

Freight Projects

The current JOHRTS Metropolitan Transportation Plan (MTP) includes several projects addressing freight, but **system needs and gaps remain**.

The JOHRTS RFMP prioritized unmet freight mobility, safety, pavement, and bridge conditions. Resulting high-priority and adjacent projects were combined into **20 project packages to address these gaps**.

The JOHRTS RFMP set six goals with objectives structured to be consistent with the JOHRTS MTP goals.

JOHRTS RFMP Goals

- Economic Competitiveness
- Freight Mobility and Reliability
- State of Good Repair
- Safety, Security, and Resiliency
- Environmental Stewardship and Quality of Life
- Sustainable Funding

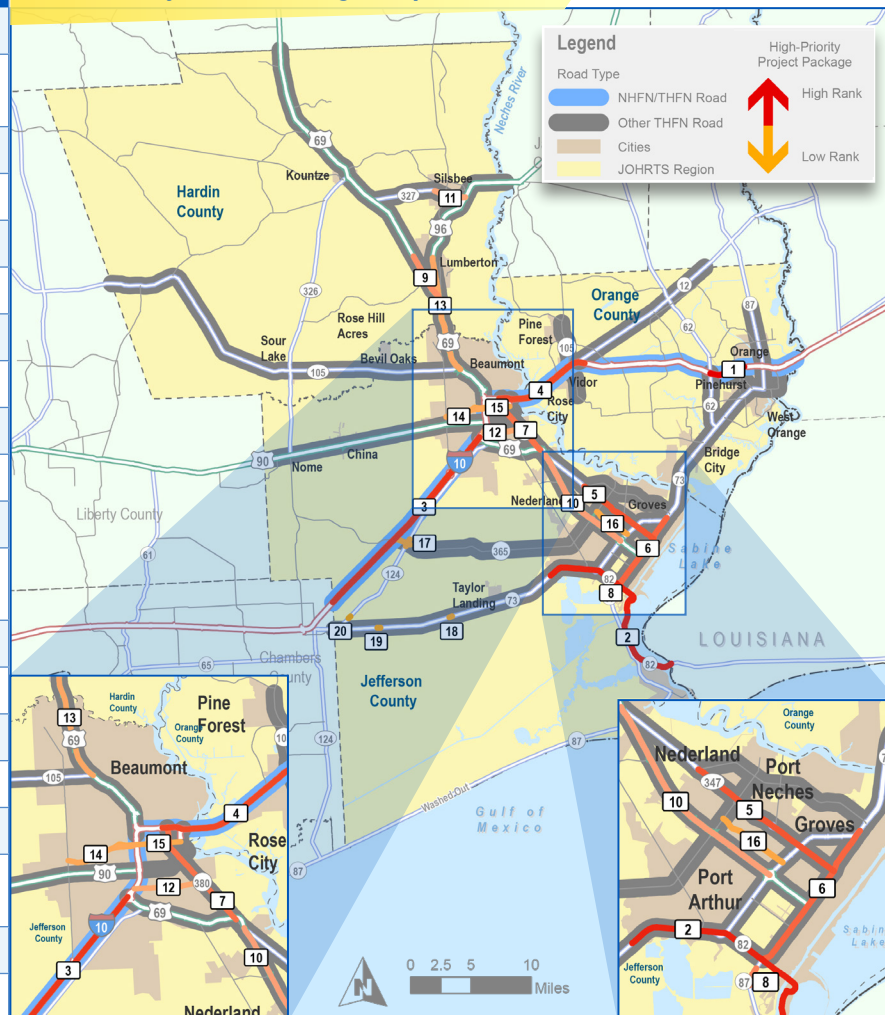
JOHRTS MTP Goals

- 1 Foster Economic Development
- 2 Improve the Operational Efficiency of the Transportation Network
- 3 Preserve and Maintain the Existing Transportation System
- 4 Enhance the Safety and Security of the Transportation Community
- 5 Protect and Improve the Environment
- 6 Maintain Financial Responsibility in the Development and Preservation of the Transportation System

