

JJOHRTS FY 2027-2030 Transportation Improvement Program

Effective from *TBD*

South East Texas Regional Planning Commission
Metropolitan Planning Organization (SETRPC-MPO)

*for the Jasper-Jefferson-Orange-Hardin Regional
Transportation Study (JJOHRTS) Area*

30-Day Public Comment Period: April 1, 2026 to May 1, 2026

Adopted by the Transportation Planning Committee on *TBD*

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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Chapter 1: Planning Process

1.0 Introduction

The South East Texas Regional Planning Commission (SETRPC) MPO serves as the Metropolitan Planning Organization (MPO) for southeast Texas, encompassing a three-county area consisting of Jefferson, Orange, and Hardin counties. Jasper County lies just north of this region. Over the past few years, SETRPC MPO has been collaborating with TxDOT's Transportation Planning and Programming Division (TPP) to extend its jurisdiction to incorporate Jasper County. To facilitate this incorporation process, updates have been made to the Jasper-Jefferson-Orange-Hardin Regional Transportation Study (JJOHRTS) 2050 Travel Demand Model. Additionally, the new JJOHRTS MTP-2050 and the JJOHRTS 2027-2030 TIP are also developed to encompass this additional area. Currently, SETRPC MPO is working with TxDOT TPP to address the administrative requirements necessary for the resignation of the SETRPC MPO to include Jasper County (Figure 1).

The SETRPC-MPO provides a decision-making forum for southeast Texas and is responsible for conducting a continuing, comprehensive, and cooperative transportation planning process. The main purpose of the SETRPC-MPO is to develop and maintain all transportation plans for the Jasper-Jefferson-Orange-Hardin Regional Transportation Study (JJOHRTS) area. The SETRPC-MPO's short-range transportation plan is the Transportation Improvement Program (TIP), which presents the various highway and transit projects that are expected to be let for construction or implementation within the four-year time frame covered. All regional transportation projects and programs are required to be identified and prioritized in the TIP in order to be eligible for Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) funds.

1.1 TIP Structure

The JJOHRTS Fiscal Year (FY) 2027-2030 TIP is the short-range implementation portion of the JJOHRTS Metropolitan Transportation Plan (MTP) 2050. Developed through coordinated federal, state, and local efforts, the MTP incorporates all regional transportation projects and programs that are expected to be completed within the plan's horizon of 20-25 years.

The JJOHRTS FY 2027-2030 TIP developments and updates must be reviewed and adopted by the JJOHRTS Transportation Planning Committee (TPC), the MPO's policy committee that ensures that all transportation plans and programs are consistent with the adopted goals and objectives for the JJOHRTS area. As with all regional plan updates, the SETRPC conducts robust and inclusive public involvement to provide stakeholders and the general public with the opportunity to participate in all decision-making.

The TIP contains the **Project Listings** section that includes those projects funded within the four-year period covered by the TIP and is divided into the following components:

- ➔ Federally Funded Highway Projects

- ➔ Grouped Projects
- ➔ Federally Funded Transit Projects
- ➔ State Funded Highway Projects (No projects listed in the JJOHRTS FY 2027-2030 TIP)
- ➔ Locally Funded Regionally Significant Projects (No projects listed in the JJOHRTS FY 2027-2030 TIP)

Other projects involving specific project development phases except for construction are contained within the following project lists:

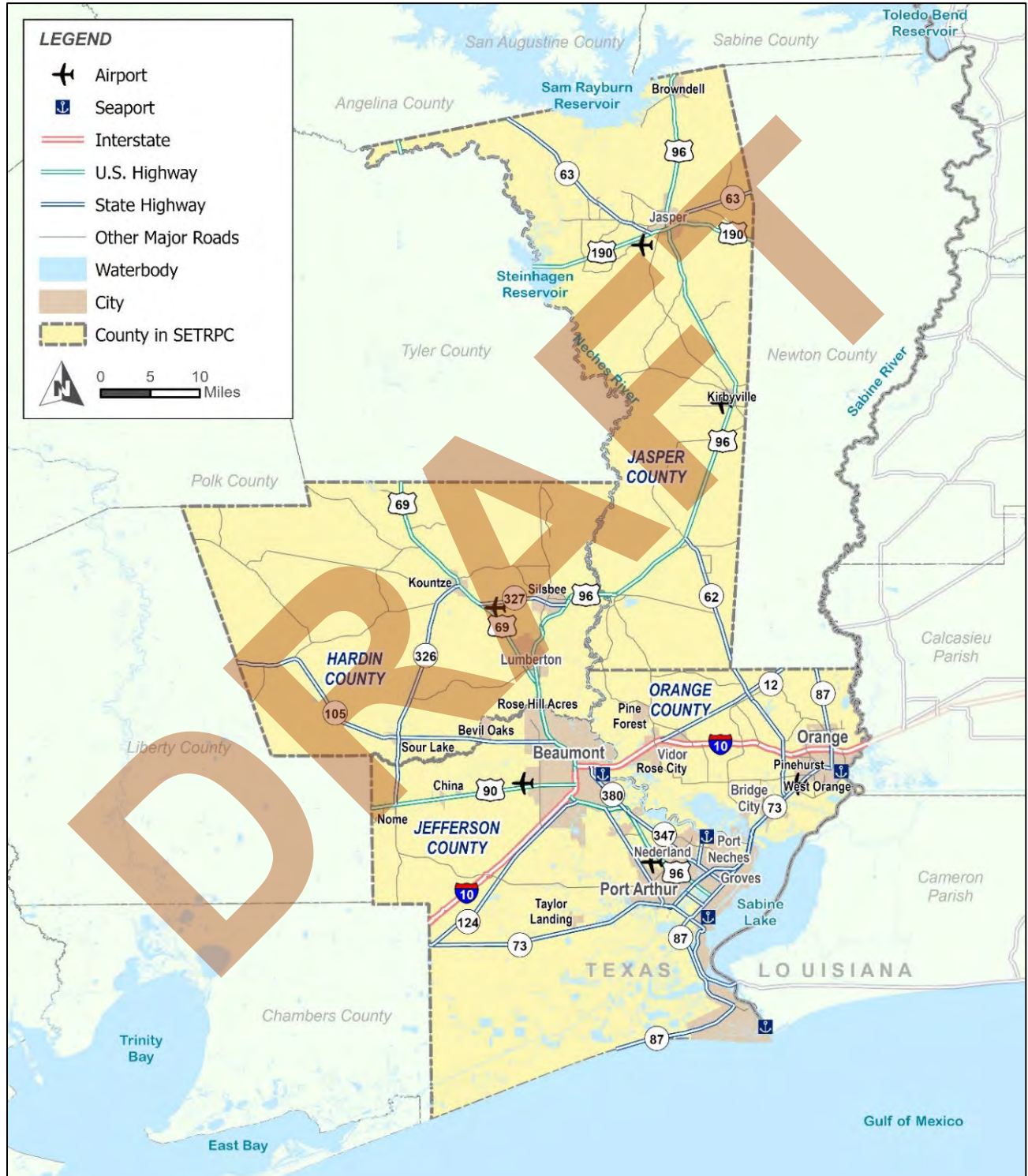
- ➔ Right-of-Way Projects (No projects listed in the JJOHRTS FY 2027-2030 TIP)
- ➔ Feasibility Studies (No projects listed in the JJOHRTS FY 2027-2030 TIP)

1.2 JJOHRTS Area Description

The JJOHRTS area consists of the four-county region of southeast Texas – Jasper, Jefferson, Orange, and Hardin Counties. The JJOHRTS metropolitan planning area is shown in Figure 1. Due to the predominance of the petrochemical industry and their significance as major manufacturing and industrial centers, the larger cities of Beaumont, Port Arthur, and Orange are often referred to as the “Golden Triangle.” The JJOHRTS area contains the Beaumont and Port Arthur urbanized areas, and is characterized by agricultural, industrial, and low-density residential and commercial land uses.

The population for the full JJOHRTS area was 429,311 persons in 2022 according to the U.S. Census Bureau 2022 American Community Survey 5-Year Estimates. The region has experienced stagnant population growth from 2018 through 2022. Over this five-year period, populations of all counties grew by less than 1%. 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. Since then, the population has remained stable except in Hardin County, which is continuing to grow.

Figure 1: SETRPC Metropolitan Planning Area



1.3 Federal and State Requirements

1.3.1 Bipartisan Infrastructure Law (BIL)

On November 15, 2021, President Joe Biden signed into law the Infrastructure Investment and Jobs Act (IIJA), referred to as the Bipartisan Infrastructure Law (BIL). The BIL provides \$550 billion over fiscal years 2022 through 2026 in new federal investment in infrastructure, including for roads, bridges, mass transit, water infrastructure, resilience, and broadband.

For highway programs specifically, the BIL provides \$350.8 billion over fiscal years 2022 through 2026. The BIL includes more than a dozen new highway programs, including:

- ➔ Formula: resilience, carbon reduction, bridges, and electric vehicle (EV) charging infrastructure.
- ➔ Discretionary: bridges, EV charging infrastructure, rural projects, resilience, wildlife crossings, and reconnecting communities.

Overall, the BIL focuses on safety, bridges, climate change, resilience, and project delivery.

The information in this section is provided to acknowledge the existence of the BIL and to note its implications for transportation planning. The emergence of the BIL does not represent an abandonment of the programs and planning requirements established under the *Fixing America's Surface Transportation (FAST) Act*, the *Safe, Accountable, Flexible and Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU)* and *Moving Ahead for Progress in 21st Century (MAP-21)*, the previous federal transportation bills. In fact, many of the same programs and metropolitan planning requirements are continued under the BIL.

1.3.2 Fixing America's Surface Transportation (FAST) Act

The previous surface transportation funding bill, the *Fixing America's Surface Transportation (FAST) Act*, was signed into law by President Obama on December 4, 2015.

All transportation projects and programs must address the FAST Act planning factors in order to provide a safe, energy-efficient, and environmentally sound movement of persons and goods on the regional transportation system. These planning factors call for transportation planning to:

- 1) Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency;
- 2) Increase the safety of the transportation system for motorized and nonmotorized users;
- 3) Increase the security of the transportation system for motorized and nonmotorized users;
- 4) Increase the accessibility and mobility of people and for freight;
- 5) Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and state and local planned growth and economic development patterns
- 6) Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;

- 7) Promote efficient system management and operation;
- 8) Emphasize the preservation of the existing transportation system;
- 9) Improve the resiliency and reliability of the transportation system;
- 10) Reduce or mitigate stormwater impacts of surface transportation; and
- 11) Enhance travel and tourism.

