

Amendment #2

Revised Metropolitan Transportation Plan 2050

Effective Date: October 23, 2025

South East Texas Regional Planning Commission Metropolitan
Planning Organization

30-Day Public Comment Period: September 18, 2025 - October 17, 2025

Adopted by the Transportation Planning Committee on: October 23, 2025

10.1.1 Roadway Funding Revenue

A description of the various categories of funding available through TxDOT is summarized in Table 10-1 below.

Table 10-1: 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.
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 Railway-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.

10.1.2 Federal Funding Programs for Transit

A description of each of the Federal Transit Administration (FTA) program from which funding is available for the SETRPC region is provided in Table 10-2 below.

Table 10-2: FTA Funding Categories

Funding Category		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 SETRPC 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.

10.1.3 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 SETRPC area.

10.2 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.

The MPO has worked with the Texas A&M Transportation Institute (TTI) and the TxDOT-Beaumont District to determine the expected levels of funding for the fiscal years included in this plan (FY 2025-2050). As per TxDOT’s direction the FY 2024-2033 Unified Transportation Plan (UTP) was utilized to project the future revenue for all categories of funds. TTI utilized the Transportation Revenue Estimator and Needs Determination System (TRENDS) database to project the reasonable revenues by category. TRENDS is a scenario planning model that forecasts revenues and expenses for TxDOT. The model is updated regularly to include the latest cash forecasts and letting schedules from TxDOT. The revenue projections by available funding through TxDOT by category from 2025 to 2050 are presented in Table 10-3.

Table 10-3: MTP Revenue Projections for TxDOT Roadway Projects

Category	Description	MTP Revenue Projection
1	Preventive Maintenance and Rehabilitation	\$5,113,175.00
2M or 2U	Urban Area (Non-TMA) Corridor Projects	\$472,188,179.03
3	Non-Traditionally Funded Transportation Project	\$3,524,035.00
3DB	Design Build (DB)	\$0.00
4	Urban and Regional Connectivity	\$180,377,600.00
5	CMAQ	\$0.00
6	Structures - Bridge	\$0.00
7	Metro Mobility & Rehab	\$0.00
8	Safety	\$0.00
9	TAP Set-Aside Program	\$0.00
10	Supplemental Transportation	\$6,071,243.28
10 CBI	Corridor Border	\$0.00
11	District Discretionary	\$0.00
11	Energy Sector	\$0.00
12	Texas Clear Lanes	\$0.00
12	Strategic Priority	\$389,164,012.00
SW PE	Statewide Budget PE	\$0.00
SW ROW	Statewide Budget ROW	\$0.00
Total		\$1,056,438,244.31

**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.*

10.2.1 Transit Funding Revenue

Table 10-4 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 10-4: MTP Revenue Projections for TxDOT Transit Projects

Category	Description	MTP Revenue Projection
5307	Operations and Maintenance	\$23,700,000
5310	Funds for Transportation for Seniors and People with Disabilities	\$1,164,104
5311	Rural Transit and Intercity Bus	\$4,518,548

10.3 Project Selection Process

The SETRPC Technical Committee met on Wednesday, August 30, 2023, to score projects which were submitted in the Call For Projects. Projects were scored following various criteria established in the adopted Project Selection Process (PSP) including safety, mobility, connectivity, accessibility, sustainability, environmental, equity, cost, etc. The members of the Technical Committee were present, which met the requirement 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 measured with planning tools and are scored by the staff of the MPO. 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.

Four projects were evaluated under the Road Evaluation Track. The SETRPC did not receive any projects submitted for active transportation modes and social benefits during the call for projects. Therefore, no project was evaluated under the Transportation Choices & Livability Evaluation Track. Following the scoring process and review by the Technical Committee, the total project scores and rankings were submitted to the SETRPC Transportation Planning Committee (TPC) board for their approval of the final ranking.

Following the ranking, the MPO staff selects each project to program into the MTP based on the priority ranking and the projected amount of revenue expected. Because the MTP is a financially constrained plan, projects can only be funded that fit within the expected revenue forecast for the MPO. All four projects from the Call for Projects were programmed into the MTP-2050. The year they are programmed indicates priority. The higher ranked projects are programmed to let for construction earlier than the lower ranked projects.

10.4 Financially Constrained Plan

The projects selected in the SETRPC MTP-2050 must be financially constrained, meaning the project cost must fall within the expected revenue projections.

Table 10-5 demonstrates financial constraint for roadway projects for FY 2025-2050 by showing the comparison of revenue projection with the programmed amount.

Table 10-5: Roadway Projects FY 2025-2050 Financial Constraint

Category	Description	MTP Revenue Projection	MTP Programmed
1	Preventive Maintenance and Rehabilitation	Not applicable*	Not applicable*
2M or 2U	Urban Area (Non-TMA) Corridor Projects	\$472,188,179.03	\$472,188,179.03
3	Non-Traditionally Funded Transportation Project	\$3,524,035.00	\$3,524,035.00
3DB	Design Build (DB)	\$0.00	\$0.00
4	Urban and Regional Connectivity	\$180,377,600.00	\$180,377,600.00
5	CMAQ	\$0.00	\$0.00
6	Structures - Bridge	Not applicable*	Not applicable*
7	Metro Mobility & Rehab	Not applicable*	Not applicable*
8	Safety	Not applicable*	Not applicable*
9	TAP Set-Aside Program	\$0.00	\$0.00
10	Supplemental Transportation	\$6,071,243.00	\$6,071,243.00
10 CBI	Corridor Border	\$0.00	\$0.00
10 NEVI	National Electric Vehicle Infrastructure	\$735,477	\$735,477
11	District Discretionary	\$0.00	\$0.00
11	Energy Sector	\$0.00	\$0.00
12	Texas Clear Lanes	\$0.00	\$0.00
12	Strategic Priority	\$389,164,012.00	\$389,164,012.00
SW PE	Statewide Budget PE	\$0.00	\$0.00
SW ROW	Statewide Budge ROW	\$0.00	\$0.00
DA		\$201,568,432.00	\$201,568,432.00
Total		\$1,253,628,978.03	\$1,253,628,978.03

* These categories are programmed by TxDOT and typically do not require an individual listing, as such, a programmed amount is not reported.

Similarly, Table 10-6 demonstrates financial constraint for transit projects for FY 2025-2050 by showing the comparison of revenue projection with the programmed amount.

Table 10-6: Transit Projects FY 2025-2050 Financial Constraint

Category	Description	MTP Revenue Projection	MTP Programmed
5307	Operations and Maintenance	\$23,700,000	\$23,700,000
5310	Funds for Transportation for Seniors and People with Disabilities	\$1,164,104	\$1,164,104
5311	Rural Transit and Intercity Bus	\$4,518,548	\$4,518,548

Chapter 11: Financially Constrained Project List

11.0 Introduction

The SETRPC MTP-2050 includes several recommendations. This chapter summarizes the financially constrained list of roadway and transit projects that will be funded 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 SETRPC MTP-2050 focus on adding new capacity, improving traffic flow and system efficiency, increasing safety, enhancing regional gateways, and supporting economic development.

