS	American Community Survey
CAAA	Clean Air Act Amendments
USDOT	United States Department of Transportation
EPA	US Environmental Protection Agency
FHWA	Federal Highway Administration
FTA	Federal Transit Administration
IAC	Inter-Agency Consultation
JOHRTS	Jefferson-Orange-Hardin Transportation Study
MPO	Metropolitan Planning Organization
MTP	Metropolitan Transportation Plan
NAAQS	National Ambient Air Quality Standards
NOx	Oxides of nitrogen
PPP	Public Participation Plan
SETRPC	South East Texas Regional Planning Commission
SIP	State Implementation Plan
TAZ	Traffic Analysis Zone
TCEQ	Texas Commission on Environmental Quality
TCM	Transportation Control Measure
TDM	Travel Demand Model
TIP	Transportation Improvement Program
TPC	Transportation Planning Committee
TxDOT-TPP	Texas Department of Transportation-Transportation Planning and Programming Division

TXSDC	Texas State Data Center
UTSA	University of Texas-San Antonio
VMT	Vehicle Miles Traveled
VOC	Volatile Organic Compounds

Chapter 1: Executive Summary

1.1 Conformity Overview

Section 176(c)(4) of the Clean Air Act Amendments (CAAA) of 1990 requires Metropolitan Planning Organizations (MPOs) for areas designated as nonattainment or maintenance for the pollutant ozone to conduct an air quality conformity analysis to ensure Metropolitan Transportation Plans (MTPs) and Transportation Improvement Programs (TIPs) are consistent with the region's air quality goals. Recent court rulings in the *South Coast Air Quality Management District vs EPA (South Coast II)* case have affected the status of areas such as the Jefferson-Orange-Hardin Regional Transportation Study (JOHRTS) area which was re-designated to attainment with a maintenance plan for the 1997 8-hour Ozone NAAQS in 2010 and was designated attainment/unclassifiable for the 2008 8-hour Ozone NAAQS and 2015 8-hour Ozone NAAQS.

The court rulings have resulted in such areas, known as 'orphan' areas, having to demonstrate conformity under their previous designation for the 1997 8-hour Ozone NAAQS. Based on the [November 2018 EPA guidance document *Transportation Conformity Guidance for the South Coast II Court Decision*](#), a regional emissions analysis is not required for this conformity demonstration. This document details this effort by the South East Texas Regional Planning Commission-MPO (SETRPC-MPO), with technical assistance from the Texas Department of Transportation – Transportation Planning and Programming Division (TxDOT-TPP), to perform the air quality conformity analysis and obtain a conformity determination.

1.2 Maintenance Area

The Beaumont-Port Arthur area (Hardin, Jefferson, and Orange Counties) was re-designated from nonattainment to attainment-maintenance for the 1997 8-hour Ozone NAAQS, effective November 19, 2010. The area was initially designated attainment/ unclassifiable for the 2008 8-hour Ozone NAAQS and remains in attainment for that standard as well as the new 2015 8-hour Ozone NAAQS. When the 1997 8-hour Ozone NAAQS was revoked by the US Environmental Protection Agency (EPA), transportation conformity requirements for the 1997 8-hour Ozone NAAQS were also revoked (effective 4/6/2015). Due to its designation as attainment/unclassifiable for the 2008 8-hour Ozone NAAQS and current 2015 8-hour Ozone NAAQS, the Beaumont-Port Arthur area has not been subject to transportation conformity requirements since 2015. The court's decision in *South Coast II* reinstated the conformity requirements for the area as part of maintenance for the 1997 8-hour Ozone NAAQS. The EPA's November 2018 guidance document for areas affected by the *South Coast II* decision includes the conformity criteria that the EPA considers applicable to 'orphan' areas.

1.3 Conformity Criteria

As per the EPA guidance referenced in Section 1.2, conformity for the 1997 8-hour Ozone NAAQS can be demonstrated by the SETRPC-MPO, with technical assistance from TxDOT-TPP, by meeting 1) use of the latest planning assumptions, 2) consultation requirements, 3) fiscal constraint requirements of MTPs and TIPs, and 4) if applicable, timely implementation of Transportation Control Measures (TCMs). As the JOHRTS region has no TCMs, requirement 4) is not part of the conformity criteria for the region.

1.4 MTP & TIP Conformity

Results of the transportation conformity determination demonstrate that the JOHRTS MTP-2045 and the JOHRTS Revised FY 2019-2022 TIP meet all transportation air quality conformity requirements of the CAAA and the *South Coast II* guidance. This conformity determination involved Interagency Consultation (Chapter 7) and Public Participation (Chapter 8).

Chapter 2: Air Quality

2.1 Air Pollution

Based on the CAAA, the EPA sets national standards, known as National Ambient Air Quality Standards (NAAQS), for six criteria pollutants: ozone, particulate matter, carbon monoxide, sulfur dioxide, nitrogen oxides and lead. In the JOHRTS region, the primary pollutant issue is ozone. The Texas Commission on Environmental Quality (TCEQ), in concert with the MPO, is responsible for attributing NO_x and VOC amounts to on-road vehicles. Ground level ozone is known to trigger a variety of health problems. It is particularly harmful for children, older adults and people of all ages who have lung diseases such as asthma.

2.2 Background

The Beaumont-Port Arthur area (Hardin, Jefferson, and Orange Counties) was re-designated from nonattainment to attainment-maintenance for the 1997 8-hour Ozone NAAQS, effective November 19, 2010. The area was initially designated attainment/ unclassifiable for the 2008 8-hour Ozone NAAQS and remains in attainment for that standard as well as the new 2015 8-hour Ozone NAAQS. When the 1997 8-hour Ozone NAAQS was revoked by the EPA, transportation conformity requirements for the 1997 8-hour Ozone NAAQS were also revoked (effective 4/6/2015). Due to its designation as attainment/unclassifiable for the 2008 8-hour Ozone NAAQS and current 2015 8-hour Ozone NAAQS, the Beaumont-Port Arthur area has not been subject to transportation conformity requirements since 2015.

The court's decision in the *South Coast II* case reinstated the conformity requirements for the area as part of maintenance for the 1997 8-hour Ozone NAAQS. The EPA's November 2018 guidance document for areas affected by the *South Coast II* decision includes the conformity criteria that the EPA considers applicable to 'orphan' areas. As a result of a court case and subsequent rulings, it has been determined by EPA that transportation conformity applies for the revoked 1997 8-hour Ozone NAAQS and that these areas must demonstrate transportation conformity of MTPs and TIPs that are in place as of February 16, 2019.

Chapter 3: Conformity

3.1 Transportation Conformity

Transportation conformity establishes the framework for improving air quality to protect public health and the environment. Specifically, the CAAA section 176(c) requires that federally funded or approved highway and transit activities are consistent with ('conform to') the purpose of the SIP.

Conformity to the purpose of the SIP means the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) funding and approvals are given to highway and transit activities that will not cause new air quality violations, worsen existing air quality violations, or delay timely attainment of the relevant air quality standard, or any interim milestone.

3.2 Purpose

This report and its supporting appendices explain the conformity determination for the JOHRTS MTP-2045 and the JOHRTS Revised FY 2019-2022 TIP with respect to the requirement of transportation conformity for 'orphan' areas such as the JOHRTS region. See Section 1.1 Conformity Overview; Section 1.2 Maintenance Area; Section 2.2 Background; and Section 3.3 Criteria for further explanation regarding 'orphan' areas.

3.3 Criteria

As a result of the *South Coast II* decision, transportation conformity for the 1997 8-hour Ozone NAAQS will again apply in 'orphan' areas as of February 16, 2019. This includes the JOHRTS region as an Orphan Maintenance Area e.g., 1997 maintenance yet 2008 attainment.

As an Orphan Maintenance Area, transportation conformity for the MTP and TIP for the 1997 8-hour Ozone NAAQS can be demonstrated without a regional emissions analysis. As no regional emissions analysis is required, there is no requirement to use the latest emissions model, or use either the emissions budget test or interim emissions test. As no regional emissions analysis is required, there is by extension no requirement to perform regional travel demand modeling specifically to support a regional emissions analysis.

Based on the *South Coast II* decision, transportation conformity for the 1997 8-hour Ozone NAAQS can be demonstrated, without a regional emissions analysis as per guidance referenced in Section 1.2, by:

- Use of the latest planning assumptions, including TCMs;
- Meeting consultation requirements; and
- Meeting fiscal restraint requirements.

Documentation of SETRPC-MPO actions to demonstrate adherence to the three above criteria are contained in subsequent chapters of this document.

3.4 Document Format

This Transportation Conformity Report is a streamlined version of the Model Conformity Documentation outline adopted by the Technical Working Group for Mobile Source Emissions. As this conformity does not require a regional emissions analysis, the Transportation Conformity Report does not contain a section on emissions modeling. Additionally, the Travel Demand Model section describes the status of the validated travel demand model (TDM) and does not include discussion pertaining to use of the TDM to develop inputs to the regional emissions analysis.

3.5 Electronic Data Submittal

The MTP, TIP, and Transportation Conformity Report are available in PDF format on SETRPCs website: <http://www.setrpc.org/planning/> or by calling (409) 899.8444 x7520.

Chapter 4: MTP & TIP Conformity

4.1 Overview

The MTP is the official multimodal transportation plan for the JOHRTS area and addresses a 20-year planning horizon. The MTP includes goals and objectives that reflect regional values and long-term regional transportation needs. The MTP underscores the vital role transportation plays in the social, environmental, and economic health of the area. The fiscally constrained MTP is the [Jefferson-Orange-Hardin Regional Transportation Study Metropolitan Transportation Plan-2045 \(JOHRTS MTP-2045\)](#).

The JOHRTS Revised FY 2019-2022 TIP presents the various highway and transit projects that are expected to be let for construction or implementation within the next four years. Regional transportation projects and programs are identified and prioritized in the TIP. The fiscally constrained TIP is the [Jefferson-Orange-Hardin Regional Transportation Study Revised Fiscal Years 2019-2022 Transportation Improvement Program \(JOHRTS Revised FY 2019-2022 TIP\)](#).

4.2 Submittal Frequency

For nonattainment and maintenance areas subject to conformity requirements, regional transportation conformity analysis is required to be performed on a 4-year cycle. As the JOHRTS MTP-2045 and JOHRTS Revised FY 2019-2022 TIP are newly developed and adopted in July 2019, this conformity determination represents the first conformity determination of the JOHRTS MTP-2045 and the JOHRTS Revised FY 2019-2022 TIP.

As the region remains designated attainment for the 2008 8-hour Ozone NAAQS and the 2015 8-hour Ozone NAAQS, the region is required to update the MTP on a 5-year cycle.

4.3 Regionally Significant Projects

The networks used in the TDM consist of existing and planned future roadways. Functionally classified roadways (collector and above) or projects seeking federal funding are considered regionally significant. Most of the roadways contained in the model networks are regionally significant. Some roadways are included that are not regionally significant but are necessary to define the traffic analysis zone (TAZ) structure used in the TDM. Networks for the 2016, 2021, 2026 and Forecast Year 2045 were developed to support the JOHRTS MTP-2045 and JOHRTS Revised FY 2019-2022 TIP.

The specific funding for a project was originally noted in the annotation for each project. The funding was identified as Federal, State or Local. With recent changes to the TxDOT funding categories, the distinction between Federal and State funding has become more difficult. Therefore, most projects are simply identified as either Federal or Local funding.

While the cities in the JOHRTS region have public transit systems and while there are rural transit systems in the lesser populated portions of the three-county area; these systems do not represent a significant portion of the Vehicle Miles Traveled (VMT). Therefore, mode choice was not used in this TDM.

See JOHRTS MTP-2045 (Appendix 9.2) and JOHRTS Revised FY 2019-2022 TIP (Appendix 9.3) for the area's project listing.

4.4 Latest Planning Assumptions

The JOHRTS MTP-2045 was developed using the latest demographic and roadway activity assumptions at the time of its development in 2018 and 2019. As the JOHRTS Revised FY 2019-2022 TIP is drawn from the JOHRTS MTP-2045, the JOHRTS Revised FY 2019-2022 TIP is based on these same planning assumptions. Details of the development of these planning assumptions are provided in the context of discussion of the regional travel demand model (Chapter 5).

4.5 Non-Federal Projects

The MTP must include the design concept and descriptions for all existing and proposed regionally significant transportation projects, regardless of funding source ([23 CFR 450.324\(f\)\(9\)](#)). Further, it must also identify all necessary financial resources from public and private sources that are reasonably expected to be available to carry out the plan. Such regionally significant projects are included within the conformity determination of the MTP.

Non-federal projects funded by sources such as local governments and local transportation authorities, such as signal improvements, intersection improvements and local roadway widening, may be of insufficient scale or scope to require inclusion within a transportation conformity regional emissions analysis. These 'non-regionally significant' projects that do not require any federal project approval actions (i.e. environmental clearance or permit approvals) are not individually listed within the MTP or TIP.

4.6 Exempt Projects/Programs

Highway and transit projects characterized as Safety, *Mass Transit*, Air Quality or *Other* ([40 CFR 93.126](#)) are exempt from the requirement to determine conformity. Absent Consultative Partner consensus that such projects have the potential for adverse emissions impacts, these projects may proceed to the project development process even in the absence of a conforming MTP and TIP.

Projects exempt from Regional Emission Analysis ([40 CFR 93.127](#)) include: intersection channelization projects; intersection signalization projects at individual intersections; interchange reconfiguration projects; changes in vertical and horizontal alignment; truck size and weight

inspection stations and bus terminals and transfer points. Absent Consultative Partner consensus that such projects have the potential for regional impacts, these projects may also proceed to the project development process even in the absence of a conforming MTP and TIP.

For SETRPC projects, as described above, see JOHRTS MTP-2045 and JOHRTS Revised FY 2019-2022 TIP.

4.7 Constraints

One of the key requirements of the MTP and TIP is financial constraint, which is intended to ensure that the total estimated cost of projects included in the MTP does not exceed reasonably available estimated revenues. A conformity determination on financially constrained plans ensures that conformity findings are based on realistic plans and programs and that any TCMs and other projects that may be beneficial to air quality are funded.

4.7.1 Long-Range Financial Constraint (MTP)

The JOHRTS MTP-2045 financial element identifies all sources of funds reasonably expected to be available and any innovative financial strategies that may be necessary to implement the MTP. The financial element of the MTP is documented in JOHRTS MTP-2045 (Chapter 11).

4.7.2 Short-Range Financial Constraint (TIP)

Financial constraint is also required for a conforming TIP, with funds programmed being equal to the total funds available. The JOHRTS Revised FY 2019-2022 TIP comprises the first four years of transportation activities in the JOHRTS MTP-2045, and the requirement of financial constraint ensures that those activities committed to be funded in that timeframe have the financial resources available for implementation.

4.8 Summary Statement

The JOHRTS MTP-2045 and the JOHRTS Revised FY 2019-2022 TIP adhere to the conformity requirements as described in EPA's November 2018 guidance. The JOHRTS MTP-2045 and, by extension, the JOHRTS Revised FY 2019-2022 TIP were developed based on the latest planning assumptions at the time of MTP development in 2014. The JOHRTS MTP-2045 and JOHRTS Revised FY 2019-2022 TIP meet the fiscal constraint requirements. The conformity process was completed for the JOHRTS MTP-2045 and JOHRTS Revised FY 2019-2022 TIP following the required consultative process described in the Texas Conformity SIP.

Chapter 5: Travel Demand Model

5.1 Overview

The JOHRTS regional TDM is used to estimate and forecast vehicular traffic patterns and roadway volumes in the Jefferson-Orange-Hardin county region. This model is a Trans CAD-based model cooperatively developed by TxDOT-TPP, the SETRPC-MPO and the TxDOT-Beaumont District.

To establish that the JOHRTS model is suitable for forecasting future traffic, the model is validated to match observed conditions in a current year. In the case of the version of the JOHRTS model used in development of the JOHRTS MTP-2045, the validation year is the year 2016 as it was the year for which the most current set of non-state roadway and state roadway traffic counts that are critical to a robust validation were available.

5.2 Modeling Process

The JOHRTS TDM uses the traditional three-step process of trip generation, trip distribution and traffic assignment to estimate and forecast travel patterns and traffic volumes. The 'mode-choice' step of the process is excluded in the JOHRTS model given the very small amount of transit demand in the region.

The critical inputs to the three-step process are Traffic Analysis Zone (TAZ) demographics and the model networks. Both inputs are developed locally in cooperative fashion by the SETRPC-MPO and the TxDOT-Beaumont District.

5.2.1 Demographic Development

Demographic data inputs to the development of JOHRTS MTP-2045 involved creation of population and employment estimates for the year 2016 and forecasts for the years 2021, 2026 and 2045. The demographic inputs were submitted to TxDOT-TPP, who developed and validated the model for use in MTP development.

The year 2016 population demographics were based on two sources of Census data. The 2016 Census American Community Survey (ACS) 5-year block group data were used and supplemented by block-level 2010 Census data to establish TAZ level population and households. Targeted review of aerial photos, previous data sources along with internet searches, and phone calls were performed to obtain information on group quarters, schools, and special generators.

Year 2016 employment demographics were developed based on data from the Texas Workforce Commission (TWC). Due to schedule challenges in TxDOT's transition from TWC-based employer data to InfoUSA employer data for the model year 2016, TxDOT and SETRPC along with staff from the Texas State Data Center at University of Texas at San Antonio (UTSA) developed an approach to

make use of latest available TWC data. The latest available TWC data for the region was year 2013 data. That data as a basis for estimating 2016 data. SETRPC then performed review of aerial photos, Census data, and previous model data to determine areas of growth and developed growth rates by employment category based on observed growth areas. The growth rates were applied to each category of employment to develop the estimated 2016 data and reviewed the resultant data for reasonableness in numeric growth and in its relationships to other TAZs and to adjacent residential growth.

Both the population and employment demographics were adjusted to match the county-level control totals which were provided by the Texas State Data Center through TxDOT. The control totals provided both numeric targets for each category and established the relationships between the demographic elements which were followed.

Forecasts of population, households and employment were developed by SETRPC at the TAZ level to serve as inputs for travel model forecasting to support development of the JOHRTS MTP-2045. Using county-level control totals for population, households and employment provided by the Texas State Data Center, SETRPC developed TAZ level demographics through allocation of county totals informed by the 2016 base year data, local knowledge of development since 2016, and planned future development and development constraints. The TAZ-level demographics for 2021, 2026 and 2045 were provided to TxDOT-TPP for review and use in application in the JOHRTS travel model that was validated to the year 2016.

5.2.2 Network Development

Along with TAZ demographics for the base and future years, SETRPC developed model networks for the base year 2016 and future years 2021, 2026 and 2045. Using an already-existing validated year 2013 network, SETRPC added completed roadway projects on regionally significant facilities to bring the network up to a representation of the year 2016.

The future year networks were created by adding projects from the JOHRTS Revised FY 2019-2022 TIP and JOHRTS MTP-2045 to the base year 2016 network in the future years as projects became operational. These networks are used in the JOHRTS TDM to develop estimated and forecasted travel patterns and traffic volumes in the 3-county region.

5.3 Model Validation

The model was validated by TxDOT-TPP to within 1.5% of observed traffic counts at the regional level for the year 2016. As the model is validated to recent observed conditions and in keeping with traditional use of regional travel models, the JOHRTS TDM is applied to the forecast future travel demand in the JOHRTS region for the MTP year of 2045.

Chapter 6: Transportation Control Measures

6.1 Description of TCM status

The JOHRTS region is not required to have, nor has TCMs.

Chapter 7: Interagency Consultation

7.1 Description of Interagency Consultation Including Process

Specific consultative procedures are specified for the transportation conformity process. The procedures provide a means for ensuring input from the public and other government agencies in the MTP development process. Under these procedures, the SETRPC-MPO public involvement policy is published in the JOHRTS MTP-2045 and is available online at <http://www.setrpc.org/> during the public comment period. All posted meetings are open to the public. Federal, State, and local agencies, as well as citizens, are given an opportunity to see which projects are being proposed in the TIP and the MTP, to comment on the effect that these projects will have on the region's air quality, and to propose projects during the designated project selection process each year. The MTP and the conformity statement itself must also go through an additional thirty-day public and interagency review process before final approval.

The Texas consultative procedures specifically require coordination with the following government agencies during the transportation conformity process and for the interagency review: TxDOT-TPP; TCEQ; FHWA; FTA; and EPA.

The purpose of this group is to ensure that the modeling methodology utilized in this conformity analysis is consistent with the on-road modeling utilized in the SIP and that the most recent planning assumptions were used. The IAC partners were consulted regularly during the conformity process, and Table 7-1 summarizes the meetings that occurred before local determination of this conformity document by the MPO TPC. The SETRPC-MPO committee structure helps to ensure that the consultative requirements are met during the transportation conformity determination development process.

The consultative procedures require that copies of the conformity determination to be submitted to TxDOT-TPP, who forwards copies to the IAC partners for a ninety-day review period. After addressing IAC partner comments and, if necessary, revising the Transportation Conformity Report, the SETRPC-MPO then submits the report to the IAC partners along with JOHRTS MTP-2045 and the JOHRTS Revised FY 2019-2022 TIP, a copy of all comments received during the public comment period and, a summary of any action which was taken to address the comments received.

Draft copies of the JOHRTS MTP-2045, the JOHRTS Revised FY 2019-2022 TIP, and the Transportation Conformity Report are sent to all required agencies during the interagency review process.

Table 7-1 summarizes the IAC partner meetings held as part of SETRPC's consultative process. From December 4, 2018 to May 2, 2019, the SETRPC-MPO provided multiple opportunities for consultation on the MTP, TIP, and conformity.

Table 7-1: Interagency Consultation Meetings

DATE	MPO	TxDOT	TCEQ	FHWA	EPA	SUBJECT
December 4, 2018	X	X	X	X	X	Transportation Conformity for 2040 and 2045 MTP EPA November Guidance <i>South Coast II</i>
May 2, 2019	X	X	X	X	X	Transportation Conformity – Pre-Analysis Consensus Plan

At the conclusion of the MTP, TIP and Transportation Conformity Report public involvement period, the three documents were provided to the IAC partners for an iterative 90-day review and comment period. Following FHWA, EPA, TxDOT-TPP and TCEQ concurrence, USDOT issues a Conformity Determination letter.

Chapter 8: Public Participation

8.1 Process Description

Appendix A of the JOHRTS MTP-2045, provides detailed descriptions of the JOHRTS public involvement process. The JOHRTS [Public Participation Plan](#) was revised and released for public comment and was approved by the JOHRTS TPC in December 17, 2017. Chapter 11, 11.6 in the JOHRTS MTP-2045, describes the project selection process used for the preparation of the JOHRTS MTP-2045. Public comments received during the public involvement period are contained in Appendix A of the JOHRTS MTP-2045.

The JOHRTS public involvement process is designed to provide proactive public involvement in the transportation planning process. This process was used throughout the development of the JOHRTS MTP-2045 and JOHRTS Revised FY 2019-2022 TIP, including the project selection process and MTP/TIP public reviews.

For each meeting, a notice was sent to the four newspaper editors (Beaumont Enterprise, Port Arthur News, Orange Leader, and The Examiner) in the JOHRTS region for public posting. Also, the meetings and comment periods shown in Table 8-1 were advertised in the retail sections of several daily and weekend issues of the area newspapers.

Locations of public meetings, as well as MTP and TIP public involvement periods, were evaluated as steps toward enhancing public involvement under environmental justice directives. The public meetings were increased to four meetings during the public involvement period, and public access was enhanced by relocating meetings in the major cities throughout the JOHRTS region.

Table 8-2 provides a list of the JOHRTS TPC meetings. The TPC meetings ensure a transportation planning process that is comprehensive, cooperative, and continuing in nature, by providing a forum for both the public and city/county officials to decide on the shape and scope of transportation plans, programs, and projects in the JOHRTS region. Notices for the TPC meetings were sent to the city clerks (Beaumont, Orange, and Port Arthur), county clerks (Jefferson, Orange, and Hardin), and the regional newspapers.

Table 8-3 provides a list of the JOHRTS Technical Committee meetings.

Table 8-1: JOHRTS MTP-2045 & JOHRTS Revised FY 2019-2022 TIP Conformity Public Involvement Meetings

DATE	TOPICS
June 3 2019	Transportation Conformity
June 4, 2019	Transportation Conformity
June 5, 2019	Transportation Conformity
June 6, 2019	Transportation Conformity

Table 8-2: JOHRTS TPC Activities

DATE	MEETING TOPICS
December 8, 2016	Population & Employment Control totals for travel demand model for JOHRTS MTP-2045
April 25, 2017	Status Report on development of JOHRTS MTP-2045
December 7, 2017	Revised JOHRTS Public Participation Plan (PPP)
April 26, 2018	Report on development of the JOHRTS MTP-2045
June 21, 2018	Report on development of the JOHRTS MTP-2045
July 26, 2018	Review of the JOHRTS Project Scoring Process and the development of the JOHRTS MTP-2045
August 30, 2018	Update on development of the JOHRTS MTP-2045
October 25, 2018	Discussion of Transportation Conformity on the JOHRTS MTP-2045
November 29, 2018	Projects Scored for inclusion in the JOHRTS MTP-2045
February 28, 2019	Transportation Conformity Process
July 18, 2019	Adoption of Transportation Conformity on the JOHRTS MTP-2045, the JOHRTS MTP-2045, and the JOHRTS FY 2019-2022 TIP, Amendment #1

Table 8-3: JOHRTS Technical Committee Activities

DATE	MEETING TOPICS
October 20, 2016	Travel Demand Model Update
December 1, 2016	Control Totals for new demographic base year for JOHRTS MTP-2045
March 21, 2017	Report on JOHRTS MTP-2045 development
June 29, 2017	Presentation of draft 2017 update of the JOHRTS Project Selection Process
August 17, 2017	Status report on development of JOHRTS MTP-2045
November 7, 2018	Scoring of submitted projects for JOHRTS MTP-2045
November 28, 2018	Review of results of Project Scoring for the JOHRTS MTP-2045

Chapter 9: List of Appendices

- 9.1 Resolution
- 9.2 JOHRTS MTP-2045
- 9.3 JOHRTS Revised FY 2019-2022 TIP
- 9.4 JOHRTS Transportation Planning Committee Agendas and Minutes
- 9.5 JOHRTS Technical Committee Agendas and Minutes
- 9.6 Interagency Consultative Process Meetings Summaries
- 9.7 Public Participation Process Documents

Appendix 9.1

Resolution and MPO Self-Certification

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Resolution

A RESOLUTION BY THE TRANSPORTATION PLANNING COMMITTEE OF THE JEFFERSON-ORANGE-HARDIN REGIONAL TRANSPORTATION STUDY ADOPTING THE CONFORMITY DETERMINATION FOR THE JOHRTS METROPOLITAN TRANSPORTATION PLAN (MTP) – 2045 AND THE REVISED JOHRTS FY 2019-2022 TRANSPORTATION IMPROVEMENT PROGRAM (TIP), AMENDMENT #1

WHEREAS, the Beaumont-Port Arthur Orphan Maintenance Area JOHRTS Metropolitan Transportation Plan (MTP) - 2045 and the Revised JOHRTS FY 2019-2022 Transportation Improvement Program (TIP), Amendment #1 are in conformance under the November 2018 U.S. Environmental Protection Agency (EPA) guidance regarding the implementation of the District of Columbia Circuit Court's February 16, 2018 decision; and

WHEREAS, SETRPC is responsible for carrying out the transportation conformity process, in consultation with the State and local air quality planning agencies, State and local transportation agencies, Environmental Protection Agency (EPA), and U.S. Department of Transportation (USDOT); and

WHEREAS, the JOHRTS MTP-2045 and the Revised JOHRTS FY 2019-2022 TIP, Amendment #1 have been developed in compliance with SETRPC's *Public Participation Plan*; and

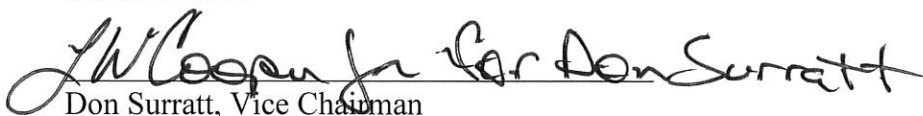
WHEREAS, transportation conformity can be demonstrated for the 1997 Ozone National Ambient Air Quality Standards (NAAQS) on the Draft JOHRTS MTP-2045 and the Draft Revised JOHRTS FY 2019-2022 TIP is showing that the following criteria has been met:

- i. Uses the latest planning assumptions, and
- ii. Meets all consultative requirements, and
- iii. Meets fiscal constraint requirements in the development of the Draft JOHRTS Metropolitan Transportation Plan (MTP) - 2045.