The FAST Act introduced supplemental actions for all MPOs to remain in compliance with federal requirements. The SETRPC-MPO has taken the following actions to remain in compliance:

- 1) The Public Participation Plan (PPP) was updated to include a) public ports; b) private providers of transportation (including intercity bus operators, employer-based commuting programs, such as carpool program, vanpool program, transit benefits program, parking cash-out program, shuttle program, or telework program). (Ref: 23 CFR 450.316(a))
- 2) The MTP-2050 demonstrated consultation with agencies involved in a) tourism; b) natural disaster risk reduction. (Ref: 23 CFR 450.316(b))
- 3) The SETRPC-MPO, TxDOT, and the providers of public transportation (BMT, PAT, and SETT) jointly agreed upon and developed specific written provisions for cooperatively developing and sharing information related to: a) transportation performance data; b) the selection of performance targets; c) the reporting of performance targets; d) the reporting of performance to be used in tracking progress toward attainment of critical outcomes for the region of the MPO & the collection of data for the State asset management plan for the NHS. (Ref: 23 CFR 450.314(h))
- 4) The MTP-2050 incorporated two new planning factors within the metropolitan transportation planning process: a) Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation; b) Enhance travel and tourism. (Ref: 23 CFR 450.206(a) (9&10) and 306(b) (9&10))
- 5) The MTP-2050 included an assessment of capital investment and other strategies to preserve the existing and future transportation system and reduce the vulnerability of the existing transportation infrastructure to natural disasters. (Ref: 23 CFR 450.324(f)(7)).
- 6) The MTP-2050 included a description of the (Federally required) performance measures and performance targets used in assessing the performance of the transportation system. (Ref: 23 CFR 450.324(f)(3))
- 7) The MTP-2050 included a system evaluation report evaluating the condition and performance of the transportation system with respect to the (Federally required) performance targets including progress achieved by the MPO toward the performance targets. (Ref: 23 CFR 450.324(f)(4))
- 8) The TIP includes (to the maximum extent practicable) a description of the anticipated effect of the TIP toward achieving the performance targets identified by the State in the long-range statewide transportation plan and by MPO in the MTP. (Ref: 23 CFR 450.218(q) and 326(d))

- 9) The TIP includes a linkage from the investment priorities in the TIP to achievement of performance targets in the plans. (Ref: 23 CFR 450.218(q) and 326(d)) The SETRPC-MPO continues to address these requirements through coordination, consultation, and implementation between the SETRPC-MPO and different agencies and stakeholder groups. By adhering to these requirements, the SETRPC-MPO continues to develop a safe, efficient, and resilient transportation network for all users.

1.3.3 Performance Management

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

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

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

As part of performance management, recipients of federal aid highway funds will make transportation investments to achieve performance targets that make progress toward the following national goals shown in Table 1.

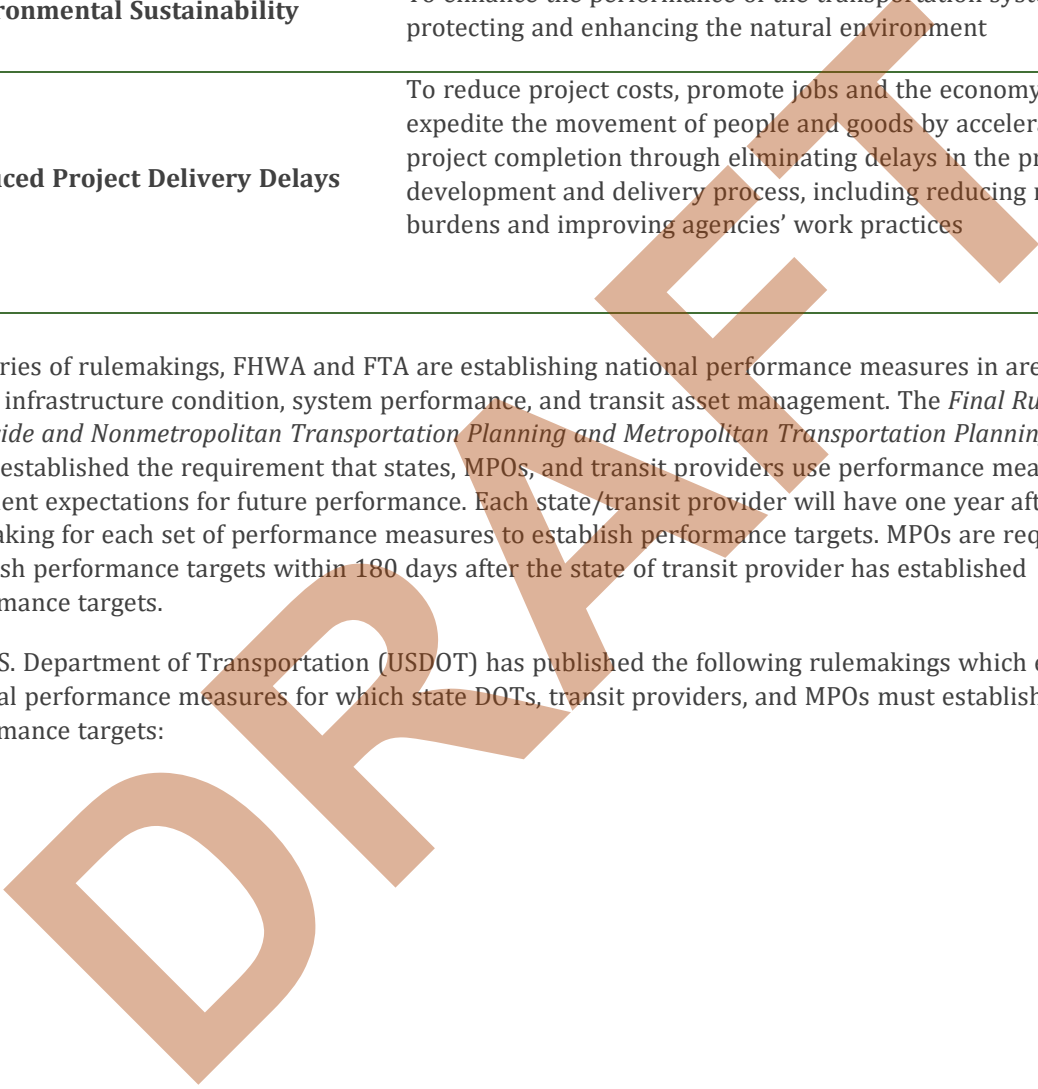
Table 1: National Performance Management Goals

Goal Area	National Goal
Safety	To achieve a significant reduction in traffic fatalities and serious injuries on all public roads
Infrastructure Condition	To maintain the highway infrastructure asset system in a state of good repair
Congestion Reduction	To achieve a significant reduction in congestion on the National Highway System
System Reliability	To improve the efficiency of the surface transportation system

<p>Freight Movement and Economic Vitality</p>	<p>To improve the national freight network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development</p>
<p>Environmental Sustainability</p>	<p>To enhance the performance of the transportation system while protecting and enhancing the natural environment</p>
<p>Reduced Project Delivery Delays</p>	<p>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</p>

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

The U.S. Department of Transportation (USDOT) has published the following rulemakings which establish national performance measures for which state DOTs, transit providers, and MPOs must establish performance targets:



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

The SETRPC-MPO will maintain awareness of the performance management process at both the federal and state level and will continue to implement performance targets at the MPO level as appropriate. The integration of performance management into the TIP is documented in **Chapter 7: Integration of Performance Measures**. If the process of implementing performance targets requires additions or changes to the MTP and TIP, the documents will be amended in the future.

1.3.4 TIP Financial Summary

Transportation legislation mandates fiscal responsibility in the preparation of all transportation plans and programs. In particular, the TIP is required to include a financial summary that outlines the source and amount of expected funds for all submitted projects. FHWA and FTA funding requirements also mandate that all highway and transit projects receiving federal, state, or locally significant funding be identified and prioritized in the TIP. A project may not be included in the TIP if full funding cannot be reasonably anticipated before the project is let for construction or implementation. The financial summary for this JJOHRTS FY 2027-2030 TIP is shown in **Chapter 4: Financial Summary** section of the document.

1.3.5 Public Involvement

Citizen involvement remains an important component of the transportation planning process in the JJOHRTS area. The SETRPC-MPO develops and maintains the Public Participation Plan (PPP), which provides the public an opportunity to contribute ideas and voice opinions on the preparation of all transportation plans and programs. As part of developing and/or revising the TIP, the SETRPC-MPO is required by federal regulations to provide the public with opportunities to be involved in the planning process. The following activities are outlined in the PPP for TIP public involvement:

For New TIP Developments:

- ➔ The new TIP requires a thirty-day public review and comment period.
- ➔ A formal public meeting is required in each county during the preparation of a new TIP.

For TIP Amendments or Updates:

- ➔ All TIP amendments and updates require a thirty-day public review and comment period.
- ➔ Formal public meetings are required when projects are added to or deleted from the TIP.

1.3.6 Title VI

The JJOHRTS PPP includes Title VI/Environmental Justice (EJ) principles on providing opportunities for potentially disadvantaged persons to participate in the planning process. In addition, the PPP supports Executive Order #13166 (Improving Access to Services for Persons with Limited English Proficiency). The SETRPC-MPO maintains a Title VI/Environmental Justice Program and a Limited English Proficiency Plan for the JJOHRTS region. The JJOHRTS PPP, Title VI/Environmental Justice Program, and Limited English Proficiency Plan ensure opportunities to increase communication and dialogue between decision-makers and the public.

1.3.7 Americans with Disabilities Act

The SETRPC-MPO promotes projects and programs that provide quality transportation services to disabled persons in southeast Texas (for example, paratransit services and pedestrian improvements). Although funding is not likely to increase between 2021 and 2024, South East Texas Transit (SETT), the area's rural transportation system, will strive to accommodate the increase in demand for its services that may occur.

Beaumont Municipal Transit (BMT) and Port Arthur Transit (PAT) will continue to enhance their paratransit services. Both BMT and PAT will consider replacing or purchasing paratransit vehicles upon receiving additional transit funds from the FTA, in accordance with their respective Transit Asset Management Plans.

1.3.8 Air Quality Standards

In southeast Texas, the petrochemical facilities, power plants, automobiles, and vegetation produce volatile organic compound (VOC) and nitrogen oxide (NO_x) emissions that contribute to the formation of ozone, a harmful gas that degrades the quality of the air and damages the atmosphere. The 1990 Federal Clean Air Act amendments authorized the EPA to designate areas failing to meet the National Ambient Air Quality Standard (NAAQS) for ozone as nonattainment for the standard. The SETRPC-MPO promotes the development of transportation projects and programs that reduce VOC and NO_x emissions and decrease the formation of ozone.

1.3.8.1 Attainment Status

The Beaumont-Port Arthur ozone maintenance area (Hardin, Jefferson, and Orange Counties) was re-designated 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.