The projects that have been included within the MTP-2050 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.

11.1 Roadway Projects

The projects that have been selected for inclusion within the SETRPC MTP-2050 were carefully selected and prioritized. The list of projects that are presented on the pages that follow was developed by including projects from the most recent SETRPC Transportation Improvement Program (TIP), TxDOT 2024-2033 UTP, and projects selected through this MTP-2050 development process. The project details for the selected roadway projects for the SETRPC MTP-2050 are summarized in Table 11-1. The "Map #" column in the table indicates the project location as shown in Figure 11-1. For additional project details, refer to Appendix A.

Table 11-1.1: Selected Highway Projects for the Financially Constrained MTP-2050

MAP #	CSJ	Project Name	Project Description	Funding Category	Construction Cost	Total Cost
1	0064-07-044	US 96 (Sabine C/L to N of RE2550 - Widen	Widen from 2 to 4 Lanes Divided	12-TTC, 4-CN, 1	\$0.00	\$78,527,038.00
2	0064-08-062	US 96 (N of RE 255 to RE 255) - Widen	Widen from 2 to 4 Lanes Divided	12-TTC, 4-CN, 1	\$0.00	\$6,423,408.00
3	0065-06-067	US 69 Widening - US 96 to Jefferson C/L	Widen Freeway from 4 to 6 Lanes	2-MU, 4-3C, 1	\$63,288,000.00	\$64,901,938.00
4	0065-07-065	US 69 Widening - Hardin C/L To Tram Rd	Widen Freeway from 4 to 6 Lanes		\$14,719,999.00	\$15,032,374.00
5	0200-10-060	US 69 Corridor (Kountze to Lumberton)	Construct New Location 4 Lane Divided Facility	12-TTC, DA, 1	\$0.00	\$290,000,001.00
6	0200-14-060	US 69 Widening - IH-10 to SH 347	Widen from 4 to 6 Main Lanes	12-TTC, 2-MU, 4-3C,1	\$0.00	\$95,129,286.00
7	0200-15-025	US 69 (Nederland Ave to Jimmy Johnson)	US 69 (Nederland Ave to Jimmy Johnson) Ramp Reversal, Bridge Widening, and Intersection Improvements		\$0.00	\$11,300,000.00
8	0200-15-XXX	Widening of US 69 (North Segment)	Widen from 4 Lanes to 6 Lanes		\$0.00	\$0.00
9	0200-16-XXX	Widening of US 69 (South Segment)	Widen from 4 Lanes to 6 lanes		\$0.00	\$0.00
10	0339-03-038	Construct Passing Lanes (Super 2 Standards) On SH 105	Construct Passing Lanes (Super 2 Standards)		\$0.00	\$0.00
11	0339-04-036	SH 105 (SH 326 to Pine Island Bayou) - Widen	Widen from 2 to 4 with CLTL	12-TTC, 2-MU, 1	\$119,784,001.00	\$147,640,106.00
12	0920-00-133	IH-10 Drainage Improvements	IH-10 Drainage Improvements	12-TTC, 1	\$11,200,000.00	\$11,703,034.00
13*	0920-00-149	FY 24 Districtwide ADA Project	FY 24 Districtwide ADA Project. Along College St- From Pinchback Rd to IH 10	12-CMQ, 10-ADA, 1	\$3,031,841.00	\$3,475,635.00
14*	0920-00-150	District Wide- ITS Upgrade	District Wide - ITS Upgrade to Install 40 CCTV Cameras and 8 DMSs	DA	\$0.00	\$1,645,738.00
15*	0920-00-171	Truck Parking (FY 25)	Truck Parking (FY 25) - approximately 18 truck parking spots	10CBNS, 1	\$2,654,302.00	\$2,789,901.00
16*	0920-00-172	Truck Parking (FY 26)	Truck Parking (FY 26) - approximately 10 truck parking spots	10CBNM	\$1,249,538.00	\$1,310,165.00
17*	0920-00-173	Truck Parking (FY 27)	Truck Parking (FY 27) - approximately 10 truck parking spots	10CBNM	\$1,203,135.00	\$1,203,135.00
18	0920-38-288	Port / Port Arthur Truck Queuing and Laydown	Port of Port Arthur Truck Queuing Area and Laydown Yard Project - Construction of a Truck Queuing Area at the corner of Houston Avenue and 4th St-Rider 37	3-TMFPCI	\$1,931,138.00	\$1,931,138.00
19	0920-38-291	Port / Port Arthur Truck Queuing and Staging	Port of Port Arthur- Construct a Queuing Area at the corner of Rev Dr Ransom Howard Drive and Austin Avenue	3TMF	\$1,515,653.00	\$1,515,653.00
20**	TBD	9th Avenue Paving and Drainage Improvements	Paving and Drainage Improvements		\$0.00	\$0.00
21	0028-13-142	IH 10-UPRR Overpass Bridge Replacement	IH 10-UPRR Overpass - Replace Bridge and Approaches	12-TTC, 2-MU, 1	\$0.00	\$96,017,821.00
22	0200-04-020	US 69 Corridor - Angelina C/L to Tyler C/L	Reconstruct Existing 2 Lane Highway to 4 Lanes Divided	12-TTC, 4-CN, 1	\$0.00	\$20,983,438.00
23	5000-00-272	Electric Car Charging Location	Install 4 Direct Current Fast Charge ports along the Electric Alt Fuel Corridors plus 5 years of Operations and Maintenance.	10NEVI	\$735,478.13	\$735,478.13
*Not Mapped, District Wide Project						
** Grouped Project, No MPO ID						