PROJECT PACKAGE # / EXTENTS

1	I-10 from US 90 Bus to MLK Jr Drive
2	SH 73/SH 82 from Taylor Bayou to Texas-Louisiana Border
3	I-10 from Jefferson County line to US 69
4	I-10 from SH 380 to Old US 90
5	SH 347 from SH 87 to FM 366
6	SH 87 from SH 73 to SH 82
7	SH 380 from US 69 to I-10
8	SH 87 bridges west of SH 82
9	US 69 from US 96 to Wheeler Road
10	US 69 from SH 73 to SH 347
11	SH 327 from S. 19th Street to US 96
12	Washington Boulevard from I-10 to San Antonio Street
13	US 69 from Tram Road to Lumberton
14	Phelan Boulevard from N. Major Drive to I-10
15	Calder Avenue from Phelan Boulevard to US 90
16	9th Avenue from SH 73 to FM 365
17	FM 365 / SH 124 Intersection
18	SH 73 Bridge between Labelle Road and Boondocks Road
19	SH 73 Bridge on Mayhaw Bayou
20	SH 124 Bridge at 1.6 miles northeast of SH 73

Locations of Potential Freight Improvements

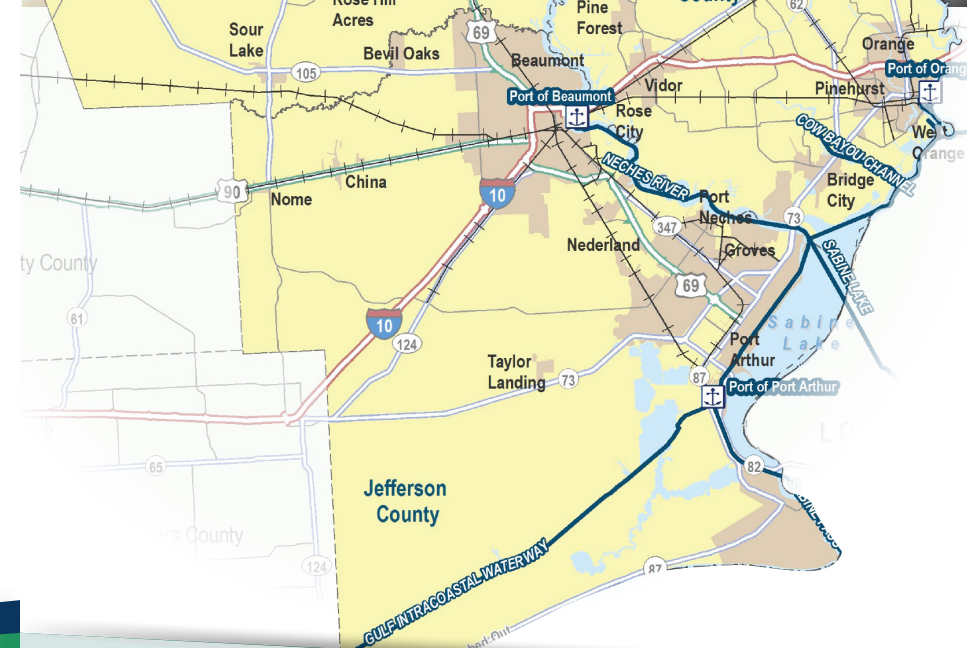


This freight plan also provides policies, programs, and study recommendations. **POLICIES** are broad recommendations to improve regional freight planning approaches. **PROGRAMS** are initiatives undertaken to achieve policy goals. **STUDIES** identify policies' and programs' additional needs.