THEREFORE, BE IT RESOLVED that the Transportation Planning Committee of the Jefferson-Orange-Hardin Regional Transportation Study is shown that the South East Texas Regional Planning Commission Metropolitan Planning Organization JOHRTS MTP-2045 and the Revised JOHRTS FY 2019-2022 TIP, Amendment #1 are in conformance under the EPA guidance on the South Coast II vs EPA Court Decision of November 2018.

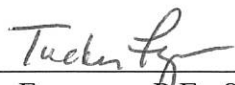
**INTRODUCED AND PASSED BY THE TRANSPORTATION PLANNING COMMITTEE OF THE
JEFFERSON-ORANGE-HARDIN REGIONAL TRANSPORTATION STUDY ON this the 18th day of
July 2019.**

APPROVED:

A handwritten signature in dark ink, appearing to read "Don Surratt", written over a horizontal line.

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

ATTEST:

A handwritten signature in dark ink, appearing to read "Tucker Ferguson", written over a horizontal line.

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

TEXAS DEPARTMENT OF TRANSPORTATION
MPO SELF-CERTIFICATION

In accordance with 23 CFR Part 450.336 and 450.220 of the Fixing America's Surface Transportation Act (FAST Act); the Texas Department of Transportation, and the Beaumont-Port Arthur Metropolitan Planning Organization for the Beaumont-Port Arthur urbanized area(s) hereby certify that the transportation planning process is addressing the major issues in the metropolitan planning area and is being conducted in accordance with all applicable requirements of:

1. [23 U.S.C. 134](#), [49 U.S.C. 5303](#), and this subpart;
2. Title VI of the Civil Rights Act of 1964, as amended ([42 U.S.C. 2000d-1](#)) and [49 CFR part 21](#);
3. [49 U.S.C. 5332](#), prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
4. Section 1101(b) of the FAST Act ([Pub. L. 114-357](#)) and [49 CFR part 26](#) regarding the involvement of disadvantaged business enterprises in DOT funded projects;
5. [23 CFR part 230](#), regarding the implementation of an [equal employment opportunity program](#) on Federal and Federal-aid [highway](#) construction contracts;
6. The provisions of the Americans with Disabilities Act of 1990 ([42 U.S.C. 12101 et seq.](#)) and [49 CFR parts 27, 37, and 38](#) ;
7. The Older Americans Act, as amended ([42 U.S.C. 6101](#)), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
8. Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender; and
9. Section 504 of the Rehabilitation Act of 1973 ([29 U.S.C. 794](#)) and [49 CFR part 27](#) regarding discrimination against individuals with disabilities.

Beaumont
District
Texas Department of Transportation

Tucker
District Engineer

7-18-2019
Date

L W Cooper Jr.
Metropolitan Planning Organization
Policy Board Chairperson

[Signature]
Chairperson

7-18-2019
Date

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Appendix 9.2

JOHRTS MTP-2045

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Appendix 9.3

JOHRTS Revised FY 2019-2022 TIP

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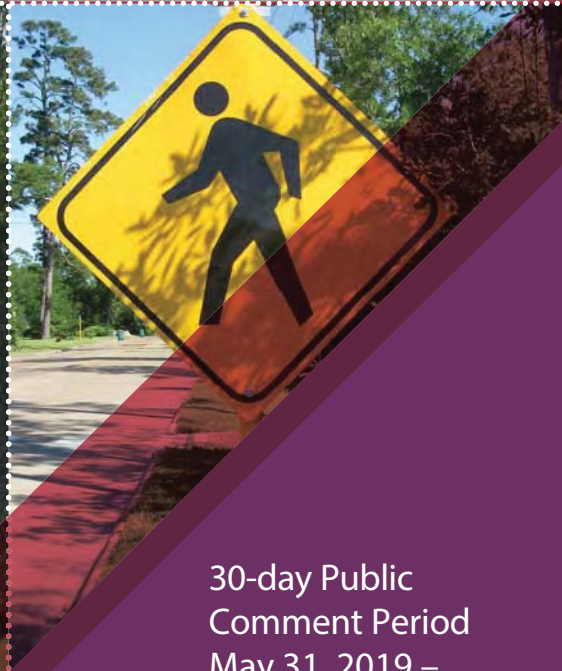
Revised JOHRTS FY 2019-2022 Amendment #1

Transportation Improvement Program

Effective from October 1, 2019 to
September 30, 2022

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

Adopted on:
July 18, 2019



30-day Public
Comment Period
May 31, 2019 –
July 1, 2019



TRANSPORTATION &
ENVIRONMENTAL
RESOURCES

SETRPC
SOUTH EAST TEXAS REGIONAL PLANNING COMMISSION

AIR QUALITY STANDARDS ATTAINMENT STATUS

Attainment Status

The Beaumont-Port Arthur ozone maintenance area (Hardin, Jefferson, and Orange Counties) was redesignated from nonattainment to attainment-maintenance for the 1998 eight-hour ozone National Ambient Air Quality Standard (NAAQS), effective November 19, 2010. The area was initially designated attainment/unclassifiable for the subsequent 2008 and 2015 eight-hour ozone NAAQS and remains in attainment for both standards. When the 1997 eight-hour ozone NAAQS was revoked by the EPA, transportation conformity requirements for that standard were also revoked (effective April 6, 2015). Due to its designation as attainment/unclassifiable for the 2008 and 2016 eight-hour ozone NAAQS, the Beaumont-Port Arthur area has not been subject to transportation conformity requirements since 2015.

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

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

REVISED
FEDERALLY FUNDED
HIGHWAY PROJECTS
REVISED FY 2019-2022

**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:	08/2019
LIMITS TO:						MPO PROJECT ID:	18035-F40N
DESCRIPTION:		Reconfigure Interchange and add direct connectors				FUNDING CATEGORY:	4
REMARKS:							

PROJECT HISTORY:

PRELIMINARY ENGINEERING:	\$3,385,043							
ROW PURCHASE:	\$0							
CONSTRUCTION ENGINEERING:	\$3,378,134							
CONSTRUCTION COST:	\$70,000,000		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

Authorized Funding by Category/Share:

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:	08/2019
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:	\$300,000,000		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

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 2020**

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:	08/2019
LIMITS TO:	Hollywood Overpass					MPO PROJECT ID:	06006-F40N
DESCRIPTION:	Widen freeway to 6 mainlanes and reconstruct interchange					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:		\$200,000,000		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

**REVISED
FEDERALLY FUNDED
TRANSIT PROJECTS
REVISED FY 2019-2022**

**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)	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	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)	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 SHOP EQUIPMENT	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)	19005-TXXE	Federal (FTA) Funds	\$1,650,000
		State Funds from TxDOT	
		Other Source	
FTA Apportionment Y	2019	Fiscal Year Cost	\$1,650,000
Project Phase			
Description	MAINTENANCE FACILITY CONSTRUCTION AND CHARGING INFRASTRUCTURE	Total Project Cost	\$1,650,000
		Trans Dev Credits Requested	\$330,000
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	\$2,243,301
		State Funds from TxDOT	
		Other Source	
FTA Apportionment Y	2020	Fiscal Year Cost	\$2,243,301
Project Phase			
Description	ELECTRIC VEHICLE (LoNo) PROJECT; REHAB BUS ENGINES/PREV. MAINTENANCE	Total Project Cost	\$2,243,301
		Trans Dev Credits Requested	\$0
Sec 5309 ID Number		Trans Dev Credits Awarded (Date & Amount)	\$448,660
Amendment Date & Action			
<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor	PORT ARTHUR TRANSIT	Federal Funding Category	5324
MPO Project Information (reference number, etc)	19002-TXXE	Federal (FTA) Funds	\$723,800
		State Funds from TxDOT	
		Other Source	\$180,950
FTA Apportionment Y	2020	Fiscal Year Cost	\$904,750
Project Phase			
Description	PORT ARTHUR TRANSIT FLOOD RESILIENCY FOR CRITICAL SUPPORT FACILITIES	Total Project Cost	\$904,750
		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	5339
MPO Project Information (reference number, etc)	19001-TXXE	Federal (FTA) Funds	\$2,250,000
		State Funds from TxDOT	
		Other Source	
FTA Apportionment Y	2020	Fiscal Year Cost	\$2,250,000
Project Phase			
Description	ELECTRIC VEHICLE LONO PROJECT	Total Project Cost	\$2,250,000
		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	5339
MPO Project Information (reference number, etc)	19003-TXXE	Federal (FTA) Funds	\$159,706
		State Funds from TxDOT	
		Other Source	
FTA Apportionment Y	2020	Fiscal Year Cost	\$159,706
Project Phase			
Description	SMALL URBAN & BUS FACILITIES PROGRAM - FY 2018	Total Project Cost	\$159,706
		Trans Dev Credits Requested	\$0
Sec 5309 ID Number		Trans Dev Credits Awarded (Date & Amount)	\$31,941
Amendment Date & Action			

FY 2022 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	5339
MPO Project Information (reference number, etc)	19004-TXXE	Federal (FTA) Funds	\$225,059
		State Funds from TxDOT	
		Other Source	
FTA Apportionment Y	2022	Fiscal Year Cost	\$225,059
Project Phase			
Description	SMALL URBAN & BUS FACILITIES PROGRAM - FY 2017	Total Project Cost	\$225,059
		Trans Dev Credits Requested	\$0
Sec 5309 ID Number		Trans Dev Credits Awarded (Date & Amount)	\$45,012
Amendment Date & Action			

REVISED
FINANCIAL SUMMARY
REVISED FY 2019 -2022



TEXAS DEPARTMENT OF TRANSPORTATION

Highway Financial Summary – Year of Expenditure Cost

SETRPC Metropolitan Planning Organization Revised 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	\$38,180,000	\$38,180,000	\$35,720,000	\$35,720,000	\$35,150,000	\$35,150,000	\$35,290,000	\$35,290,000	\$144,340,000	\$144,340,000
2M or 2U	Urban Area (Non-TMA) Corridor Projects	\$23,971,460	\$23,971,460	\$186,670,000	\$186,670,000	\$38,200,000	\$38,200,000	\$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	\$0	\$0	\$0	\$0	\$0	\$0	\$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	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
10	Supplemental Transportation	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
10 CBI	Corridor Border	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
11	District Discretionary	\$3,720,000	\$3,720,000	\$3,720,000	\$3,720,000	\$3,720,000	\$3,720,000	\$3,720,000	\$3,720,000	\$14,880,000	\$14,880,000
12	Strategic Priority	\$0	\$0	\$363,400,000	\$363,400,000	\$45,000,000	\$45,000,000	\$0	\$0	\$408,400,000	\$408,400,000
12C	Strategic Priority RECON	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
12S	Strategic Priority RECON	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
SBPE	Strategy Budget PE	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
SB 102	Strategy 102	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total		\$67,071,460	\$67,071,460	\$659,510,000	\$659,510,000	\$147,070,000	\$147,070,000	\$39,010,000	\$39,010,000	\$912,661,460	\$912,661,460

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

Funding by Participation Source

Source	FY 2019	FY 2020	FY 2021	FY 2022	Total
Federal	\$62,277,168	\$535,496,000	\$125,430,000	\$39,010,000	\$762,213,168
State	\$4,794,292	\$124,014,000	\$21,640,000	\$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 - Prop 12	\$0	\$0	\$0	\$0	\$0
CAT 3 - Prop 14 Bonds	\$0	\$0	\$0	\$0	\$0
CAT 3 - Texas Mobility Fund	\$0	\$0	\$0	\$0	\$0
CAT 3 - TxDOT Port Grant	\$0	\$0	\$0	\$0	\$0
CAT 3 - Vehical Registration Fees -VTR	\$0	\$0	\$0	\$0	\$0
CAT 3 - RTR	\$0	\$0	\$0	\$0	\$0
CAT 3 - SH 121 Toll Revenue	\$0	\$0	\$0	\$0	\$0
CAT 3 - SH 161 Toll Revenue	\$0	\$0	\$0	\$0	\$0
CAT 3 - SH 130 Concession Revenue	\$0	\$0	\$0	\$0	\$0
CAT 3 - PTF	\$0	\$0	\$0	\$0	\$0
CAT 3 - Unique Federal Program - Tiger II	\$0	\$0	\$0	\$0	\$0
CAT 3 - TDC	\$0	\$0	\$0	\$0	\$0
Other - Section 5306	\$0	\$0	\$0	\$0	\$0
Other - Strategy PE Budget	\$0	\$0	\$0	\$0	\$0
Other - Strategy 102 Budget	\$0	\$0	\$0	\$0	\$0
Total	\$67,071,460	\$659,510,000	\$147,070,000	\$39,010,000	\$912,661,460

Transit Financial Summary

SETRPC Metropolitan Planning Organization
Revised 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		\$12,494,888	\$8,217,768	\$20,712,656	\$9,108,952	\$8,242,768	\$17,351,720	\$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	\$2,409,706	\$0	\$2,409,706	\$0	\$0	\$0
6 Sec. 5310 - Seniors & People w/Disabilities >200K		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
9 Sec. 5324 - Emergency Relief		\$0	\$0	\$0	\$723,800	\$180,950	\$904,750	\$0	\$0	\$0
10 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
11 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
12 Regionally Significant or Other (incl FHWA transfers)		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total Funds		\$14,464,554	\$9,929,783	\$24,394,337	\$13,612,406	\$9,770,096	\$23,382,502	\$3,929,829	\$4,954,573	\$8,884,402
Transit Development Credits										
Requested		\$787,814	\$0	\$787,814	\$0	\$0	\$0	\$0	\$0	\$0
Awarded		\$154,936	\$0	\$154,936	\$601,789	\$0	\$601,789	\$0	\$0	\$0

All Figures in Year of Expenditure (YOE) Dollars

2022		Total		
Federal	Match	Total	Federal	Total
\$3,294,855	\$4,331,384	\$7,626,239	\$28,143,550	\$25,073,304
\$0	\$0	\$0	\$599,718	\$365,637
\$0	\$0	\$0	\$0	\$0
\$0	\$0	\$0	\$0	\$0
\$225,059	\$0	\$225,059	\$2,634,765	\$0
\$0	\$0	\$0	\$0	\$0
\$0	\$0	\$0	\$723,800	\$180,950
\$182,821	\$45,705	\$228,526	\$1,096,926	\$274,230
\$502,153	\$627,484	\$1,129,637	\$3,012,918	\$3,764,904
\$0	\$0	\$0	\$0	\$0
\$4,204,888	\$5,004,573	\$9,209,461	\$36,211,677	\$29,659,025
\$0	\$0	\$0	\$0	\$787,814
\$45,012	\$0	\$45,012	\$0	\$0
				\$801,737

REVISED

**Integration of Performance Measures into
the SETRPC-MPO**

**Revised 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 FAST Act, the SETRPC-MPO focused on the following factors for selection of projects in its Fiscally-Constrained Project List:

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

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

Pursuant with The Planning Rule, the Texas Department of Transportation (TxDOT) and each Texas MPO, including the SETRPC-MPO, must publish a System Performance Report for applicable performance measures in their respective statewide and metropolitan transportation plans and programs. The System Performance Report presents the condition and performance of the transportation system with respect to required performance measures, documents performance targets and progress achieved in meeting the targets in comparison with previous reports. Per the Planning Rule, the System Performance Report for the SETRPC-MPO REVISED FY 2019-2022 TIP is included for the required Safety (PM1), Bridge and Pavement Condition (PM2), Travel Time Reliability (PM3), and Transit Asset Management (TAM) performance measures and targets.

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	2,791	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 – 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 SETRPC-MPO JOHRTS MTP-2045 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 Revised 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 SETRPC-MPO JOHRTS MTP-2045.

- 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 SETRPC-MPO JOHRTS MTP-2045 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 Revised JOHRTS FY 2019-2022 TIP 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.

P3 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-2045.

- 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-2045 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 Revised 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 (TAM)

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** below. 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	50%
		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 Metropolitan Transportation Plan 2045 (MTP).

- 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-2045 addresses and identifies transit needs within the metropolitan planning area and allocates funding for targeted improvements.

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

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 JOHRTS FY 2019-2022 TIP help achieve safety, bridge, pavement, travel time reliability targets, and TAM plan requirements.

The JOHRTS FY 2019 – FY 2022 Transportation Improvement Program

The SETRPC MPO staff have reviewed projects in the TIP for compliance with four performance measures as mandated by federal law. The four performance measures are safety (defined as projects which help reduce fatalities and serious injuries for vehicles and non-motorized modes of transportation), bridge deck condition, Non-Interstate National Highway System Pavement Condition, and travel time reliability. In addition, the TIP and any amendments to the TIP were reviewed to determine their relevance to the Transit Asset Management Plan developed for Beaumont Municipal Transit (BMT), Port Arthur Transit (PAT), and South East Texas Transit (SETT).

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

Because the JOHRTS Area Metropolitan Transportation Plan (MTP) 2045 included selection criteria based on safety, most of the highway projects included in the TIP have significant impact on improving safety and travel time reliability, and thus help work towards the safety and travel time reliability 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.
- 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.
- Regarding bridge deck targets, the TIP contains the following projects;
 - 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.

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.

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These projects address the Port Arthur Transit (PAT) Asset Management Plan (TAM) requirements include;

- \$253,483 in FY 2019 for facility enhancements and terminal upgrades to maintain the existing transit assets in a SGR;
- \$190,112 in FY 2019 to acquire shop equipment to maintain the existing transit assets in a SGR;
- \$1,650,000 in FY 2019 for construction of a new maintenance facility to maintain the existing transit assets in a SGR;
- Bus replacements in FY 2020 totaling \$2,243,000 to purchase 4 electric buses, charging equipment, and facility modifications to maintain the existing transit assets in a SGR;
- \$904,750 in FY 2020 to repair/replace storm water liners adjacent to downtown transit facilities to help mitigate future flooding events 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.

Project Contribution to Performance Targets

The table below shows the projects programmed in the JOHRTS FY 2019-2022 TIP, the Draft Revised JOHRTS FY 2019-2022 TIP Amendment 1, 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), travel time reliability (PM3), and TA requirements, the SETRPC-MPO has agreed to coordinate with TxDOT to program projects that will contribute to the accomplishment of those goals, measures, and targets.

Project Contribution to Performance Targets

MPO ID	Hwy No	Limits From	Limits To	Description	PM1	PM2	PM3	TAM
02002-F40N	US 69	Tram Rd, South	LNVA Canal	Widen freeway from 4 to 6 lanes	X	X	X	
17001-F40N	VA	South East Texas Transit		Replace 15 transit buses with alternately fueled vehicles				X
06006-F40N	IH 10	CR 131 (Walden Rd), East	Hollywood Overpass	Widen freeway to 6 mainlanes and reconstruct interchange	X	X	X	
18001-F40N	SH 105	.10 miles east of SH 326	Pine island Bayou	Widen to four lanes with CTL	X	X	X	
17002-F40N	IH 10	0.54 miles east of FM 3247	Sabine river bridge	Widen existing mainlanes from 4 to 6 lanes	X	X	X	
17003-F40N	US 69	FM 421, South	US 96	Widen existing highway to 4 lanes with a continuous left turn lane	X	X	X	
18002-F40E	US 69	Tyler county line	0.75 miles south of FM 1003	Construct new location 4 lane divided facility	X		X	
18034-F40N	IH 10	Hollywood Overpass, East	7th Street	Widen freeway to 6 mainlanes and reconstruct Interchange	X	X	X	
18035-F40N	US 69	At SH 73		Reconfigure Interchange and add direct connectors	X		X	
18029-TXXE	NA	NA	NA	Improve bus stops for ADA compliance, i.e. concrete pads, sidewalk, curb ramp				X
18030-TXXE	NA	NA	NA	Acquire shop equipment				X
18031-TXXE	NA	NA	NA	Staff project planning/management				X
18032-TXXE	NA	NA	NA	Preventative maintenance				X
18033-TXXE	NA	NA	NA	Electric vehicle (LoNo) project; rehab bus engines/prev. maintenance				X

MPO ID	Hwy No	Limits From	Limits To	Description	PM1	PM2	PM3	TAM
18027-TXXE	NA	NA	NA	Capital assistance to replace 8 paratransit buses, 2 support vehicles				X
19001-TXXE	NA	NA	NA	Electric vehicle LONO Project				X
19002-TXXE	NA	NA	NA	Port Arthur Transit flood resiliency for critical support facilities				X
19003-TXXE	NA	NA	NA	Small urban & bus facilities program - FY 2018				X
19004-TXXE	NA	NA	NA	Small urban & bus facilities program - FY 2017				X
19005-TXXE	NA	NA	NA	Maintenance facility construction and charging infrastructure				X
16003-TXXE	NA	NA	NA	Operating assistance for FY 2019				X
16006-TXXE	NA	NA	NA	Administration and operation of a rural transportation program (2019)				X
16007-TXXE	NA	NA	NA	Operating assistance for FY 2020				X
16008-TXXE	NA	NA	NA	Operating assistance for FY 2020				X
16009-TXXE	NA	NA	NA	Operating assistance for FY 2020				X
16010-TXXE	NA	NA	NA	Administration and operation of a rural transportation program (2020)				X
18028-TXXE	NA	NA	NA	Security (fencing)				X
18003-TXXE	NA	NA	NA	Operating assistance for FY 2019				X
18004-TXXE	NA	NA	NA	Operating assistance for FY 2020				X
18005-TXXE	NA	NA	NA	Operating assistance for FY 2021				X
18006-TXXE	NA	NA	NA	Operating assistance for FY 2022				X
18007-TXXE	NA	NA	NA	Facilities upgrade depot chargers, construction/install charger, route A & E services, facility upgrade, facility upgrade depot charge, depot construction/install				X

MPO ID	Hwy No	Limits From	Limits To	Description	PM1	PM2	PM3	TAM
18008-TXXE	NA	NA	NA	Fare boxes for new electric buses				X
18009-TXXE	NA	NA	NA	Upgrade bus stops, shelters, bench's other amenities				X
18010-TXXE	NA	NA	NA	Video camera surveillance, for new buses				X
18011-TXXE	NA	NA	NA	Dispatch and scheduling software				X
18012-TXXE	NA	NA	NA	Upgrade bus stops, shelters, bench's other amenities				X
18013-TXXE	NA	NA	NA	Facility enhancements				X
18014-TXXE	NA	NA	NA	Support vehicle				X
18015-TXXE	NA	NA	NA	Operating assistance for FY 2019				X
18016-TXXE	NA	NA	NA	Operating assistance for FY 2020				X
18017-TXXE	NA	NA	NA	Operating assistance for FY 2021				X
18018-TXXE	NA	NA	NA	Operating assistance for FY 2022				X
18019-TXXE	NA	NA	NA	Operating assistance for FY 2019				X
18020-TXXE	NA	NA	NA	Operating assistance for FY 2020				X
18021-TXXE	NA	NA	NA	Operating assistance for FY 2021				X
18022-TXXE	NA	NA	NA	Operating assistance for FY 2022				X
18023-TXXE	NA	NA	NA	Administration and operation of a rural transportation program (2019)				X
18024-TXXE	NA	NA	NA	Administration and operation of a rural transportation program (2020)				X
18025-TXXE	NA	NA	NA	Administration and operation of a rural transportation program (2021)				X
18026-TXXE	NA	NA	NA	Administration and operation of a rural transportation program (2022)				X
16001-TXXE	NA	NA	NA	Operating assistance for FY 2019				X

MPO ID	Hwy No	Limits From	Limits To	Description	PM1	PM2	PM3	TAM
16002-TXXE	NA	NA	NA	Operating assistance for FY 2019				X

PUBLIC INVOLVEMENT DOCUMENTATION

REVISED FY 2019 -2022

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 - 5 PM

City of Orange Library
220 5th Street Orange,
TX

TUESDAY

June 4, 3 - 5 PM

Lumberton City Hall 836
North Main Street
Lumberton, TX

WEDNESDAY

June 5, 3 - 5 PM

Bowers Convention Center
3401 Cultural Center Drive
Port Arthur, TX

THURSDAY

June 6, 3 - 5 PM

South East Texas
Planning Commission
2210 Eastex Freeway
Beaumont, TX



www.setrpc.org/ter

FOR IMMEDIATE RELEASE

May 30, 2019

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

**Public Encouraged to Provide Comments on the “draft” JOHRTS MTP-2045
and the “draft” JOHRTS FY 2019-2022 TIP, Amendment #1**

“SETRPC to Host Series of Public Meetings beginning Monday, June 3rd”

(Beaumont) --- The South East Texas Regional Planning Commission (SETRPC) will host a series of public meetings beginning **Monday, June 3, 2019**, providing citizens in Jefferson, Orange and Hardin Counties the opportunity to learn about and comment on the “draft” **JOHRTS MTP-2045, the “draft” JOHRTS FY 2019-2022 TIP, Amendment #1, and Transportation Conformity**. “This is an opportunity for the public to be directly involved in the process and have their voices heard as we make recommendations to address transportation-related issues that are affecting the southeast Texas region. Public input is an essential part of this process and we want to make sure the needs of our region are properly addressed,” says Bob Dickinson, Director of Transportation and Environmental Resources for SETRPC.

The 32-day public comment period is being held May 31 through July 1, 2019. The public is encouraged to attend a meeting or provide written comments by 5:00 PM, July 1, 2019. Four public meetings will be held in **Orange, Lumberton, Port Arthur, and Beaumont** at the following locations:

Monday, June 3, 2019 - 3:00 PM

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

Tuesday, June 4, 2019 - 3:00 PM

Lumberton City Hall, 836 North Main Street, Lumberton, TX

Wednesday, June 5, 2019 - 3:00 PM

Bowers Civic Center, 3401 Cultural Drive, Port Arthur, TX

Thursday, June 6, 2019 - 3:00 PM

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

These meetings are designed to solicit the public’s ideas and input on the “draft” JOHRTS MTP-2045, the “draft” JOHRTS FY 2019-2022 TIP, Amendment #1, and Transportation Conformity for the southeast Texas area. All meetings are the same and are not restricted to a specific area. The public is strongly encouraged to be an active part of this process by selecting a meeting day and time that fits their schedule. For more information or for special needs requests (48 hours), please contact **Bob Dickinson** at (409) 899-8444 extension 7520 or bdickinson@setrpc.org.