Table 11-1.2: Selected Highway Projects for the Financially Constrained MTP-2050

MAP #	CSJ	MPO ID	County	LET Date/ TIP FY 25-28	OUTSIDE OF TIP FY	Highway	Limits From	Limits To
1	0064-07-044	24023-F50N	Jasper	2028	2029	US 96	Sabine C/L, South	0.8 Miles North of RE 255
2	0064-08-062	24024-F50N	Jasper	2029	2029	US 96	0.8 Miles North of RE 255, South	RE 255
3	0065-06-067	19095-F45N	Hardin	2027		US 69	US 96, South	Jefferson C/L
4	0065-07-065	19084-F45N	Jefferson	2028		US 69	Hardin C/L, South	Tram Road
5	0200-10-060	24005-F50N	Hardin	2032	2032	US 69	0.75 Miles South of FM 1003	Mitchell Road
6	0200-14-060	24026-F50N	Jefferson	2030	2030	US 69	IH 10, South	SH 347
7	0200-15-025	24006-F50N	Jefferson	2040	2040	US 69	Nederland Ave, South	Jimmy Johnson Blvd.
8	0200-15-XXX	24010-F50N	Jefferson	2035	2035	US 69	SH 347	FM 365
9	0200-16-XXX	24008-F50N	Jefferson	2029	2029	US 69	FM 365	SH 73
10	0339-03-038	24011-F50N	Hardin	2037	2037	SH 105	FM 770	SH 326
11	0339-04-036	24027-F50N	Hardin	2027		SH 105	0.10 Miles East of SH 326	Pine Island Bayou
12	0920-00-133	24028-F50N	Jefferson	2028		Various	Districtwide	
13*	0920-00-149	24029-F50N	Jefferson	2025		Various	Districtwide	
14*	0920-00-150	24030-F50N	Jefferson	2031	2031	Various	Districtwide	
15*	0920-00-171	24031-F50N	Orange	2025		IH 10	approximately .35 mi E from IH-10 Exit 867	approximately .6 mi W from IH-10 Exit 869
16*	0920-00-172	24032-F50N	Jefferson	2026		Various	Districtwide	
17*	0920-00-173	24033-F50N	Jefferson	2027		Various	Districtwide	
18	0920-38-288	24001-F50N	Jefferson	2025		Houston	Corner of Houston Ave and 4th Street	4th Street
19	0920-38-291	24002-F50N	Jefferson	2025		Austin	Corner of Rev Dr Ransom Howard Drive	4th Street
20**	TBD	24009-F50N	Jefferson	2030	2030	9th Avenue	36th Street	Evergreen Drive
21	0028-13-142	24022-F50N	Jefferson	2031	2031	IH 10	US 90, East	At UPRR
22	0200-04-020	24025-F50N	Jasper	2028	2028	US 69	Angelina County Line	Tyler County Line
23	5000-00-272	25001-F50P	Orange	2026		IH 10	17160 I-10, Vidor, TX 77663	
*Not Mapped, District Wide Project								
** Grouped Project, No MPO ID								



11.2 Transit Projects

Selected transit projects within the SETRPC region are summarized by FTA funding category with details on total project cost and the programmed amount. Table 11-2 shows FTA Category 5307 transit project, Table 11-3 shows FTA Category 5310 transit projects, Table 11-4 shows FTA Category 5311 transit projects, and Table 11-5 shows FTA Category 5339 transit projects.

Table 11-2: FTA Category 5307 Transit Project

Year	Project	Total Cost	FTA Programmed Amount
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
2046	Operations and Maintenance	\$3,659,194	\$3,659,194
2047	Operations and Maintenance	\$3,659,194	\$3,659,194
2048	Operations and Maintenance	\$3,659,194	\$3,659,194
2049	Operations and Maintenance	\$3,659,194	\$3,659,194
2050	Operations and Maintenance	\$3,659,194	\$3,659,194

Table 11-3: FTA Category 5310 Transit Projects

Year	Project	Total Cost	FTA Programmed Amount
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
2046	Funds for Transportation for Seniors and People with Disabilities	\$197,447	\$197,447
2047	Funds for Transportation for Seniors and People with Disabilities	\$197,447	\$197,447
2048	Funds for Transportation for Seniors and People with Disabilities	\$197,447	\$197,447
2049	Funds for Transportation for Seniors and People with Disabilities	\$197,447	\$197,447
2050	Funds for Transportation for Seniors and People with Disabilities	\$197,447	\$197,447

Table 11-4: FTA Category 5311 Transit Projects.

Year	Project	Total Cost	FTA Programmed Amount
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
2046	Rural Transit and Intercity Bus	\$542,325	\$542,325
2047	Rural Transit and Intercity Bus	\$542,325	\$542,325
2048	Rural Transit and Intercity Bus	\$542,325	\$542,325
2049	Rural Transit and Intercity Bus	\$542,325	\$542,325
2050	Rural Transit and Intercity Bus	\$542,325	\$542,325

Table 11-5: FTA Category 5339 Transit Projects.

Year	Project	Total Cost	FTA Programmed Amount
2025	Bus and Bus Facilities	\$304,965	\$304,965
2025	Bus and Bus Facilities	\$621,266	\$621,266
2025	Bus and Bus Facilities	\$18,175,000	\$18,175,000
2025	Bus and Bus Facilities	\$350,000	\$350,000
2025	Bus and Bus Facilities	\$2,819,460	\$2,819,460
2025	Bus and Bus Facilities	\$5,001,700	\$5,001,700
2026	Bus and Bus Facilities	\$6,000,000	\$6,000,000
2026	Bus and Bus Facilities	\$350,000	\$350,000

Chapter 12: Performance Management

12.0 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.

12.1 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 SETRPC 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.

12.1.1 Federal Legislation

Initiated as part of the 2012 Moving Ahead for Progress in the 21st Century (MAP-21) and continued in the 2015 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.

SETRPC-MPO has 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 MTP-2050 is included for the required Safety (PM1), Bridge and Pavement Condition (PM2), System Performance (PM3), Transit Asset Management (TAM), and Public Transit Agency Safety Plan (PTASP) performance measures and targets.

12.2 Roadway Performance Measures and Targets

The SETRPC-MPO coordinates with the Texas Department of Transportation (TxDOT) and the Federal Highway Administration (FHWA) to establish and adopt performance measures and targets for the following performance areas: safety (PM1), pavement and bridge condition (PM2), and system performance (PM3).

12.2.1 Safety (PM1)

TxDOT has adopted its Strategic Highway Safety Plan, a data-driven statewide-coordinated safety plan to help reduce fatalities and serious injuries on all public roads. TxDOT established safety performance measures in the State Biennial Performance Report for Performance Period 2022-2025 dated December 17, 2024. These performance measures are:

- 1) Number of fatalities
- 2) Rate of fatalities per 100 million vehicle miles traveled (VMT)
- 3) Number of serious injuries
- 4) Rate of serious injuries per 100 million VMT
- 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. TxDOT adopted and kept in place the FY 2024 safety performance targets for Texas FY 2025 for the five federally required safety performance measures. These targets are applicable to all public roads in Texas regardless of ownership. Texas statewide safety performance targets are included in The SETRPC adopted the Texas statewide safety performance targets on February 6, 2025.

Table 12-1: TxDOT Established Safety Performance Targets for FY 2025

2024 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)
2020	3,874	1.49	14,659	5.63	2,206
2021	4,486	1.70	19,434	7.35	2,628
2022	3,272	1.25	17,539	6.70	2,321
2023	3,159	1.20	17,819	6.77	2,340
2024	3,046	1.14	18,242	6.77	2,360
2024 Target as a 5-year Average	3,567	1.36	18,096	6.64	2,371

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 SETRPC MTP-2050 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 2050 (TTP), and the SETRPC FY 2025-2028 Transportation Improvement Plan (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 2050 (TTP) summarizes transportation needs across the state and identifies future funding projections for projects across transportation modes over the 25-year plan horizon.
- ➔ To support progress towards approved highway safety targets, the SETRPC FY 2025-2028 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 SETRPC MTP-2050 includes investments for safety improvements. These funded safety projects are expected to contribute to the achievement of the safety performance targets.