Regional Freight Mobility Plan 2045

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

Executive Summary



Freight Moves Southeast Texas

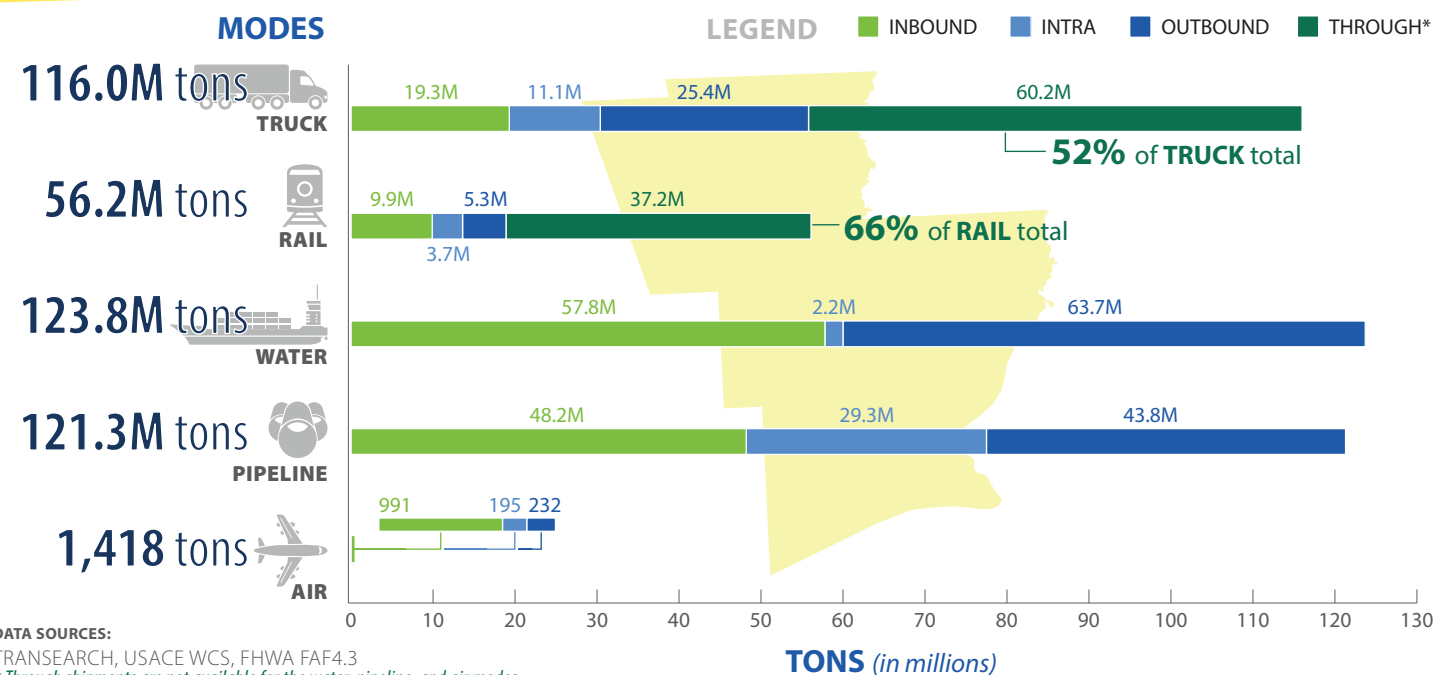
Millions of freight tons worth billions of dollars annually traverses southeast Texas' transportation infrastructure, including finished goods and intermediate materials.

A key objective of the JOHRTS Regional Freight Mobility Plan (RFMP) is to outline and understand these freight characteristics, including the related economic impacts and identification of freight needs.

Goods Movement and the Economy

In the JOHRTS region, the oil refining supply chain dominates all tonnage, value, and most modes, especially pipeline and water. The adjacent figure also highlights the relatively large truck and rail tons, which are mostly through the region.