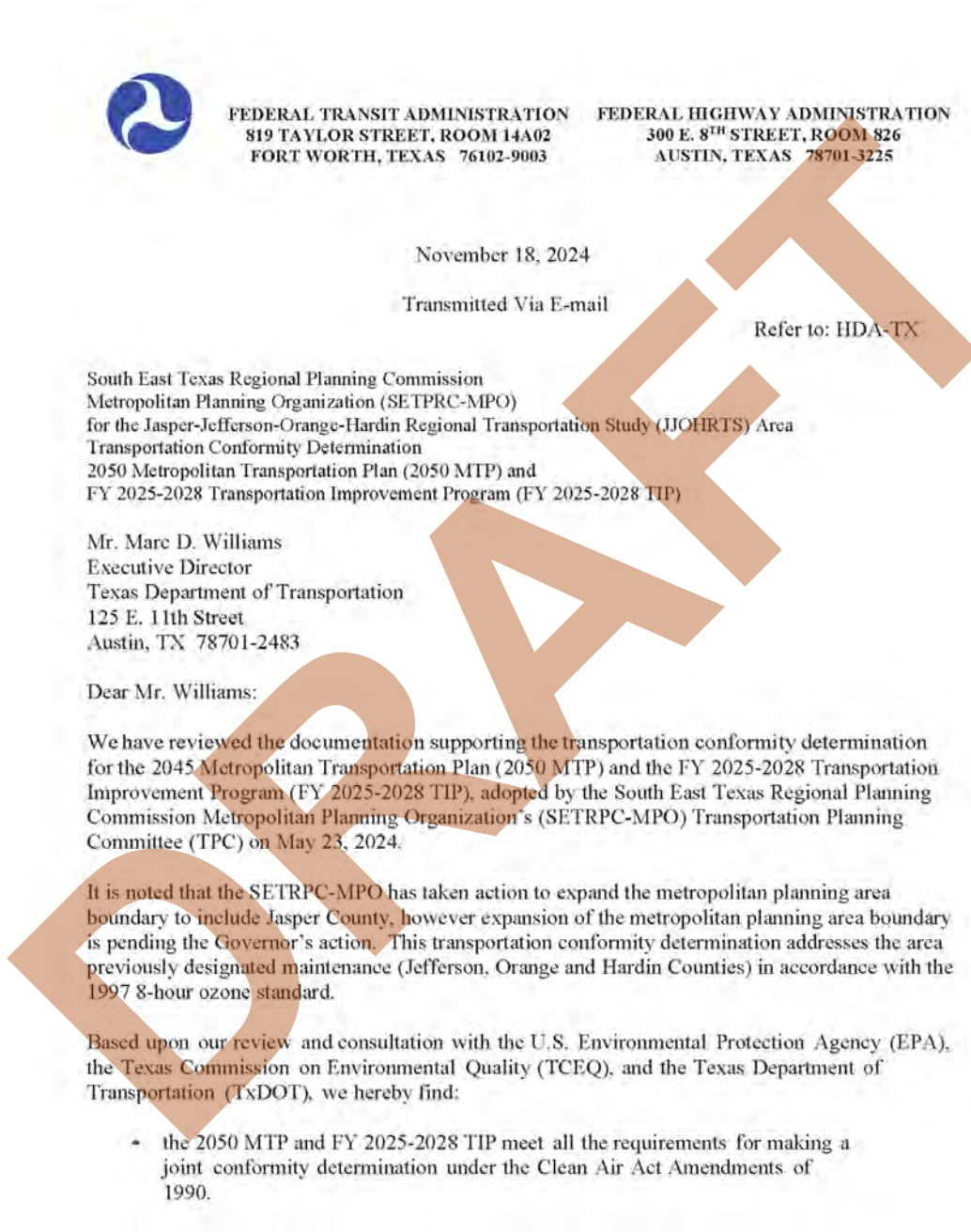
On February 16, 2018, the United States Court of Appeals for the District of Columbia Circuit issued an opinion in the case *South Coast Air Quality Management District v. EPA*, 882 F.3d 1138 (South Coast II). The case was a challenge to EPA's 2008 eight-hour ozone NAAQS state implementation plan (SIP) 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.

Based on these regulations and court rulings, the JJOHRTS area is classified as in conformity for all air quality standards. The conformity determination from the United States Department of Transportation (USDOT) is shown in Figure 2.

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Figure 2: TxDOT Conformity Determination



Additionally, we find:

- the 2050 MTP satisfactorily complies with the requirements of 23 CFR §450.324 regarding the review and update of metropolitan transportation plans; and
- the FY 2025-2028 TIP satisfactorily complies with the requirements of 23 CFR §450.326 regarding the update, public involvement, project inclusion, consistency with the plan, and fiscal constraint of TIPs.

The interagency consultative partners have indicated that they have no unresolved issues concerning this conformity determination in their letters dated: November 4, 2024, for TCEQ, November 8, 2024, for TxDOT, and November 7, 2024, for EPA. The conformity determination and procedures used to make this determination are in accordance with the provisions of the transportation conformity rule (40 CFR Parts 51 and 93), dated August 15, 1997, as amended.

This action restarts the time clock associated with the requirement to determine conformity no less frequently than every four years. Also, please note that this action restarts the time clock associated with a five-year MTP update. Accordingly, an updated conformity determination is required by November 17, 2028, and an updated MTP and corresponding conformity determination is required by November 17, 2029.

The Federal Highway Administration (FHWA) acts as executive agent for the Federal Transit Administration (FTA) on metropolitan transportation plan and transportation improvement program air quality conformity determinations. Accordingly, this letter will serve as a joint FHWA/FTA conformity determination.

Should you have any questions concerning this action, please contact Jose Campos (Jose.Campos@dot.gov (512) 536-5932) or Barbara Maley (Barbara.Maley@dot.gov (972) 561-8025).

Sincerely yours,

 Digitally signed by
ACHILLE ALONZI
Date: 2024.11.18
13:33:38 -06'00'

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Division Administrator

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Metropolitan Planning Organization (SETPRC-MPO)

Commissioner L.W. Cooper, Hardin County, SETRPC-MPO Vice-Chairman
Bob Dickinson, Director, Transportation and Environmental Resources

1.4 TIP Project Selection Process

1.4.1 Project Sources

The project selection process for the TIP is considered a subset of the JJOHRTS Project Selection Process, which is a coordinated effort between the SETRPC-MPO and regional entities to identify and prioritize projects during each four-year MTP cycle. Projects included in the TIP are selected from the following sources:

- From last two fiscal years' projects of the previous TIP
- Projects that have not let for construction can also be advanced from earlier fiscal years of the previous TIP
- Projects from the financially constrained component of the MTP
- From the Texas Department of Transportation's (TxDOT) ten-year Unified Transportation Program (UTP), including environmental and feasibility studies
- Additional projects from local governments, transit agencies, and other member agencies

1.4.2 Selection Criteria

All selected projects must satisfy the following criteria:

- Be consistent with the JJOHRTS area long-range goals as defined in the current MTP
- Demonstrate support in achieving performance targets
- Have a committed match-funding source and cost estimate by the project sponsor
- Federal and state-funded projects must be located on a TxDOT / FHWA approved functional classification system

1.4.3 Submittal Content

Projects that are selected during a TIP update or through quarterly revisions need to include the following information:

- MPO Project ID (identification) number
- Control-Section-Job (CSJ) number
- Project name / location and limits
- Brief description of project
- Funding category and number
- Project costs (includes federal, state, and local contribution funds) [Also list federal and state funds that are apportioned by different funding sources]
- Let and Revision dates
- Project phase (if available)

1.4.4 Amendments

TIP revisions are typically conducted on a quarterly basis. Examples of changes that require a TIP revision include:

- Adding federally funded projects
- Adding regionally significant state funded projects

- ➔ Changing the estimated cost of a project that results in a 50% increase in cost and a cost that exceeds \$1.5 million
- ➔ Changes to project limits or scope of work for federally funded projects
- ➔ Changing the funding sources for a project from non-federal to federal funds

Examples of changes that do not require a TIP revision include:

- ➔ Changes to project identification numbers (such as Control-Section-Job (CSJ) numbers)
- ➔ Updating the project's let date
- ➔ Change in the estimated cost of a project that does one, but not both, of the following: a) exceeds 50% and b) results in a cost exceeding \$1.5 million
- ➔ Splitting or combining projects without modification to original project design concept and scope
- ➔ Modifying the project cost estimate without altering the limits or scope
- ➔ Moving a project from one federal funding category to another
- ➔ Moving a project from one state funding category to another
- ➔ Changing a project's funding source from federal to state funding
- ➔ Changes to projects within the "grouped" category

1.5 Project Listing Information

This section explains the attributes for the information provided in the project listing.

1.5.1 Control-Section-Job Number

A project identification number assigned by TxDOT for projects included in the UTP or their Project Development Program.

1.5.2 MPO ID Number

The MPO's assigned project identification number for the database tracking of all transportation projects listed in the JJOHRTS MTP and TIP. The following information provides a description of the Project ID numbers (with the first five digits as a constant identifier for project tracking, while the last four digits may be modified during the PSP).

Columns 1 & 2 (94026-F15E) list the last two digits of the year a project was first submitted into the MTP Project Selection Process.

Columns 3, 4, & 5 (94026-F15E) represent a sequential number assigned during the submittal year (number assigned to the project from the MPO's key list).

Column 6 (94026-F15E) identifies the primary funding source of the project: Federal [F], State [S], Local [L], and Transit [T].

Columns 7 and 8 (94026-F15E) identify the network year for the projected completion of the project.

Column 9 (94026-F15E) signifies whether the project is exempt [E], non-exempt [N], or in the planning stage [P].

Exceptions in MPO ID Number annotation:

Feasibility Study – A feasibility study may be conducted prior to identifying a specific project; these work efforts are coded as ‘FEA’ in Columns 6, 7, and 8. There is no network year assigned to a feasibility study.

Environmental Study – An environmental study is a project that is undergoing preliminary engineering and environmental analysis consistent with early project development; these work efforts are coded as ‘NEA’ in Columns 6, 7, and 8. There is no network year assigned to an environmental study.

Right-of-Way – The right-of-way project development phase involves the acquisition of land to accommodate a proposed improvement. This phase follows environmental study and precedes construction. This work effort is coded as ‘ROW’ in Columns 6, 7, and 8. There is no network year assigned to this project type.

Exempt Projects - Exempt projects are not typically modeled and are coded as ‘XX’ in Columns 7 and 8 as there is no network assignment. Some exempt projects, such as adding a continuous left turn lane, can be coded in the travel demand model; therefore, this type of project may have a network year assigned. Exempt projects must meet the criteria listed in Chapter 7.

Projects beyond MTP plan year – These projects consist of two types. One type are those projects for which funding is identified to be available during the MTP plan period but that will not be operational within the plan period. The second type are projects included in the Unconstrained Component list of the MTP.

- 1) Projects with identified funding that are not expected to be operational during the MTP plan period do not have a network year assignment. Columns 7 and 8 are marked as ‘NN’.
- 2) Projects in the Unconstrained Component have ‘UNC’ entered in Columns 6, 7, and 8.

1.5.3 Funding Category

Refer to Chapter 5 for a description of the funding categories used to classify federal and state funding of transportation projects and programs.

1.5.4 Revision Date

The Revision Date marks when a project or program is adopted into the state’s short-range implementation plan.

1.5.5 Phase

Describes the current development phase(s) of a transportation project or program: Preliminary Engineering [E], Right of Way Acquisition [R], Construction [C], and Transfer [T].