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

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 MTP-2045, the “draft” JOHRTS FY 2019-2022 TIP, Amendment #1, and Transportation Conformity, which contains projects and programs scheduled for implementation in the future.

Monday, June 3, 2019
3:00 PM
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220 5th Street
Orange, Texas

Tuesday, June 4, 2019
3:00 PM
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Lumberton, Texas

Wednesday, June 5, 2019
3:00 PM
Bowers Civic Center
3401 Cultural Drive
Port Arthur, Texas

Thursday, June 6, 2019
3:00 PM
South East Texas Regional Planning Commission
2210 Eastex Freeway
Beaumont, Texas

The “draft” JOHRTS MTP-2045 and the “draft” JOHRTS FY 2019-2022 TIP, Amendment #1, can be downloaded at www.setrpc.org/ter. The 32-day public comment period ends on Monday, July 1, 2019. Please attend any meeting to provide input, or submit written comments by 5:00 PM, July 1, 2019 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.

not discriminate on the basis of race, color, national origin, religion, gender, age, veteran status, marital status, sexual orientation, marital status or disability in compliance with the Americans with Disabilities Act with respect

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 MTP-2045, the "draft" JOHRTS FY 2019-2022 TIP, Amendment #1, and Transportation Conformity, which contains projects and programs scheduled for implementation in the future.

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2210 Eastex Freeway
Beaumont, Texas

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Public Notices

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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 MTP-2045, the "draft"

Public Notices

JOHRTS FY 2019-2022 TIP, Amendment #1, and Transportation Conformity, which contains projects and programs scheduled for implementation in the future.

Monday, June 3, 2019
3:00 PM
Orange Public Library
220 5th Street
Orange, Texas

Tuesday, June 4, 2019
3:00 PM
Lumberton City Hall
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Lumberton, Texas

Wednesday, June 5, 2019
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Bowers Civic Center
3401 Cultural Drive
Port Arthur, Texas

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

The "draft" JOHRTS MTP-2045 and the "draft" JOHRTS FY 2019-2022 TIP, Amendment #1, can be downloaded at www.setrpc.org/ter. The 32-day public comment period ends on Monday, July 1, 2019. Please attend any meeting to provide input, or submit written comments by 5:00 PM, July 1, 2019 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 Comment Period and Public Hearings

The Transportation and Environmental Resources Division is announcing a public comment period to be held from May 31, 2019 – July 1, 2019 so that the public can comment on the “draft” JOHRTS MTP-2045, the “draft” JOHRTS FY 2019-2022 TIP, Amendment #1 and the “draft” Transportation Conformity Report. A series of public meetings will be held June 3, 2019 – June 6, 2019 for the public to learn and comment on these documents. For more information visit the SETRPC Transportation and Environmental Resources website at <http://www.setrpc.org/ter/>.



TRANSPORTATION & ENVIRONMENTAL RESOURCES

REGISTRATION PLEASE PRINT

MEETING: MTP-2045, 2019-2022 TIP Amendment #1, and Transportation Conformity Public Meetings

LOCATION: South East Texas Regional Planning Commission

DATE: Thursday, June 6, 2019 - 3:00 PM

NAME	TITLE	AGENCY	PHONE	EMAIL
1. Bob Dickinson	MPO Director	SETRPC	409-899-5444	bdickinson@setrpc.org
2. Scott Ayres	Planning Engineer	TxDOT - BMT	409-898-5743	scayres@txdot.gov
3. Jennifer Ruter	Dir. Community Relations	Gulf Coast - CRH	409.866.1444	jennifer.ruter@gc-texas.com
4.				
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TRANSPORTATION &
ENVIRONMENTAL
RESOURCES

REGISTRATION

PLEASE PRINT

MEETING: MTP-2045, 2019-2022 TIP Amendment #1, and
Transportation Conformity Public Meetings

LOCATION: Orange Public Library

DATE: Monday, June 3, 2019 - 3:00 PM

NAME	TITLE	AGENCY	PHONE	EMAIL
1. Bob Dickinson	MPO Director	SETRPC	409-899-8444	bdickinson@setrpc.org
2. Matthew Volkmann		TxDOT	409-898-5261	matthew.volkmann@txdot.gov
3.				
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TRANSPORTATION &
ENVIRONMENTAL
RESOURCES

REGISTRATION

PLEASE PRINT

MEETING: MTP-2045, 2019-2022 TIP Amendment #1, and
Transportation Conformity Public Meetings

LOCATION: Lumberton City Hall

DATE: Tuesday, June 4, 2019 - 3:00 PM

NAME	TITLE	AGENCY	PHONE	EMAIL
1. Bob Dickinson	NPO Director	SETRPC	401-899-8444	bdickinson@setrpc.org
2. Brent Rawlinson	PROJECT CONTROLLER	TXDOT		brent.rawlinson@txdot.gov
3.				
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TRANSPORTATION &
ENVIRONMENTAL
RESOURCES

REGISTRATION PLEASE PRINT

MEETING: MTP-2045, 2019-2022 TIP Amendment #1, and
Transportation Conformity Public Meetings

LOCATION: Bowers Convention Center

DATE: Wednesday, June 5, 2019 - 3:00 PM

NAME	TITLE	AGENCY	PHONE	EMAIL
1. Bob Dickinson	MPO Director	SETRPC	409-899-8444 9520	bdickinson@setrpc.org
2. Brent Rawlinson	CONTRACTOR	TXDOT		brent.rawlinson@txdot.gov brent.rawlinson@txdot.gov
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RESOLUTION

REVISED FY 2019 -2022

**South East Texas Regional Planning Commission-
Metropolitan Planning Organization (SETRPC-MPO)
Jefferson-Orange-Hardin Regional Transportation Study (JOHRTS) Transportation Planning
Committee**

A Resolution Adopting the JOHRTS FY 2019-2022 Transportation Improvement Program (TIP),
Amendment #1

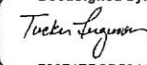
- WHEREAS, the SETRPC-MPO for the JOHRTS area is the designated agency for transportation planning in Jefferson, Orange, and Hardin Counties in southeast Texas; and
- WHEREAS, the SETRPC-MPO is responsible for preparing and submitting the JOHRTS FY 2019-2022 TIP, Amendment #1 to the Texas Department of Transportation (TxDOT) for inclusion in Texas' FY 2019-2022 Statewide Transportation Improvement Program (STIP); and
- WHEREAS, the JOHRTS Transportation Planning Committee approved the adoption of the JOHRTS FY 2019-2022 TIP, Amendment #1.

NOW, THEREFORE, BE IT RESOLVED that the revisions to the JOHRTS 2019-2022 TIP, Amendment #1 is hereby adopted and may be submitted to TxDOT for inclusion in Texas' FY 2019-2022 STIP.

Approved this the 18th day of July, 2019



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

DocuSigned by:

70974EB0B5244DE...
Tucker Ferguson, P.E.
JOHRTS Transportation Planning Committee
TxDOT-Beaumont District Engineer

MPO SELF-CERTIFICATION

REVISED FY 2019 -2022

TEXAS DEPARTMENT OF TRANSPORTATION
MPO SELF-CERTIFICATION

In accordance with 23 CFR Part 450.336 and 450.220 of the Fixing America's Surface Transportation Act (FAST Act); the Texas Department of Transportation, and the Beaumont-Port Arthur Metropolitan Planning Organization for the Beaumont-Port Arthur urbanized area(s) hereby certify that the transportation planning process is addressing the major issues in the metropolitan planning area and is being conducted in accordance with all applicable requirements of:

1. [23 U.S.C. 134](#), [49 U.S.C. 5303](#), and this subpart;
2. Title VI of the Civil Rights Act of 1964, as amended ([42 U.S.C. 2000d-1](#)) and [49 CFR part 21](#);
3. [49 U.S.C. 5332](#), prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
4. Section 1101(b) of the FAST Act ([Pub. L. 114-357](#)) and [49 CFR part 26](#) regarding the involvement of disadvantaged business enterprises in DOT funded projects;
5. [23 CFR part 230](#), regarding the implementation of an [equal employment opportunity program](#) on Federal and Federal-aid [highway](#) construction contracts;
6. The provisions of the Americans with Disabilities Act of 1990 ([42 U.S.C. 12101 et seq.](#)) and [49 CFR parts 27, 37, and 38](#) ;
7. The Older Americans Act, as amended ([42 U.S.C. 6101](#)), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
8. Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender; and
9. Section 504 of the Rehabilitation Act of 1973 ([29 U.S.C. 794](#)) and [49 CFR part 27](#) regarding discrimination against individuals with disabilities.

Beaumont
District
Texas Department of Transportation

Tucker
District Engineer

7-18-2019
Date

L W Cooper Jr.
Metropolitan Planning Organization
Policy Board Chairperson

[Signature]
Chairperson

7-18-2019
Date

Appendix 9.4

JOHRTS Transportation Planning Committee
Agenda and Minutes

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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, December 8, 2016
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 (July 28, 2016)
- 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 UPDATES TO THE JOHRTS 2017-2020 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

Bob Dickinson – Director, Transportation and Environmental Resources, SETRPC

- VII. REVIEW AND APPROVAL OF REVISIONS TO THE JOHRTS METROPOLITAN TRANSPORTATION PLAN (MTP)-2040

Bob Dickinson – Director, Transportation and Environmental Resources, SETRPC

- VIII. REVIEW AND APPROVAL OF THE POPULATION AND EMPLOYMENT CONTROL TOTALS FOR UPDATING THE JOHRTS TRAVEL DEMAND MODEL (TDM) AN INTEGRAL PART OF DEVELOPING OUR JOHRTS METROPOLITAN TRANSPORTATION PLAN (MTP)-2045

Bob Dickinson – Director, Transportation and Environmental Resources, SETRPC

IX. CONTRACTOR'S PERSPECTIVE ON CONSTRUCTING MAJOR TRANSPORTATION PROJECTS IN SOUTHEAST TEXAS

Kal Kincaid-APAC Texas

X. OTHER BUSINESS

XI. SET NEXT MEETING DATE-OPEN

XII. ADJOURNMENT

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

DATE: December 8, 2016

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

Commissioner Jody Crump, Orange County, called the meeting to order, welcomed guests, requested introductions, and certified the presence of a quorum.

II. ADOPTION OF THE AGENDA

Commissioner Jody Crump, Orange County, recommended the adoption of the agenda as presented. There were no objections.

III. PUBLIC COMMENTS

None

IV. MINUTES OF THE LAST MEETING – July 28, 2016

Commissioner Jody Crump, Orange County, called for a motion to adopt the minutes as presented. Don Rao, Director of Engineering, Jefferson County made the motion and Commissioner L. W. Cooper, Hardin County, seconded the motion which carried unanimously.

V. REPORT ON THE STATUS OF TRANSPORTATION PLANNING ACTIVITIES

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

Scott Ayers- Planning Engineer, TxDOT-Beaumont District

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 attended a TEMPO meeting on Tuesday, October 4, 2016 in Austin.
2. SETRPC staff attended a TxDOT 2017 UTP/District Engineer's and MPO Director's meeting on Wednesday, October 5, 2016 in Austin.
3. SETRPC staff held a JOHRTS Technical Committee meeting on Thursday, October 20, 2016.
4. SETRPC staff attended a TxDOT sponsored Trans-Cad training course during the 2nd week of November in Tyler.
5. SETRPC staff completed a timeline for developing the JOHRTS Metropolitan Transportation Plan (MTP)-2045.
6. SETRPC staff held the comment period for the Draft Revised JOHRTS 2017-2020 Transportation Improvement Program (TIP) and the Draft Revised JOHRTS Metropolitan Transportation Plan (MTP)-2040 and held four public meetings during the third week of November to gather public input on the documents.
7. SETRPC staff attended a Regionally Coordinated Transportation Planning Workshop in Austin on November 3rd & 4th, 2016.
8. SETRPC staff attended a TEMPO meeting on Wednesday, November 16, 2016 in Austin.
9. SETRPC staff held a JOHRTS Technical Committee meeting on Thursday, December 1, 2016.

Scott Ayers, Planning Engineer, TxDOT-Beaumont District reports updates are:

- November let of the next section of the IH-10 widening in Orange from FM 1442 to east of FM 3247, from 4 to 6 lanes, with an expected 2 years to complete.
- November public meetings held for the next piece of widening IH-10 from Hamshire Road to FM 365, from 4 to 6 lanes. Consultants are working on this now with the project to let in July 2017.
- Consultants just started working on the section of widening from Hwy 365 to Walden Road, will let in the summer of 2018.
- Pine Island frontage road project to connect the frontage roads with a bridge over Pine Island Bayou, will let in the summer of 2017.
- The section of Hwy 69 from the interchange with IH-10 N to Tram Road, from 4 to 6 lanes, will let in the summer of 2018.

He also advised that TxDOT has just been made aware of another Transportation Alternative Program call. Upcoming projects of interest, which will be approved by the Commission at the December meeting next week, include projects for construction of on-road bicycle improvements and off-road shared use paths, conversion of abandoned railroad corridors to provide a shared use path, sidewalks, infrastructure improvements to provide single routes to school, and infrastructure related projects to improve safety for non-drivers. Notice will be given to local governments regarding the meetings to be held in mid-January or early February to provide information about the program. He advised that if anyone has any questions to call him or Lisa Collins.

VI. REVIEW AND APPROVAL OF UPDATES TO THE JOHRTS 2017-2020 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

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

Mr. Dickinson advised the committee that the updates to the JOHRTS 2017-2020 Transportation Improvement Program (TIP) is in need of an amendment due to the City of Port Arthur receiving grant funding to replace six transit buses, construct an alternative fueling station, and replace eight para transit buses. In this case, a 32-day public comment period was held from October 21, 2016 through November 21, 2016, four public meetings were held in three counties, and notices were placed in advance on the SETRPC website and in newspapers.

All regional transportation projects and programs are required to be identified and prioritized in the TIP in order to be eligible for Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) funds.

The JOHRTS MTP-2040 has also been revised since the updates to the JOHRTS 2017-2020 TIP is a subset to the JOHRTS MTP-2040.

Commissioner Jody Crump, Orange County, called for a motion to approve the updates to the JOHRTS 2017-2020 TIP. Don Surratt, Mayor, City of Lumberton, made the motion. Commissioner L. W. Cooper, Hardin County, seconded the motion which carried unanimously.

VII. REVIEW AND APPROVAL OF REVISIONS TO THE JOHRTS METROPOLITAN TRANSPORTATION PLAN (MTP)

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

Mr. Dickinson explained that due to projects added to the JOHRTS 2017-2020 TIP, it is necessary to revise and approve the JOHRTS MTP-2040. The process for the revisions to the JOHRTS MTP-2040, Amendment #5, is the same as was followed for the updates to the JOHRTS 2017-2020 TIP, Amendment #1.

Commissioner Jody Crump, Orange County, called for a motion to approve the revisions to the JOHRTS MTP-2040. Commissioner Eddie Arnold, Jefferson County, made the motion. Don Surratt, Mayor, City of Lumberton, seconded the motion which carried unanimously.

VIII. REVIEW AND APPROVAL OF THE POPULATION AND EMPLOYMENT CONTROL TOTALS FOR UPDATING THE JOHRTS TRAVEL DEMAND MODEL (TDM) AN INTEGRAL PART OF DEVELOPING OUR JOHRTS METROPOLITAN TRANSPORTATION PLAN (MTP)-2045

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

Mr. Dickinson stated that two Technical Committee meetings have been held to cover components that have to be completed for a new JOHRTS MTP-2045. SETRPC works with the Texas Department of Transportation-Traffic Analysis Division in Austin to update the Travel Demand Model and is required to develop certain socio economic data to input into the TDM.

Mr. Dickinson requested Mr. Madhu Narayanasamy, Project Manager, CDM Smith to give his presentation.

Mr. Narayanasamy's topics were:

- 2016 Travel Demand Model
 - Base year finalized to be 2016
 - Future year finalized to be 2045
 - Inputs will be developed 2016-2017 time frame
 - TxDOT-Transportation Planning and Programming (TPP) will finalize the model in 2018
 - Travel Demand Model can be used for 10 years
- Socio Economic Data Development
 - 2016 and 2045 Control Total
 - Meeting with local representatives to identify recent, planned, and probable development
- Project and distribute the anticipated growth
- Historic growth
- Recommended control total for population
- Recommended control total for employment
- Traffic analysis zone update
- Next steps
- Network update

***All meeting materials can be viewed on the SETRPC's website**

Commissioner Jody Crump, Orange County, called for a motion to approve the population and employment control totals for updating the JOHRTS Travel Demand Model. Commissioner L. W. Cooper, Hardin County, made the motion. Gerald Robinson, Public Works Director, City of Bridge City, seconded the motion which carried unanimously.

IX. CONTRACTOR'S PERSPECTIVE ON CONSTRUCTING MAJOR TRANSPORTATION PROJECTS IN SOUTHEAST TEXAS

Kal Kincaid-APAC Texas

Mr. Kal Kincaid, Division President, Oldcastle Materials-Gulf Coast began his presentation by explaining the recent name change of the company from APAC to Oldcastle Materials-Gulf Coast.

Mr. Kincaid's other topics were:

- Understanding the Oldcastle Materials-Gulf Coast structure
- Products and types of work involved in
- Who local customers are
- Reviewing current and future projects

He included photos of the current project for the Port of Beaumont, the US 69 ramp reversal, US 190 bridge, FM 365 bridge, and the FM 2626 bridge.

***All meeting materials can be viewed on the SETRPC's website**

X. OTHER BUSINESS

For informational purposes Mr. Dickinson directed the committee member's attention to the packet handouts of the public meetings flyer, the November Regional Transportation Projects Status Map, and a condensed demographics data summary.

XI. SET NEXT MEETING DATE

The next meeting date is undetermined at this time. Mr. Dickinson stated it will possibly be the third or fourth Thursday in April.

XII. ADJOURNMENT

Commissioner Jody Crump, Orange County, called for a motion to adjourn the meeting. Commissioner Eddie Arnold, Jefferson County, made the motion. Don Surratt, Mayor, City of Lumberton, seconded the motion which carried unanimously.

MEMBERS PRESENT

Eddie Arnold	Commissioner, Jefferson County
Jody Crump	Commissioner, Orange County
L. W. Cooper	Commissioner, Hardin County
Taylor Shelton	Public Works Director, City of Port Neches
Steve Hamilton	Public Works Director, City of Nederland
Kelvin Knauf	Director of Planning & Community Development, City of Orange
Don Surratt	Mayor, City of Lumberton
Gerald Robinson	Public Works Director, City of Bridge City
Jon Sherwin	Public Works Supervisor, City of West Orange
Troy Foxworth	Public Works Director, City of Groves

GUESTS PRESENT

Scott Ayers	Planning Engineer, TxDOT-Beaumont District
Mansour Shiraz	MPO/Rural Planning Coordinator, TxDOT
Don Rao	Director of Engineering, Jefferson County
Steven Stafford	Engineering Supervisor, Jefferson County
Tim Juarez	MPO Coordinator, TxDOT-TPP
Kal Kincaid	President-Gulf Coast, Oldcastle Materials
Mike Lund	Superintendent of Water & Sewer, City of Bridge City
Madhu Narayanasany	Project Manager, CDM Smith
John Spikes	Solid Waste Fleet Supervisor, City of Groves
Chace Mann	Engineer, City of Beaumont
Scott Blanchard	Estimating Manager-Gulf Coast, Oldcastle Materials
Ellen Buchanan	Citizen, Big Thicket National Heritage Trust

SETRPC STAFF PRESENT

Bob Dickinson	Director, Transportation and Environmental Resources
Robert Grimm	Operations Manager, Transportation and Environmental Resources
Jimmie Lewis	Transportation Planner III, Transportation and Environmental Resources
Paige Callaway	Administrative Assistant, Transportation and Environmental Resources

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**

**Tuesday, April 25, 2017
2:00 p.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 (December 8, 2016)
- 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 UPDATES TO THE JOHRTS 2017-2020 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

Bob Dickinson – Director, Transportation and Environmental Resources, SETRPC

- VII. REVIEW AND APPROVAL OF REVISIONS TO THE JOHRTS METROPOLITAN TRANSPORTATION PLAN (MTP)-2040

Bob Dickinson – Director, Transportation and Environmental Resources, SETRPC

- VIII. STATUS REPORT ON DEVELOPMENT OF THE JOHRTS METROPOLITAN TRANSPORTATION PLAN (MTP)-2045

Bob Dickinson – Director, Transportation and Environmental Resources, SETRPC

IX. STATUS REPORT ON HB20 REQUIREMENTS FOR THE TEXAS DEPARTMENT OF
TRANSPORTATION AND METROPOLITAN PLANNING ORGANIZATIONS

Bob Dickinson – Director, Transportation and Environmental Resources, SETRPC

Adam Jack – Director, Transportation Planning & Development, TxDOT– Beaumont District

X. OTHER BUSINESS

XI. SET NEXT MEETING DATE

XII. ADJOURNMENT

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

DATE: April 25, 2017

TIME: 2:00 p.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

Commissioner Eddie Arnold, Jefferson County, called the meeting to order, welcomed guests, requested introductions, and certified the presence of a quorum.

II. ADOPTION OF THE AGENDA

Commissioner Eddie Arnold, Jefferson County, called for a motion to adopt the agenda as presented. Mayor Don Surratt, City of Lumberton made the motion and Clint Woods, Public Works, City of Groves, seconded the motion which carried unanimously.

III. PUBLIC COMMENTS

None

IV. MINUTES OF THE LAST MEETING – December 8, 2016

Commissioner Eddie Arnold, Jefferson County, called for a motion to adopt the minutes as presented. Taylor Shelton, Public Works Director, City of Port Neches made the motion and Mayor Don Surratt, City of Lumberton, seconded the motion which carried unanimously.

V. REPORT ON THE STATUS OF TRANSPORTATION PLANNING ACTIVITIES

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

Adam Jack- Director, Transportation Planning & Development, TxDOT-Beaumont District

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 attended the Texas Transportation Forum from February 5-7, 2017 in Austin.
2. SETRPC staff attended a TEMPO meeting on Tuesday, February 7, 2017 in Austin.
3. SETRPC staff held a Hike and Bike Workshop on Thursday, February 9, 2017 in Beaumont.
4. SETRPC held a TxDOT sponsored Freight Mobility Plan Update Stakeholder Workshop in Beaumont on Tuesday, February 28, 2017.
5. SETRPC staff attended TxDOT training on Decision Lense, a new project selection tool, in Austin on February 27-28, 2017.
6. SETRPC staff held a Hike and Bike Workshop on Wednesday, March 1, 2017 in Beaumont.

7. SETRPC staff held 4 public meetings during the third week of March to give the public the opportunity to learn about and to comment on proposed amendments to the JOHRTS MTP-2040 and the JOHRTS 2017-2020 TIP.
8. SETRPC staff held a JOHRTS Technical Committee meeting on Tuesday, March 21, 2017 in Beaumont.
9. SETRPC staff will participate in a Federal MPO Metropolitan Planning Program Review with FHWA and FTA staff on Wednesday, April 5, 2017 and Thursday April 6, 2017 in Beaumont.
10. SETRPC staff will attend a TxDOT sponsored public hearing for proposed U.S. 69 at Pine Island Bayou Improvement Project on Tuesday, April 11, 2017 in Beaumont.

Scott Ayers, Planning Engineer, TxDOT-Beaumont District reports updates are:

- Public meetings were held for the Pine Island frontage road project to connect the frontage roads with a bridge over Pine Island Bayou, will let in June 2017.
- The next piece of widening IH-10 from Winnie to Beaumont, Hamshire Road to FM 365, from 4 to 6 lanes, will let in July 2017.
- Consultants continue to work on the section of widening from Hwy 365 to Walden Road, from 4 to 6 lanes, will let in the summer of 2018.
- At the March Texas Transportation Commission meeting, funding for several projects in our area were approved. Two in the JOHRTS area are one piece of the US 69 corridor in Hardin County and Tyler County, together equal \$140 million, is tentatively scheduled to let in 2020.
- Also \$40 million of funding was approved for the project to complete the last section of IH-10 from Orange to the Louisiana state line, widening from 4 to 6 lanes, in 2019.

VI. REVIEW AND APPROVAL OF UPDATES TO THE JOHRTS 2017-2020 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

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

Mr. Dickinson advised the committee of the need to amend the JOHRTS 2017-2020 Transportation Improvement Program (TIP). He referred the committee to the first pages of the Draft revised JOHRTS 2017-2020 TIP, Amendment #2, which shows the projects that four public meetings, in three counties, were held during the third week of March. Notices were placed in advance on the SETRPC website and in newspapers.

He stated that any amendments, modifications, or deletions to transportation planning documents, require public meetings and a 30-day public comment period. After committee approval, a packet is put together and is submitted to the Texas Department of Transportation in Austin.

All regional transportation projects and programs are required to be identified and prioritized in the TIP in order to be eligible for Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) funds. The JOHRTS MTP-2040 has also been revised since the updates to the JOHRTS 2017-2020 TIP is a subset to the JOHRTS MTP-2040.

Commissioner Eddie Arnold, Jefferson County, called for a motion to approve the updates to the JOHRTS 2017-2020 TIP. Clint Woods, Public Works, City of Groves, made the motion. Don Surratt, Mayor, City of Lumberton, seconded the motion which carried unanimously.

VII. REVIEW AND APPROVAL OF REVISIONS TO THE JOHRTS METROPOLITAN TRANSPORTATION PLAN (MTP)

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

Mr. Dickinson explained that due to the need to amend the JOHRTS 2017-2020 TIP, it is necessary to revise and approve the JOHRTS MTP-2040. The process for the revisions to the JOHRTS MTP-2040, Amendment #6, is the same as was followed for the updates to the JOHRTS 2017-2020 TIP, Amendment #2.

Commissioner Eddie Arnold, Jefferson County, called for a motion to approve the revisions to the JOHRTS MTP-2040. Kelvin Knauf, Director of Planning & Community Development, City of Orange, made the motion. Tucker Ferguson, District Engineer, TxDOT-Beaumont District, seconded the motion which carried unanimously.

VIII. STATUS REPORT ON DEVELOPMENT OF THE JOHRTS METROPOLITAN TRANSPORTATION PLAN (MTP)-2045

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

Mr. Dickinson stated that the process for the Metropolitan Transportation Plan (MTP)-2045 has begun. The first part of the process is to update the Travel Demand Model (TDM) as we work with the Texas Department of Transportation-Traffic Analysis Division in Austin. Our Consultant, CDM Smith, works with us to develop certain socio economic data to input into the TDM. The region is divided up into areas for specific study. In the December meeting, there was an overall estimate of population that is used for the demographic part of the TDM that the committee approved. Some modifications were made in the Lumberton and Beaumont area. Progress has been made and is on schedule. A timeline was also included in the packet.

Mr. Dickinson advised in the Spring of 2018 the development of the MTP-2045 will begin, which will require a call for projects and a revised project selection process. The goal will be to have a JOHRTS MTP-2045 in the late Spring of 2019.