12.2.2 Pavement and Bridge Condition (PM2)

The Pavement and Bridge Condition Rule (PM2) 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. New pavement and bridge condition targets are listed in TxDOT's State Biennial Performance Report for Performance Period 2022-2025 dated December 17, 2025 and consist of the following six (6) performance measures for PM2:

- 1) Percentage of Interstate System pavement in good or better condition,
- 2) Percentage of Interstate System pavement in poor condition,
- 3) Percentage of Non-Interstate National Highway System pavement in good condition,
- 4) Percentage of Non-Interstate National Highway System pavement in poor condition,
- 5) Percentage of Bridge Deck on the National Highway System in good condition, and
- 6) Percentage of Bridge Deck on the National Highway System in poor condition.

MPOs have 180 days from the adoption of performance measure targets by a state department of transportation to adopt those measures for the MPO or adopt their own targets. The SETRPC-MPO adopted the performance measures established by TxDOT for PM2 on February 6, 2025. These performance targets are shown in Table 10-2. These performance targets are shown in Table 12-2.

Table 12-2: TxDOT Established (PM2) Pavement and Bridge performance Measure Targets

Performance Measure	Statewide Baseline	2 Year Target	4 Year Target
Pavement on Interstate System			
1) % in “Good” condition	64.5%	63.9%	63.6%
2) % in “Poor” condition	0.1%	0.2%	0.2%
Pavement on Non-Interstate			
3) % in “Good” condition	51.7%	45.5%	46.0%
4) % in “Poor” condition	1.3%	1.5%	2.5%
National Highway System Bridge Deck Condition			
5) % in “Good” condition	49.2%	48.5%	47.6%
6) % in “Poor” condition	1.1%	1.5%	1.5%

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 SETRPC MTP-2050 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 2050 (TTP) and the SETRPC 2025-2028 TIP.

- ➔ The TTP 2050 summarizes transportation needs across the state and identifies future funding projections for projects across transportation modes over the 25-year plan horizon.
- ➔ The SETRPC FY2025-2028 TIP 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 SETRPC MTP-2050 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 SETRPC MTP-2050 recommends investments for pavement and bridge condition through Category 1 Preventative Maintenance and Rehabilitation and Category 6 Bridges funds allocated to the TxDOT Beaumont District. These projects are expected to contribute toward achieving pavement and bridge condition performance targets.

12.2.3 System Performance (PM3)

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 delays 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

delays and expedite the movement of people and goods, furthering the national goal of improving the efficiency of the surface transportation system.

Each MPO and state department of transportation must establish 2- and 4-year performance targets to assess the travel time reliability of all traffic on the National Highway System (NHS) and the travel reliability of national freight movement on the Interstate System. On December 17, 2024, the Texas Department of Transportation revised 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. The SETRPC-MPO adopted the performance measures established by TxDOT for PM3 on February 6, 2025. These performance targets are shown in Table 12-3.

Table 12-3: System Performance (PM3) Measures and Targets

Performance Measure	Statewide Baseline	2 Year Target	4 Year Target
National Highway System Travel Time Reliability			
1) Percentage of the Person-Miles Traveled on the Interstate that are Reliable	84.6%	70%	70%
2) Percent of the Person-Miles Traveled on the Non-Interstate NHS that are Reliable	90.3%	70%	70%
3) Truck Travel Time Reliability (TTTR) Index	1.39	1.55	1.55

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 SETRPC MTP-2050 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 2050 (TTP), and the SETRPC FY2025-2028 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 2050 summarizes transportation needs across the state and identifies future funding projections for projects across transportation modes over the 25-year plan horizon.
- ➔ The SETRPC FY2025-2028 TIP addresses reliability, freight movement, and congestion within the metropolitan planning area and allocates funding for targeted improvements.

To support progress towards TxDOT's statewide PM3 targets, the SETRPC MTP-2050 devotes resources to projects that will address passenger and highway freight reliability and delay. The fiscally constrained SETRPC MTP-2050 recommends \$380,740,178 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.

12.3 Public Transportation/Transit Performance Measures and Targets

The SETRPC-MPO coordinates with the Beaumont Municipal Transit (BMT), Port Arthur Transit (PAT), South East Texas Transit (SETT), and the Federal Transit Authority (FTA) to establish and adopt performance measures and targets for the following performance areas: transit asset management (TAM) and Public Transportation Agency Safety Plans (PTASP).

12.3.1 Transit Asset Management Performance Measures and Targets (TAM)

The Federal Transit Administration (FTA) Transit Asset Management (TAM) Final Rule requires public transit providers to establish and implement TAM plans. The TAM plans for tier II providers must include a transit asset inventory, condition assessment of the inventoried assets, documentation of the provider's decision support tools/process, and a list of investment priorities to improve the state of good repair (SGR) of the provider's capital assets. SGR is defined as the condition in which a capital asset is able to operate at a full level of performance. The premise of the rule is the condition of assets should guide funding prioritization. The rule also outlines the process for State departments of transportation, MPOs, and transit providers to establish and report their transit asset performance targets, and the process FTA will use to assess whether transit providers have met or made significant progress toward meeting their performance targets.

FTA requires public transit providers to review and update their TAM plans at least once every four years. In 2018, Beaumont Municipal Transit, Port Arthur Transit, and South East Texas Transit developed their own TAM plans in accordance with the TAM Final Rule. The TAM plans were updated in 2025, which account for each transit provider's recent asset inventories, condition assessment, and expectations for asset procurement and improvements along with performance targets for fiscal years 2025.

Beaumont Municipal Transit, Port Arthur Transit, and South East Texas Transit have approved the proposed updates to the transit asset performance targets for the federally required transit asset types. The MPO can either adopt a separate set of targets for the transit assets or support the targets approved by the transit agencies. The SETRPC-MPO adopted the performance measures established by Beaumont Municipal Transit, Port Arthur Transit, and South East Texas Transit for TAM on February 6, 2025. These performance targets are shown in Table 12-4.

Table 12-4: Transit Asset Management (TAM) Performance Measures and Targets

Asset Category	Asset Class	Asset Type	FY 25 Target for Exceeding Useful Life Benchmark* (%)
Rolling Stock	Revenue Vehicle	Bus	20%
		Cutaway Bus	10%
		Van	10%
Equipment	Non-Revenue Vehicle	Automobile	80%
		Trucks and Other Rubber Tire Vehicles	40%
Facility	Maintenance or Administrative Facility	Administrative Offices and Maintenance Shop/Yard	10%
	Passenger or Parking Facility	Station/Transit Terminal	10%

*Useful Life Benchmark (ULB): defined by FTA as the expected amount of time in years that a vehicle type is estimated to function, when acquired new and assuming routine maintenance is practiced.

** Based on the TERM scale, an asset is in a state of good repair if it has a rating of 3 or over on the TERM scale

*** FTA's Transit Economic Requirements Model (TERM). The TERM scale assigns numerical ratings from 1.0 (poor) to 5.0 (excellent) based on condition.