1.6 Project Listings

The following chapters include project listings for FY 2027-2030 as indicated below:

- ➔ Chapter 1: Planning Process
- ➔ Chapter 2: Federally Funded Highway Projects

- Chapter 3: Grouped Projects
- Chapter 4: Federally Funded Transit Projects
- Chapter 5: Financial Summary
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- Chapter 10: Resolution
- Chapter 11: MPO Self-Certification

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Chapter 2: Federally Funded Highway Projects

FY 2027-2030 HIGHWAY PROJECTS

FY 2027

DISTRICT	MPO	COUNTY	CSJ	TIP FY	HWY	PHASE	CITY	YOE COST	
BEAUMONT	SETRPC	HARDIN	0065-06-067	2027	US 69	C	BEAUMONT	\$ 52,335,222	
LIMITS FROM: US 96, South							PROJECT SPONSOR: TxDOT		
LIMITS TO: Jefferson C/L							REVISION DATE: 07/2026		
PROJECT Widen Freeway from 4 to 6 Lanes							MPO PROJ NUM: 19095-F45N		
DESCR:							FUNDING CAT(S): 2.4U		
REMARKS P7:					PROJECT HISTORY:				
EST PROJECT COST INFORMATION			PROPOSED FUNDING BY CATEGORY/SHARE						
PRELIM ENG: \$	1,613,938	COST OF APPROVED PHASES	2	\$ 4,711,999	\$ 1,178,000	\$ 0	\$ 0	\$ 0	\$ 5,889,999
ROW PURCH: \$	0		4U	\$ 37,156,178	\$ 9,289,045	\$ 0	\$ 0	\$ 0	\$ 46,445,223
CONST COST: \$	52,335,222	\$ 52,335,222	TOTAL	\$ 41,868,177	\$ 10,467,045	\$ 0	\$ 0	\$ 0	\$ 52,335,222
CONST ENG: \$	0								
CONTING: \$	0								
INDIRECT: \$	0								
BOND FIN: \$	0								
POT CHG ORD: \$	0								
TOTAL COST: \$	53,949,160								

Project Name: US 69 Widening – US 69 to Jefferson C/L

FY 2027-2030 HIGHWAY PROJECTS

FY 2028

2027-2030 STIP		07/2026 (Current) Revision: Pending Review							
DISTRICT	MPO	COUNTY	CSJ	TIP FY	HWY	PHASE	CITY	YOE COST	
BEAUMONT	SETRPC	JEFFERSON	0065-07-065	2028	US 69	C	BEAUMONT	\$ 14,719,999	
LIMITS FROM: Hardin C/L, South							PROJECT SPONSOR: TxDOT		
LIMITS TO: Tram Rd							REVISION DATE: 07/2026		
PROJECT DESCR: Widen Freeway from 4 to 6 Lanes							MPO PROJ NUM: 19084-F45N		
REMARKS P7:							FUNDING CAT(S): 2		
PROJECT HISTORY:									
EST PROJECT COST INFORMATION			PROPOSED FUNDING BY CATEGORY/SHARE						
PRELIM ENG: \$	312,375	COST OF APPROVED PHASES \$ 14,719,999	CATEGORY	FEDERAL	STATE	REGIONAL	LOCAL MATCH	LC	TOTAL
ROW PURCH: \$	0		2	\$ 11,775,999	\$ 2,944,000	\$ 0	\$ 0	\$ 0	\$ 14,719,999
CONST COST: \$	14,719,999		TOTAL	\$ 11,775,999	\$ 2,944,000	\$ 0	\$ 0	\$ 0	\$ 14,719,999
CONST ENG: \$	0								
CONTING: \$	0								
INDIRECT: \$	0								
BOND FIN: \$	0								
POT CHG ORD: \$	0								
TOTAL COST: \$	15,032,374								

Project Name: US 69 Widening – Hardin D/L to Tram Rd

DISTRICT	MPO	COUNTY	CSJ	TIP FY	HWY	PHASE	CITY	YOE COST	
BEAUMONT	SETRPC	JEFFERSON	0920-00-172	2028	VARIOUS			\$ 6,588,000	
LIMITS FROM: DISTRICT WIDE							PROJECT SPONSOR: TxDOT		
LIMITS TO: -							REVISION DATE: 07/2026		
PROJECT DESCR: Districtwide Pedestrian Upgrades							MPO PROJ NUM: 24032-F50N		
REMARKS P7: Due to difficulties finding a truck parking location, this project has now expanded into a larger project for pedestrian improvements							FUNDING CAT(S): 10_CR.1		
PROJECT HISTORY:									
EST PROJECT COST INFORMATION			PROPOSED FUNDING BY CATEGORY/SHARE						
PRELIM ENG: \$	60,627	COST OF APPROVED PHASES \$ 6,588,000	CATEGORY	FEDERAL	STATE	REGIONAL	LOCAL MATCH	LC	TOTAL
ROW PURCH: \$	0		10_CR	\$ 5,040,000	\$ 1,260,000	\$ 0	\$ 0	\$ 0	\$ 6,300,000
CONST COST: \$	6,588,000		1	\$ 230,400	\$ 57,600	\$ 0	\$ 0	\$ 0	\$ 288,000
CONST ENG: \$	0		TOTAL	\$ 5,270,400	\$ 1,317,600	\$ 0	\$ 0	\$ 0	\$ 6,588,000
CONTING: \$	0								
INDIRECT: \$	0								
BOND FIN: \$	0								
POT CHG ORD: \$	0								
TOTAL COST: \$	6,648,627								

Project Description: Districtwide Pedestrian Upgrades

DISTRICT	MPO	COUNTY	CSJ	TIP FY	HWY	PHASE	CITY	YOE COST	
BEAUMONT	SETRPC	JEFFERSON	0920-00-133	2028	VARIOUS			\$ 11,200,000	
LIMITS FROM: Districtwide							PROJECT SPONSOR: TxDOT		
LIMITS TO: -							REVISION DATE: 07/2026		
PROJECT DESCR: IH - 10 Drainage Improvements							MPO PROJ NUM: 24028-F50N		
REMARKS P7:							FUNDING CAT(S): 12		
PROJECT HISTORY:									
EST PROJECT COST INFORMATION			PROPOSED FUNDING BY CATEGORY/SHARE						
PRELIM ENG: \$	503,034	COST OF APPROVED PHASES \$ 11,200,000	CATEGORY	FEDERAL	STATE	REGIONAL	LOCAL MATCH	LC	TOTAL
ROW PURCH: \$	0		12	\$ 8,960,000	\$ 2,240,000	\$ 0	\$ 0	\$ 0	\$ 11,200,000
CONST COST: \$	11,200,000		TOTAL	\$ 8,960,000	\$ 2,240,000	\$ 0	\$ 0	\$ 0	\$ 11,200,000
CONST ENG: \$	0								
CONTING: \$	0								
INDIRECT: \$	0								
BOND FIN: \$	0								
POT CHG ORD: \$	0								
TOTAL COST: \$	11,703,034								

Project Name: IH-10 Drainage Improvements

FY 2027-2030 HIGHWAY PROJECTS

FY 2029

DISTRICT	MPO	COUNTY	CSJ	TIP FY	HWY	PHASE	CITY	YOE COST	
BEAUMONT	SETRPC	HARDIN	0339-04-036	2029	SH 105	C		\$ 119,784,000	
LIMITS FROM: 0.10 MILES EAST OF SH 326							PROJECT SPONSOR: TXDOT		
LIMITS TO: PINE ISLAND BAYOU							REVISION DATE: 07/2026		
PROJECT WIDEN FROM 2 TO 4 LANES with CLTL							MPO PROJ NUM: 24027-F40N		
DESCR:							FUNDING CAT(S): 12,2		
REMARKS P7:					PROJECT HISTORY:				
EST PROJECT COST INFORMATION			PROPOSED FUNDING BY CATEGORY/SHARE						
PRELIM ENG: \$	0	COST OF APPROVED PHASES	CATEGORY	FEDERAL	STATE	REGIONAL	LOCAL MATCH	LC	TOTAL
ROW PURCH: \$	27,856,105		12	\$ 0	\$ 46,584,000	\$ 0	\$ 0	\$ 0	\$ 46,584,000
CONST COST: \$	119,784,000		2	\$ 0	\$ 73,200,000	\$ 0	\$ 0	\$ 0	\$ 73,200,000
CONST ENG: \$	0		TOTAL	\$ 0	\$ 119,784,000	\$ 0	\$ 0	\$ 0	\$ 119,784,000
CONTING: \$	0								
INDIRECT: \$	0								
BOND FIN: \$	0								
POT CHG ORD: \$	0								
TOTAL COST: \$	147,640,105								

Project Name: Widen from 2 to 4 Lanes with CLTL

DISTRICT	MPO	COUNTY	CSJ	TIP FY	HWY	PHASE	CITY	YOE COST	
BEAUMONT	SETRPC	JASPER	0200-04-020	2029	US 69	C		\$ 20,160,000	
LIMITS FROM: ANGELINA COUNTY LINE							PROJECT SPONSOR: TxDOT		
LIMITS TO: TYLER COUNTY LINE							REVISION DATE: 07/2026		
PROJECT Widen Existing 2 Lane Highway to 4 Lanes Divided							MPO PROJ NUM: 24025-F50N		
DESCR:							FUNDING CAT(S): 12		
REMARKS P7:					PROJECT HISTORY:				
EST PROJECT COST INFORMATION			PROPOSED FUNDING BY CATEGORY/SHARE						
PRELIM ENG: \$	0	COST OF APPROVED PHASES	CATEGORY	FEDERAL	STATE	REGIONAL	LOCAL MATCH	LC	TOTAL
ROW PURCH: \$	76,770		12	\$ 16,128,000	\$ 4,032,000	\$ 0	\$ 0	\$ 0	\$ 20,160,000
CONST COST: \$	20,160,000		TOTAL	\$ 16,128,000	\$ 4,032,000	\$ 0	\$ 0	\$ 0	\$ 20,160,000
CONST ENG: \$	0								
CONTING: \$	0								
INDIRECT: \$	0								
BOND FIN: \$	0								
POT CHG ORD: \$	0								
TOTAL COST: \$	20,236,770								

Project Name: US 69 Corridor - Angelina C/L to Tyler C/L

Chapter 3: Grouped Projects



Grouped Projects

What are Grouped Projects?

FHWA allows STIP projects to be grouped. Within the allowances, groupable projects are those of a common type/scope and those not considered to be of appropriate scale for individual identification in a given program year. Examples include but are not limited to minor rehabilitation, preventative maintenance, and safety.

Grouping is allowable by type of work, not type of funding.

Benefits of using Grouped Projects?

- More efficient programming
- TIP/STIP Revision not needed

How are Grouped Projects shown in the TIP?

- MPOs must use the correct FHWA-Approved Project Grouping in their TIP (see [Grouped Project Allowances Table](#)).
- Individual projects eligible for statewide project groupings may continue to be included in the MPO TIP for informational purposes only and should be clearly annotated as such and may be included as an appendix.