IX. STATUS REPORT ON HB20 REQUIREMENTS FOR THE TEXAS DEPARTMENT OF TRANSPORTATION

Bob Dickinson-Director, Transportation and Environmental Resources, SETRPC

Adam Jack-Director, Transportation Planning & Development, TxDOT-Beaumont District

Mr. Dickinson explained that HB20 has specific requirements that pertain to the Texas Department of Transportation (TxDOT) and the Metropolitan Planning Organizations (MPO's). TxDOT will be required to comply with several performance-based and planning requirements as to how they will expend their future funding and the MPO's will be required to develop a 10-year plan to show

how allocations of money, out of various Federal CAT funding categories, will be expended in the three-county region. This 10-year plan is a requirement to meet a Texas Legislature mandate for all MPO's in the State of Texas.

This will be a process that TxDOT and the MPO's will work through to adhere to the guidelines of this new legislation.

***All meeting materials can be viewed on the SETRPC's website**

X. OTHER BUSINESS

For informational purposes Commissioner Eddie Arnold directed the committee member's attention to a memo in the packet regarding heavier-truck proponents that are back in Washington lobbying a substantial increase in weight limitations. Should this bill pass, it will create additional expense for maintenance of city, county, and State highways.

He also noted the packet included a Project Fact Sheet and April Status Map.

XI. SET NEXT MEETING DATE

The next meeting date will be on Thursday, July 13, 2017 here at SETRPC.

XII. ADJOURNMENT

Commissioner Eddie Arnold, Jefferson County, adjourned the meeting at 10:30 a.m.

MEMBERS PRESENT

Eddie Arnold	Commissioner, Jefferson County
L. W. Cooper	Commissioner, Hardin County
Taylor Shelton	Public Works Director, City of Port Neches
Steve Hamilton	Public Works Director, City of Nederland
Kelvin Knauf	Director of Planning & Community Development, City of Orange
Don Surratt	Mayor, City of Lumberton
Jon Sherwin	Public Works Supervisor, City of West Orange
Carlos Aviles	Roadway Designer, City of Beaumont
Rawetts Baaheth	Assistant City Engineer, City of Port Arthur
Tucker Ferguson	District Engineer, TxDOT-Beaumont District
Robert Viator	Mayor, City of Vidor
Clint Woods	Public Works, City of Groves

GUESTS PRESENT

Scott Ayers	Planning Engineer, TxDOT-Beaumont District
Sarah Dupre	Public Information Officer, TxDOT

SETRPC STAFF PRESENT

Bob Dickinson	Director, Transportation and Environmental Resources
Robert Grimm	Operations Manager, Transportation and Environmental Resources
Jimmie Lewis	Transportation Planner III, Transportation and Environmental Resources
Paige Callaway	Administrative Assistant, Transportation and Environmental Resources

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, December 7, 2017
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 (October 19, 2017)
- 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 THE “DRAFT” UPDATED 2017 JOHRTS PUBLIC PARTICIPATION PLAN (JOHRTS PPP)

Bob Dickinson – Director, Transportation and Environmental Resources, SETRPC

- VII. REVIEW AND APPROVAL OF THE “DRAFT” UPDATED 2017 SETRPC-MPO TITLE VI/ ENVIRONMENTAL JUSTICE PROGRAM

Bob Dickinson – Director, Transportation and Environmental Resources, SETRPC

- VIII. REVIEW AND APPROVAL OF UPDATES TO THE JOHRTS 2017-2020 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

Bob Dickinson – Director, Transportation and Environmental Resources, SETRPC

- IX. REVIEW AND APPROVAL OF REVISIONS TO THE JOHRTS METROPOLITAN TRANSPORTATION PLAN (MTP)-2040

Bob Dickinson – Director, Transportation and Environmental Resources, SETRPC

X. REVIEW AND APPROVAL OF THE "DRAFT" SETRPC-MPO 10 YEAR TRANSPORTATION PLAN

Bob Dickinson – Director, Transportation and Environmental Resources, SETRPC

XI. BRIEFING BY U.S. GEOLOGICAL SURVEY (USGS)-HURRICANE HARVEY IMPACTS ON SOUTHEAST TEXAS

David Brown – Associate Director, Gulf Coast Texas Program, U.S. Geological Survey

XII. OTHER BUSINESS

XIII. SET NEXT MEETING DATE

XIV. ADJOURNMENT

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

DATE: December 07, 2017

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

Commissioner Eddie Arnold, Jefferson County, called the meeting to order, welcomed guests, requested introductions, and certified the presence of a quorum.

II. ADOPTION OF THE AGENDA

Commissioner Eddie Arnold, Jefferson County, called for a motion to adopt the agenda as presented. Mayor Don Surratt, City of Lumberton, made the motion and Taylor Shelton, Public Works Director, City of Port Neches, seconded the motion which carried unanimously.

III. PUBLIC COMMENTS

None

IV. MINUTES OF THE LAST MEETING – October 19, 2017

Commissioner Eddie Arnold, Jefferson County, called for a motion to adopt the minutes as presented. Taylor Shelton, Public Works Director, City of Port Neches, made the motion and Robert Woods, Public Works Director, City of Nederland, seconded the motion which carried unanimously.

V. REPORT ON THE STATUS OF TRANSPORTATION PLANNING ACTIVITIES

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

Scott Ayres- Planning Engineer, TxDOT-Beaumont District

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 held a public meeting on Wednesday, October 25, 2017 to give the public the opportunity to learn about and to comment on the JOHRTS 2017 "Draft" Public Participation Plan update.
2. SETRPC staff held a Regional Public Transportation Coordination Steering Committee meeting on Thursday, October 26, 2017 in Beaumont.
3. SETRPC staff held a JOHRTS Technical Committee meeting on Thursday, November 2, 2017 in Beaumont.
4. SETRPC staff held 4 public meetings during the third week of November to give the public the opportunity to learn about and to comment on proposed amendments to the JOHRTS MTP-2040 and the JOHRTS 2017-2020 TIP.
5. SETRPC staff testified before a Texas Senate Transportation Committee on the impact of Hurricane Harvey on the state's transportation infrastructure in our southeast Texas region on Wednesday, November 15, 2017 in Austin.
6. SETRPC staff attended a TxDOT Public Transportation Division Regional Coordination Transportation Planning Workshop 2017 on Wednesday, November 29, 2017 in Austin.

Scott Ayres, Planning Engineer, TxDOT-Beaumont District report updates are:

- TxDOT had a public meeting for the IH-10 widening project from FM 365 to Walden Road on December 5, 2017.
- TxDOT project that was to let in July 2018, widening Major Drive to four lanes between IH-10 and SH 124, let yesterday, December 6, 2017.

- Upcoming projects on US 69:
 - From IH-10 interchange north to Tram Road, or as far as the funds will take it, is to let in June 2018
 - A plan to re-stripe from FM 421 in Lumberton south to US 69 will let in August 2018
 - A Consultant has been selected for a project on the US 69 corridor from the northern part of Hardin county to the southern part of Tyler county.
 - The Consultant fee negotiations are to begin soon and will take several months. The let will be in late Spring or Summer 2018 for US 69 corridor development

VI. REVIEW AND APPROVAL OF THE “DRAFT” UPDATED 2017 JOHRTS PUBLIC PARTICIPATION PLAN (JOHRTS PPP)

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

Mr. Dickinson advised the committee that the JOHRTS Public Participation Plan (PPP) contains the guidelines and expectations for public involvement during the transportation planning and development processes. In particular, the plan outlines the procedures and expectations for public outreach and education on transportation issues.

Some of the goals of the Public Participation Plan are to:

- Identify affected public groups
- Be responsive to Title VI, including Environmental Justice directives and Limited English Proficiency guidance
- Engage the community in the transportation planning process
- Incorporate public feedback in the decision making process

He advised that a 45-day public comment period was held on the draft document from October 10-November 23, 2017. Also, a public meeting was held on Wednesday, October 25, 2017 at the SETRPC office to solicit the public's ideas and input on public participation. The FAST Act requirements are addressed in the draft document and measures of effectiveness have been developed and designed to measure the effectiveness of public participation for all persons and organizations.

Commissioner Eddie Arnold, Jefferson County, called for a motion to approve the “Draft” Updated 2017 JOHRTS Public Participation Plan. Mayor Don Surratt, City of Lumberton, made the motion. Zheng Tan, Traffic Engineer, City of Beaumont, seconded the motion which carried unanimously.

VII. REVIEW AND APPROVAL OF THE “DRAFT” UPDATED 2017 SETRPC-MPO TITLE VI/ENVIRONMENTAL JUSTICE PROGRAM

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

Mr. Dickinson advised the committee of the need to update the JOHRTS SETRPC-MPO Title VI/Environmental Justice Program policies and procedures to be certain the SETRPC is meeting the FAST Act requirements. Federal laws and orders seek to prevent any form of discrimination and to ensure certain populations are not disproportionately adversely affected by plans, programs, and projects implemented by public agencies.

Commissioner Eddie Arnold, Jefferson County, called for a motion to approve the “DRAFT” Updated 2017 SETRPC-MPO Title VI/Environmental Justice Program. Zheng Tan, Traffic Engineer, City of Beaumont, made the motion. Rawetts Baaheth, Assistant City Engineer, City of Port Arthur, seconded the motion which carried unanimously.

VIII. REVIEW AND APPROVAL OF UPDATES TO THE JOHRTS 2017-2020 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

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

Mr. Dickinson advised the committee of the need to amend the JOHRTS 2017-2020 Transportation Improvement Program (TIP). He referred the committee to the first pages of the “DRAFT” Revised JOHRTS 2017-2020 TIP, Amendment #5, which shows the projects that four public meetings, in three counties, were held for in early November. Notices were placed in advance on the SETRPC website and in newspapers.

He stated that any amendments, modifications, or deletions to transportation planning documents, require public meetings and a 30-day public comment period. After committee approval, a packet is put together and is submitted to the Texas Department of Transportation in Austin.

All regional transportation projects and programs are required to be identified and prioritized in the TIP to be eligible for Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) funds. The JOHRTS MTP-2040 has also been revised since the updates to the JOHRTS 2017-2020 TIP is a subset to the JOHRTS MTP-2040.

Commissioner Eddie Arnold, Jefferson County, called for a motion to approve updates to the JOHRTS 2017-2020 Transportation Improvement Program (TIP). Rawetts Baaheth, Assistant City Engineer, City of Port Arthur, made the motion. Zheng Tan, Traffic Engineer, City of Beaumont, seconded the motion which carried unanimously.

IX. REVIEW AND APPROVAL OF REVISIONS TO THE JOHRTS METROPOLITAN TRANSPORTATION PLAN (MTP)-2040

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

Mr. Dickinson explained that due to the need to amend the JOHRTS 2017-2020 TIP, it is necessary to revise and approve the JOHRTS MTP-2040. The process for the revisions to the JOHRTS MTP-2040, Amendment #9, is the same as was followed for the updates to the JOHRTS 2017-2020 TIP, Amendment #5.

Commissioner Eddie Arnold, Jefferson County, called for a motion to approve revisions to the JOHRTS Metropolitan Transportation Plan (MTP)-2040. Mayor Robert Viator, City of Vidor, made the motion. Zheng Tan, Traffic Engineer, City of Beaumont, seconded the motion which carried unanimously.

X. REVIEW AND APPROVAL OF THE "DRAFT" SETRPC-MPO 10 YEAR TRANSPORTATION PLAN

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

Mr. Dickinson explained that the SETRPC-MPO 10 Year Transportation Plan is an evolving ten-year capital improvement document that will be updated on an annual basis. It is a requirement of House Bill 20 and identifies and denotes the scheduling and funding of construction projects across the MPO region over a 10-year period. Ongoing projects are maintained and updated while new projects are added as funding from state and federal sources are applied against the requests. The 10-year plan includes project description and termini, estimated total cost, and estimated letting date.

Commissioner Eddie Arnold, Jefferson County, called for a motion to approve the "DRAFT" SETRPC-MPO 10 Year Transportation Plan. Taylor Shelton, Public Works Director, City of Port Neches, made the motion. Jon Sherwin, Public Works Supervisor, City of West Orange, seconded the motion which carried unanimously.

XI. BRIEFING BY U.S. GEOLOGICAL SURVEY (USGS)-HURRICANE HARVEY IMPACTS ON SOUTHEAST TEXAS

David Brown – Associate Director, Gulf Coast Texas Program, U.S. Geological Survey

Mr. David Brown presented data about the impact of Hurricane Harvey in southeast Texas. He advised that on August 25, 2017 Hurricane Harvey, a category 4 hurricane, made landfall at 10:00 p.m. and slowly moved north of Victoria. Strong rain bands on the east side of circulation caused tremendous rainfall and flash flooding in Fort Bend, Brazoria, and Harris counties. The center of Harvey slowly moved east-southeast and back offshore, only to come ashore a second time just west of Cameron, Louisiana as Tropical Storm Harvey in the early morning hours of August 30, 2017.

Over the period from August 24th to September 1st, the highest rainfall totals were recorded in Nederland at an unbelievable 60.58 inches, with Groves a close second at 60.54 inches.

Much of southeast Texas was overtaken by floodwaters that claimed lives and displaced thousands. Harvey has been categorized as being one of the worst weather disasters in U.S. history.

Mr. Brown stated the USGS provides flood information about the natural hazards that threaten lives and livelihoods to local, state, and federal partners as well as emergency responders and the public.

***All meeting materials can be viewed on the SETRPC's website**

XII. OTHER BUSINESS

Mr. Dickinson referred to the meeting packet which includes the November Status Map, provided by TxDOT, of projects currently underway.

XIII. SET NEXT MEETING DATE

The next meeting date is February 22, 2017 at 10:00 a.m.

XIV. ADJOURNMENT

Commissioner Eddie Arnold, Jefferson County, adjourned the meeting at 11:15 a.m.

MEMBERS PRESENT

Eddie Arnold	Commissioner, Jefferson County
Robert Woods	Public Works Director, City of Nederland
Jon Sherwin	Public Works Supervisor, City of West Orange
Rawetts Baaheth	Assistant City Engineer, City of Port Arthur
Taylor Shelton	Public Works Director, City of Port Neches
Don Surratt	Mayor, City of Lumberton
Zheng Tan	Traffic Engineer, City of Beaumont
Robert Viator	Mayor, City of Vidor

GUESTS PRESENT

Scott Ayres	Planning Engineer, TxDOT-Beaumont District
Sarah Dupre	Public Information Officer, TxDOT-Beaumont District
David Brown	Associate Director, Gulf Coast Program, U.S. Geological Survey
Todd Carlson	Research Scientist, Texas Transportation Institute
Jerry Hood	Assistant General Manager, Orange County Drainage District
Tyler Hargraves	Operator, SETCAST
Jennifer Pate	Director of Community Relations, Old Castle Materials- Gulf Coast

SETRPC STAFF PRESENT

Bob Dickinson	Director, Transportation and Environmental Resources
Robert Grimm	Operations Manager, Transportation and Environmental Resources
Jimmie Lewis	Transportation Planner III, Transportation and Environmental Resources
Paige Callaway	Administrative Assistant, Transportation and Environmental Resources

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, April 26, 2018
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 (February 22, 2018)
- 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 ADOPTION OF RESOLUTION ADOPTING A MEMORANDUM OF UNDERSTANDING BETWEEN THE SOUTH EAST TEXAS REGIONAL PLANNING COMMISSION (SETRPC) METROPOLITAN PLANNING ORGANIZATION (MPO), THE TEXAS DEPARTMENT OF TRANSPORTATION (TXDOT), BEAUMONT MUNICIPAL TRANSIT (BMT) PUBLIC TRANSPORTATION OPERATOR, PORT ARTHUR TRANSIT (PAT) PUBLIC TRANSPORTATION OPERATOR, AND SOUTH EAST TEXAS TRANSIT (SETT) PUBLIC TRANSPORTATION OPERATOR

Bob Dickinson – Director, Transportation and Environmental Resources, SETRPC
- VII. REVIEW AND DISCUSSION OF PM3 TRAVEL TIME PERFORMANCE AND TARGET SETTING FOR MPO'S

Bob Dickinson – Director, Transportation and Environmental Resources, SETRPC
Dr. Tim Lomax, Research Fellow, Texas Transportation Institute

VIII. REVIEW AND DISCUSSION ON THE DEVELOPMENT OF THE JOHRTS (MTP)-2045 AND THE REGIONAL FREIGHT PLAN

Bob Dickinson – Director, Transportation and Environmental Resources, SETRPC
Madhu Narayanasamy, Project Manager, CDM Smith
Roger Schiller – Planner, CDM Smith

IX. OTHER BUSINESS

X. SET NEXT MEETING DATE

XI. ADJOURNMENT

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

DATE: April 26, 2018

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

Commissioner Jody Crump, Orange County, called the meeting to order, welcomed guests, requested introductions, and certified the presence of a quorum.

II. ADOPTION OF THE AGENDA

Commissioner Jody Crump, Orange County, called for a motion to adopt the agenda as presented. Commissioner Eddie Arnold, Jefferson County, made the motion and Mayor Don Surratt, City of Lumberton, seconded the motion which carried unanimously.

III. PUBLIC COMMENTS

None

IV. MINUTES OF THE LAST MEETING – February 22, 2018

Commissioner Jody Crump, Orange County, called for a motion to adopt the minutes as presented. Commissioner L. W. Cooper, Hardin County, made the motion and Taylor Shelton, Public Works Director, City of Port Neches, seconded the motion which carried unanimously.

V. REPORT ON THE STATUS OF TRANSPORTATION PLANNING ACTIVITIES

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

*Adam Jack- Director of Planning & Development, TxDOT-Beaumont
District*

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 held a JOHRTS MTP-2045 Call for Projects workshop on Wednesday, March 7, 2018 at 10:00 a.m.
2. SETRPC staff attended a FHWA sponsored Greater Texas Region Multi-Jurisdictional Coordination Workshop on March 28-29, 2018 in Houston.
3. SETRPC staff in conjunction with the TxDOT Beaumont District staff are developing the draft JOHRTS FY 2019-2022 Transportation Improvement Program.
4. SETRPC staff finished the FHWA CMAQ project reporting for 2018.
5. SETRPC staff has been working with local transit providers and TxDOT to adopt a Memorandum of Understanding to meet federal transportation planning guidelines and requirements of the FAST Act.
6. SETRPC staff is working with the Texas A&M Transportation Institute to create a website with traffic safety data on the region.
7. SETRPC staff continued preparation on activities related to the development of the JOHRTS Metropolitan Transportation Plan (MTP)-2045 and revisions to the (MTP)-2040.
8. SETRPC staff is holding 4 public meetings, April 23-26, 2018, to give the public the opportunity to learn about and to comment on proposed amendments to the JOHRTS MTP-2040 and the draft JOHRTS FY 2019-2022 TIP.

Adam Jack- Director of Planning & Development, TxDOT-Beaumont District report updates are:

- TxDOT is holding a public hearing today at 5:30 pm, Guess Elementary School, regarding the widening of US 69, IH-10 North to Tram Road, from 4 lanes to 6 lanes.
- A second public hearing will be held on May 1, 2018 at 5:30 pm, Ford Park, regarding the widening of IH-10, Hwy 365 to Walden Road, from 4 lanes to 6 lanes.

Mr. Jack stated that he appreciated Mr. Dickinson's assistance in putting together the new project call and extending the deadline date. Due to new requirements, additional time is needed to generate the information. The deadline extension will allow TxDOT to meet the new date.

VI. REVIEW AND ADOPTION OF RESOLUTION ADOPTING A MEMORANDUM OF UNDERSTANDING BETWEEN THE SOUTH EAST TEXAS REGIONAL PLANNING COMMISSION (SETRPC) METROPOLITAN PLANNING ORGANIZATION (MPO), THE TEXAS DEPARTMENT OF TRANSPORTATION, (TxDOT), BEAUMONT MUNICIPAL TRANSIT (BMT) PUBLIC TRANSPORTATION OPERATOR, PORT ARTHUR TRANSIT (PAT) PUBLIC TRANSPORTATION OPERATOR, AND SOUTH EAST TEXAS TRANSIT (SETT) PUBLIC TRANSPORTATION OPERATOR

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

Mr. Dickinson stated that the purpose of this memorandum is to make provisions for cooperative mutual responsibilities in carrying out the metropolitan transportation planning process and performance based planning and programming in the southeast Texas metropolitan planning area and to provide a single agreement between the parties in accordance with current federal transportation legislation.

He explained that for many years SETRPC has informally worked with the cities, counties, TxDOT, and the public transit operators to carry out our regional transportation planning process. Due to the new federal transportation planning regulations, the FAST Act, and dealing with the performance based planning and programming for the metropolitan planning area, a formal outline of the responsibilities of all the parties is in this document. Once all signatures have been obtained the Memorandum of Understanding will be sent to TxDOT for the Beaumont District Engineer to sign.

Commissioner Jody Crump, Orange County, called for a motion to adopt the memorandum of understanding. Commissioner Eddie Arnold, Jefferson County, made the motion. Adam Jack, Director of Transportation & Planning Development, TxDOT-Beaumont District, seconded the motion which carried unanimously.

VII. REVIEW AND DISCUSSION OF PM3 TRAVEL TIME PERFORMANCE AND TARGET SETTING FOR MPO'S

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

Dr. Tim Lomax, Research Fellow, Texas Transportation Institute

Mr. Dickinson invited Mr. Tim Lomax with the Texas Transportation Institute to give the committee an overview of PM3 Travel Time Performance and Target Setting that the MPOs are required to establish.

Overview of the PowerPoint Presentation:

- 4 Federal System Performance Measures
 - Designed around data set characteristics
- Required to report to FHWA, not required to use, no penalty for not meeting targets, designed to "incite" measurement
- Data source:
 - National Perf Measure Research Data Set-from Univ. of Maryland via TxDOT purchase of usage rights
 - 2014, 2015, 2016 data uses 2013 roadway as the base
 - 2017 uses 2015 road network as the base
- TTI Process
 - Local inputs for growth rate and other elements
 - Roll up MPO values into state totals

VIII. REVIEW AND DISCUSSION ON THE DEVELOPMENT OF THE JOHRTS (MTP)-2045 AND THE REGIONAL FREIGHT PLAN

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

Madhu Narayanasamy, Project Manager, CDM Smith

Roger Schiller – Planner, CDM Smith

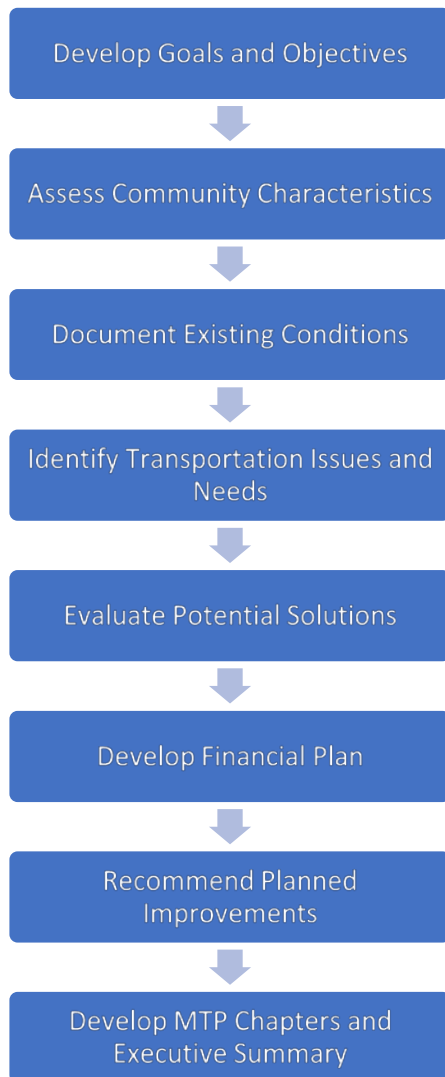
Mr. Dickinson introduced Madhu Narayanasamy and Roger Schiller with CDM Smith to give a presentation on the development of the JOHRTS MTP-2045 and the Regional Freight Plan.

A condensed version of the presentation to the committee:

Transportation Planning Committee Meeting

April 26, 2018

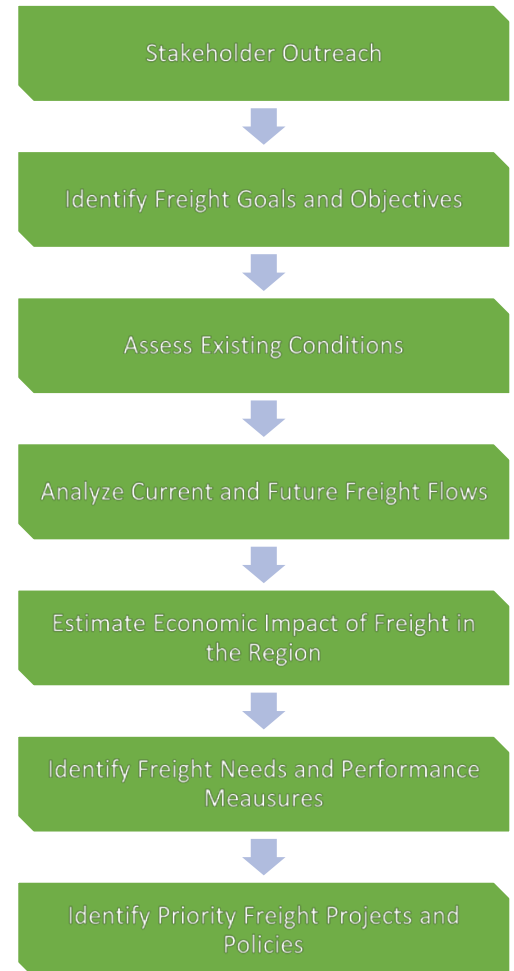
Planning Process for 2045-MTP Update



Public Outreach for 2045-MTP Update

- Two (2) series of three (3) public meetings
 - Located in Hardin, Jefferson, and Orange counties
 - First (1) series – identify goals and objectives
 - Second (2) series – open house to present draft MTP
- Roundtables by mode or topic
 - Transit, bike/ped, freight, highway, economic development

Approach for Regional Freight Plan



Freight Data Sources

- TRANSEARCH
- Ports – PIERS, Corps of Engineers, USA Trade Online, AAPA, MARAD, Freight Analysis Framework
- Pipelines – need a local source

Freight Issues and Concerns

- What are the regional freight issues that need to be addressed?
- What freight projects would you like to execute?

***All meeting materials can be viewed on the SETRPC's website**

IX. OTHER BUSINESS

For informational purposes Mr. Dickinson directed the committee member's attention to the packet handout of the April Regional Transportation Projects Status Map.

X. SET NEXT MEETING DATE

The next meeting dates are set for June 21, 2018 and July 26, 2018.

XI. ADJOURNMENT

Commissioner Jody Crump, Orange County, called for a motion to adjourn the meeting. Commissioner L. W. Cooper, Hardin County, made the motion. Commissioner Eddie Arnold, Jefferson County, seconded the motion which carried unanimously.