****The SETRPC-MPO is currently working with Beaumont Municipal Transit, Port Arthur Transit and South East Texas Transit to develop FY2024 TAM Targets. Upon adoption by the JJOHRTS Transportation Planning Committee, Table 12-4 listed above will be updated in the JJOHRTS MTP-2050.

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 SETRPC MTP-2050 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) 2050 and SETRPC FY 2025-2028 TIP.

- ➔ The TTP 2050 summarizes transportation needs across the state and identifies future funding projections for projects across transportation modes over the 25-year plan horizon.
- ➔ The SETRPC FY 2025-2028 TIP addresses and identifies transit needs within the metropolitan planning area and allocates funding for targeted improvements.

To support progress towards the TAM targets, the SETRPC MTP-2050 devotes resources to projects that will address transit asset management.

12.3.2 Public Transportation Agency Safety Plan (PTASP)

Under the Federal Transit Administration's (FTA) Public Transportation Agency Safety Plan (PTASP) Rule, applicable transit agencies are required to develop safety plans that define how these agencies will implement Safety Management Systems (SMS). These transit plans are required to include targets for performance measures defined in the National Public Transportation Safety Plan, which relate to fatalities, injuries, safety events, and system reliability. MPOs are federally required to set performance targets for these transit safety performance measures for their regions, in coordination with transit and state agencies. These requirements acknowledge the collaborative relationships needed to manage safety risks on transit systems.

Beaumont Municipal Transit and Port Arthur Transit are the only transit agencies within the metropolitan area utilizing FTA's Urbanized Area Formula Grants federal funds. Beaumont Municipal Transit and Port Arthur Transit have adopted transit safety performance targets for each performance measure. The SETRPC-MPO adopted the performance measures established by Beaumont Municipal Transit and Port Arthur Transit for PTASP on February 6, 2025. These performance targets are shown in Table 12-5.

Table 12-5: Public Transportation Agency Safety Plan (PTASP) Performance Measures and Targets

Mode	Fatalities (Total)	Fatalities (Per 100,000 VRM*)	Injuries (Total)	Injuries (Per 100,000 VRM)	Safety Events (Total)	Safety Events (Per 100,000 VRM)	System Reliability (VRM between failures)
Fixed Route Bus	0	0	<3	<0.33	<2	<0.66	>10,000
Demand Response Bus	0	0	0	0	<2	<0.8	>50,000

*The SETRPC-MPO is currently working with Beaumont Municipal Transit, Port Arthur Transit and South East Texas Transit to develop FY2024 PTASP Targets. Upon adoption by the JJOHRTS Transportation Planning Committee, Table 12-5 listed above will be updated in the JJOHRTS MTP-2050.

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 SETRPC MTP-2050 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) 2050 and the SETRPC FY 2025-2028 TIP

- ➔ The TTP 2050 summarizes transportation needs across the state and identifies future funding projections for projects across transportation modes over the 25-year plan horizon.
- ➔ The SETRPC FY 2025-2028 TIP addresses and identifies transit needs within the metropolitan planning area and allocates funding for targeted improvements.

To support progress towards the PTASP targets, the SETRPC MTP-2050 devotes resources to projects that will transit safety.

12.4 Project Contribution to Performance Targets

Table 12-6 below shows the projects programmed within the fiscally constrained SETRPC MTP-2050 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 12-6: Project Contribution to Performance Targets

CSJ	MPO ID	Highway	Limits From	Limits To	Project Name	Project Description	PM1	PM2	PM3	TAM
0920-38-288	24001-F50N	Houston	Corner of Houston Ave and 4th Street	4th Street	Port / Port Arthur Truck Queuing and Laydown	Port of Port Arthur Truck Queuing Area and Laydown Yard Project - Construction of a Truck Queuing Area at the corner of Houston Avenue and 4th St-Rider 37	■	□	□	□
0920-38-291	24002-F50N	Austin	Corner of Rev Dr Ransom Howard Drive	4th Street	Port / Port Arthur Truck Queuing and Staging	Port of Port Arthur- Construct a Queuing Area at the corner of Rev Dr Ransom Howard Drive and Austin Avenue	■	□	□	□
0920-00-149	24029-F50N	Various	District Wide	*	FY 24 Districtwide ADA Project	FY 24 Districtwide ADA Project. Along College St- From Pinchback Rd to IH 10	■	□	□	□
0920-00-171	24031-F50N	Various	District Wide	*	Truck Parking (FY 25)	Truck Parking (FY 25) - approximately 18 truck parking spots	■	□	□	□
0920-00-172	24032-F50N	Various	District Wide	*	Truck Parking (FY 26)	Truck Parking (FY 26) - approximately 10 truck parking spots	■	□	□	□
0065-06-067	19095-F45N	US 69	US 96, South	Jefferson C/L	US 69 Widening - US 96 to Jefferson C/L	Widen Freeway from 4 to 6 Lanes	□	□	■	□
0339-04-036	24027-F50N	SH 105	0.10 Miles East of SH 326	Pine Island Bayou	SH 105 (SH 326 to Pine Island Bayou) - Widen	Widen from 2 to 4 with CLTL	□	□	■	□
0920-00-173	24033-F50N	Various	District Wide	*	Truck Parking (FY 27)	Truck Parking (FY 27) - approximately 10 truck parking spots	■	□	□	□
0064-07-044	24023-F50N	US 96	Sabine C/L, South	0.8 Miles North of RE 255	US 96 (Sabine C/L to N of RE2550 - Widen	Widen from 2 to 4 Lanes Divided	□	□	■	□
0064-08-062	24024-F50N	US 96	0.8 Miles North of RE 255, South	RE 255	US 96 (N of RE 255 to RE 255) - Widen	Widen from 2 to 4 Lanes Divided	□	□	■	□
0200-14-060	24026-F50N	US 69	IH 10, South	SH 347	US 69 Widening - IH-10 to SH 347	Widen from 4 to 6 Main Lanes	□	□	■	□
0028-13-142	24022-F50N	IH 10	US 90, East	At UPRR	IH 10-UPRR Overpass Bridge Replacement	IH 10-UPRR Overpass - Replace Bridge and Approaches	□	■	□	□
0200-04-020	24025-F50N	US 69	Angelina County Line	Tyler County Line	US 69 Corridor - Angelina C/L to Tyler C/L	Reconstruct Existing 2 Lane Highway to 4 Lanes Divided	□	■	■	□
0920-00-133	24028-F50N	Various	Districtwide	*	IH-10 Drainage Improvements	IH-10 Drainage Improvements	■	□	■	□
0065-07-065	19084-F45N	US 69	Hardin C/L, South	Tram Road	US 69 Widening - Hardin C/L To Tram Rd	Widen Freeway from 4 to 6 Lanes	□	□	■	□
0920-00-150	24030-F50N	Various	District Wide	*	District Wide- ITS Upgrade	District Wide - ITS Upgrade to Install 40 CCTV Cameras and 8 DMSs	■	■	■	□
5000-00-272	25001-F50P	IH-10	17160 I-10, Vidor, TX 77663		Electric Car Charging Station	Install 4 Direct Current Fast Charge ports along the Electric Alt Fuel Corridors plus 5 years of Operations and Maintenance.	□	□	■	□
Multiple	NA	NA	NA	NA	Transit Operations and Maintenance	Transit Operations and Maintenance	□	□	□	■

In addition, by agreeing to support regional transit agency performance targets in the areas of transit asset management (TAM) and Public Transportation Agency Safety Plans (PTASP), the SETRPC-MPO has agreed to coordinate with Beaumont Municipal Transit (BMT), Port Arthur Transit (PAT), and South East Texas Transit (SETT) to program projects that will contribute to the accomplishment of those goals, measures, and targets. See Table 12-7 below.