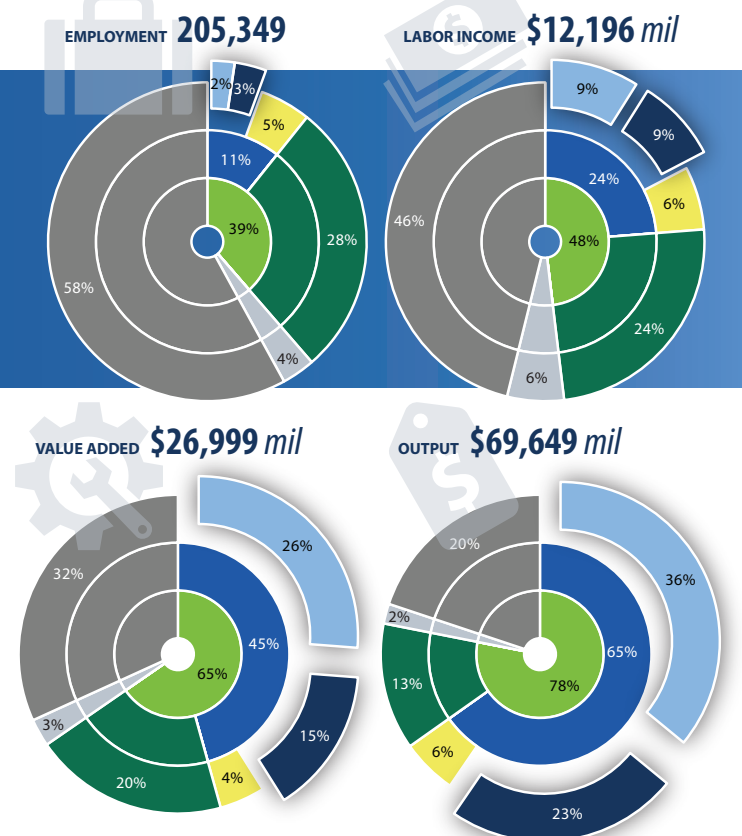
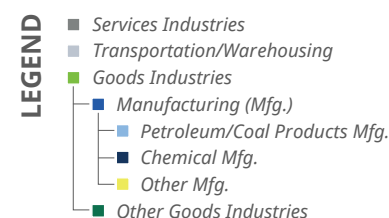
Beaumont Freight Summary, Tons in 2015



Major Regional Industries

The *Petroleum and Coal Products Manufacturing* and *Chemical Manufacturing* industries represent 5% of regional employment, but earn 18% of the regional labor income. These two industries produce 41% of the Gross Regional Product (GRP), and represent 59% of the regional output (total sales value).