MEMBERS PRESENT

Robert Woods	Public Works Director, City of Nederland
Eddie Arnold	Commissioner, Jefferson County
Rawetts Baaheth	Assistant City Engineer, City of Port Arthur
Taylor Shelton	Public Works Director, City of Port Neches
Don Surratt	Mayor, City of Lumberton
Jody Crump	Commissioner, Orange County
Troy Foxworth	Public Works Director, City of Groves
Kelvin Knauf	Director of Planning & Community Development, City of Orange
L.W. Cooper	Commissioner, Hardin County

GUESTS PRESENT

Sarah Dupre	Public Information Officer, TxDOT-Beaumont District
Mansour Shiraz	MPO/Rural Planning Coordinator, TxDOT
Adam Jack	Director, Transportation Planning & Development, TxDOT
Dr. Tim Lomax	Research Fellow, Texas Transportation Institute
Madhu Narayanasany	Project Manager, CDM Smith
Roger Schiller	Planner, CDM Smith
Steven Stafford	Engineering Supervisor, Jefferson County

SETRPC STAFF PRESENT

Bob Dickinson	Director, Transportation and Environmental Resources
Paige Callaway	Administrative Assistant, Transportation and Environmental Resources

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 21, 2018
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 26, 2018)
- 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 THE DRAFT EXEMPT JOHRTS 2019-2022 TRANSPORTATION IMPROVEMENT PROGRAM

Bob Dickinson – Director, Transportation and Environmental Resources, SETRPC
- VII. REVIEW AND DISCUSSION OF THE DRAFT SETRPC (MPO) SOUTH EAST TEXAS HIKE & BIKE PLAN

Bob Dickinson – Director, Transportation and Environmental Resources, SETRPC
- VIII. REVIEW AND DISCUSSION OF THE JOHRTS METROPOLITAN TRANSPORTATION PLAN (MTP)- 2045 AND THE REGIONAL FREIGHT PLAN SCHEDULE

Bob Dickinson – Director, Transportation and Environmental Resources, SETRPC

IX. OTHER BUSINESS

X. SET NEXT MEETING DATE

XI. ADJOURNMENT

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

DATE: June 21, 2018

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, recommended the adoption of the agenda as presented. There were no objections.

III. PUBLIC COMMENTS

None

IV. MINUTES OF THE LAST MEETING – April 26, 2018

Mayor Don Surratt, City of Lumberton, called for a motion to adopt the minutes as presented. Taylor Shelton, Public Works Director, City of Port Neches, made the motion and Commissioner Eddie Arnold, Jefferson County, seconded the motion which carried unanimously.

V. REPORT ON THE STATUS OF TRANSPORTATION PLANNING ACTIVITIES

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

Adam Jack- Director of Planning & Development, TxDOT-Beaumont District

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 in conjunction with the TxDOT Beaumont District staff developed the draft Exempt JOHRTS FY 2019-2022 Transportation Improvement Program.
2. SETRPC staff attended a TxDOT sponsored public hearing on the proposed IH-10 improvements from FM 365 east to Walden Road in Beaumont on May 1, 2018.
3. SETRPC staff attended a MARAD M69 and Strongports Workshop in Houston on May 16, 2018.
4. SETRPC staff attended the 2018 Texas Demographic Conference in Austin on May 23-24, 2018.
5. SETRPC staff is working with the 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 analysis on the JOHRTS MTP-2040.
6. SETRPC staff continued preparation on activities related to the development of the JOHRTS Metropolitan Transportation Plan (MTP)-2045 and revisions to the MTP-2040.
7. SETRPC staff held 4 public meetings, May 29-June 1, 2018, to give the public the opportunity to learn about and to comment on proposed amendments to the JOHRTS MTP-2040 and the draft Exempt JOHRTS FY 2019-2022 TIP.

Adam Jack- Director of Planning & Development, TxDOT-Beaumont District report updates are:

- TxDOT recently completed a process with Texas A&M-Kingville developing a scoping guidebook for MPO transportation projects. The guidebook was passed around for all to see and a copy, if interested, in sharing with staff members.
- TxDOT to start a new research project with the University of Texas-Austin to install more stream monitoring gages within the district along the IH-10 corridor to get a better handle on how to speculate flooding at Taylors Bayou, the Neches and Sabine Rivers, and possibly Cow Bayou.

Mr. Jack also thanked Mr. Dickinson and staff for their hard work and diligence with regard to the Gulf Coast EPA ruling as well as separating the exempt and non-exempt projects, as this impacts the Statewide Transportation Improvement Program's approval.

VI. REVIEW AND APPROVAL OF THE DRAFT EXEMPT JOHRTS 2019-2022 TRANSPORTATION IMPROVEMENT PROGRAM

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

Mr. Dickinson advised that due to a law suit filed and won against the Environmental Protection Agency over air quality issues, the MPO was required to develop a draft Exempt JOHRTS 2019-2022 Transportation Improvement Program which prohibits any added capacity projects.

This document needs to be tabled since it was determined by staff members of the FHWA Texas Division-Austin and TxDOT Transportation Planning and Programming Division-Austin, that the best action to be taken is to adopt a draft Resolution to continue our current JOHRTS FY 2017-2020 Transportation Improvement Program with amendments for inclusion in the SETRPC (MPO) portion of the TxDOT FY 2019-2022 STIP. This will enable the TxDOT Beaumont District to continue with the listed added capacity projects remaining in FY 2019-2020, including the administrative modification, as shown in Exhibit A of the draft Resolution.

The JOHRTS 2017-2020 TIP, with its amendments, will be effective until December 2019 for such time as the SETRPC (MPO) demonstrates conformity of the FY 2019-2020 JOHRTS TIP and the JOHRTS MTP-2040 with federal transportation conformity rules and regulations.

Mayor Don Surratt, City of Lumberton, called for a motion to table the approval of the draft JOHRTS 2019-2022 Transportation Improvement Program (TIP). Commissioner Eddie Arnold, Jefferson County, made the motion. Commissioner L. W. Cooper, Hardin County, seconded the motion which carried unanimously.

Mayor Surratt also called for a motion to adopt the draft Resolution to continue our current JOHRTS FY 2017-2020 Transportation Improvement Program with amendments for inclusion in the SETRPC (MPO) portion of the TxDOT FY 2019-2022 STIP. Commissioner L. W. Cooper, Hardin County, made the motion. Robert Woods, Public Works Director, City of Nederland, seconded the motion which carried unanimously.

VII. REVIEW AND DISCUSSION OF THE DRAFT SETRPC (MPO) SOUTH EAST TEXAS HIKE & BIKE PLAN

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

Mr. Dickinson referred the committee to the draft South East Texas Hike & Bike Plan included in the packet for review and comments. The SETRPC (MPO) partnered with the Texas Target Communities at Texas A&M University to create a planning task force to develop a "draft" Hike and Bike Plan for our region. A Hike and Bike Plan Advisory Committee was formed and met four times in the Spring of 2017. After feedback is processed, the hope is to adopt the draft South East Texas Hike & Bike Plan at the next TPC meeting.

The plan will act as a roadmap or blueprint to assist area jurisdictions in planning new and improved hike and bike routes and facilities in our three-county region and is vital when applying for grants such as TxDOT's Transportation Alternative Programs.

VIII. REVIEW AND DISCUSSION ON THE JOHRTS METROPOLITAN TRANSPORTATION (MTP)-2045 AND THE REGIONAL FREIGHT PLAN

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

Mr. Dickinson stated that work continues with consultant CDM Smith on the development of the JOHRTS MTP-2045 and public meetings will be held in early September for the public's input. In addition, the Regional Freight Plan is making progress and notes that this plan will also be support to area ports when applying for state or federal grants.

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

IX. OTHER BUSINESS

For informational purposes Mr. Dickinson directed the committee member's attention to the packet handout of the June Regional Transportation Projects Status Map.

X. SET NEXT MEETING DATE

The next meeting date is July 26, 2018.

XI. ADJOURNMENT

Mayor Don Surratt, City of Lumberton, called for a motion to adjourn the meeting. Commissioner Eddie Arnold, Jefferson County, made the motion. Commissioner L. W. Cooper, Hardin County, seconded the motion which carried unanimously.

MEMBERS PRESENT

Robert Woods	Public Works Director, City of Nederland
Eddie Arnold	Commissioner, Jefferson County
Alberto Elefano	City Engineer, City of Port Arthur
Taylor Shelton	Public Works Director, City of Port Neches
Don Surratt	Mayor, City of Lumberton
Kelvin Knauf	Director of Planning & Community Development, City of Orange
L.W. Cooper	Commissioner, Hardin County
Robert Viator	Mayor, City of Vidor
Xavier Pulido	Roadway Designer, City of Beaumont

GUESTS PRESENT

Sarah Dupre	Public Information Officer, TxDOT-Beaumont District
Mansour Shiraz	MPO/Rural Planning Coordinator, TxDOT
Adam Jack	Director, Transportation Planning & Development, TxDOT
Gordon Williams	Videographer, Lamar University

SETRPC STAFF PRESENT

Bob Dickinson	Director, Transportation and Environmental Resources
Paige Callaway	Administrative Assistant, Transportation and Environmental Resources

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, July 26, 2018
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 (June 21, 2018)
- 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 THE “DRAFT” FY 2019 JOHRTS UNIFIED PLANNING WORK PROGRAM (UPWP)

Bob Dickinson – Director, Transportation and Environmental Resources, SETRPC
- VII. REVIEW AND APPROVAL OF ADMINISTRATIVE MODIFICATIONS TO THE JOHRTS 2017-2020 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

Bob Dickinson – Director, Transportation and Environmental Resources, SETRPC

VIII. REVIEW AND DISCUSSION OF THE PROJECT SCORING PROCESS FOR USE IN DEVELOPING THE JOHRTS METROPOLITAN TRANSPORTATION PLAN (MTP)-2045

Bob Dickinson – Director, Transportation and Environmental Resources, SETRPC

IX. REVIEW AND DISCUSSION OF THE JOHRTS METROPOLITAN TRANSPORTATION PLAN (MTP)-2045 AND THE REGIONAL FREIGHT PLAN SCHEDULE

Bob Dickinson – Director, Transportation and Environmental Resources, SETRPC

X. OTHER BUSINESS

XI. SET NEXT MEETING DATE

XII. ADJOURNMENT

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

DATE: July 26, 2018

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, recommended the adoption of the agenda as presented. There were no objections.

III. PUBLIC COMMENTS

None

IV. MINUTES OF THE LAST MEETING – June 21, 2018

Mayor Don Surratt, City of Lumberton, called for a motion to adopt the minutes as presented. Commissioner L. W Cooper, Hardin County, made the motion and Tucker Ferguson, District Engineer, TxDOT, seconded the motion which carried unanimously.

V. REPORT ON THE STATUS OF TRANSPORTATION PLANNING ACTIVITIES

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

Adam Jack- Director of Planning & Development, TxDOT-Beaumont District

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 held a Regional Public Transportation Coordination Steering Committee meeting on July 18, 2018.
2. SETRPC staff attended a TEMPO meeting in Austin on July 25, 2018.
3. SETRPC staff is working with the 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 analysis on the JOHRTS MTP-2040.
4. SETRPC staff continued preparation on activities related to the development of the JOHRTS Metropolitan Transportation Plan (MTP)-2045 and revisions to the MTP-2040.

Adam Jack- Director of Planning & Development, TxDOT-Beaumont District reports that project letting in July reached historical proportions of \$178 million. The updates are:

- IH-10 from Hamshire Road to Walden Road at \$132 million. That section of roadway most likely to be awarded to Johnson Brothers out of Fort Worth.
- Old Castle submitted a bid of \$31 million to widen US 69 from IH-10 N to the LNVA. This is \$6 million over the budgeted amount.
- Orange County has other projects as well.

Mr. Jack also thanked Mr. Dickinson and staff for their continued hard work and diligence with regards to the administrative modifications to the JOHRTS 2017-2020 Transportation Improvement Plan. Without the modifications the letting of the above projects would not have been possible.

VI. REVIEW AND APPROVAL OF THE "DRAFT" FY 2019 JOHRTS UNIFIED PLANNING WORK PROGRAM (UPWP)

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

Mr. Dickinson advised the committee that the "DRAFT" FY 2019 JOHRTS Unified Planning Work Program is a required Federal document describing the transportation planning activities to be undertaken in the JOHRTS area for a given one-year period. The FY 2019 UPWP covers the period from October 1, 2018 to September 30, 2019.

He explained that the planning of various modes of transportation must be a coordinated effort to avoid an ineffective and inadequate transportation system. All forms of transportation are interrelated and must interact properly to provide a coordinated transportation system. He stated that the UPWP is prepared for the specific purpose of showing the various transportation planning activities that are expected to be accomplished in the coming year. Each activity will be integrated into the JOHRTS comprehensive transportation planning process.

Mayor Don Surratt, City of Lumberton, called for a motion to approve the "DRAFT" FY 2019 JOHRTS Unified Planning Work Program (UPWP). Taylor Shelton, Public Works Director, City of Port Neches, made the motion. Tucker Ferguson, District Engineer, TxDOT, seconded the motion which carried unanimously.

VII. REVIEW AND APPROVAL OF ADMINISTRATIVE MODIFICATIONS TO THE JOHRTS 2017-2020 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

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

Mr. Dickinson stated that an administrative modification to the JOHRTS FY 2017-2020 Transportation Improvement Program is necessary since the City of Port Arthur Transit Department advised the MPO of the need for additional funding for its project 17003-FXX. The project called for the replacement of eight paratransit buses in the amount of \$994,186.00. Port Arthur Transit has requested to add 2

support vehicles to the project and increase the funding by 49%, \$487,151, for a total expenditure of \$1,481,337.

Mayor Don Surratt, City of Lumberton, called for a motion to approve the Administrative Modifications to the JOHRTS 2017-2020 Transportation Improvement Program (TIP). Commissioner L. W. Cooper, Hardin County, made the motion. Tucker Ferguson, District Engineer, TxDOT, seconded the motion which carried unanimously.

VIII. REVIEW AND DISCUSSION ON THE PROJECT SCORING PROCESS FOR USE IN DEVELOPING THE JOHRTS METROPOLITAN TRANSPORTATION (MTP)-2045

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

Mr. Dickinson stated that as a part of the development of the JOHRTS MTP-2045 a call for projects was initiated and a workshop was held on March 7, 2018 to review the JOHRTS Project Selection Process and to answer questions regarding potential project submittals. The call for projects deadline was April 20, 2018, but then was extended to May 30, 2018 to provide additional time for participants to prepare candidate projects.

He advised that 10 projects were submitted, nine from TxDOT and one from the City of Port Neches. These projects will be evaluated and scored by the Technical Committee sometime in September.

IX. REVIEW AND DISCUSSION OF THE JOHRTS METROPOLITAN TRANSPORTATION PLAN (MTP)-2045 AND THE REGIONAL FREIGHT PLAN SCHEDULE

Mr. Dickinson brought the Committees attention to the flyer in the packet providing information regarding public meetings to be held in early September for the public's input and opinions on the proposed projects.

Also, for informational purposes, Mr. Dickinson referred to the July 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**

X. OTHER BUSINESS

No other business

XI. SET NEXT MEETING DATE

The next meeting date is set for August 30, 2018.

XII. ADJOURNMENT

Mayor Don Surratt, City of Lumberton, adjourned the meeting at 10:45 a.m.

MEMBERS PRESENT

Robert Woods
Alberto Elefano
Taylor Shelton
Don Surratt
Kelvin Knauf

L.W. Cooper
Tucker Ferguson
Joseph Majdalani
Jon Sherwin
Steven Stafford

Public Works Director, City of Nederland
City Engineer, City of Port Arthur
Public Works Director, City of Port Neches
Mayor, City of Lumberton
Director of Planning & Community Development,
City of Orange
Commissioner, Hardin County
District Engineer, TxDOT
Public Works Director, City of Beaumont
Public Works Supervisor, City of West Orange
Engineering Supervisor, Jefferson County

GUESTS PRESENT

Sarah Dupre
Mansour Shiraz
Adam Jack

Gordon Williams
Phillip Tindall

Public Information Officer, TxDOT-Beaumont District
MPO/Rural Planning Coordinator, TxDOT
Director, Transportation Planning & Development,
TxDOT
Videographer, Lamar University
MPO Field Representative, TxDOT-TPP

SETRPC STAFF PRESENT

Bob Dickinson
Jimmie Lewis

Paige Callaway

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

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, August 30, 2018
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 (July 26, 2018)
- 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 RESOLUTION ADOPTING THE TRANSIT ASSET CONDITION TARGETS ESTABLISHED BY BEAUMONT MUNICIPAL TRANSIT, PORT ARTHUR TRANSIT, AND SOUTH EAST TEXAS TRANSIT IN ACCORDANCE WITH REQUIREMENTS IDENTIFIED AS PART OF THE FIXING AMERICA'S SURFACE TRANSPORTATION (FAST) ACT

*Bob Dickinson – Director, Transportation and Environmental Resources, SETRPC
Bin Wang-Transportation Planner, CDM Smith*

- VII. OVERVIEW OF TRANSPORTATION CONFORMITY PROCESS

*Bob Dickinson – Director, Transportation and Environmental Resources, SETRPC
Todd Carlson – Assistant Research Scientist, Texas A&M Transportation Institute, Arlington*

VIII. REVIEW AND DISCUSSION OF THE JOHRTS METROPOLITAN TRANSPORTATION PLAN (MTP)-
2045 AND THE REGIONAL FREIGHT PLAN SCHEDULE

*Bob Dickinson – Director, Transportation and Environmental Resources, SETRPC
Madhu Narayanasamy - Project Manager, CDM Smith*

IX. OTHER BUSINESS

X. SET NEXT MEETING DATE

XI. ADJOURNMENT

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

DATE: August 30, 2018

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

Commissioner Jody Crump, Orange County, called the meeting to order, welcomed guests, requested introductions, and certified the presence of a quorum.

II. ADOPTION OF THE AGENDA

Commissioner Jody Crump, Orange County, called for a motion to adopt the agenda as presented. Commissioner L. W. Cooper, Hardin County, made the motion and Adam Jack, Director, Transportation Planning & Development, TxDOT-Beaumont District, seconded the motion which carried unanimously.

III. PUBLIC COMMENTS

None

IV. MINUTES OF THE LAST MEETING – July 26, 2018

Commissioner Jody Crump, Orange County, called for a motion to adopt the minutes as presented. Adam Jack, Director, Transportation Planning & Development, TxDOT-Beaumont District, asked for a correction to the July 26, 2018 minutes prior to adoption. Minutes will be edited accordingly. Taylor Shelton, Public Works Director, City of Port Neches, made the motion and Kelvin Knauf, Director of Planning & Community Development, City of 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

Adam Jack- Director, Transportation Planning & Development, TxDOT-Beaumont District

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 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 analysis on the JOHRTS MTP-2040 and the draft JOHRTS 2019-2022 TIP.
2. SETRPC staff continued preparation on activities related to the development of the JOHRTS Metropolitan Transportation Plan (MTP)-2045 and the JOHRTS Regional Freight Mobility Plan.
3. SETRPC staff met with Beaumont Municipal Transit and Port Arthur Transit staff to discuss their Transit Asset Management (TAM) plan and the SETRPC Regional Transit Asset Condition Targets.

Adam Jack, Director, Transportation Planning & Development, TxDOT-Beaumont District reports updates are:

- TxDOT is continuing to develop added capacity projects even though environmental clearance cannot be obtained at this time and is advancing the designs pending the outcome of the model and the lawsuit.
- Today the Transportation Commission is moving to adopt the 10-year Unified Transportation Plan. The Beaumont District has asked for the two IH-10/US 69 interchanges to be funded and will receive a total of \$500 million if adopted.
- The flooding of one year ago has two research projects underway. Beaumont was chosen as one of the locations to start looking at advanced technology to speculate roadway flooding and for a system to alert the public of the possible flooding of roadways.

VI. REVIEW AND APPROVAL OF RESOLUTION ADOPTING THE TRANSIT ASSET CONDITION TARGETS ESTABLISHED BY BEAUMONT MUNICIPAL TRANSIT, PORT ARTHUR TRANSIT, AND SOUTH EAST TEXAS TRANSIT IN ACCORDANCE WITH REQUIREMENTS IDENTIFIED AS PART OF THE FIXING AMERICA'S SURFACE TRANSPORTATION (FAST) ACT

Bob Dickinson, Director, Transportation and Environmental Resources Division, SETRPC
Bin Wang-Transportation Planner, CDM Smith

Mr. Dickinson asked Ms. Bin Wang, Transportation Planner, CDM Smith, to explain what a Transit Asset Management Plan is, the overall flow of the program, the timeline, and performance targets.

Mr. Dickinson requested the committee to review and adopt a resolution of the transit asset condition targets established by Beaumont Municipal Transit, Port Arthur Transit, and South East Texas Transit.

He stated that the Transit Asset Condition Performance Rule establishes requirements to assess the condition of regional transit networks relative to a FTA definition of State of Good Repair (SGR). SGR is the condition in which a capital asset is able to operate at a full level of performance. The premise of the rule is condition of assets should guide funding prioritization. The rule outlines the process for State DOTs, MPOs, and transit systems to establish and report their transit asset condition targets, and the process FTA will use to assess whether transit systems have met or made significant progress toward meeting their transit asset condition targets.

Beaumont Municipal Transit, Port Arthur Transit, and South East Texas Transit approved transit asset condition targets for four federally required transit asset performance measures. The MPO can either adopt a separate set of targets for transit assets or support the targets approved by the transit agencies.

Commissioner Jody Crump, Orange County, called for a motion to adopt the Resolution adopting the transit asset condition targets established by Beaumont Municipal Transit, Port Arthur Transit, and South East Texas Transit in accordance with requirements identified as part of the Fixing America's Surface Transportation (FAST) Act. Commissioner L. W. Cooper, Hardin County, made the motion and Adam Jack, Director, Transportation Planning & Development, TxDOT-Beaumont District, seconded the motion which carried unanimously.

VII. OVERVIEW OF TRANSPORTATION CONFORMITY PROCESS

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

Todd Carlson, Assistant Research Scientist, Texas A&M Transportation Institute, Arlington

Mr. Dickinson introduced Mr. Todd Carlson, Research Scientist, Texas A&M Transportation Institute, Arlington, to give a brief presentation on transportation air quality and conformity planning.

Topics of the presentation were:

- What is Conformity
- Clean Air Act Requirements
- Purpose of Transportation Conformity
- Conformity and Planning
- Transportation Actions Subject to Conformity
- Who is Responsible for Conformity
- Mobile Source Emissions Inventory
- VMT Estimates
- Emissions Estimates
- Air Quality Modeling
- When is Conformity Required
- Conformity Determination

VIII. REVIEW AND DISCUSSION OF THE JOHRTS METROPOLITAN TRANSPORTATION PLAN (MTP)-2045 AND THE REGIONAL FREIGHT PLAN SCHEDULE

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

Madhu Narayanasamy, Project Manager, CDM Smith

Mr. Dickinson directed the committee's attention to the SETRPC-MPO JOHRTS MTP-2045 & Regional Freight Plan handout in the packet. Mr. Madhu Narayanasamy, Project Manager, CDM Smith, will give an overview of the MTP-2045 and Regional Freight Plan update.

Topics of the presentation were:

- MTP-2045 Update and Regional Freight Plan
 - Planning Approach
 - MTP-2045 Update Goals
 - MTP-2045 Update Status

- Project Schedule
- Call for Projects
 - Project Selection Process
 - Two Evaluation Tracks
- Existing Conditions
 - Population
 - Income
 - Crashes
 - Transearch Truck Density and Commodities
 - Transearch Rail Density and Commodities
 - USACE Ports and Waterways
 - USACE WCS, Port Commodities
- Public Meetings
 - Monday, September 10, 2018, City of Orange Library
 - Tuesday, September 11, 2018, Bowers Civic Center
 - Wednesday, September 12, 2018, Lumberton City Hall
 - Thursday, September 13, 2018, MCM Elegante Hotel

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

IX. OTHER BUSINESS

For informational purposes, Mr. Dickinson referred to a flyer with the public meetings scheduled for September 10-13, 2018, to gather input on the JOHRTS MTP-2045, an article in the Orange Leader seeking comments on the Hike and Bike Plan 2037, and the August Regional Transportation Projects Status Map of completed and ongoing projects in the three-county region.

X. SET NEXT MEETING DATE

The next meeting date is set for October 25, 2018.

XI. ADJOURNMENT

Commissioner Jody Crump, Orange County, called for a motion to adjourn the meeting at 11:23 a.m. Adam Jack, Director, Transportation Planning & Development, TxDOT-Beaumont District, made the motion and Robert Woods, Public Works Director, City of Nederland, seconded the motion which carried unanimously.

MEMBERS PRESENT

Robert Woods
Alberto Elefano
Taylor Shelton
Jody Crump
Kelvin Knauf

L.W. Cooper
Jon Sherwin
Robert Viator

Public Works Director, City of Nederland
City Engineer, City of Port Arthur
Public Works Director, City of Port Neches
Commissioner, Orange County
Director of Planning & Community Development,
City of Orange
Commissioner, Hardin County
Public Works Supervisor, City of West Orange
Mayor, City of Vidor

GUESTS PRESENT

Adam Jack

Gordon Williams
Phillip Tindall
Todd Carlson

Madhu Narayanasany
Johnny Trahan
Bin Wang
Robert Guthart

Director, Transportation Planning & Development,
TxDOT-Beaumont District
Videographer, Lamar University
MPO Field Representative, TxDOT-TPP
Research Scientist, Texas A&M Transportation
Institute
Project Manager, CDM Smith
Commissioner, Orange County
Transportation Planner, CDM Smith
Transportation Planner, CDM Smith

SETRPC STAFF PRESENT

Bob Dickinson
Paige Callaway

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

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, October 25, 2018
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 (August 30, 2018)
- 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 RESOLUTION ADOPTING THE PM3 TRAVEL TIME SYSTEM PERFORMANCE RELIABILITY TARGETS ESTABLISHED BY THE TEXAS DEPARTMENT OF TRANSPORTATION IN ACCORDANCE WITH REQUIREMENTS IDENTIFIED AS PART OF THE FIXING AMERICA'S SURFACE TRANSPORTATION (FAST) ACT

Bob Dickinson – Director, Transportation and Environmental Resources, SETRPC

- VII. UPDATE ON TRANSPORTATION CONFORMITY REQUIREMENTS FOR THE JOHRTS AREA- RECENT D.C. COURT RULING SOUTH COAST AIR QUALITY MANAGEMENT DISTRICT VS EPA

Bob Dickinson – Director, Transportation and Environmental Resources, SETRPC

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: October 25, 2018

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 L. W. Cooper, Hardin County, made the motion and Tucker Ferguson, District Engineer, TxDOT-Beaumont District, seconded the motion which carried unanimously.

III. PUBLIC COMMENTS

None

IV. MINUTES OF THE LAST MEETING – August 30, 2018

Mayor Don Surratt, City of Lumberton, called for a motion to adopt the minutes as presented. Taylor Shelton, Public Works Director, City of Port Neches, made the motion and Robert Woods, Public Works Director, City of Nederland, seconded the motion which carried unanimously.