Table 12-7: Project Contribution to Transit Performance Targets

MPO ID	Project Sponsor	FY Year	Description	Tam	PTASP
22015-TXXE	Beaumont Municipal Transit	2025	Operating assistance for FY 2025	X	X
22024-TXXE	South East Texas Transit	2025	Operating assistance for FY 2025	X	X
22085-TXXE	South East Texas Transit	2025	Administration and Operation of a Rural Transportation Program (2025)	X	X
20015-TXXE	Beaumont Municipal Transit	2025	Paratransit & Service Vehicle Replacement	X	
20016-TXXE	Beaumont Municipal Transit	2025	Purchase 2 Replacement Low-Emissions 30' Heavy Duty Bus	X	
25012-TXXE	Beaumont Municipal Transit	2025	Paratransit Service Operating Assistance	X	X
25013-TXXE	Beaumont Municipal Transit	2025	AVL System Replacement & Paratransit Scheduling Software	X	X
22018-TXXE	Beaumont Municipal Transit	2026	Operating assistance for FY 2026	X	X
22025-TXXE	South East Texas Transit	2026	Operating assistance for FY 2026	X	X
22086-TXXE	South East Texas Transit	2026	Administration and Operation of a Rural Transportation Program	X	X
24012-TXXE	Beaumont Municipal Transit	2027	Operating assistance for FY 2026	X	X
24015-TXXE	South East Texas Transit	2027	Administration and Operation of a Rural Transportation Program	X	X
24016-TXXE	Beaumont Municipal Transit	2028	Operating assistance for FY 2026	X	X
24018-TXXE	South East Texas Transit	2028	Administration and Operation of a Rural Transportation Program	X	X
24019-TXXE	South East Texas Transit	2028	Administration and Operation of a Rural Transportation Program	X	X



Chapter 13: Public Involvement

We Value Your Input

Public Meetings for Drafts of the JJOHRTS MTP-2050 Amendment #2, JJOHRTS 2025-2028 TIP Amendment #2, & to Learn About Transportation Conformity

The SETRPC-MPO is hosting a series of four public meetings to give citizens in Jasper, Jefferson, Orange, and Hardin Counties the opportunity to provide comments on the **JJOHRTS MTP-2050 Amendment #2 Draft**, **JJOHRTS 2025-2028 TIP Amendment #2 Draft**, and associated **Transportation Conformity**.

**Tuesday, Sept 30, 2025
@ 3:00 PM**

**Port Arthur
Public Library**

4615 9th Avenue
Port Arthur, TX 77642

(409) 985-8838

**Tuesday, Oct 7, 2025
@ 2:00 PM**

**Jasper County
Annex Building**

271 E Lamar Street
Jasper, TX 75951

(409) 384-6226

**Wednesday, Oct 1,
2025 @ 3:00 PM**

Orange Public Library

220 5th Street
Orange, TX 77630

(409) 883-1086

**Thursday, Oct 2, 2025
@ 2:00 PM**

Hybrid Event

In-Person:
SETRPC
Homer E. Nagel Room
2210 Eastex Freeway
Beaumont, TX 77703
(409) 899-8444 Ext. 6600

Virtual:
To attend the meeting
virtually, please visit our
website (www.setrpc.org)
under our upcoming
events to access the link.

Please attend any meeting to provide your input or submit written comments by 5:00 PM CST, October 17, 2025 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.

FOR IMMEDIATE RELEASE

September 18, 2025

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

**Public Encouraged to Provide Comments for the MTP-2050 Amendment #2 Draft,
FY 2025-2028 TIP Amendment #2 Draft, and to Learn About Transportation Conformity**
“SETRPC to Host Four Public Meetings beginning Tuesday, September 30, 2025”

The South East Texas Regional Planning Commission (SETRPC) will host FOUR public meetings beginning **Tuesday, September 30, 2025**, permitting citizens in Jasper, Jefferson, Orange, and Hardin Counties the opportunity to learn about the **JJOHRTS Metropolitan Transportation Plan 2050 (MTP-2050), Amendment #2 Draft**, the **JJOHRTS FY 2025-2028 Transportation Improvement Program (TIP), Amendment #2 Draft, Transportation Conformity**, and to provide comments on regional transportation needs and issues. “This is an opportunity for the public to be directly involved in the process and to have their voices heard as we develop recommendations to address transportation-related issues that are affecting the southeast Texas region. Public input is an essential part of this process, and we want to make sure the needs of our region are properly addressed,” says Bob Dickinson, Director of Transportation and Environmental Resources for SETRPC.

The public is encouraged to attend a meeting or provide written comments by 5:00 PM CST, on Friday, October 17, 2025. Public meetings will be held at the following locations:

Tuesday, September 30, 2025 - 3:00 PM

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

Wednesday, October 1, 2025 - 3:00 PM

Orange Public Library, 220 5th Street, Orange, TX

Thursday, October 2, 2025 - 2:00 PM

Hybrid Event – In Person and Virtual Meeting

SETRPC Homer E. Nagel Room, 2210 Eastex Freeway, Beaumont, TX
To attend the meeting virtually, please visit our website (www.setrpc.org)
under our upcoming events to access the link.

Tuesday, October 7, 2025 - 2:00 PM

Jasper County Annex Building, 271 East Lamar Street, Jasper, TX

These meetings are designed to solicit the public’s ideas and input on transportation needs 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 (made 48 hours in advance), 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 Metropolitan Planning Area comprised of Jasper, Jefferson, Orange, and Hardin Counties. The SETRPC, in conjunction with the Texas Department of Transportation, local governments and other interested parties, facilitates the regional multi-modal transportation planning process.