How are Grouped Projects shown on the Financial Summary?

- Programming amounts for Grouped Projects are not included on TIP Financial Summary; they are captured in the STIP Financial Summary (statewide).
- MPO TIPs should indicate that funding for Grouped Projects is constrained to reasonably expected sources of Federal, State, and local funding consistent with the MPO's financial plan.

Project grouping is encouraged (e.g., Grouped CSJ for PE or Grouped CSJ for ROW), where allowable.

Note: All phases of *added capacity* projects in non-attainment areas must be listed *individually* in the STIP.



FHWA-Approved Grouped Project Allowance

PROPOSED CSJ	GROUPED PROJECT CATEGORY	DEFINITION
5000-00-950	PE-Preliminary Engineering	Preliminary Engineering for any project except added capacity projects in a nonattainment area. Includes activities which do not involve or lead directly to construction, such as planning and research activities; grants for training; engineering to define the elements of a proposed action or alternatives so that social, economic, and environmental effects can be assessed.
5000-00-951	Right of Way	Right of Way acquisition for any project except added capacity projects in a nonattainment area. Includes relocation assistance, hardship acquisition and protective buying.
5000-00-952 5000-00-957 5000-00-958	Preventive Maintenance and Rehabilitation	Projects to include pavement repair to preserve existing pavement so that it may achieve its designed loading. Includes seal coats, overlays, resurfacing, restoration and rehabilitation done with existing ROW. Also includes modernization of a highway by reconstruction, adding shoulders or adding auxiliary lanes (e.g., parking, weaving, turning, climbing, passing, non-added capacity) or drainage improvements associated with rehabilitation [See Note 3].
5000-00-953	Bridge Replacement and Rehabilitation	Projects to replace and/or rehabilitate functionally obsolete or structurally deficient bridges.
5000-00-954	Railroad Grade Separations	Projects to construct or replace existing highway-railroad grade crossings and to rehabilitate and/or replace deficient railroad underpasses, resulting in no added capacity.
5800-00-950	Safety	Projects to include the construction or replacement/rehabilitation of guard rails, median barriers, crash cushions, pavement markings, skid treatments, medians, lighting improvements, highway signs, curb ramps, railroad/highway crossing warning devices, fencing, intersection improvements (e.g., turn lanes), signalization projects and interchange modifications. Also includes projects funded via the Federal Hazard Elimination Program, Federal Railroad Signal Safety Program, or Access Managements projects, except those that result in added capacity.





PROPOSED CSJ	GROUPED PROJECT CATEGORY	DEFINITION
5000-00-956	Landscaping	Projects consisting of typical right-of-way landscape development, establishment and aesthetic improvements to include any associated erosion control and environmental mitigation activities.
5800-00-915	Intelligent Transportation System Deployment	Highway traffic operation improvement projects including the installation of ramp metering control devices, variable message signs, traffic monitoring equipment and projects in the Federal ITS/IVHS programs.
5000-00-916	Bicycle and Pedestrian	Projects including bicycle and pedestrian lanes, paths and facilities (e.g., sidewalks, shared use paths, side paths, trails, bicycle boulevards, curb extensions, bicycle parking facilities, bikeshare facilities, etc.) Safe Routes to School non-infrastructure related activities (e.g. enforcement, tools, and education programs).
5000-00-917	Safety Rest Areas and Truck Weigh Stations	Construction and improvement of rest areas, and truck weigh stations.
5000-00-918	Transit Improvements and Programs	Projects include the construction and improvement of small passenger shelters and information kiosks. Also includes the construction and improvement of rail storage/maintenance facilities bus transfer facilities where minor amounts of additional land are required and there is not a substantial increase in the number of users. Also includes transit operating assistance, preventative maintenance of transit vehicles and facilities, acquisition of third-party transit services, and transit marketing, and mobility management/coordination. Additionally includes the purchase of new buses and rail cars to replace existing vehicles or for minor expansions of the fleet [See Note 4].
5000-00-919	Recreational Trails Program	Off-Highway Vehicle (OHV), Equestrian, Recreational Water/Paddling Trails and related facilities; Recreational Trails related education and safety programs.

Note 1: Projects eligible for grouping include associated project phases (Preliminary Engineering, Right-Of-Way and Construction).

Note 2: Projects funded with Congestion Mitigation Air Quality funding require a Federal eligibility determination, and are not approved to be grouped.

Note 3: Passing lanes include "SUPER 2" lanes consistent with TxDOT's Roadway Design Manual.

Note 4: In PM10 and PM2.5 nonattainment or maintenance areas, such projects may be grouped only if they are in compliance with control measures in the applicable implementation plan.

Note 5: Projects funded as part of the Recreational Trails Program (RTP) and Transportation Alternatives (TA) Program consistent with the Grouped Project category definitions may be grouped. RTP or TA funded projects that are not consistent with the Grouped Project category definitions must be individually noted in the Transportation Improvement Program (TIP) and State Transportation Improvement Program (STIP). Road diet projects may not be grouped.



DISTRICT	CSJ	COUNTY	HWY	LET Year	EST COST
Beaumont	0028-15-063	Orange	SH 87	2027	\$198,068.29
LIMITS FROM:	16th STREET, WEST		LIMITS TO:	BU 90-Y	
DESCRIPTION:	2027 Seal Coat-SH 87				
REMARKS:	PROJECT ID: A00215306				
DISTRICT	CSJ	COUNTY	HWY	LET Year	EST COST
Beaumont	0243-03-072	Orange	SH 62	2027	\$225,036.94
LIMITS FROM:	3.45 MILES SOUTH OF SH 12		LIMITS TO:	FM 1078	
DESCRIPTION:	2028 Seal Coat-SH 62				
REMARKS:	PROJECT ID: A00208259				
DISTRICT	CSJ	COUNTY	HWY	LET Year	EST COST
Beaumont	0243-04-062	Orange	SH 62	2027	\$150,550
LIMITS FROM:	FM 1078, SOUTH		LIMITS TO:	IH 10 NFR	
DESCRIPTION:	2027 Seal Coat-SH 62				
REMARKS:	PROJECT ID: A00208260				
DISTRICT	CSJ	COUNTY	HWY	LET Year	EST COST
Beaumont	0307-01-157	Jefferson	SH 87	2027	\$45,407
LIMITS FROM:	TERMINAL ROAD, SOUTH		LIMITS TO:	SH 82	
DESCRIPTION:	2027 Seal Coat-SH 87				
REMARKS:	PROJECT ID: A00196524				
DISTRICT	CSJ	COUNTY	HWY	LET Year	EST COST
Beaumont	0307-02-052	Jefferson	SH 87	2027	\$1,337,111
LIMITS FROM:	FM 3322, SOUTH		LIMITS TO:	END OF MAINTENANCE	
DESCRIPTION:	2027 Seal Coat-SH 87				
REMARKS:	PROJECT ID: A00207883				
DISTRICT	CSJ	COUNTY	HWY	LET Year	EST COST

Beaumont 0601-01-066 Hardin SH 326 2027 \$1,881,849
LIMITS FROM: FM 770, SOUTH **LIMITS TO:** BEGINNING OF CONCRETE PAVEMENT AT SH 105
DESCRIPTION: 2027 Seal Coat-SH 326
REMARKS: **PROJECT ID:** A00196525

DISTRICT CSJ COUNTY HWY LET Year EST COST
 Beaumont 0667-01-130 Jefferson SH 347 2027 \$403,770
LIMITS FROM: SH 73, SOUTH **LIMITS TO:** SH 87
DESCRIPTION: 2027 Seal Coat-SH 347
REMARKS: **PROJECT ID:** A00215307

DISTRICT CSJ COUNTY HWY LET Year EST COST
 Beaumont 0710-01-051 Jasper FM 105 2027 \$1,146,420
LIMITS FROM: US 96, SOUTH **LIMITS TO:** ORANGE COUNTY LINE
DESCRIPTION: 2027 Seal Coat-FM 105
REMARKS: **PROJECT ID:** A00196543

DISTRICT CSJ COUNTY HWY LET Year EST COST
 Beaumont 0932-01-122 Jefferson FM 365 2027 \$766,227
LIMITS FROM: SP 93, EAST **LIMITS TO:** BEGINNING OF CONCRETE PAVEMENT AT SH 347
DESCRIPTION: 2027 Seal Coat-FM 365
REMARKS: **PROJECT ID:** A00196547

DISTRICT CSJ COUNTY HWY LET Year EST COST
 Beaumont 1947-01-021 Hardin FM 1293 2027 \$1,137,660
LIMITS FROM: FM 787, EAST **LIMITS TO:** FM 1003
DESCRIPTION: 2027 Seal Coat-FM 1293
REMARKS: **PROJECT ID:** A00196555

DISTRICT CSJ COUNTY HWY LET Year EST COST
 Beaumont 1947-02-017 Hardin FM 1293 2027 \$514,348

LIMITS FROM: FM 1003, EAST
DESCRIPTION: 2027 Seal Coat-FM 1293
REMARKS:

LIMITS TO: SH 326

PROJECT ID: A00196556

DISTRICT	CSJ	COUNTY	HWY	LET Year	EST COST
Beaumont	0947-03-034	Jasper	FM 1004	2027	\$2,000,000

LIMITS FROM: 0.27 MI N OF CR 634
DESCRIPTION: BMT_FM1004_1(2022 HSIP) CONSTRUCT PAVED SHOULDERS (1-4 FT)
REMARKS:

LIMITS TO: 2.27 MI N OF CR 634

PROJECT ID: A00193012

DISTRICT	CSJ	COUNTY	HWY	LET Year	EST COST
Beaumont	1194-02-020	Hardin	FM 943	2027	\$10,174,500

LIMITS FROM: 3.6 MI SOUTH OF POLK COUNTY LINE, SOUTH
DESCRIPTION: Full depth base repair, LU and SMA-D
REMARKS:

LIMITS TO: FM 1003

PROJECT ID: A00187963

DISTRICT	CSJ	COUNTY	HWY	LET Year	EST COST
Beaumont	0601-01-068	Hardin	SH 326	2027	\$643,740

LIMITS FROM: AT CYPRESS CREEK BRIDGE
DESCRIPTION: BRIDGE MAINTENANCE
REMARKS:

LIMITS TO: (STR 201010060101001)

PROJECT ID: A00212190

DISTRICT	CSJ	COUNTY	HWY	LET Year	EST COST
Beaumont	0601-01-069	Hardin	SH 326	2027	\$519,650

LIMITS FROM: AT BLACK CREEK BRIDGE
DESCRIPTION: BRIDGE MAINTENANCE
REMARKS:

LIMITS TO: (STR 201010060101003)

PROJECT ID: A00212192

DISTRICT	CSJ	COUNTY	HWY	LET Year	EST COST
Beaumont	0200-14-104	Jefferson	US 69	2027	\$13,175,000

LIMITS FROM: SH 124, SOUTH

LIMITS TO: W. FLORIDA AVE

DESCRIPTION: (NBFR) 10" CRCP BB CSB LTS

REMARKS:

PROJECT ID: A00187938

DISTRICT	CSJ	COUNTY	HWY	LET Year	EST COST
Beaumont	0200-14-105	Jefferson	US 69	2027	\$4,675,000

LIMITS FROM: ERIE STREET, SOUTH

LIMITS TO: SS 93

DESCRIPTION: (SBFR) 10" CRCP BB CSB LTS

REMARKS:

PROJECT ID: A00187942

DISTRICT	CSJ	COUNTY	HWY	LET Year	EST COST
Beaumont	0306-03-137	Jefferson	SH 87	2027	\$164,931

LIMITS FROM: 0.1 MI NORTH OF 9TH AVENUE, SOUTH

LIMITS TO: 0.1 MI SOUTH OF 9TH AVENUE

DESCRIPTION: BMT_SH0087_1(2021 HSIP) IMPROVE TRAFFIC SIGNAL, SAFETY LIGHTING AT INTERSECTION

REMARKS:

PROJECT ID: A00184105

DISTRICT	CSJ	COUNTY	HWY	LET Year	EST COST
Beaumont	0307-01-156	Jefferson	SH 87	2027	\$120,000

LIMITS FROM: 0.1 MI NORTH OF SS 215, SOUTH

LIMITS TO: 0.1 MI SOUTH OF SS 215

DESCRIPTION: BMT_SH0087_2 (2021 HSIP) IMPROVE TRAFFIC SIGNAL, SAFETY LIGHTING AT INTERSECTION

REMARKS:

PROJECT ID: A00184097

DISTRICT	CSJ	COUNTY	HWY	LET Year	EST COST
Beaumont	0920-00-160	Jefferson	Various	2027	\$3,000,000

LIMITS FROM: DISTRICT WIDE

LIMITS TO: .

DESCRIPTION: Address Bridge FUAs

REMARKS:

PROJECT ID: A00196605

DISTRICT	CSJ	COUNTY	HWY	LET Year	EST COST
Beaumont	0920-00-164	Jefferson	Various	2027	\$850,000

LIMITS FROM: DISTRICT WIDE

LIMITS TO: .

DESCRIPTION: Overhead Sign Replacement

REMARKS:					PROJECT ID: A00196609
DISTRICT	CSJ	COUNTY	HWY	LET Year	EST COST
Beaumont	0920-00-168	Jefferson	Various	2027	\$2,550,000
LIMITS FROM:	DISTRICT WIDE		LIMITS TO:		
DESCRIPTION:	PAVEMENT MARKINGS/Specified Location Safety Re-striping				
REMARKS:					PROJECT ID: A00196615
DISTRICT	CSJ	COUNTY	HWY	LET Year	EST COST
Beaumont	0883-02-095	Orange	FM 105	2027	\$500,000
LIMITS FROM:	1.16 Mi W of FM1442		LIMITS TO:	0.88 Mi W of FM1442	
DESCRIPTION:	BMT_FM0105_1(2023 HSIP) Increase Superelevation				
REMARKS:					PROJECT ID: A00206438
DISTRICT	CSJ	COUNTY	HWY	LET Year	EST COST
Beaumont	0306-01-069	Orange	SH 87	2027	\$9,000,000
LIMITS FROM:	FM 105, SOUTH		LIMITS TO:	SH 62	
DESCRIPTION:	Full Depth Conc Repr/ DBR / Spall Repr / Cln seal joints/ TOM				
REMARKS:					PROJECT ID: A00187923
DISTRICT	CSJ	COUNTY	HWY	LET Year	EST COST
Beaumont	0306-01-070	Orange	SH 73	2027	\$2,000,000
LIMITS FROM:	1000' SW OF SH 62, NORTH		LIMITS TO:	SH 62	
DESCRIPTION:	Full Depth Conc Repr/ DBR / Spall Repr / Cln seal joints/ TOM				
REMARKS:					PROJECT ID: A00187924
DISTRICT	CSJ	COUNTY	HWY	LET Year	EST COST
Beaumont	0306-01-072	Orange	SH 73	2027	\$645,000
LIMITS FROM:	AT COW BAYOU BRIDGE		LIMITS TO:	STR#201810030601017	
DESCRIPTION:	SAFETY ACCESS IMPROVEMENTS				

REMARKS:					PROJECT ID: A00213356
DISTRICT	CSJ	COUNTY	HWY	LET Year	EST COST
Beaumont	0065-08-173	Jefferson	SS 380	2027	\$4,250,000
LIMITS FROM:	THREADNEEDLE		LIMITS TO:	JIM GILLIGAN WAY	
DESCRIPTION:	FDCR, Spall Repair, Clean & Seal Joints, SMAR-F, CTB				
REMARKS:					PROJECT ID: A00215515
DISTRICT	CSJ	COUNTY	HWY	LET Year	EST COST
Beaumont	0920-38-302	Jefferson	Various	2027	\$752,389
LIMITS FROM:	DELAWARE ST. , SOUTH		LIMITS TO:	FANNETTE RD.	
DESCRIPTION:	2025 HSIP(ELEVENTH ST.)ADAPTIVE TRAFFIC SIGNAL SYSTEM for THE ELEVENTH ST. CORRIDOR-INTERCONNECT SIGNALS				
REMARKS:					PROJECT ID: A00214588
DISTRICT	CSJ	COUNTY	HWY	LET Year	EST COST
Beaumont	0508-05-030	Jefferson	SH 82	2027	\$20,000
LIMITS FROM:	SH 82 (MLK JR DR) AT DOT 762503W		LIMITS TO:	UP RR IN PORT ARTHUR	
DESCRIPTION:	2018 SECTION 130 PROGRAM SH 82 DOT 762503W				
REMARKS:					PROJECT ID: A00207432
DISTRICT	CSJ	COUNTY	HWY	LET Year	EST COST
Beaumont	0920-38-300	Jefferson	Various	2027	\$500,000
LIMITS FROM:	BROADWAY (CR0158) AT DOT 762739N		LIMITS TO:	UP RR IN CHINA	
DESCRIPTION:	2021 SECTION 130 PROGRAM BROADWAY N. DOT 762739N				
REMARKS:					PROJECT ID: A00207464
DISTRICT	CSJ	COUNTY	HWY	LET Year	EST COST
Beaumont	0920-00-183	Jefferson	Various	2027	\$2,235,000
LIMITS FROM:	DISTRICTWIDE		LIMITS TO:	.	
DESCRIPTION:	FY 27-DISTRICTWIDE LANDSCAPING				

REMARKS:					PROJECT ID: A00218149
DISTRICT	CSJ	COUNTY	HWY	LET Year	EST COST
Beaumont	0064-07-046	Jasper	US 96	2027	\$49,721
LIMITS FROM:	At FM 1007		LIMITS TO:	.	
DESCRIPTION:	BMT_US0096_1 (2023HSIP) Install Advanced Warning Signals & Signs (Intersection), Flashing or LED-embedded Stop Signs				
REMARKS:					PROJECT ID: A00206356
DISTRICT	CSJ	COUNTY	HWY	LET Year	EST COST
Beaumont	2562-01-026	Orange	FM 1442	2027	\$18,955
LIMITS FROM:	At COLONIAL		LIMITS TO:	.	
DESCRIPTION:	BMT_FM1442_1(2023 HSIP) Install Advanced Warning Signals & Signs (Intersection), Flashing or LED-embedded Stop Signs				
REMARKS:					PROJECT ID: A00206361
DISTRICT	CSJ	COUNTY	HWY	LET Year	EST COST
Beaumont	0064-08-066	Jasper	US 96	2027	\$242,046
LIMITS FROM:	FM2800		LIMITS TO:	.	
DESCRIPTION:	BMT_US0096_2(2023 HSIP) Improve Traffic Signals				
REMARKS:					PROJECT ID: A00206427
DISTRICT	CSJ	COUNTY	HWY	LET Year	EST COST
Beaumont	0200-11-110	Jefferson	US 69	2027	\$450,000
LIMITS FROM:	LNVA		LIMITS TO:	IH0010	
DESCRIPTION:	BMT_US0069_1(2023 HSIP) Wrong Way Driver Advanced Technologies				
REMARKS:					PROJECT ID: A00206436
DISTRICT	CSJ	COUNTY	HWY	LET Year	EST COST
Beaumont	0200-14-106	Jefferson	US 69	2027	\$15,673,076.92
LIMITS FROM:	SH 124 , SOUTH		LIMITS TO:	ERIE STREET	
DESCRIPTION:	US 69 SBFR 10" CRCP, BB, CSB, LTS Reconstruct Existing Roadway				

REMARKS:					PROJECT ID: A00196638
DISTRICT	CSJ	COUNTY	HWY	LET Year	EST COST
Beaumont	0920-38-303	Jefferson	Various	2027	\$1,475,000
LIMITS FROM:	VARIOUS LOCATIONS		LIMITS TO:	CITY OF BEAUMONT	
DESCRIPTION:	UPGRADE SCHOOL ZONE SIGNS				
REMARKS:					PROJECT ID: A00218868
DISTRICT	CSJ	COUNTY	HWY	LET Year	EST COST
Beaumont	0200-12-017	Hardin	FM 418	2028	\$248,318
LIMITS FROM:	US 69, EAST		LIMITS TO:	2.07 MILES EAST	
DESCRIPTION:	2028 Seal Coat-FM 418				
REMARKS:					PROJECT ID: A00208028
DISTRICT	CSJ	COUNTY	HWY	LET Year	EST COST
Beaumont	0244-03-066	Jasper	US 190	2028	\$1,186,228
LIMITS FROM:	SH 63, EAST		LIMITS TO:	NEWTON COUNTY LINE	
DESCRIPTION:	2028 Seal Coat-US 190				
REMARKS:					PROJECT ID: A00207862
DISTRICT	CSJ	COUNTY	HWY	LET Year	EST COST
Beaumont	0339-03-041	Hardin	SH 105	2028	\$1,540,465
LIMITS FROM:	FM 770, EAST		LIMITS TO:	1.10 MI WEST OF SH 326	
DESCRIPTION:	2028 Seal Coat-SH 105				
REMARKS:					PROJECT ID: A00207892
DISTRICT	CSJ	COUNTY	HWY	LET Year	EST COST
Beaumont	0339-04-041	Hardin	SH 105	2028	\$69,490
LIMITS FROM:	1.10 MILES WEST OF SH 326, EAST		LIMITS TO:	0.76 MILES WEST OF SH 326	
DESCRIPTION:	2028 Seal Coat-SH 105				
REMARKS:					PROJECT ID: A00208042