V. REPORT ON THE STATUS OF TRANSPORTATION PLANNING ACTIVITIES

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

Adam Jack- Director, Transportation Planning & Development, TxDOT-Beaumont District

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 analysis on the JOHRTS MTP-2045 and the draft revised JOHRTS 2019-2022 TIP.
2. SETRPC staff attended a meeting of the Technical Working Group in Austin on September 6, 2018.
3. SETRPC staff held four public meetings, September 10-13, to give the public the opportunity to learn about and to give input into the development of the JOHRTS MTP-2045.
4. SETRPC staff attended a pilot FHWA Environmental Justice Training Class in Austin on September 18-19, 2018.
5. SETRPC staff attended a TEMPO meeting and the Association of Metropolitan Planning Organizations (AMPO) National Conference in San Antonio on September 25-28, 2018.
6. SETRPC staff attended a TxDOT key stakeholder meeting for the IH-10 widening project in Orange County on October 10, 2018.
7. SETRPC staff held a Regional Freight Mobility Plan kickoff meeting in Beaumont on October 18, 2018.

Adam Jack, Director, Transportation Planning & Development, TxDOT-Beaumont District reports updates are:

- TxDOT held a key stakeholder meeting in Orange on the IH-10 project segment that starts at Adams Bayou to the Sabine River.
- The IH-10 widening project from FM 365 to Walden Road has been awarded. Construction has been delayed until after the holidays. Also, TxDOT will be adding traffic cameras to all interstate and US 69 projects which will expand the capability of watching traffic in real time at major interchanges.
- Information from the US 69 corridor round table meeting held in Woodville last week summarizing the status from Lumberton to the northern edge of the District which is near the Neches River include:
 - an overall map of segments
 - a draft newsletter being released in the next month
 - a presentation
 - an Alternative Delivery Program-Discussion Document which includes the \$500 million IH-10 interchange reconfigurations in Beaumont
 - an annual meeting will be held to brief elected officials on the overall progress of the corridor since it is the primary evacuation route for this area

VI. REVIEW AND APPROVAL OF RESOLUTION ADOPTING THE PM3 TRAVEL TIME SYSTEM PERFORMANCE RELIABILITY TARGETS ESTABLISHED BY THE TEXAS DEPARTMENT OF TRANSPORTATION IN ACCORDANCE WITH REQUIREMENTS IDENTIFIED AS PART OF THE FIXING AMERICA'S SURFACE TRANSPORTATION (FAST) ACT

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

Mr. Dickinson explained that the System Performance rule (PM3) establishes performance measure requirements to assess the performance of the National Highway System (NHS) and to assess freight movement on the Interstate System. These measures focus on evaluating travel time reliability and travel delay on interstate, freeway, and principal arterial class facilities to determine whether the magnitude of travel time variability is considered unreasonable. The objective of the rule is to ensure efforts to improve unreasonable travel delay and expedite the movement of people and goods, furthering the national goal of improving the efficiency of the surface transportation system.

He stated that the Texas Department of Transportation adopted travel time reliability targets for three performance measures. The MPO can either adopt a

separate set of travel time reliability targets or support the targets approved by TxDOT.

Mr. Dickinson requested the committee to review and adopt a resolution of the PM3 travel time system performance reliability targets established by the Texas Department of Transportation.

Mayor Don Surratt, City of Lumberton, called for a motion to adopt the Resolution adopting the PM3 travel time system performance reliability targets established by the Texas Department of Transportation in accordance with requirements identified as part of the Fixing America's Surface Transportation (FAST) Act. Steve Stafford, Engineering Supervisor, Jefferson County, made the motion and Commissioner L. W. Cooper, Hardin County, seconded the motion which carried unanimously.

VII. UPDATE ON TRANSPORTATION CONFORMITY REQUIREMENTS FOR THE JOHRTS AREA-RECENT D.C. COURT RULING SOUTH COAST AIR QUALITY MANAGEMENT DISTRICT VS EPA

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

Mr. Dickinson advised that due to a September 14, 2018 D.C. Circuits Court ruling in the South Coast Air Quality Management District vs 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 transportation conformity requirements until February 16, 2019 meaning that we can proceed with all planning and project development in our JOHRTS region, taken prior to February 16, 2019, and not be subject to transportation conformity requirements for the 1997 ozone standard.

Mr. Dickinson informed the committee that due to this action, a 30-day public comment period will be held from October 15, 2018 through November 14, 2018, for the Revised "DRAFT" Jefferson-Orange-Hardin Regional Transportation Study Metropolitan Transportation Plan 2040 (JOHRTS MTP-2040) Amendment #10 and the "DRAFT" JOHRTS FY 2019-2022 Transportation Improvement Program (TIP) and that a preliminary draft of these documents are available on the South East Texas Regional Planning Commission's website, <http://setrpc.org/>.

Additionally, he pointed out that the 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 analysis on the JOHRTS MTP-2045 and the "DRAFT" revised JOHRTS 2019-2022 TIP.

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

VIII. OTHER BUSINESS

For informational purposes, Mr. Dickinson referred to a flyer and a press release with the public meetings scheduled for October 29-31, and November 1, 2018, to gather input on the Revised "DRAFT" JOHRTS MTP-2040 Amendment #10 and the "DRAFT" JOHRTS FY 2019-2022 TIP, the October Regional Transportation Projects Status Map of completed and ongoing projects in the three-county region, and a schedule of future transportation meetings.

IX. SET NEXT MEETING DATE

The next meeting date is set for November 29, 2018.

X. ADJOURNMENT

Mayor Don Surratt, City of Lumberton, adjourned the meeting at 11:47 a.m.

MEMBERS PRESENT

Robert Woods	Public Works Director, City of Nederland
Alberto Elefano	City Engineer, City of Port Arthur
Taylor Shelton	Public Works Director, City of Port Neches
Kelvin Knauf	Director of Planning & Community Development, City of Orange
L.W. Cooper	Commissioner, Hardin County
Jon Sherwin	Public Works Supervisor, City of West Orange
Tucker Ferguson	District Engineer, TxDOT-Beaumont District
Troy Foxworth	Public Works Director, City of Groves
Steve Stafford	Engineering Supervisor, Jefferson County
Don Surratt	Mayor, City of Lumberton

GUESTS PRESENT

Adam Jack	Director, Transportation Planning & Development, TxDOT-Beaumont District
Gordon Williams	Videographer, Lamar University
Sarah Dupre	Public Information Officer, TxDOT
Jennifer Pate	Director, Community Relations, Gulf Coast
Kaitlin Bain	The Beaumont Enterprise

SETRPC STAFF PRESENT

Bob Dickinson	Director, Transportation and Environmental Resources
Paige Callaway	Administrative Assistant, Transportation and Environmental Resources
Jimmie Lewis	Transportation Planner, Transportation and Environmental Resources

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, November 29, 2018
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 (October 25, 2018)
- 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 JOHRTS TECHNICAL COMMITTEE'S RECOMMENDATIONS ON PROJECTS SCORED FOR INCLUSION IN THE JOHRTS METROPOLITAN TRANSPORTATION PLAN (MTP)-2045

Bob Dickinson – Director, Transportation and Environmental Resources, SETRPC

- VII. REVIEW AND APPROVAL OF REVISIONS TO THE JOHRTS METROPOLITAN TRANSPORTATION PLAN (MTP)-2040

Bob Dickinson – Director, Transportation and Environmental Resources, SETRPC

- VIII. REVIEW AND APPROVAL OF THE "DRAFT" JOHRTS 2019-2022 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

Bob Dickinson – Director, Transportation and Environmental Resources, SETRPC

- IX. REVIEW AND APPROVAL OF RESOLUTION ADOPTING PM2 PAVEMENT AND BRIDGE TARGETS ESTABLISHED BY THE TEXAS DEPARTMENT OF TRANSPORTATION IN ACCORDANCE WITH REQUIREMENTS IDENTIFIED AS PART OF THE FIXING AMERICA'S SURFACE TRANSPORTATION (FAST) ACT

Bob Dickinson – Director, Transportation and Environmental Resources, SETRPC

- X. REVIEW AND APPROVAL OF RESOLUTION ADOPTING SAFETY PERFORMANCE TARGETS ESTABLISHED BY THE TEXAS DEPARTMENT OF TRANSPORTATION IN ACCORDANCE WITH REQUIREMENTS IDENTIFIED AS PART OF THE FIXING AMERICA'S SURFACE TRANSPORTATION (FAST) ACT

Bob Dickinson – Director, Transportation and Environmental Resources, SETRPC

- XI. UPDATE ON TRANSPORTATION CONFORMITY REQUIREMENTS FOR THE JOHRTS AREA- RECENT D.C. COURT RULING SOUTH COAST AIR QUALITY MANAGEMENT DISTRICT VS EPA

Bob Dickinson – Director, Transportation and Environmental Resources, SETRPC

- XII. OTHER BUSINESS
- XIII. SET NEXT MEETING DATE
- XIV. ADJOURNMENT

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

DATE: November 29, 2018

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

Commissioner Jody Crump, Orange County, called the meeting to order, welcomed guests, requested introductions, and certified the presence of a quorum.

II. ADOPTION OF THE AGENDA

Commissioner Jody Crump, Orange County, called for a motion to adopt the agenda as presented. Commissioner Eddie Arnold, Jefferson County, made the motion and Mayor Don Surratt, City of Lumberton, seconded the motion which carried unanimously.

III. PUBLIC COMMENTS

None

IV. MINUTES OF THE LAST MEETING – October 25, 2018

Commissioner Jody Crump, Orange County, called for a motion to adopt the minutes as presented. Commissioner Eddie Arnold, Jefferson County, made the motion and Commissioner L. W. Cooper, Hardin County, seconded the motion which carried unanimously.

V. REPORT ON THE STATUS OF TRANSPORTATION PLANNING ACTIVITIES

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

Adam Jack- Director, Transportation Planning & Development, TxDOT-Beaumont District

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 analysis on the JOHRTS MTP-2045 and the "DRAFT" revised JOHRTS 2019-2022 TIP.
2. SETRPC staff held four public meetings during the last week of October to give the public the opportunity to learn about and to comment on the proposed amendments to the JOHRTS MTP-2040 and the "DRAFT" JOHRTS 2019-2022 TIP.
3. SETRPC staff held a JOHRTS Technical Committee meeting on November 7, 2018.
4. SETRPC staff held a JOHRTS Technical Committee meeting on November 28, 2018.

Adam Jack, Director, Transportation Planning & Development, TxDOT-Beaumont District reports updates are:

- The \$500 million project for interchange improvements on IH-10 at Cardinal Drive and the Eastex Freeway are advancing. A Community Advisory Committee has been established for guidance throughout the process. The first public meeting will be held in early 2019 with the project going to construction in 2021.

- TxDOT is working with private groups and the Big Thicket to come up with new creative ways to redesign a dualization two lane road to a four-lane divided parkway style facility, that is largely environmentally focused, in the northern portion of US 69 in Hardin county. Also, in the beginning of 2019 public meetings will begin.
- After several meetings with drainage districts, as well as the release of the new rainfall intensity documentation from NOAA, TxDOT is looking at all construction contracts along IH-10 to assess the feasibility of adding an additional large box culvert under the interstate, for future use, while the current construction is in process. The culverts would not be open for use until the drainage districts provide a hydraulic study to ensure no negative impact would be experienced downstream if the added capacity is tied into the drainage districts infrastructure.
- TxDOT Beaumont District is in communication with the Rail and Freight Division in Austin about the possibility of a public/private partnership to build a second railroad lift span over the Neches River.

VI. REVIEW AND APPROVAL OF JOHRTS TECHNICAL COMMITTEE'S RECOMMENDATIONS ON PROJECTS SCORED FOR INCLUSION IN THE JOHRTS METROPOLITAN TRANSPORTATION PLAN (MTP)-2045

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

Mr. Dickinson requested the committee to review and adopt the JOHRTS Technical Committee's recommendations on projects scored for inclusion in the JOHRTS Metropolitan Transportation Plan (MTP)-2045.

Commissioner Jody Crump, Orange County, called for a motion to adopt the JOHRTS Technical Committee's recommendations on projects scored for inclusion in the JOHRTS Metropolitan Transportation Plan (MTP)-2045. Commissioner L. W. Cooper, Hardin County, made the motion and Adam Jack, Director, Transportation Planning & Development, TxDOT-Beaumont District, seconded the motion which carried unanimously.

VII. REVIEW AND APPROVAL OF REVISIONS TO THE JOHRTS METROPOLITAN TRANSPORTATION PLAN (MTP)-2040

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

Mr. Dickinson informed the committee that anytime a new Transportation Improvement Program (TIP) is adopted it is necessary to revise and approve the JOHRTS Metropolitan Transportation Plan (MTP)-2040. This will be the tenth amendment since the JOHRTS MTP-2040 was originally adopted in July of 2014. The process for the revisions to the JOHRTS MTP-2040, Amendment #10, is the same as was followed for the "DRAFT" JOHRTS 2019-2022 TIP.

Commissioner Jody Crump, Orange County, called for a motion to adopt the revisions to the JOHRTS Metropolitan Transportation Plan (MTP)-2040. Adam Jack, Director, Transportation Planning & Development, TxDOT-Beaumont District, made the motion and Robert Woods, Public Works Director, City of Nederland, seconded the motion which carried unanimously.

VIII. REVIEW AND APPROVAL OF THE "DRAFT" JOHRTS 2019-2022 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

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

Mr. Dickinson explained that 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.

Mr. Dickinson advised the committee of the need to adopt the "DRAFT" JOHRTS 2019-2022 Transportation Improvement Program (TIP). The 30-day public comment period was from October 15, 2018-November 14, 2018 and four public meetings, in three counties, were held during the last week of October. Notices were placed in advance on the SETRPC website and in newspapers.

All regional transportation projects and programs are required to be identified and prioritized in the TIP in order to be eligible for Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) funds. The JOHRTS MTP-2040 has also been revised since the "DRAFT" JOHRTS 2019-2022 TIP is a subset to the JOHRTS MTP-2040.

Commissioner Jody Crump, Orange County, called for a motion to adopt the "DRAFT" JOHRTS 2019-2022 Transportation Improvement Program (TIP). Commissioner Eddie Arnold, Jefferson County, made the motion and Taylor Shelton, Public Works Director, City of Port Neches, seconded the motion which carried unanimously.

IX. REVIEW AND APPROVAL OF RESOLUTION ADOPTING PM2 PAVEMENT AND BRIDGE TARGETS ESTABLISHED BY THE TEXAS DEPARTMENT OF TRANSPORTATION IN ACCORDANCE WITH REQUIREMENTS IDENTIFIED AS PART OF THE FIXING AMERICA'S SURFACE TRANSPORTATION (FAST) ACT

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

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

The Pavement and Bridge Condition Rule establishes performance requirements to assess conditions on the National Highway System (NHS) and outlines the process for State DOTs and MPOs to establish targets and report conditions. TxDOT adopted 2022 pavement and bridge condition targets on June 21, 2018. MPOs are required to adopt regional targets within 180 days of TxDOT adoption.

Mr. Dickinson requested the committee to review and adopt the Resolution adopting PM2 pavement and bridge targets established by the Texas Department of Transportation in accordance with requirements identified as part of the Fixing America's Surface Transportation (FAST) Act.

Commissioner Jody Crump, Orange County, called for a motion to adopt the Resolution adopting PM2 pavement and bridge targets established by the Texas Department of Transportation in accordance with requirements identified as part of the Fixing America's Surface Transportation (FAST) Act. Mayor Don Surratt, City of Lumberton, made the motion and Commissioner L. W. Cooper, Hardin County, seconded the motion which carried unanimously.

X. REVIEW AND APPROVAL OF RESOLUTION ADOPTING SAFETY PERFORMANCE TARGETS ESTABLISHED BY THE TEXAS DEPARTMENT OF TRANSPORTATION IN ACCORDANCE WITH REQUIREMENTS IDENTIFIED AS PART OF THE FIXING AMERICA'S SURFACE TRANSPORTATION (FAST) ACT

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

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

The Safety Performance Rule establishes safety performance requirements to assess fatalities and serious injuries on all public roads. It also outlines the process for State DOTs and MPOs to establish and report their safety targets, and the process that FHWA will use to assess whether State DOTs and/or MPOs have met or made significant progress toward meeting their safety targets.

TxDOT adopted 2019 safety performance targets for Texas in August 2018 for five federally required safety performance measures. These targets are applicable to all public roads in Texas regardless of ownership. By supporting TxDOT targets, the MPO would evaluate projects within the MTP and TIP based on whether they assist TxDOT in achieving their safety targets. The FAST Act requires MPO action regarding safety targets on or before February 27, 2019.

Mr. Dickinson requested the committee to review and adopt the Resolution adopting safety performance targets established by the Texas Department of Transportation in accordance with requirements identified as part of the Fixing America's Surface Transportation (FAST) Act.

Commissioner Jody Crump, Orange County, called for a motion to adopt the Resolution adopting safety performance targets established by the Texas Department of Transportation in accordance with requirements identified as part of the Fixing America's Surface Transportation (FAST) Act. Commissioner L. W. Cooper, Hardin County, made the motion and Mayor Don Surratt, City of Lumberton, seconded the motion which carried unanimously.

XI. UPDATE ON TRANSPORTATION CONFORMITY REQUIREMENTS FOR THE JOHRTS AREA-RECENT D.C. COURT RULING SOUTH COAST AIR QUALITY MANAGEMENT DISTRICT VS EPA

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

Mr. Dickinson reported that the 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 analysis on the JOHRTS MTP-2045 and the "DRAFT" revised JOHRTS 2019-2022 TIP. To be on the proactive side, Mr. Dickinson feels we must proceed even though things could change at any time.

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

XII. OTHER BUSINESS

For informational purposes, Mr. Dickinson referred to a TCEQ new release in the packet that published the final VW Beneficiary Mitigation Plan for Texas. The plan sets out the state's strategy for distributing more than \$209 million received in settlement of claims relating to emissions control defeat devices on Volkswagen's light-duty diesel vehicles. Also included was the November Regional Transportation Projects Status Map of completed and ongoing projects in the three-county region.

XIII. SET NEXT MEETING DATE

The next meeting will be in January or February.

XIV. ADJOURNMENT

Commissioner Jody Crump, Orange County, called for a motion to adjourn the meeting at 10:45 a.m. Mayor Don Surratt, City of Lumberton, made the motion and Commissioner Eddie Arnold, Jefferson County, seconded the motion which carried unanimously.

MEMBERS PRESENT

Robert Woods	Public Works Director, City of Nederland
Alberto Elefano	City Engineer, City of Port Arthur
Taylor Shelton	Public Works Director, City of Port Neches
Kelvin Knauf	Acting City Manager, City of Orange
L.W. Cooper	Commissioner, Hardin County
Jon Sherwin	Public Works Supervisor, City of West Orange
Troy Foxworth	Public Works Director, City of Groves
Steve Stafford	Engineering Supervisor, Jefferson County
Don Surratt	Mayor, City of Lumberton
Eddie Arnold	Commissioner, Jefferson County
Jody Crump	Commissioner, Orange County
Adam Jack	Director, Transportation Planning & Development, TxDOT-Beaumont District

GUESTS PRESENT

Gordon Williams	Videographer, Lamar University
Sarah Dupre	Public Information Officer, TxDOT
Scott Ayres	Planning Engineer, TxDOT-Beaumont District
Sade' Chick	Manager Corporate Affairs, Port of Beaumont
Clark Slacum	County Engineer, Orange County
Johnny Trahan	Commissioner, Orange County

SETRPC STAFF PRESENT

Bob Dickinson	Director, Transportation and Environmental Resources
Paige Callaway	Administrative Assistant, Transportation and Environmental Resources
Jimmie Lewis	Transportation Planner, Transportation and Environmental Resources

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, February 28, 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 (November 29, 2018)
- 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 RESOLUTION ADOPTING THE TRANSIT ASSET CONDITION TARGETS ESTABLISHED BY BEAUMONT MUNICIPAL TRANSIT, PORT ARTHUR TRANSIT, AND SOUTH EAST TEXAS TRANSIT IN ACCORDANCE WITH REQUIREMENTS IDENTIFIED AS PART OF THE FIXING AMERICA'S SURFACE TRANSPORTATION (FAST) ACT

Bob Dickinson – Director, Transportation and Environmental Resources, SETRPC

- VII. PRESENTATION ON TXDOT STATE INFRASTRUCTURE BANK PROGRAM

Deborah Fleming –Manager, State Infrastructure Bank, TxDOT-Austin

VIII. UPDATE ON TRANSPORTATION CONFORMITY REQUIREMENTS FOR THE BEAUMONT-PORT ARTHUR ORPHAN MAINTENANCE AREA UNDER THE NOVEMBER 18 ENVIRONMENTAL PROTECTION AGENCY GUIDANCE REGARDING THE IMPLEMENTATION OF THE D.C. COURT RULING SOUTH COAST AIR QUALITY MANAGEMENT DISTRICT VS EPA

*Bob Dickinson – Director, Transportation and Environmental Resources, SETRPC
Andy Mullins – Research Scientist, Texas A&M Transportation Institute-Houston*

IX. OTHER BUSINESS

X. SET NEXT MEETING DATE

XI. ADJOURNMENT

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

DATE: February 28, 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 Eddie Arnold, Jefferson County, made the motion and Commissioner L. W. Cooper, Hardin County, seconded the motion which carried unanimously.

III. PUBLIC COMMENTS

None

IV. MINUTES OF THE LAST MEETING – November 29, 2018

Mayor Don Surratt, City of Lumberton, called for a motion to adopt the minutes as presented. Taylor Shelton, Public Works Director, City of Port Neches, made the motion and Tucker Ferguson, District Engineer, TxDOT-Beaumont District, seconded the motion which carried unanimously.

V. REPORT ON THE STATUS OF TRANSPORTATION PLANNING ACTIVITIES

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

Adam Jack- Director, Transportation Planning & Development, TxDOT-Beaumont District

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 JOHRTS MTP-2045 and the JOHRTS FY 2019-2022 TIP.
2. SETRPC staff attended a Technical Working Group meeting in Austin on December 6, 2018.
3. SETRPC staff attended a TEMPO meeting in Arlington on December 10, 2018.
4. SETRPC staff attended the Texas Transportation Forum in Austin on January 7-8, 2019.
5. SETRPC staff hosted a TxDOT Truck Parking and Freight Design Workshop in Beaumont on January 22, 2019.
6. SETRPC staff attended a TxDOT Open House on the US 69 Corridor improvements in Warren on February 19, 2019.

Adam Jack, Director, Transportation Planning & Development, TxDOT-Beaumont District reports updates are:

- Public meetings
 - TxDOT held a public meeting on February 19, 2019, in Warren on the proposed widening and design improvements of the US 69 Corridor: Gateway to the Big Thicket segment, from FM 1003 (north of Kountze in Hardin County) to FM 1943 (near Warren in Tyler County). Over 300 people attended.
 - Prior to February 19th another well attended public meeting was held in Orange regarding the IH-10 widening project to six lanes all the way to the Louisiana border.
 - Tentatively scheduled for April 16th at the Civic Center in Beaumont is a public meeting on one of the biggest projects that the District will be doing in Beaumont. This upcoming \$500 billion project is the IH-10 interchanges on US 69, Cardinal Drive and the Eastex Freeway.
 - Within the next 3 months, there will be public meetings held on the US 69/SH 73 interchange project in Port Arthur, as well as the widening FM 105 from Beaumont to Sour Lake.
- The Neches River Bridge West bound span is open. Feedback from Vidor has been overwhelmingly positive. Also, the new frontage road bridges have been opened at Pine Island Bayou on US 69 going to Lumberton enabling traffic diversion if necessary.
- The District will be getting more than \$3 million in landscaping funds over the next 4 years. A planning process will be started to involve the public for input.
- Since the public has expressed their resistance to the closure, TxDOT has worked with the City of Beaumont for an interim solution to the Delaware exit ramp backup from northbound US 69. Frontage road traffic will yield to the off ramp, the intersection will be widened, lanes will be extended for more storage capacity at the traffic signal, and the City will re-time the signal system so that traffic will not get backed up on the ramp. This is a temporary provision until the rebuild of the US 69/IH-10 interchanges are completed. A public meeting will be held on April 15th to demonstrate alternatives.

VI. REVIEW AND APPROVAL OF RESOLUTION ADOPTING THE TRANSIT ASSET CONDITION TARGETS ESTABLISHED BY BEAUMONT MUNICIPAL TRANSIT, PORT ARTHUR TRANSIT, AND SOUTH EAST TEXAS TRANSIT IN ACCORDANCE WITH REQUIREMENTS IDENTIFIED AS PART OF THE FIXING AMERICA'S SURFACE TRANSPORTATION (FAST) ACT

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

Mr. Dickinson requested the committee to review and approve the resolution adopting the transit asset condition targets established by Beaumont Municipal Transit, Port Arthur Transit, and South East Texas Transit.

The Transit Asset Condition Performance Rule establishes requirements to assess the condition of regional transit networks relative to an FTA definition of State of Good Repair (SGR). SGR is the condition in which a capital asset is able to operate at a full level of performance. The premise of the rule is condition of assets should guide funding prioritization. The rule outlines the process for State DOTs, MPOs, and transit systems to establish and report their transit asset condition targets, and the process FTA will use to assess whether transit systems have met or made significant progress toward meeting their transit asset condition targets.

Beaumont Municipal Transit, Port Arthur Transit, and South East Texas Transit approved transit asset condition targets on January 1, 2019 for four federally required transit asset performance measures. The MPO can either adopt a separate set of targets for transit assets or support the targets approved by the transit agencies.

Mayor Don Surratt, City of Lumberton, called for a motion to approve the Resolution adopting the transit asset condition targets established by Beaumont Municipal Transit, Port Arthur Transit, and South East Texas Transit. Commissioner Johnny Trahan, Orange County, made the motion and Commissioner L. W. Cooper, Hardin County, seconded the motion which carried unanimously.

VII. PRESENTATION ON TXDOT STATE INFRASTRUCTURE BANK PROGRAM

Deborah Fleming –Manager, State Infrastructure Bank, TxDOT-Austin

Ms. Fleming explained that the State Infrastructure Bank (SIB) program is much like a private bank, the SIB offers eligible customers a range of loans and credit enhancement services. The SIB will offer its services to finance or financially enhance only transportation projects that meet its selection criteria. SIB loans can be used for right-of-way agreements, utility relocations, advance funding

agreements, and local roadways. Since inception (1997) there have been 117 SIB loans in the amount of \$616 million. \$411 million have been repaid, and as loans are repaid to the SIB, additional assistance will be granted for more transportation projects, therefore in effect, a revolving loan fund.

Ms. Fleming advised the advantages of borrowing from the SIB are:

- Interest calculated on a 30/360-day count basis
- Loan amortization schedules have some flexibility for debt service pinch points
- No fees for loan application
- No loan handling charges
- Prepayments can be made at any time
- At or below market interest rates.

In closing, Ms. Fleming added that support is available with the loan application process, Web-Ex meetings for general staff training, and in person meetings at the District for general or project specific information.

VIII. UPDATE ON TRANSPORTATION CONFORMITY REQUIREMENTS FOR THE BEAUMONT-PORT ARTHUR ORPHAN MAINTENANCE AREA UNDER THE NOVEMBER 18 ENVIRONMENTAL PROTECTION AGENCY GUIDANCE REGARDING THE IMPLEMENTATION OF THE D.C. COURT RULING SOUTH COAST AIR QUALITY MANAGEMENT DISTRICT VS EPA

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

Andy Mullins – Research Scientist, Texas A&M Transportation Institute-Houston

Mr. Dickinson referred the committee to a copy of the revised draft South East Texas Regional Planning Commission-MPO JOHRTS Transportation Conformity Pre-Analysis Consensus Plan for the Beaumont-Port Arthur Orphan Maintenance Area under the November 2018 U. S. Environmental Protection Agency (EPA) guidance regarding the implementation of the District of Columbia Circuit Court's February 16, 2018 decision.