Legal Notices

Legals/Public Notices

Legals/Public Notices

September 19, 2025

BEAUMONT ENTERPRISE
LUMBERTON, TEXAS 77657

RE: PUBLIC HEARING

NOTICE IS HEREBY GIVEN the City of Lumberton will hold public hearings in the Council Chambers, City Hall, located at 836 N. Main, Lumberton, Texas, to discuss and consider the following:

- 1) For the purpose of discussion and consideration on a request submitted by Man-shire TX, LLC to approve the replat of Lot 3B, Block 1, Soaring Dove Place, Volume 4, Page 259, Plat Records, Hardin County, Texas. The property is located at 119 S LHS Drive, Abstract No. 2, in the Francisco Arriola League, Lumberton, Hardin County, Texas.
- 2) For the purpose of discussion and consideration on a request submitted by Jer-rith Stoute, on behalf of Jody Viator, to replat Lot 3A, of Walton Quarters Subdivi-sion, into Lots 3A and 3B. The Lot 3A will have 74.97' of road frontage and Lot 3B will have 25' of road frontage (Instead of the required 75'-Section 42-15 City Ord-inances). He would also like a variance to pour concrete for the driveway to within 4' of both side property lines on Lot 3B (Instead of the minimum 7 1/2'-Section 42-15 City Ordinances). The property is located at 1515 W Walton, Abstract No. 490, in the James Walea Survey, Lumberton, Hardin County, Texas.
- 3) For the purpose of discussion and consideration on a variance request submitted by Brian Hebert to build a 30'X60' accessory building (Instead of the required max-imum 800 sq. ft.-Section 50-537 City Ordinances), on a concrete slab. The peak will be 17' (Instead of the maximum 14'-Section 50-537 City Ordinances). The prop-erty is 5.5 acres, located at 229 Thomas Road, Abstract No. 14, in the Duncan El-isha Survey, Tract 96, Lumberton, Hardin County, Texas.
- 4) For the purpose of discussion and consideration on a variance request submit-ted by Jerry McFarland to build a 25'X30' accessory building (Instead of the maxi-mum 500 sq. ft.-Section 50-537 City Ordinances) to within 2 1/2' of the west side and rear property lines (Instead of the required 10' platted in August 1992). The property is located at 7654 Cobblestone Terrace, Boykin Place, Unit 4, Block 6, Lot 30, Abstract No. 53, in the S K Vanmeter League, Lumberton, Hardin County, Texas.
- 5) For the purpose of discussion and consideration on a variance request submitted by Danny and Deena Abshier to encroach upon the rear building setback line to within 15' of the property line (Instead of the required 25'-Section 42-15 City Ord-inances), to build a 16'X24' accessory building. They would also like for the peak to be 15' (Instead of the 14' maximum required-Section 50-537 City Ordinances). The property is located at 105 Asley, Glenn Wood Subdivision, Block 1, Lots 11-13, Ab-stract No. 53, in the S K VanMeter League, Lumberton, Hardin County, Texas.
- 6) For the purpose of discussion and consideration on a variance request submit-ted by Greg Hansen to encroach upon his rear building setback line to build an open-air structure, with a standing seam roof, with no walls, to within 10' of the property line (Section 50-539 City Ordinances). The property is located at 1290 Natasha's Way, Copper Point Phase 3, Tract 95, Abstract No. 46, in the R C Rogers Survey, Lumberton, Hardin County, Texas.
- 7) For the purpose of discussion and consideration on a variance request submitted by Alan and Kathy Cathey to encroach upon the south side building setback line to within 2' of the property line to widen and extend the existing driveway (Instead of 7 1/2'-Section 42-15 City Ordinances). They would also like to encroach upon the side building setback line to within 4' 8" of the property line to build the deck for the swimming pool (Instead of 7 1/2'-Section 44-19 City Ordinances). The property is located at 103 Mallory, Woosley Palms, Phase 1, Block 2, Lot 22, Abstract No. 588, in the J F Callihan Survey, Lumberton, Hardin County, Texas.
- 8) For the purpose of discussion and consideration on a variance request submit-ted by Mark and Debra Davis to encroach upon the west side and rear building set-back lines to place a 16'X26' accessory building to within 3' of the property lines (Instead of the 5' platted setback line). They would also like encroach upon the east side building setback line to within 2' 6" and rear building setback line to within 3' 6" of both property lines to place a 12'X12' accessory building (Instead of the plat-ted 5') (Total 560' Instead of the maximum required 500 sq. ft.-Section 50-537 City Ordinances). The property is located at 7669 Boardwalk, Boykin Place, Block 1, Lot 7, Abstract No. 53, in the S K VanMeter League, Lumberton, Hardin County, Texas.

A public hearing will be held by the Planning and Zoning Commission on Monday, October 6, 2025, at 6:30 PM.

A public hearing will be held by the City Council for these same items on Monday, October 13, 2025, at 6:30 PM.

Anita M. Price
Zoning Secretary

WE VALUE YOUR INPUT

The South East Texas Regional Planning Commission (SETRPC) is the designated Metropolitan Planning Organization (MPO) for the Jasper-Jefferson-Orange-Hardin Regional Transportation Study (JJOHRTS) area, comprised of Jasper, Jefferson, Or-ange and Hardin Counties. In conjunction with the Texas Department of Transporta-tion, 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 FOUR public meetings to provide the cit-izens an overview of, and an opportunity to comment on the JJOHRTS Metropolitan Transportation Plan 2050 (MTP-2050) Amendment #2 Draft, which includes trans-portionation projects through year 2050, and the JJOHRTS FY 2025-2028 Transpor-tation Improvement Program (TIP) Amendment #2 Draft, which contains projects and programs scheduled for implementation within the next four years.

Public Meeting Locations and Times:

Tuesday, September 30, 2025 - 3:00 PM
Port Arthur Public Library, 4615 9th Ave, Port Arthur, TX

Wednesday, October 1, 2025 - 3:00 PM
Orange Public Library, 220 5th Street, Orange, TX

Thursday, October 2, 2025 - 2:00 PM*
SETRPC Homer E. Nagel Room, 2210 Eastex Freeway, Beaumont, TX
*HYBRID MEETING

Tuesday, October 7, 2025 - 2:00 PM
Jasper County Annex Building, 271 East Lamar Street, Jasper, TX

The JJOHRTS MTP-2050 Amendment #2 draft and the JJOHRTS FY 2025-2028 TIP Amendment #2 draft can be downloaded at www.setrpc.org/ter. The 30-day public comment period ends on Friday, October 17, 2025. Please attend any one of the meetings to provide input or submit written comments by 5:00 PM, on that day, 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 (made 48 hours in advance), please contact Bob Dickinson at (409) 899-8444 extension 7520 or bdickinson@setrpc.org.