DISTRICT	CSJ	COUNTY	HWY	LET Year	EST COST
Beaumont	0784-01-053	Hardin	FM 418	2028	\$995,308
LIMITS FROM:	2.07 MILES EAST OF US 69, EAST		LIMITS TO:	FM 92	
DESCRIPTION:	2028 Seal Coat-FM 418				
REMARKS:	PROJECT ID: A00208029				
DISTRICT	CSJ	COUNTY	HWY	LET Year	EST COST
Beaumont	0932-02-061	Jefferson	FM 365	2028	\$265,213
LIMITS FROM:	PAGGI RD, SOUTH		LIMITS TO:	FM 1406	
DESCRIPTION:	2028 Seal Coat-FM 365				
REMARKS:	PROJECT ID: A00207849				
DISTRICT	CSJ	COUNTY	HWY	LET Year	EST COST
Beaumont	1285-01-020	Orange	FM 1136	2028	\$406,648
LIMITS FROM:	SH 12, SOUTH		LIMITS TO:	IH 10	
DESCRIPTION:	2028 Seal Coat-FM 1136				
REMARKS:	PROJECT ID: A00207881				
DISTRICT	CSJ	COUNTY	HWY	LET Year	EST COST
Beaumont	2120-01-029	Jasper	FM 2246	2028	\$3,000,000
LIMITS FROM:	FM 2246 at Dognash Gully		LIMITS TO:	STR 201220212001006	
DESCRIPTION:	(STR 201760212001006) REPLACE BRIDGE AND APPROACHES				
REMARKS:	PROJECT ID: A00186187				
DISTRICT	CSJ	COUNTY	HWY	LET Year	EST COST
Beaumont	0065-04-087	Jasper	US 96	2028	\$729,333
LIMITS FROM:	@ NECHES RIVER		LIMITS TO:	STR#201220006504077	
DESCRIPTION:	US96 NB @ NECHES RIVER (STR#201220006504077)-BRIDGE MAINTENANCE -BMIP				
REMARKS:	PROJECT ID: A00214899				
DISTRICT	CSJ	COUNTY	HWY	LET Year	EST COST

Beaumont 0065-04-088 Jasper US 96 2028 \$1,200,000

LIMITS FROM: @ NECHES RIVER **LIMITS TO:** STR#201220006504142

DESCRIPTION: US96 SB @ NECHES RIVER (STR#201220006504142)-BRIDGE MAINTENANCE -BMIP

REMARKS: **PROJECT ID:** A00214900

DISTRICT	CSJ	COUNTY	HWY	LET Year	EST COST
Beaumont	0065-05-160	Hardin	US 96	2028	\$75,000

LIMITS FROM: @ NECHES RIVER RELIEF **LIMITS TO:** STR#201010006505078

DESCRIPTION: US96 NB @ NECHES RIVER RELIEF (STR#201010006505078)-BRIDGE MAINTENANCE-BMIP

REMARKS: **PROJECT ID:** A00214860

DISTRICT	CSJ	COUNTY	HWY	LET Year	EST COST
Beaumont	0065-05-161	Hardin	US 96	2028	\$75,000

LIMITS FROM: @ NECHES RIVER RELIEF **LIMITS TO:** STR#201010006505143

DESCRIPTION: US96 SB @ NECHES RIVER RELIEF (STR#201010006505078)-BRIDGE MAINTENANCE-BMIP

REMARKS: **PROJECT ID:** A00214866

DISTRICT	CSJ	COUNTY	HWY	LET Year	EST COST
Beaumont	0065-05-162	Hardin	US 96	2028	\$400,000

LIMITS FROM: @ VILLAGE CREEK **LIMITS TO:** STR#201010006505059

DESCRIPTION: US96 NB @ VILLAGE CREEK (STR#201010006505059)-BRIDGE MAINTENANCE -BMIP

REMARKS: **PROJECT ID:** A00214901

DISTRICT	CSJ	COUNTY	HWY	LET Year	EST COST
Beaumont	0739-02-185	Jefferson	IH 10	2028	\$1,300,000

LIMITS FROM: @ FM 364(MAJOR DR) **LIMITS TO:** STR#201240073902438

DESCRIPTION: IH 10 @ FM 364(MAJOR DR)-BRIDGE MAINTENANCE-BMIP

REMARKS: **PROJECT ID:** A00214984

DISTRICT	CSJ	COUNTY	HWY	LET Year	EST COST
Beaumont	0065-04-089	Jasper	US 96	2028	\$200,000

LIMITS FROM: US 96 NB over Neches River
DESCRIPTION: Bridge FUA (US 96 NB over NECHES RIVER)
REMARKS:

LIMITS TO: .

PROJECT ID: A00216698

DISTRICT	CSJ	COUNTY	HWY	LET Year	EST COST
Beaumont	0243-05-011	Jasper	FM 2938	2028	\$5,300,000

LIMITS FROM: SH 62 N, SOUTH
DESCRIPTION: FM 2938 – Widen and Overlay
REMARKS:

LIMITS TO: SH 62 S

PROJECT ID: A00196632

DISTRICT	CSJ	COUNTY	HWY	LET Year	EST COST
Beaumont	0368-04-035	Jefferson	SH 124	2028	\$6,000,000

LIMITS FROM: US 69, SOUTH
DESCRIPTION: SH 124 – Full depth concrete repair / Full depth base repair / SP
REMARKS:

LIMITS TO: LABELLE ROAD

PROJECT ID: A00187974

DISTRICT	CSJ	COUNTY	HWY	LET Year	EST COST
Beaumont	0920-00-174	Jefferson	Various	2028	\$3,000,000

LIMITS FROM: DISTRICT WIDE
DESCRIPTION: PAVEMENT MARKINGS/Specified Location Safety Re-striping
REMARKS:

LIMITS TO: .

PROJECT ID: A00210041

DISTRICT	CSJ	COUNTY	HWY	LET Year	EST COST
Beaumont	0920-00-175	Jefferson	Various	2028	\$3,000,000

LIMITS FROM: DISTRICT WIDE
DESCRIPTION: Address Bridge FUAs
REMARKS:

LIMITS TO: .

PROJECT ID: A00210042

DISTRICT	CSJ	COUNTY	HWY	LET Year	EST COST
Beaumont	0920-00-176	Jefferson	Various	2028	\$2,000,000

LIMITS FROM: DISTRICT WIDE

LIMITS TO: .

DESCRIPTION: Overhead Sign Replacement

REMARKS:

PROJECT ID: A00210044

DISTRICT	CSJ	COUNTY	HWY	LET Year	EST COST
Beaumont	0028-06-090	Jefferson	US 90	2028	\$2,959,261

LIMITS FROM: HOWARD ST., EAST

LIMITS TO: FM 364

DESCRIPTION: BMT_US0090_6 (2021 HSIP) -CONSTRUCT SHOULDERS (1-4 FT.)

REMARKS:

PROJECT ID: A00184063

DISTRICT	CSJ	COUNTY	HWY	LET Year	EST COST
Beaumont	0028-06-093	Jefferson	US 90	2028	\$147,953

LIMITS FROM: KEITH ROAD, EAST

LIMITS TO: WOOTEN ROAD

BMT_US0090_11 (2022 HSIP) CLOSE CROSSOVER

DESCRIPTION:

REMARKS:

PROJECT ID: A00192938

DISTRICT	CSJ	COUNTY	HWY	LET Year	EST COST
Beaumont	0028-06-094	Jefferson	US 90	2028	\$277,353

LIMITS FROM: 0.1 MI W OF KEITH

LIMITS TO: 0.1 MI E OF KEITH

BMT_US0090_9 (2022 HSIP) INSTALL TRAFFIC SIGNAL, SAFETY LIGHTING AT INTERSECTION

DESCRIPTION:

REMARKS:

PROJECT ID: A00192939

DISTRICT	CSJ	COUNTY	HWY	LET Year	EST COST
Beaumont	0028-06-095	Jefferson	US 90	2028	\$303,118

LIMITS FROM: 0.1 MI W OF WOOTEN

LIMITS TO: 0.1 MI E OF WOOTEN

BMT_US0090_10 (2022 HSIP) INSTALL TRAFFIC SIGNAL, SAFETY LIGHTING AT INTERSECTION

DESCRIPTION:

REMARKS:

PROJECT ID: A00192941

DISTRICT	CSJ	COUNTY	HWY	LET Year	EST COST
Beaumont	0028-06-096	Jefferson	US 90	2028	\$7,000,000

LIMITS FROM: LIBERTY COUNTY LINE, EAST

LIMITS TO: HOWARD STREET

DESCRIPTION: US 90WB – Add Shldrs, 3" Mill and OV with 1" TOM-F and 2" SP-C

REMARKS:

PROJECT ID:

DISTRICT	CSJ	COUNTY	HWY	LET Year	EST COST
Beaumont	0065-05-159	Hardin	US 96	2028	\$5,500,000

LIMITS FROM: 0.4 MI. N. OF SH 327, SOUTH

LIMITS TO: VILLAGE CREEK BRIDGE

DESCRIPTION: US 96NB – Full depth repair, DG-HMA Ty D LU and Tom-C

REMARKS:

PROJECT ID: A00196634

DISTRICT	CSJ	COUNTY	HWY	LET Year	EST COST
Beaumont	0786-01-094	Jefferson	FM 364	2028	\$629,816

LIMITS FROM: SH 105, SOUTH

LIMITS TO: SH 124

DESCRIPTION: 2025 HSIP (FM 364) ADAPTIVE TRAFFIC SIGNAL SYSTEM for THE MAJOR DRIVE CORRIDOR-INTERCONNECT SIGNALS

REMARKS: "BMT_Major_1"

PROJECT ID: A00214474

DISTRICT	CSJ	COUNTY	HWY	LET Year	EST COST
Beaumont	0920-00-184	Jefferson	Various	2028	\$2,235,000

LIMITS FROM: DISTRICTWIDE

LIMITS TO: .

DESCRIPTION: DISTRICTWIDE LANDSCAPING

REMARKS:

PROJECT ID: A00218150

DISTRICT	CSJ	COUNTY	HWY	LET Year	EST COST
Beaumont	1286-01-021	Orange	FM 1078	2028	\$6,500,000

LIMITS FROM: SH 62, EAST

LIMITS TO: FM 1130

DESCRIPTION: FM 1078-Widen and Overlay, Milled Edgeline Rumble Strips, Milled Centerline Rumble Strips

REMARKS:

PROJECT ID: A00197881

DISTRICT	CSJ	COUNTY	HWY	LET Year	EST COST
Beaumont	1285-01-020	Orange	FM 1136	2028	\$406,648

LIMITS FROM: SH 12, south

LIMITS TO: IH 10

DESCRIPTION: Seal coat

REMARKS:

PROJECT ID: A00207881

DISTRICT	CSJ	COUNTY	HWY	LET Year	EST COST
Beaumont	0065-04-089	Jasper	US 96	2028	\$200,000

LIMITS FROM: US 96 NB over Neches River

LIMITS TO: .