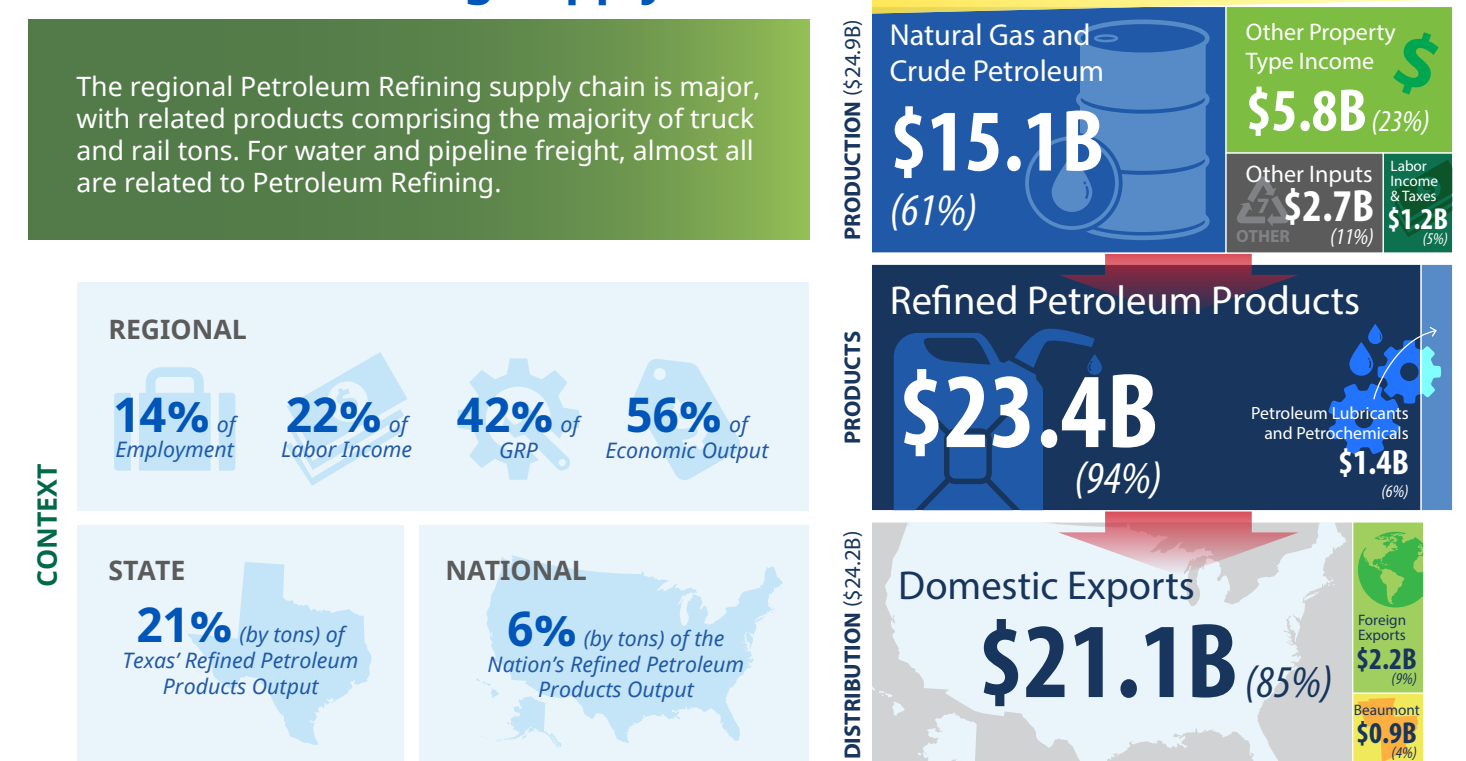
Major Industries by Economic Measures



Petroleum Refining Supply Chain

The regional Petroleum Refining supply chain is major, with related products comprising the majority of truck and rail tons. For water and pipeline freight, almost all are related to Petroleum Refining.

Economic Relationships in 2016



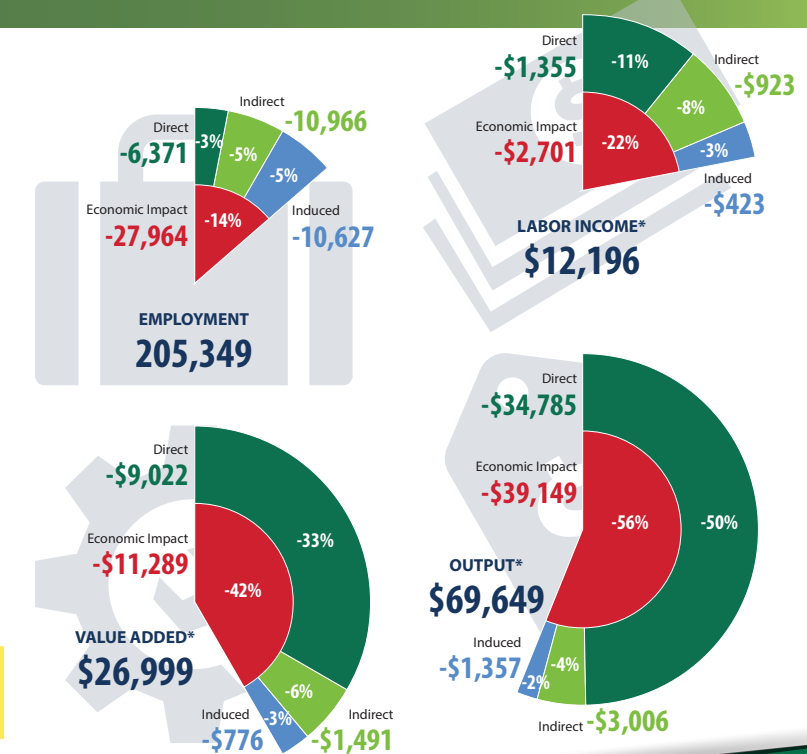
Resiliency

ISSUE Southeast Texas has faced multiple disruptions including hurricanes, flooding, and industry sector changes. I-10 remains one of the most important routes during flooding events.

POTENTIAL IMPACT If the regional transportation system was severely compromised (e.g., hurricane), inbound crude oil and outbound refined petroleum could effectively cease – resulting in an impact equal to losing the *Petroleum Refineries* and *Petrochemical Manufacturing* industries.

POTENTIAL SOLUTION The region should consider resiliency in prioritization projects. A GIS-based resilience evaluation process was developed to more effectively prioritize recovery projects based on potential resiliency benefits.

Impacts of Disrupted Petroleum Refining and Petrochemical Manufacturing



*millions of dollars