He stated that the SETRPC-MPO is working to complete a Transportation Conformity Determination for the existing revised JOHRTS Metropolitan Transportation Plan (MTP)-2040 and the JOHRTS FY 2019-2022 Transportation Improvement Program (TIP).

Additionally, the SETRPC-MPO is working to complete an update of the JOHRTS Metropolitan Transportation Plan (MTP)-2040 by July 31, 2019.

To complete this process the SETRPC-MPO developed a draft Transportation Conformity Pre-Analysis Consensus Plan for review and comment by the consultative partners and is proceeding to do a Transportation Conformity Determination on the draft JOHRTS Metropolitan Transportation Plan (MTP)-2045 and the draft revised JOHRTS FY 2019-2022 Transportation Improvement Program (TIP).

Also, Mr. Dickinson referred to a copy of a draft timeline that shows the process to complete the Transportation Conformity Determination on the current revised JOHRTS MTP-2040 and the JOHRTS FY 2019-2022 TIP and the Transportation Conformity Determination on the draft JOHRTS MTP-2045 and the draft revised JOHRTS FY 2019-2022 TIP, to be completed later in the year.

IX. OTHER BUSINESS

For informational purposes, Mr. Dickinson included in the packet a TxDOT flyer for a public meeting held on February 19, 2019, in Warren on the proposed widening and design improvements of the US 69 Corridor: Gateway to the Big Thicket segment, from FM 1003 (north of Kountze in Hardin County) to FM 1943 (near Warren in Tyler County).

Also included was the February 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**

X. SET NEXT MEETING DATE

The next meeting will be on April 18, 2019.

XI. ADJOURNMENT

Mayor Don Surratt, City of Lumberton, called for a motion to adjourn the meeting at 11:14 a.m. Commissioner L. W. Cooper, Hardin County, made the motion and Robert Woods, Public Works Director, City of Nederland, seconded the motion which carried unanimously.

MEMBERS PRESENT

Robert Woods	Public Works Director, City of Nederland
Rawetts Baaheth	Assistant City Engineer, City of Port Arthur
Taylor Shelton	Public Works Director, City of Port Neches
Jim Wolf	Public Works Director, City of Orange
L.W. Cooper	Commissioner, Hardin County
Jon Sherwin	Public Works Supervisor, City of West Orange
Troy Foxworth	Public Works Director, City of Groves
Steve Stafford	Engineering Supervisor, Jefferson County
Don Surratt	Mayor, City of Lumberton
Eddie Arnold	Commissioner, Jefferson County
Alberto Elefano	City Engineer, City of Port Arthur
Tucker Ferguson	District Engineer, TxDOT-Beaumont District
Johnny Trahan	Commissioner, Orange County
Kimberly Stiebig	Mayor, City of Vidor
Mike Kunst	City Manager, City of Vidor

GUESTS PRESENT

Deborah Fleming	Manager, State Infrastructure Bank, TxDOT-Austin
Adam Jack	Director, Transportation Planning & Development, TxDOT-Beaumont District
Andy Mullins	Research Scientist, Texas A&M Transportation Institute
Jennifer Pate	Director Community Relations, Gulf Coast
Phillip Tindall	MPO Field Rep., TxDOT-Austin
Anthony Jones	Transportation Planner, Federal Highway Administration

SETRPC STAFF PRESENT

Bob Dickinson	Director, Transportation and Environmental Resources
Paige Callaway	Administrative Assistant, Transportation and Environmental Resources
Jimmie Lewis	Transportation Planner, Transportation and Environmental Resources

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, July 18, 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 (June 6, 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 THE DRAFT JOHRTS FY 2020 UNIFIED PLANNING WORK PROGRAM (UPWP)

Bob Dickinson – Director, Transportation and Environmental Resources, SETRPC

- VII. REVIEW AND APPROVAL OF RESOLUTION ADOPTING THE DRAFT JOHRTS METROPOLITAN TRANSPORTATION PLAN (MTP)-2045

Bob Dickinson – Director, Transportation and Environmental Resources, SETRPC

VIII. REVIEW AND APPROVAL OF RESOLUTION ADOPTING ADMINISTRATIVE MODIFICATIONS TO THE JOHRYS FY 2019-2022 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

Bob Dickinson – Director, Transportation and Environmental Resources, SETRPC

IX. REVIEW AND APPROVAL OF RESOLUTION ADOPTING THE TRANSPORTATION CONFORMITY DETERMINATION FOR THE JOHRYS METROPOLITAN TRANSPORTATION PLAN (MTP)-2045 AND THE REVISED JOHRYS FY 2019-2022 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

Bob Dickinson – Director, Transportation and Environmental Resources, SETRPC

X. OTHER BUSINESS

XI. SET NEXT MEETING DATE

XII. ADJOURNMENT

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

DATE: July 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

Commissioner L. W. Cooper, Hardin County, called the meeting to order, welcomed guests, requested introductions, and certified the presence of a quorum.

II. ADOPTION OF THE AGENDA

Commissioner L. W. Cooper, Hardin County, called for a motion to adopt the agenda as presented. Steve Stafford, Engineering Supervisor, Jefferson County, made the motion and Taylor Shelton, Public Works Director, City of Port Neches, seconded the motion which carried unanimously.

III. PUBLIC COMMENTS

None

IV. MINUTES OF THE LAST MEETING – June 6, 2019

Commissioner L. W. Cooper, Hardin County, called for a motion to adopt the minutes as presented. Tucker Ferguson, District Engineer, TxDOT, made the motion and Robert Woods, Public Works Director, City of Nederland, seconded the motion which carried unanimously.

V. REPORT ON THE STATUS OF TRANSPORTATION PLANNING ACTIVITIES

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

Scott Ayres, Planning Engineer, TxDOT-Beaumont District

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 Draft JOHRTS Revised FY 2019-2022 TIP.
2. SETRPC held public meetings during the first week of June to give the public the opportunity to learn about and to comment on the Transportation Conformity document for the Draft JOHRTS MTP-2045 and the Draft JOHRTS Revised FY 2019-2022 TIP.
3. SETRPC staff worked with TxDOT-Beaumont District staff to complete the National Highway System Review for submittal to TxDOT TP&P.
4. SETRPC has worked on the Draft JOHRTS FY 2020 Unified Planning Work Program.
5. SETRPC staff has worked to finalize the Draft Transportation Conformity Document for the Draft JOHRTS MTP-2045 and the Draft JOHRTS Revised FY 2019-2022 Transportation Improvement Program (TIP).
6. SETRPC staff has worked to finalize the Draft JOHRTS MTP-2045.

Scott Ayres, Planning Engineer, TxDOT-Beaumont District reports updates are:

- The ongoing \$500 million project on the IH-10 interchanges on US 69, Cardinal Drive and the Eastex Freeway, will have a second public involvement meeting in September.
- A Pedestrian/Bicycle Stakeholder meeting to be held at the SETRPC-MPO office in August will address potential pedestrian and bicycle facilities in the project.
- Ongoing schematic development for:
 - US 69 corridor project from Kountze to Warren
 - Hwy 105 widening to 4 lanes from the Jefferson County line to Sour Lake
 - US 69/SH 73 interchange in Port Arthur with first public meeting expected in September
- There are two ongoing traffic studies, US 69 at Jimmy Johnson Boulevard to Spurlock Road and IH-10 from Walden Road to the Chambers County line. The goal is to decide if the current ramp patterns are working or if there is a need to change or move the ramps.
- A public meeting was held last week for the 2020 Unified Transportation Program (UTP). A project included in the UTP, of interest to the Transportation Planning Committee, is the widening of US 69 from 4 to 6 lanes from Tram Road to US 96. This project is funded with a let timeframe of 2024 or 2045 and once completed US 69 will be 6 lanes to US 96.

VI. REVIEW AND APPROVAL OF THE DRAFT JOHRTS FY 2020 UNIFIED PLANNING WORK PROGRAM (UPWP)

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

Mr. Dickinson advised the committee that the Draft JOHRTS FY 2020 Unified Planning Work Program is a required Federal document describing the transportation planning activities to be undertaken in the JOHRTS area for a given one-year period. The Draft JOHRTS FY 2020 UPWP covers the period from October 1, 2019 to September 30, 2020.

He explained that the planning of various modes of transportation must be a coordinated effort to avoid an ineffective and inadequate transportation system. All forms of transportation are interrelated and must interact properly to provide a coordinated transportation system. He stated that the UPWP is prepared for the specific purpose of showing the various transportation planning activities that are expected to be accomplished in the coming year. Each activity will be integrated into the JOHRTS comprehensive transportation planning process.

Mr. Dickinson requested the committee to review and adopt the Resolution adopting the JOHRTS FY 2020 Unified Planning Work Program (UPWP).

Commissioner L. W. Cooper, Hardin County, called for a motion to adopt the Resolution for the JOHRTS FY 2020 Unified Planning Work Program (UPWP). Steve Stafford, Engineering Supervisor, Jefferson County, made the motion and Taylor Shelton, Public Works Director, City of Port Neches, seconded the motion which carried unanimously.

VII. REVIEW AND APPROVAL OF RESOLUTION ADOPTING THE DRAFT JOHRTS METROPOLITAN TRANSPORTATION PLAN (MTP)-2045

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

Mr. Dickinson referred each committee member to the JOHRTS MTP-2045 binder provided. He then stated that the primary purpose of the MTP is to guide the development of the transportation system to serve the travel demands of existing developments and probable new growth. The metropolitan planning process is federally regulated and requires the development of an MTP that addresses at least a 20-year planning horizon. He added that the MTP update is prepared for the year 2045 and identifies projects and programs that will meet regional goals and accommodate the future needs of the three-county region as well as meets all Moving Ahead for Progress in the 21st Century Act of 2012 (MAP-21) and Fixing America's Surface Transportation Act of 2015 (FAST Act) requirements.

There was extensive public involvement in 2018 and 2019 which included public meetings and workshops. The workshops were on Safety and Security, Resiliency, and Economic Development. Direct notification was sent to all interested parties including local elected officials, city and county staff members, and the general public for their review and comment.

Mr. Dickinson requested the committee to review and adopt the Resolution adopting the Draft JOHRTS Metropolitan Transportation Plan (MTP) – 2045.

Commissioner L. W. Cooper, Hardin County, called for a motion to adopt the Resolution of the JOHRTS Metropolitan Transportation Plan (MTP-2045). Taylor Shelton, Public Works Director, City of Port Neches, made the motion and Tucker Ferguson, District Engineer, TxDOT, seconded the motion which carried unanimously.

VIII. REVIEW AND APPROVAL OF RESOLUTION ADOPTING ADMINISTRATIVE MODIFICATIONS TO THE JOHRTS FY 2019-2022 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

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

Mr. Dickinson informed the committee that administrative modifications to the JOHRTS FY 2019-2022 Transportation Improvement Program (TIP) are necessary to address some project description and fiscal year changes, as well as adding City of Port Arthur transit projects.

Mr. Dickinson requested the committee to review and adopt the Resolution adopting the administrative modifications to the JOHRTS FY 2019-2022 Transportation Improvement Program (TIP).

Commissioner L. W. Cooper, Hardin County, called for a motion to adopt the Resolution for the administrative modifications to the JOHRTS FY 2019-2022 Transportation Improvement Program (TIP), Amendment #1. Steve Stafford, Engineering Supervisor, Jefferson County, made the motion and Robert Woods, Public Works Director, City of Nederland, seconded the motion which carried unanimously.

IX. REVIEW AND APPROVAL OF RESOLUTION ADOPTING THE TRANSPORTATION CONFORMITY DETERMINATION FOR THE JOHRTS METROPOLITAN TRANSPORTATION PLAN (MTP)-2045 AND THE REVISED JOHRTS FY 2019-2022 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

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

Mr. Dickinson stated the need to review and approve a Resolution adopting the Transportation Conformity Determination for the JOHRTS Metropolitan Transportation Plan (MTP) – 2045 and the Revised JOHRTS FY 2019-2022 Transportation Improvement Program (TIP), Amendment #1.

As a result of the Environmental Protection Agency (EPA) Guidance on the South Coast II vs EPA Court Decision of November 2018, the MPO is required to go through a conformity determination process to ensure the region is in conformance with this guidance. The MPO staff, in conjunction with consultant services, has completed the process, and is ready for the approval of the Transportation Conformity Determination document by the TPC. The approval of this document ensures that work on projects within the JOHRTS MTP-2045 can begin construction and projects in the Revised JOHRTS FY 2019-2022 TIP, Amendment #1 can continue.

Mr. Dickinson requested the committee to review and adopt the Resolution adopting the Transportation Conformity Determination for the JOHRTS Metropolitan Transportation Plan (MTP) – 2045 and the Revised JOHRTS FY 2019-2022 Transportation Improvement Program (TIP), Amendment #1.

Commissioner L. W. Cooper, Hardin County, called for a motion to adopt the Transportation Conformity Determination Resolution for the JOHRTS Metropolitan Transportation Plan (MTP) – 2045 and the Revised JOHRTS FY 2019-2022 Transportation Improvement Program (TIP), Amendment #1. Commissioner Johnny Trahan, Orange County, made the motion and Jon Sherwin, Public Works Supervisor, City of West Orange, seconded the motion which carried unanimously.

X. OTHER BUSINESS

For informational purposes, Mr. Dickinson included in the packet the July Regional Transportation Projects Status Map of completed and ongoing projects in the three-county region and a flyer with scheduled public meetings in June on the JOHRTS MTP-2045, the JOHRTS FY 2019-2022 TIP, and Transportation Conformity for the JOHRTS area.

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

XI. SET NEXT MEETING DATE

No meeting scheduled at this time.

XII. ADJOURNMENT

Commissioner L. W. Cooper, Hardin County, called for a motion and made the motion to adjourn the meeting at 10:30 a.m. Tucker Ferguson, District Engineer, TxDOT, seconded the motion which carried unanimously.

MEMBERS PRESENT

Jon Sherwin	Public Works Supervisor, City of West Orange
Johnny Trahan	Commissioner, Orange County
Robert Woods	Public Works Director, City of Nederland
Jim Wolf	Public Works Director, City of Orange
L.W. Cooper	Commissioner, Hardin County
Steve Stafford	Engineering Supervisor, Jefferson County
DeWayne Davis	Assistant City Engineer, City of Port Arthur
Brandon Belaire	Roadway Designer, City of Beaumont
Tucker Ferguson	District Engineer, TxDOT
Mike Kunst	City Manager, City of Vidor
Taylor Shelton	Public Works Director, City of Port Neches

GUESTS PRESENT

Jennifer Pate	Director Community Relations, Gulf Coast
Gordon Williams	Videographer, Lamar University
Bill Munson	General Manager, Beaumont Municipal Transit
Remington Whitt	Roadway Designer, City of Beaumont
Sarah Dupre	Public Information Officer, TxDOT-Beaumont District
Scott Ayres	Planning Engineer, TxDOT-Beaumont District

SETRPC STAFF PRESENT

Bob Dickinson	Director, Transportation and Environmental Resources
Jimmie Lewis	Transportation Planner, Transportation and Environmental Resources
Paige Callaway	Administrative Assistant, Transportation and Environmental Resources

Appendix 9.5

JOHRTS Technical Committee
Agenda and Minutes

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TENTATIVE AGENDA

TECHNICAL COMMITTEE MEETING

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

South East Texas Regional Planning Commission Transportation Conference Room

**Thursday, October 20, 2016
10:00 a.m.**

- I. DEVELOPMENT OF THE JOHRTS METROPOLITAN TRANSPORTATION PLAN (MTP)-2045
-Bob Dickinson, Director, South East Texas Regional Planning Commission
- II. SETRPC MPO/TXDOT TRAVEL DEMAND MODEL UPDATE PROJECT
-Andy Mullins, Texas A&M Transportation Institute
 - Purpose
 - Components
 - Role/responsibilities
 - Timeframe
- III. SETRPC MPO/TXDOT TRAVEL DEMAND MODEL UPDATE EFFORTS
-Madhu Narayanasamy, Project Manager, CDM Smith
 - Components
 - Process
 - Needed input from Committee
 - Schedule
 - Next Steps
- IV. OTHER BUSINESS
- V. SET NEXT MEETING DATE
- VI. ADJOURNMENT

JOHRTS TECHNICAL COMMITTEE MEETING NOTES
OCTOBER 20, 2016
10:00 A.M

- I. Welcome and Introductions
Bob Dickinson, MPO Director called the meeting to order and welcomed those present.
- II. Bob Dickinson introduced Andy Mullins of TTI who presented a power point presentation explaining the purpose of traffic modeling and its role in the "Draft" MTP-2045
- III. Bob Dickinson introduced Charlie Sullivan of CDM Smith who presented a power point presentation explaining the interaction between the MTP and the TIP. Also, the process through which a proposed highway project is developed and seen to construction.

Bob Dickinson- SETRPC MPO
Paige Callaway- SETRPC MPO
Jimmie Lewis- SETRPC MPO
Robert Grimm- SETRPC MPO

Scott Ayres- TxDOT Beaumont District
Mansour Shiraz- TxDOT

Leslie Barras- Citizen

Steve Hamilton- City of Nederland
Kelvin Knauf- City of Orange
Don Rao- Jefferson County
Gerald Robinson- City of Bridge City
Taylor Shelton- City of Port Neches
Clark Slacum- Orange County
Zheng Tan- City of Beaumont
Robert Viator- City of Vidor
Andy Mullins- Texas A&M Transportation Institute
Madhu Narayansamy- CDM Smith
Chris Nazar- CDM Smith

XXXXX

TENTATIVE AGENDA

Jefferson-Orange-Hardin Regional Transportation Study

JOHRTS TECHNICAL COMMITTEE

**South East Texas Regional Planning Commission (SETRPC)
Transportation Conference Room
2210 Eastex Freeway
Beaumont, TX**

**Thursday, December 1, 2016
10:00 a.m.**

- I. WELCOME AND INTRODUCTIONS
- II. PRESENTATION/DISCUSSION OF CONTROL TOTALS FOR NEW DEMOGRAPHIC BASE YEAR (2016) ESTIMATES AND HORIZON YEAR FORECASTS FOR UPDATING THE JOHRTS TRAVEL DEMAND MODEL (TDM) AN INTEGRAL PART OF UPDATING OUR JOHRTS METROPOLITAN TRANSPORTATION PLAN (MTP)-2045
-Madhu Narayanasamy, Project Manager, CDM Smith
- III. DISCUSSION OF PROCESS FOR ALLOCATING CONTROL TOTALS AND GROWTH ASSUMPTIONS
-Madhu Narayanasamy, Project Manager, CDM Smith
- IV. DISCUSSION OF OUTSTANDING DATA NEEDS FOR PERFORMING ALLOCATION
-Madhu Narayanasamy, Project Manager, CDM Smith
- V. QUESTIONS & DISCUSSION
- VI. OTHER BUSINESS
- VIII. ADJOURNMENT

JOHRTS TECHNICAL COMMITTEE MEETING NOTES
DECEMBER 1, 2016
10:00 AM AND 1:00 PM

I. Welcome and Introductions

Bob Dickinson, MPO Director called the meeting to order and welcomed those present.

II. Bob Dickinson introduced Madhu Narayanasamy of CDM Smith who presented a power point presentation discussing the control totals needed to update the travel demand model for the "draft" MTP-2045.

III. Madhu Narayanasamy proceeded to discuss the process of allocating control totals and growth assumptions to use for updating the travel demand model. Items discussed were socio economic data such as population estimates, employment trends based on past growth and development.

IV. Madhu Narayanasamy discussed with the Committee options for population growth, migration, and employment estimates to use for control totals. After the discussion the Committee decided on the data to use for the future control totals.

Bob Dickinson- SETRPC MPO
Paige Callaway- SETRPC MPO
Jimmie Lewis- SETRPC MPO
Robert Grimm- SETRPC MPO

Steve Hamilton- City of Nederland
Kelvin Knauf- City of Orange
Mike Lund- City of Bridge City
Don Rao- Jefferson County
Gerald Robinson- City of Bridge City
Taylor Shelton- City of Port Neches
Clark Slacum- Orange County
Zheng Tan- City of Beaumont
Robert Viator- City of Vidor
Andy Mullins- Texas A&M Transportation Institute
Madhu Narayanasamy- CDM Smith

Tim Juarez- TxDOT Austin District
Mansour Shiraz- TxDOT
Lisa Collins- TxDOT Beaumont District
Scott Ayres- TxDOT Beaumont District
Adam Jack- TxDOT Beaumont District

Jessica Hill- Orange County EDC

TENTATIVE AGENDA

Jefferson-Orange-Hardin Regional Transportation Study

JOHRTS TECHNICAL COMMITTEE

**South East Texas Regional Planning Commission (SETRPC)
Transportation Conference Room
2210 Eastex Freeway
Beaumont, TX**

**Tuesday, March 21, 2017
10:00 a.m.**

- I. WELCOME AND INTRODUCTIONS
- II. STATUS REPORT ON DEVELOPMENT OF THE JOHRTS METROPOLITAN
TRANSPORTATION PLAN (MTP)-2045
-Bob Dickinson, Director, South East Texas Regional Planning Commission
- III. STATUS REPORT ON SETRPC MPO/TXDOT TRAVEL DEMAND MODEL
-Model Data Inputs, Charlie Sullivan, Sr. Transportation Planner, CDM Smith
-Model Status Update, Andy Mullins, Texas A&M Transportation Institute
- IV. QUESTIONS & ANSWERS
- V. OTHER BUSINESS
- VI. ADJOURNMENT

JOHRTS TECHNICAL COMMITTEE MEETING NOTES
MARCH 21, 2017
10:00 AM

- I. Welcome and Introductions
Bob Dickinson, MPO Director called the meeting to order and welcomed those present.
- II. Bob Dickinson introduced Charlie Sullivan of CDM Smith who presented a power point presentation update on the Traffic Demand Model for the "draft" MTP-2045. The presentation included information on the basics of a travel demand model, its development and the current status of the JHORTS travel demand model.
- III. Bob Dickinson introduced Andy Mullins of TTI who presented a power point presentation explaining the interaction between Travel demand model and the MTP and TIP. Also a description of the base year and forecast year inputs for the traffic demand model.

Bob Dickinson- SETRPC MPO
Paige Callaway- SETRPC MPO
Jimmie Lewis- SETRPC MPO
Robert Grimm- SETRPC MPO

Steve Hamilton- City of Nederland
Kelvin Knauf- City of Orange
Don Rao- Jefferson County
Clark Slacum- Orange County
Rawetts Baaheth-City of Port Arthur

Jesse Fleming- TxDOT Beaumont District
Scott Ayres- TxDOT Beaumont District
Adam Jack- TxDOT Beaumont District

Andy Mullins- Texas A&M Transportation Institute
Elizabeth Amar- CDM Smith
Charlie Sullivan- CDM Smith

TENTATIVE AGENDA

TECHNICAL COMMITTEE MEETING

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

**South East Texas Regional Planning Commission
Transportation Conference Room**

**Thursday, June 29, 2017
10:00 a.m.**

- I. PRESENTATION ON WEB-BASED TRANSPORTATION PROJECT VIEWER FOR THE JOHRTS AREA
-Robert Benz, Texas A&M Transportation Institute
- II. PRESENTATION ON JOHRTS UPWP WORK TASK 5-SPECIAL STUDIES-TRAFFIC DATA COLLECTION
-Andy Mullins & Tracy Zhou, Texas A&M Transportation Institute
 - Vehicle Classification Data Collection
 - Origin/Destination & Travel Time Data Collection
- III. PRESENTATION ON DRAFT 2017 UPDATE OF THE SETRPC PROJECT SELECTION PROCESS
-Madhu Narayanasamy, Project Manager, CDM Smith
- IV. STATUS REPORT ON SETRPC MPO/TxDOT TRAVEL DEMAND MODEL
- Charlie Sullivan, Sr. Transportation Planner, CDM Smith
- V. OTHER BUSINESS
- VI. SET NEXT MEETING DATE
- VII. ADJOURNMENT

JOHRTS TECHNICAL COMMITTEE MEETING NOTES

JUNE 29, 2017

10:00 AM

I. Welcome and Introductions

Bob Dickinson, MPO Director called the meeting to order and welcomed those present.

- II. Bob Dickinson introduced Robert Benz of TTI who made a presentation about the development of a web-based project viewer that the MPO staff has asked him to prepare. He stated that the viewer could be used to show many activities and could be easily access by the public.
- III. Bob Dickinson introduced Andy Mullins and Tracy Zhou of TTI who discussed traffic data collection which would generate the data to be initially placed on the project viewer discussed in the previous presentation. The data collected would include items such as traffic counts, vehicle classification, origin-destination and travel times.
- IV. Bob Dickinson introduced Madhu Narayanasamy of CDM Smith who introduced a draft of the 2017 SETRPC Project Selection Process. He told the Committee 2017 Project Selection Process had been amended to meet all of the requirements of the FAST Act.
- V. Bob Dickinson introduced Charlie Sullivan of CDM Smith who briefed the Committee on the status of the MPO travel Demand Model.

Bob Dickinson- SETRPC MPO
Paige Callaway- SETRPC MPO
Jimmie Lewis- SETRPC MPO
Robert Grimm- SETRPC MPO

Scott Ayres- TxDOT Beaumont District
Adam Jack- TxDOT Beaumont District

Kelvin Knauf- City of Orange
Don Rao- Jefferson County
Clark Slacum- Orange County
Rafael Miranda- City of Port Arthur
Taylor Shelton- City of Port Neches
Steve Stafford- Jefferson County
Zheng Tan- City of Beaumont
Andy Mullins- Texas A&M Transportation Institute
Charlie Sullivan- CDM Smith
Madhu Narayanasamy- CDM Smith
Robert Benz- Texas A&M Transportation Institute
Tracy Zhou- Texas A&M Transportation Institute

TENTATIVE AGENDA

TECHNICAL COMMITTEE MEETING

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

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

**Thursday, August 17, 2017
10:00 a.m.**

- I. PRESENTATION AND DISCUSSION ON DRAFT 2017 UPDATE OF THE SETRPC-MPO PROJECT SELECTION PROCESS
 - Bob Dickinson, Director, South East Texas Regional Planning Commission*
 - Madhu Narayanasamy, Project Manager, CDM Smith*
- II. STATUS REPORT ON DEVELOPMENT OF THE JOHRTS METROPOLITAN TRANSPORTATION PLAN (MTP)-2045
 - Bob Dickinson, Director, South East Texas Regional Planning*
- III. OTHER BUSINESS
- IV. SET NEXT MEETING DATE
- V. ADJOURNMENT

JOHRTS TECHNICAL COMMITTEE MEETING NOTES

August 17, 2017

10:00 AM

- I. Welcome and Introductions
Bob Dickinson, MPO Director called the meeting to order and welcomed those present.
- II. Bob Dickinson introduced Charlie Sullivan of CDM Smith who reviewed the 2017 Project Selection Process with the Committee. He stated that the new 2017 version was expanded from the last version of the PSP used by the Technical Committee and the TPC to meet new FAST Act requirements. After much discussion and after Committee members concerns were addressed the Committee unanimously agreed to forward the 2017 PSP to the TPC for adoption.
- III. Bob Dickinson next presented an update on the development of the "draft" MTP-2045.