TRANSPORTATION &
ENVIRONMENTAL
RESOURCES

REGISTRATION

PLEASE PRINT

MEETING: Public Meeting Drafts of the JJOHRTS
MTP- 2050 Amendment #2, JJORHTS 2025-2028 TIP
Amendment #2 & Transportation Conformity

LOCATION: Port Arthur Public Library
Port Arthur, Texas

DATE: Tuesday, September 30, 2025 3:00 pm

NAME	TITLE	AGENCY	PHONE	EMAIL
1. Bob Dickinson	T&E DIRECTOR	SETRPC-MPO		bdickinson@setrpc.org
2. Casey Nguyen	Transportation Planner	SETRPC		cnguyen@setrpc.org
3. Tara Parsons	KFDM NEWS	⇒ Photographer.	4096793013	tparsons@sbgstv.com
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TRANSPORTATION &
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REGISTRATION

PLEASE PRINT

MEETING: Public Meeting Drafts of the JJOHRTS
MTP- 2050 Amendment #2, JJORHTS 2025-2028 TIP
Amendment #2 & Transportation Conformity

LOCATION: Orange Public Library
Orange, TX

DATE: Wednesday, October 01, 2025 3:00 pm

NAME	TITLE	AGENCY	PHONE	EMAIL
1. Bob Dickinson	T&E Director	SETRPC	409-899-8444	bdickson@setrpc.org
2. Maureen McAllister	President & CEO	United way of Orange County	409-883-3591	ceo@unwoctx.org
3. KELVIN KNAUF	PLANNING DIRECTOR	CITY OF ORANGE	409-988-7397	kknauf@orangetexas.gov
4. Adam Jack	PUBLIC WORKS DIRECTOR	CITY OF ORANGE	409-988-1082	ajack@orangetexas.gov
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TRANSPORTATION &
ENVIRONMENTAL
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REGISTRATION

PLEASE PRINT

MEETING: Public Meeting Drafts of the JJOHRTS
MTP- 2050 Amendment #2, JJORHTS 2025-2028 TIP
Amendment #2 & Transportation Conformity

LOCATION: SETRPC (Hybrid)
Beaumont, TX

DATE: Thursday, October 02, 2025 2:00 pm

NAME	TITLE	AGENCY	PHONE	EMAIL
1. Bob Pickering	T & E Director	SETRPC	409-899-8111	
2. James Moore	Senior Transportation GIS Analyst	SETRPC	" "	
3. George Nguyen	TRANSPORTATION PLANNER	SETRPC		
4. BRANSON WILLIS	Commissioner	Jefferson County		
5. John Mer			409 503 1112	John Moore 10/2 @ 6:11 PM
6. Jon Sherwin		City of Orange		
7. Mike Lund		City of Bridge City		
8. Clint Fore		City of Port Neches		
9. NANCY PERON		TxDOT - BEAUMONT		
10. Barbara Maley		FHWA		

NAME	TITLE	AGENCY	PHONE	EMAIL
11. Carolina-Lopez-Herrera	Tx DOT - District	Tx DOT - BEAUMONT		
12. Kelvin Knauf		City of ORANGE		
13. Kevin Hall		T.T.I.		
14. Ernie Koch	Prec. 4 Hardin County Comm.	Hardin County		
15. Mark ALLEN	Jasper County Judge.	Jasper County		
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MEETING: Public Meeting Drafts of the JJOHRTS
MTP- 2050 Amendment #2, JJORHTS 2025-2028 TIP
Amendment #2 & Transportation Conformity

LOCATION: Jasper County Annex Building
Jasper, TX

DATE: Tuesday, October 07, 2025 2:00 pm

NAME	TITLE	AGENCY	PHONE	EMAIL
1. Bob Dickinson	TJE DIRECTOR	SETRPC	409- 899-8444	
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13.5 Resolution

Resolution

NO. 2024-4

AUTHORIZING THE APPROVAL OF THE JJOHRTS MTP-2050 AMENDMENT 2 FOR THE SOUTH EAST TEXAS REGIONAL PLANNING COMMISSION METROPOLITAN PLANNING ORGANIZATION (MPO)

WHEREAS, the JJOHRTS Metropolitan Transportation Plan MTP-2050 was adopted by the Transportation Planning Committee on May 23, 2024; and

WHEREAS, the JJOHRTS MTP must be updated every five years; and

WHEREAS, the JJOHRTS MTP-2050 AMENDMENT 2 for the SETRPC-MPO was adopted by the Transportation Planning Committee on October 23, 2025; and

WHEREAS, the JJOHRTS MTP-2050 AMENDMENT 2 was developed in compliance with the SETRPC-MPO Public Participation Plan; and

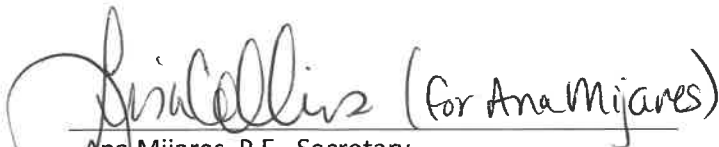
WHEREAS, the JJOHRTS MTP-2050 AMENDMENT 2 has been developed utilizing the following criteria:

- i. Uses the latest planning assumptions, and
- ii. Meets all consultative requirements, and
- iii. Meets fiscal constraint requirement in the development of the JJOHRTS Metropolitan Transportation Plan (MTP) - 2050 AMENDMENT 2

NOW, THEREFORE, BE IT RESOLVED BY THE TRANSPORTATION PLANNING COMMITTEE FOR THE SOUTH EAST TEXAS REGIONAL PLANNING COMMISSION-METROPOLITAN PLANNING ORGANIZATION, THAT THE JJOHRTS MTP-2050 AMENDMENT 2 BE ADOPTED AS IDENTIFIED IN THE OCTOBER 23, 2025, TPC MEETING PACKET.

PASSED AND APPROVED this 23rd day of October 2025, at a regularly scheduled meeting of the Transportation Planning Committee.

APPROVED:



Ana Mijares, P.E., Secretary
JOHRTS Transportation Planning Committee
TxDOT-Beaumont District Engineer

APPROVED:



LW Cooper, Vice-Chairman
JOHRTS Transportation Planning Committee
Commissioner, Hardin County



13.6 Self Certification

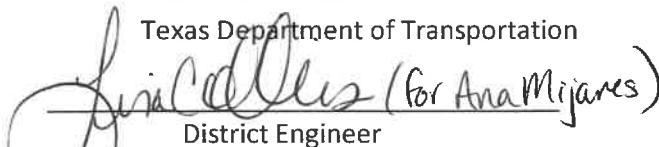
**MPO
SELF-CERTIFICATION**

In accordance with 23 Code of Federal Regulations (CFR) part 450.334, the Texas Department of Transportation and the Beaumont-Port Arthur Metropolitan Planning Organization for the Hardin, Jasper, Jefferson, Orange Counties urbanized area(s) hereby certify that the metropolitan transportation planning process is being carried out in accordance with all applicable requirements including:

- (1) 23 United States Code (U.S.C) 134, 49 U.S.C. 503, and 23 CFR 450 subpart C;
-Metropolitan Transportation Planning and Programming
- (2) In nonattainment and maintenance areas, sections 174 and 176(c) and (d) of the Clean Air Act, -- as amended (42 U.S.C. 7504, 7506(c) and (d)) and 40 CFR part 93;
- (3) Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21;
- (4) 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity.
- (5) Section 1101(b) of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: a legacy of users ((SAFETEA-LU (Public Law 109-59) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in USDOT funded projects.
- (6) 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts.
- (7) 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);
- (8) 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.
- (9) Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender; and
- (10) Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities

Ana Mijares, P.E.

Beaumont District
Texas Department of Transportation

 (for Ana Mijares)
District Engineer

10/23/2025

Date

LW Cooper

Metropolitan Planning Organization
Vice-Chairperson


Vice Chairperson

10/23/2025

Date