Bob Dickinson- SETRPC MPO
Paige Callaway- SETRPC MPO
Jimmie Lewis- SETRPC MPO
Robert Grimm- SETRPC MPO

Steve Hamilton- City of Nederland
Kelvin Knauf- City of Orange
Don Rao- Jefferson County
Clark Slacum- Orange County
Rawetts Baaheth-City of Port Arthur

Jesse Fleming- TxDOT Beaumont District
Scott Ayres- TxDOT Beaumont District
Adam Jack- TxDOT Beaumont District

Andy Mullins- Texas A&M Transportation Institute
Elizabeth Amar- CDM Smith
Charlie Sullivan- CDM Smith



DATE: October 24, 2018

TO: Jefferson-Orange-Hardin Regional Transportation Planning Study (JOHRTS)
Technical Committee Members

FROM: Bob Dickinson, Director
Transportation & Environmental Resources

SUBJECT: Scoring of Proposed Projects for the JOHRTS MTP-2045

Projects have been submitted for inclusion in the JOHRTS Metropolitan Transportation Plan-2045 (MTP-2045). As part of the JOHRTS Project Selection Process, it is necessary that the submitted projects in Category 2 be scored by the JOHRTS Technical Committee.

The JOHRTS Technical Committee will meet on Wednesday, November 7, 2018 at 10:00 a.m. in the Large Conference Room of the City of Port Neches-City Hall, 1005 Merriman Street, to score all projects in the above-mentioned category.

Anyone wishing to present information to the JOHRTS Technical Committee about a project will be given 2-4 minutes to do so.

It is extremely important that you participate in the scoring of the projects submitted for the JOHRTS MTP-2045.

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

BD:pc

*****Please note meeting location*****

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

Interim 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>

JOHRTS TECHNICAL COMMITTEE MEETING NOTES
NOVEMBER 7, 2018
10:00 AM

I. Welcome and Introductions

Bob Dickinson, MPO Director called the meeting to order and welcomed those present.

II. Bob Dickinson then introduced Charlie Sullivan of CDM Smith who reviewed the PSP and assisted the Committee in ranking the projects.

III. Upon completion of the scoring Bob Dickinson stated that staff would compile and prepare the scores for review by the Committee on November 28, 2018.

Bob Dickinson- SETRPC MPO
Paige Callaway- SETRPC MPO
Jimmie Lewis- SETRPC MPO

Dr. Joseph Majdalani- City of Beaumont
Joe Moreno- City of Silsbee
Don Rao- Jefferson County
Taylor Shelton- City of Port Neches
Steve Stafford- Jefferson County
Roberts Woods- City of Nederland
Ernie Crochet- City of Beaumont
Troy Foxworth- City of Groves
Mike Lund- City of Bridge City

Scott Ayres- TxDOT Beaumont District

Charlie Sullivan- CDM Smith



DATE: November 14, 2018

TO: Jefferson-Orange-Hardin Regional Transportation Planning Study (JOHRTS)
Technical Committee Members

FROM: Bob Dickinson, Director
Transportation & Environmental Resources

SUBJECT: Results of Project Scoring for the JOHRTS MTP-2045

Projects will be submitted for inclusion in the JOHRTS Metropolitan Transportation Plan-2045 (MTP-2045). As part of the JOHRTS Project Selection Process, it is necessary that Category 2 project scoring results be reviewed by the JOHRTS Technical Committee.

The JOHRTS Technical Committee will meet on Wednesday, November 28, 2018 at 11:30 a.m. in the SETRPC Transportation Conference Room to review the scoring results of all projects in the above-mentioned category.

It is extremely important that all committee members that submitted projects be present.

Lunch will be provided.

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

BD:pc

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

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

JOHRTS TECHNICAL COMMITTEE MEETING NOTES

November 28, 2018

11:30 AM

I. Welcome and Introductions

Bob Dickinson, MPO Director called the meeting to order and welcomed those present.

II. Bob Dickinson reviewed the project scoring with the Committee and stated that all of the projects would be included in the "Draft" JOHRTS MTP-2045 upon approval by the TPC.

III. The Committee then unanimously agreed to forward the project scoring as they received it to the TPC.

Bob Dickinson- SETRPC MPO
Paige Callaway- SETRPC MPO
Jimmie Lewis- SETRPC MPO

Taylor Shelton- City of Port Neches
Clark Slacum- Orange County
Steve Stafford- Jefferson County
Roberts Woods- City of Nederland
Troy Foxworth- City of Groves
Kelvin Knauf- City of Orange

Scott Ayres- TxDOT Beaumont District

Summary of SETRPC 2045 MTP Project Scoring

The SETRPC Technical Committee met on November 7, 2018 to score projects which were submitted in the Call For Projects. Project were scored following the process established in the adopted Project Selection Process (PSP). Nine members of the Technical Committee were present, which met the requirements to establish a quorum.

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

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

Nine projects were evaluated under the Road Evaluation Track, with the scores and rank as shown.

Road Track Project Scoring Summary				
	Objective Score	Subjective Score	Total Score	Rank
US 69 Cardinal Dr Widening	97	33	130	1
IH 10 Widening & Interchange	87	36	123	2
US 69 at SH 73 Interchange	84	34	118	3
SH 105 Widening	70	33	103	4
US 69 Widening	62	35	97	5
SH 87 Widening	68	28	96	6
SH 62 Widening	63	27	90	7
US 69 Lumberton Bypass	57	30	87	8
FM 364 / Major Dr Widening	60	25	85	9

Only one project was evaluated under the Transportation Choices & Livability Evaluation Track.

Choices & Livability Track Project Scoring Summary				
	Objective Score	Subjective Score	Total Score	Rank
Port Neches Sidewalks	21	28	49	1

Following the scoring process, the total project scores and rankings were submitted to the MPO board for their approval and final ranking.

Appendix 9.6

Interagency Consultative Process Meetings Summaries

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**Notes from conference call discussion on the impact of November 2018 EPA
Guidance Document on the SETRPC-MPO JOHRTS Transportation Conformity
Analysis/Determination**

December 4, 2018

SETRPC MPO
Bob Dickinson

EPA
Jeff Riley

TxDOT Austin
Janie Temple
Jackie Plough
Tim Wood
Laura Norton
Peggy Thurin

TCEQ
Jamie Zech
Mary McGary-Barber
Aaron Slevin
Michael Regan

TTI
Dr. Dennis Perkinson
Andy Mullins
Todd Carlson

FHWA
Anthony Jones
Barbara Maley
Jose Campos

TxDOT Beaumont District
Scott Ayres
Leanna Sheppard

Following introductions, EPA staff summarized the aspects of the document titled *Transportation Conformity Guidance for the South Coast II Court Decision* which was developed by EPA in November of 2018 and that were pertinent to SETRPC conformity. EPA explained the Beaumont is defined in this guidance as a "Widowed Maintenance Area" in Table 2-1 and is in fact explicitly listed as such an area in the guidance document.

EPA staff reviewed the document's explanation that a conformity determination to the 1997 NAAQS is required for the Beaumont region to adopt or amend an MTP or TIP or advance a non-exempt project after February 16, 2019. EPA covered the details of the content of a transportation conformity for orphan areas. Of most significance to the Beaumont region is the fact that guidance states that no regional emissions analysis is required. EPA explained that this meant there is no requirement to use the latest emissions model or use either the emissions budget test or interim emissions test. Therefore, EPA reviewed the explanation that transportation conformity can be demonstrated by an MPO and DOT for transportation plans and TIPs by meeting the following criteria:

- Use of the latest planning assumptions,
- Timely implementation of any approved SIP TCMs
- Consultation requirements
- Fiscal constraint

Following discussion of this information, it was pointed out that nothing in the guidance would preclude the MPO from continuing to work on and perform a regional emissions analysis and include in the conformity determination.

The Beaumont MPO staff inquired as to whether there would be any advantage to continuing the effort to perform a regional emissions analysis and include in the conformity determination. None of significance was offered by anyone on the call

A question was asked of EPA regarding potential legal challenge to the guidance. EPA responded that based on conversation with EPA counsel, they expected no challenge.

FHWA staff then went through an explanation of what actions regarding the 2019-2022 TIP and the 2040 MTP could be taken before and after the February 2019. FHWA staff discussed the 4-year conformity and 5-year MTP update requirements.

TCEQ staff commented that the requirements of this guidance are essentially those required under a limited maintenance plan.

FHWA staff then explained for the group that travel demand modeling would still be an activity for the MPO to engage in, but solely for the purposes of support the MTP/TIP development and other planning processes of the MPO.

FHWA staff also explained that the conformity process would still be taking place, including development of a pre-analysis consensus plan. As part of this discussion FHWA highlighted a template that they had developed and transmitted that could serve as a guideline to the MPO for the content of what should be included in a conformity document that does not require a regional emissions analysis.

There was some discussion of timing with respect to performance of travel demand modeling, with respect to possible needed TIP amendments.

The call concluded with MPO staff stating that they would engage in follow-up conversations with TxDOT TPP and the Beaumont District to ensure there is consistent understanding of timing and content of materials needed for conformity documentation and MTP and TIP amendment or development.



**South East Texas Regional Planning Commission-
Metropolitan Planning Organization (SETRPC-MPO)
Transportation & Environmental Resources Division**

**JOHRTS TRANSPORTATION CONFORMITY PRE-ANALYSIS CONSENSUS PLAN
INTERAGENCY CONSULTATION CONFERENCE CALL**

THURSDAY, May 2, 2019

11:30 A.M.

AGENDA

- I. WELCOME AND INTRODUCTIONS
- II. PURPOSE
- III. DRAFT SETRPC-MPO JOHRTS TRANSPORTATION CONFORMITY PRE-ANALYSIS
CONSENSUS PLAN FOR THE DRAFT JOHRTS MTP-2045 AND THE DRAFT REVISED
JOHRTS FY 2019-2022 TIP
- IV. QUESTIONS AND ANSWERS
- V. NEXT STEPS
- VI. ADJOURNMENT

JOHRTS TRANSPORTATION CONFORMITY PRE-ANALYSIS CONSENSUS PLAN
INTERAGENCY CONSULTATION CONFERENCE CALL

May 2, 2019

11:30 A.M

SETRPC-MPO

Bob Dickinson

EPA

Jeff Riley

TxDOT Austin

Jackie Plough

TCEQ

Jamie Zech

Mary McGary-Barber

Aaron Slevin

TTI

Dr. Dennis Perkinson

Andy Mullins

Todd Carlson

FHWA

Anthony Jones

Barbara Maley

Jose Campos

TxDOT Beaumont District

Scott Ayres

Leanna Sheppard

Bob Dickinson began the meeting by mentioning that the SETRPC-MPO has completed the first step in the planned '2-stage' process of the JOHRTS MTP-2040 and the JOHRTS FY 2019-2022 TIP conformity analysis with the approval by the JOHRTS TPC of the conformity analysis for the JOHRTS MTP-2040 and the JOHRTS FY 2019-2022 TIP on April 23rd. The SETRPC then transmitted the conformity analysis documentation to the consultative partners for the official review process as called for in the Conformity SIP.

Bob explained that as decided based on prior discussion, upon submittal of conformity analysis & documentation for the JOHRTS MTP-2040 and the JOHRTS FY 2019-2022 TIP, SETRPC is now beginning to work on the conformity for the Draft JOHRTS MTP-2045 and Draft Revised JOHRTS FY 2019-2022 TIP. Bob stated that this effort is the main purpose of this call. SETRPC has completed and sent out for review by partners an initial draft of a conformity Pre-Analysis Consensus Plan. Bob mentioned that SETRPC plans to begin a public comment period for the Draft JOHRTS MTP-2045 and Draft Revised JOHRTS FY 2019-2022 TIP conformity on May 31 and close the public comment period on July 1. Following the public comment period, Bob said the SETRPC TPC would be asked to adopt the Draft JOHRTS MTP-2045 and Draft Revised JOHRTS FY 2019-2022 TIP. Bob stated this schedule is important as there are a couple of important large TxDOT projects in the TxDOT STIP/TIP and that the deadline for inclusion of projects in that document is August 2019.

Bob then invited FHWA staff to offer their comments on the draft Pre-Analysis Consensus Plan.

Jose Campos offered the following comments.

Page 1 – remove the term 'Draft' from references to the JOHRTS MTP-2045 and Revised JOHRTS FY 2019-2022 TIP. The conformity analysis will not be on 'draft' documents but will be on the final documents.

Bob Dickinson responded that the term 'draft' would be removed.

Page 2 – regarding listing of 2020-2045 being the years covered by the MTP in Table 2, Jose asked in what way would the remainder of FY 2019 be covered as the JOHRTS MTP-2045 and Revised JOHRTS FY 2019-2022 TIP will be approved in July 2019.

Bob Dickinson replied that he would check to see where 2019 would be located relative to the MTP years.

Tables 3 and 4 – Jose commented about the 'n/a's shown in these tables might benefit from adding an explanation as to why there was no need to include this information. Jose noted that the explanation that the November conformity guidance allowed for conformity determinations without regional emissions analysis was included in other portions of the Pre-Analysis Consensus Plan document – for instance ahead of Table 5. Jose stated that he felt it would be appropriate to include that same explanation ahead of Table 3.

Bob Dickinson replied that the explanation regarding the November conformity guidance not requiring emissions analysis could be added ahead of these tables.

Jose asked about use of the term 'air quality network' in the description of Regionally Significant Projects in Table 7. Jose asked if that term was accurate since the network is a travel demand model dataset and perhaps a more accurate term would be something like 'travel model network'.

Andy Mullins responded by saying that the term 'air quality network' should be changed to 'model network' and would be changed.

Jose concluded his comments by saying the need for explanation of the reason for the term 'n/a' already discussed also applied to the table (Table 17) on the last page of the document.

Bob Dickinson then asked if others had comments.

Jamie Zech stated she had no comments

Jeff Riley said he had no comments

Phillip Tindall said he concurred with Jose's comments

Bob Dickinson then reminded the group that SETRPC-MPO was operating under the assumption that, like the JOHRTS MTP-2040 and the JOHRTS FY 2019-2022 TIP conformity documentation, the consultative partners agreed to an accelerated timeline (parallel processing) to review the SETRPC-MPO Transportation Conformity document, the Draft JOHRTS Metropolitan Transportation Plan (MTP-2045) and the Draft Revised JOHRTS FY 2019-2022 Transportation Improvement Program (TIP).

Bob Dickinson then asked FHWA staff if they could state a time estimate for the formal review of the JOHRTS MTP-2040 and the JOHRTS FY 2019-2022 TIP conformity document package that was recently submitted.

Barbara Maley responded by asking if the comments FHWA had added to the draft document which they provided to the SETRPC-MPO were included in the submitted document. Bob Dickinson stated that the comments were incorporated into the final document. Barbara Maley replied that she would be able to compare the submitted document to the document in which they commented and make verification easier.

Jamie Zech stated that she has already initiated the review process and started routing the approval memo.

Anthony Jones responded to Bob by stating there may be some new possible language that needs to be added to the package given that the JOHRTS MTP-2040 document was developed some time ago and may not include some newer required language. Anthony stated that he would be getting with Barbara and Jose about this possible language and get back with Bob.

Bob Dickinson stated that SETRPC would revise the Draft Pre-Analysis Consensus Plan based on comments during this call and re-transmit to the consultative partners.

FHWA staff asked Bob when the JOHRTS TPC is scheduled to approve the JOHRTS MTP-2040 and the JOHRTS FY 2019-2022 TIP conformity.

Bob Dickinson replied the date is July 18th for that approval.

FHWA staff asked about the question of timing and the need to have the 2 projects be able to be added to the August STIP. FHWA asked if the region was at risk for losing any funds.

Bob Dickinson stated that there was no risk of losing funds.

Bob Dickinson thanked all participants and concluded the conference call @ 12:02 PM.

Appendix 9.7

Public Participation Process Documents

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 - 5 PM

City of Orange Library
220 5th Street Orange,
TX

TUESDAY

June 4, 3 - 5 PM

Lumberton City Hall 836
North Main Street
Lumberton, TX

WEDNESDAY

June 5, 3 - 5 PM

Bowers Convention Center
3401 Cultural Center Drive
Port Arthur, TX

THURSDAY

June 6, 3 - 5 PM

South East Texas
Planning Commission
2210 Eastex Freeway
Beaumont, TX



FOR IMMEDIATE RELEASE

May 30, 2019

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

**Public Encouraged to Provide Comments on the “draft” JOHRTS MTP-2045
and the “draft” JOHRTS FY 2019-2022 TIP, Amendment #1**

“SETRPC to Host Series of Public Meetings beginning Monday, June 3rd”

(Beaumont) --- The South East Texas Regional Planning Commission (SETRPC) will host a series of public meetings beginning **Monday, June 3, 2019**, providing citizens in Jefferson, Orange and Hardin Counties the opportunity to learn about and comment on the “draft” **JOHRTS MTP-2045, the “draft” JOHRTS FY 2019-2022 TIP, Amendment #1, and Transportation Conformity**. “This is an opportunity for the public to be directly involved in the process and have their voices heard as we make recommendations to address transportation-related issues that are affecting the southeast Texas region. Public input is an essential part of this process and we want to make sure the needs of our region are properly addressed,” says Bob Dickinson, Director of Transportation and Environmental Resources for SETRPC.

The 32-day public comment period is being held May 31 through July 1, 2019. The public is encouraged to attend a meeting or provide written comments by 5:00 PM, July 1, 2019. Four public meetings will be held in **Orange, Lumberton, Port Arthur, and Beaumont** at the following locations:

Monday, June 3, 2019 - 3:00 PM

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

Tuesday, June 4, 2019 - 3:00 PM

Lumberton City Hall, 836 North Main Street, Lumberton, TX

Wednesday, June 5, 2019 - 3:00 PM

Bowers Civic Center, 3401 Cultural Drive, Port Arthur, TX

Thursday, June 6, 2019 - 3:00 PM

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

These meetings are designed to solicit the public’s ideas and input on the “draft” JOHRTS MTP-2045, the “draft” JOHRTS FY 2019-2022 TIP, Amendment #1, and Transportation Conformity for the southeast Texas area. All meetings are the same and are not restricted to a specific area. The public is strongly encouraged to be an active part of this process by selecting a meeting day and time that fits their schedule. For more information or for special needs requests (48 hours), please contact **Bob Dickinson** at (409) 899-8444 extension 7520 or bdickinson@setrpc.org.

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

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 MTP-2045, the "draft" JOHRTS FY 2019-2022 TIP, Amendment #1, and Transportation Conformity, which contains projects and programs scheduled for implementation in the future.

Monday, June 3, 2019
3:00 PM
Orange Public Library
220 5th Street
Orange, Texas

Tuesday, June 4, 2019
3:00 PM
Lumberton City Hall
836 North Main Street
Lumberton, Texas

Wednesday, June 5, 2019
3:00 PM
Bowers Civic Center
3401 Cultural Drive
Port Arthur, Texas

Thursday, June 6, 2019
3:00 PM
South East Texas Regional Planning Commission
2210 Eastex Freeway
Beaumont, Texas

The "draft" JOHRTS MTP-2045 and the "draft" JOHRTS FY 2019-2022 TIP, Amendment #1, can be downloaded at www.setrpc.org/ter. The 32-day public comment period ends on Monday, July 1, 2019. Please attend any meeting to provide input, or submit written comments by 5:00 PM, July 1, 2019 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.

- High school diploma or GED, BA/BS in Advertising, Marketing or related field, a plus.
- Minimum 2-3 years' sales experience; track record of success in prospecting and closing new business. Advertising sales experience, a plus.
- Valid Driver's License. Proof of insurance and working vehicle required.

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.

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Planning Commission
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Beaumont, Texas

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Public Notices

We Value Your Input!

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As part of the continuing, cooperative, and comprehensive transportation planning process, the SETRPC-MPO will be hosting a series of public meetings to provide the public an overview of and an opportunity to comment on the "draft" JOHRTS MTP-2045, the "draft"

Public Notices

JOHRTS FY 2019-2022 TIP, Amendment #1, and Transportation Conformity, which contains projects and programs scheduled for implementation in the future.

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

The "draft" JOHRTS MTP-2045 and the "draft" JOHRTS FY 2019-2022 TIP, Amendment #1, can be downloaded at www.setrpc.org/ter. The 32-day public comment period ends on Monday, July 1, 2019. Please attend any meeting to provide input, or submit written comments by 5:00 PM, July 1, 2019 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 Comment Period and Public Hearings

The Transportation and Environmental Resources Division is announcing a public comment period to be held from May 31, 2019 – July 1, 2019 so that the public can comment on the “draft” JOHRTS MTP-2045, the “draft” JOHRTS FY 2019-2022 TIP, Amendment #1 and the “draft” Transportation Conformity Report. A series of public meetings will be held June 3, 2019 – June 6, 2019 for the public to learn and comment on these documents. For more information visit the SETRPC Transportation and Environmental Resources website at <http://www.setrpc.org/ter/>.



TRANSPORTATION &
ENVIRONMENTAL
RESOURCES

REGISTRATION
PLEASE PRINT

MEETING: MTP-2045, 2019-2022 TIP Amendment #1, and
Transportation Conformity Public Meetings

LOCATION: South East Texas Regional Planning Commission

DATE: Thursday, June 6, 2019 - 3:00 PM

NAME	TITLE	AGENCY	PHONE	EMAIL
1. Bob Dickinson	MPO Director	SETRPC	409-899-5444	bdickinson@setrpc.org
2. Scott Ayres	Planning Engineer	TxDOT - BMT	409-898-5743	scott.ayres@txdot.gov
3. Jennifer Ruter	Dir. Community Relations	Gulf Coast - CRH	409-866-1444	jennifer.ruter@gc-texas.com
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TRANSPORTATION &
ENVIRONMENTAL
RESOURCES

REGISTRATION PLEASE PRINT

MEETING: MTP-2045, 2019-2022 TIP Amendment #1, and
Transportation Conformity Public Meetings

LOCATION: Orange Public Library

DATE: Monday, June 3, 2019 - 3:00 PM

NAME	TITLE	AGENCY	PHONE	EMAIL
1. Bob Dickinson	MPO Director	SETRPC	409-899-8444	bdickinson@setrpc.org
2. Matthew Volkmann		TxDOT	409-898-5261	matthew.volkmann@txdot.gov
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TRANSPORTATION &
ENVIRONMENTAL
RESOURCES

REGISTRATION PLEASE PRINT

MEETING: MTP-2045, 2019-2022 TIP Amendment #1, and
Transportation Conformity Public Meetings

LOCATION: Lumberton City Hall

DATE: Tuesday, June 4, 2019 - 3:00 PM

NAME	TITLE	AGENCY	PHONE	EMAIL
1. Bob Dickinson	NPO Director	SETRPC	409-899-8444	bdickinson@setrpc.org
2. Brent Rawlinson	PROJECT CONTROLLER	TXDOT		brent.rawlinson@txdot.gov
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TRANSPORTATION &
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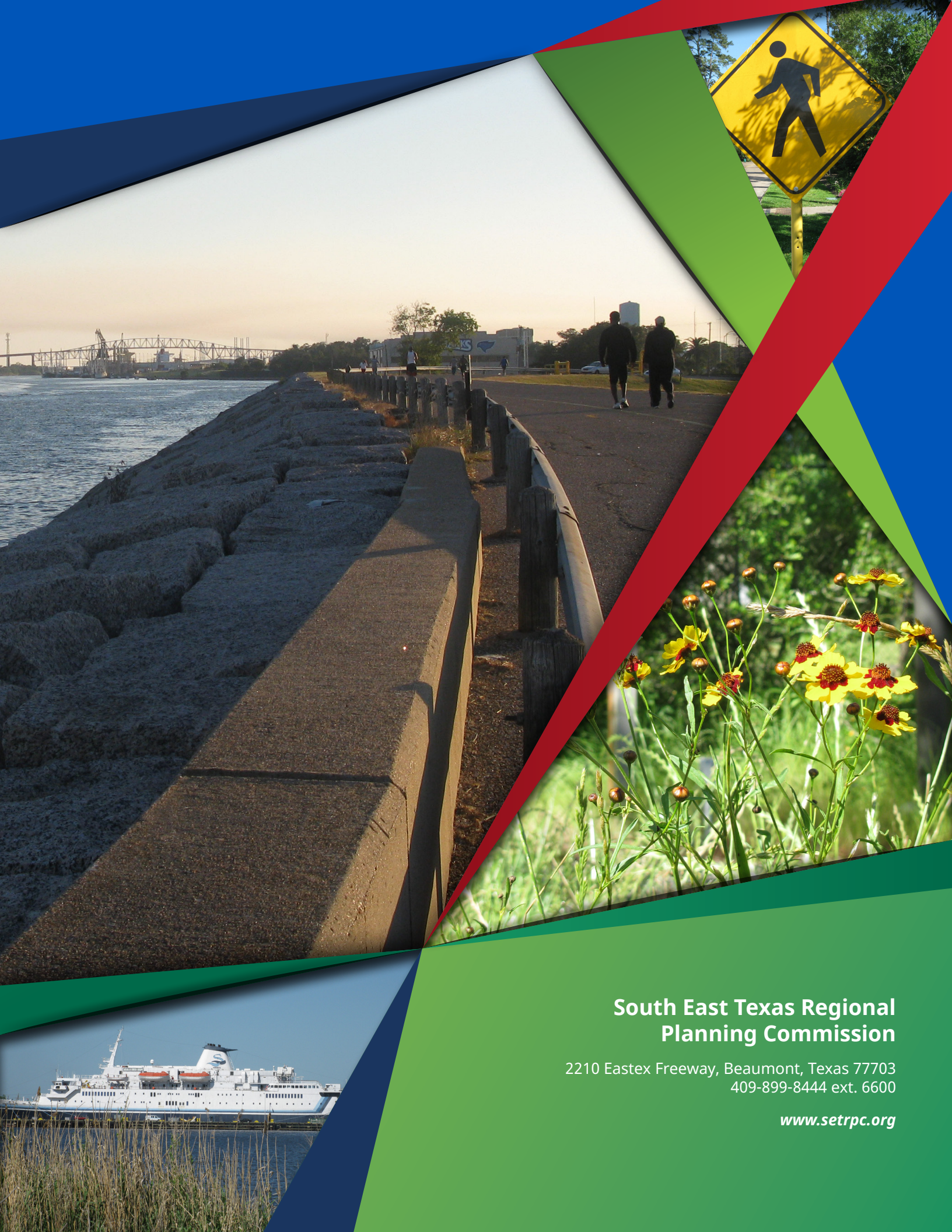
MEETING: MTP-2045, 2019-2022 TIP Amendment #1, and
Transportation Conformity Public Meetings

LOCATION: Bowers Convention Center

DATE: Wednesday, June 5, 2019 - 3:00 PM

NAME	TITLE	AGENCY	PHONE	EMAIL
1. Bob Dickinson	MPO Director	SETRPC	409-899-8444 9520	bdickinson@setrpc.org
2. Brent Rawlinson	Contractor	TXDOT		brent.rawlinson@setrpc.org brent.rawlinson@txdot.gov
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South East Texas Regional Planning Commission

2210 Eastex Freeway, Beaumont, Texas 77703
409-899-8444 ext. 6600

www.setrpc.org