DESCRIPTION: Bridge FUA

REMARKS:

PROJECT ID: A00216698

DISTRICT	CSJ	COUNTY	HWY	LET Year	EST COST
Beaumont	0368-04-035	Jefferson	SH 124	2028	\$6,000,000

LIMITS FROM: US 69, SOUTH

LIMITS TO: LABELLE ROAD

DESCRIPTION: SH 124 - Full depth concrete repair / Full depth base repair / SP

REMARKS:

PROJECT ID: A00187974

DISTRICT	CSJ	COUNTY	HWY	LET Year	EST COST
Beaumont	0368-03-042	Jefferson	SH 124	2028	\$1,500,000

LIMITS FROM: .2 MI n OF FM 364

LIMITS TO: .2 MI s OF FM 364

DESCRIPTION: INSTALL LEFT & RIGHT TURN LANES

REMARKS:

PROJECT ID: A00219577

DISTRICT	CSJ	COUNTY	HWY	LET Year	EST COST
Beaumont	0786-01-095	Jefferson	FM 364	2028	\$4,863,879

LIMITS FROM: 0.06 MILES SOUTH OF IH 10, SOUTH

LIMITS TO: SH 124

DESCRIPTION: WIDEN TO FOUR LANES WITH A CENTER LEFT TURN LANE

REMARKS:

PROJECT ID: A00215754

DISTRICT	CSJ	COUNTY	HWY	LET Year	EST COST
Beaumont	0920-30-098	Orange	Various	2028	\$4,036,000

LIMITS FROM: ZACHARY LANE, EAST

LIMITS TO: WISE ST

DESCRIPTION: SHARED USE PATH - SEVERAL LOCATIONS IN BRIDGE CITY

REMARKS:

PROJECT ID: A00218873

DISTRICT	CSJ	COUNTY	HWY	LET Year	EST COST
Beaumont	0932-01-113	Jefferson	FM 365	2028	\$12,800,000

LIMITS FROM: At Rhodair Gully

LIMITS TO: STR#201240093201012

DESCRIPTION: Bridge Replacement

REMARKS:

PROJECT ID: A00046341

DISTRICT	CSJ	COUNTY	HWY	LET Year	EST COST
Beaumont	0508-04-192	Jefferson	SH 73	2029	\$206,249

LIMITS FROM: At TX 93 Spur

LIMITS TO: .

BMT_SH0073(HSIP 2025) SIGNAL UPGRADE

DESCRIPTION:

REMARKS:

PROJECT ID: A00213469

DISTRICT	CSJ	COUNTY	HWY	LET Year	EST COST
Beaumont	0883-02-097	Orange	FM 408	2029	\$61,394

LIMITS FROM: 0.07 MI E of Inez Avenue

LIMITS TO: 0.20 MI W of Inez Avenue

DESCRIPTION: BMT_FM0408(HSIP 2025) INSTALL LED CHEVRONS

REMARKS:

PROJECT ID: A00213485

DISTRICT	CSJ	COUNTY	HWY	LET Year	EST COST
Beaumont	0028-14-122	Orange	IH 10	2029	\$380,817

LIMITS FROM: WOMACK RD, EAST

LIMITS TO: FM 3247

DESCRIPTION: DWSC-IH 10FR

REMARKS:

PROJECT ID: A00214320

DISTRICT	CSJ	COUNTY	HWY	LET Year	EST COST
Beaumont	0214-01-040	Jasper	SH 63	2029	\$724,459

LIMITS FROM: 0.156 MILES EAST of US 190, EAST

LIMITS TO: FM 1738

DESCRIPTION: DWSC-SH 63

REMARKS:

PROJECT ID: A00214253

DISTRICT	CSJ	COUNTY	HWY	LET Year	EST COST
Beaumont	0243-03-073	Orange	SH 62	2029	\$263,792

LIMITS FROM: NEWTON COUNTY LINE, SOUTH

LIMITS TO: SH 12

DESCRIPTION: DWSC-SH 62

REMARKS:

PROJECT ID: A00214328

DISTRICT	CSJ	COUNTY	HWY	LET Year	EST COST
Beaumont	0305-07-075	Orange	SH 87	2029	\$1,324,719

LIMITS FROM: NEWTON COUNTY LINE, SOUTH

LIMITS TO: IH 10 FR

DESCRIPTION: DWSC-SH 87

REMARKS:

PROJECT ID: A00214617

DISTRICT	CSJ	COUNTY	HWY	LET Year	EST COST
Beaumont	0306-03-143	Jefferson	SH 73	2029	\$432,490

LIMITS FROM: SH 87

LIMITS TO: NECHES RIVER BRIDGE

DESCRIPTION: DWSC-SH 73

REMARKS:

PROJECT ID: A00215108

DISTRICT	CSJ	COUNTY	HWY	LET Year	EST COST
Beaumont	0508-04-193	Jefferson	SH 73	2029	\$262,738

LIMITS FROM: SH 82, NORTH

LIMITS TO: MAIN B CANAL

DESCRIPTION: DWSC-SH 73

REMARKS:

PROJECT ID: A00214625

DISTRICT	CSJ	COUNTY	HWY	LET Year	EST COST
Beaumont	0508-04-194	Jefferson	SH 73	2029	\$776,321

LIMITS FROM: 9TH AVENUE, NORTH

LIMITS TO: SH 87

DESCRIPTION: DWSC-SH 73

REMARKS:					PROJECT ID: A00214626
DISTRICT	CSJ	COUNTY	HWY	LET Year	EST COST
Beaumont	0667-01-129	Jefferson	SH 347	2029	\$588,187
LIMITS FROM:	FM 365, EAST		LIMITS TO:	SS 136 (JUG HANDLES)	
DESCRIPTION:	DWSC-SH 347				
REMARKS:					PROJECT ID: A00214619
DISTRICT	CSJ	COUNTY	HWY	LET Year	EST COST
Beaumont	0739-02-184	Jefferson	IH 10	2029	\$148,928
LIMITS FROM:	CHAMBERS COUNTY LINE, EAST		LIMITS TO:	1.5 MILES	
DESCRIPTION:	DWSC-IH 10 EAST BOUND FRONTAGE ROAD				
REMARKS:					PROJECT ID: A00214249
DISTRICT	CSJ	COUNTY	HWY	LET Year	EST COST
Beaumont	0786-01-093	Jefferson	FM 364	2029	\$206,503
LIMITS FROM:	TRAM RD., SOUTH		LIMITS TO:	SH 105	
DESCRIPTION:	DWSC-FM 364				
REMARKS:					PROJECT ID: A00214250
DISTRICT	CSJ	COUNTY	HWY	LET Year	EST COST
Beaumont	0951-02-019	Hardin	SH 105	2029	\$280,504
LIMITS FROM:	LIBERTY COUNTY LINE, EAST		LIMITS TO:	FM 770 WEST JUNCTION	
DESCRIPTION:	DWSC-SH 105				
REMARKS:					PROJECT ID: A00214331
DISTRICT	CSJ	COUNTY	HWY	LET Year	EST COST
Beaumont	1096-01-069	Hardin	SH 105	2029	\$357,750
LIMITS FROM:	FM 770 BATSON, EAST		LIMITS TO:	FM 770 SARATOGA	
DESCRIPTION:	DWSC-SH 105				
REMARKS:					PROJECT ID: A00214332

DISTRICT	CSJ	COUNTY	HWY	LET Year	EST COST
Beaumont	2781-01-016	Orange	FM 2802	2029	\$763,618
LIMITS FROM:	FM 105, EAST		LIMITS TO:	SH 62	
DESCRIPTION:	DWSC-FM 2802				
REMARKS:				PROJECT ID:	A00214330
DISTRICT	CSJ	COUNTY	HWY	LET Year	EST COST
Beaumont	0213-11-008	Jasper	FM 777	2029	\$9,300,000
LIMITS FROM:	SH 63, SOUTH		LIMITS TO:	US 190	
DESCRIPTION:	FM 777 N – Widen, Extend Structures and Overlay				
REMARKS:				PROJECT ID:	A00215497
DISTRICT	CSJ	COUNTY	HWY	LET Year	EST COST
Beaumont	0200-16-016	Jefferson	US 69	2029	\$1,800,000
LIMITS FROM:	FM 365, SOUTH		LIMITS TO:	MAIN B CANAL (FRONTAGE ROADS)	
DESCRIPTION:	OVERLAY EXISTING ROADWAY				
REMARKS:				PROJECT ID:	A00018767
DISTRICT	CSJ	COUNTY	HWY	LET Year	EST COST
Beaumont	0920-00-139	Jefferson	Various	2029	\$3,000,000
LIMITS FROM:	DISTRICTWIDE		LIMITS TO:	.	
DESCRIPTION:	PAVEMENT MARKINGS/Specified Location Safety Re-striping				
REMARKS:				PROJECT ID:	A00134327
DISTRICT	CSJ	COUNTY	HWY	LET Year	EST COST
Beaumont	0920-00-140	Jefferson	Various	2029	\$3,000,000
LIMITS FROM:	DISTRICTWIDE		LIMITS TO:	.	
DESCRIPTION:	Address Bridge FUAs				
REMARKS:				PROJECT ID:	A00134328
DISTRICT	CSJ	COUNTY	HWY	LET Year	EST COST

Beaumont 0920-00-141 Jefferson Various 2029 \$2,000,000

LIMITS FROM: DISTRICTWIDE

DESCRIPTION: Overhead Sign Replacement

REMARKS:

LIMITS TO: .

PROJECT ID: A00134329

DISTRICT	CSJ	COUNTY	HWY	LET Year	EST COST
Beaumont	0882-02-061	Orange	FM 1006	2029	\$7,500,000

LIMITS FROM: ADAMS BAYOU, NORTH

DESCRIPTION: FM 1006 N FDCR, Mill and Overlay

REMARKS:

LIMITS TO: BU 90 Y

PROJECT ID: A00215498

DISTRICT	CSJ	COUNTY	HWY	LET Year	EST COST
Beaumont	0306-03-142	Jefferson	SH 73	2029	\$12,377,161

LIMITS FROM: AT VETERANS MEMORIAL BRIDGE

DESCRIPTION: VETERANS MEMORIAL BRIDGE REPAIRS

REMARKS:

LIMITS TO: STR# 201240030603030

PROJECT ID: A00207564

DISTRICT	CSJ	COUNTY	HWY	LET Year	EST COST
Beaumont	0508-04-196	Jefferson	SH 73	2029	\$5,500,000

LIMITS FROM: TAYLOR BAYOU, EAST

DESCRIPTION: SH 73 EB – Base Repair and Overlay

REMARKS:

LIMITS TO: SH 82

PROJECT ID: A00215510

DISTRICT	CSJ	COUNTY	HWY	LET Year	EST COST
Beaumont	0065-08-172	Jefferson	SS 380	2029	\$571,640

LIMITS FROM: IH 10, SOUTH

DESCRIPTION: 2025 HSIP (SS 380) ADAPTIVE TRAFFIC SIGNAL SYSTEM for THE MLK CORRIDOR-INTERCONNECT SIGNALS "BMT_MLK_1"

REMARKS:

LIMITS TO: US 69

PROJECT ID: A00214575

DISTRICT	CSJ	COUNTY	HWY	LET Year	EST COST
Beaumont	1284-01-084	Orange	FM 1130	2030	\$207,226

LIMITS FROM: SH 62 (OVERPASS), EAST

DESCRIPTION: 2027 Seal Coat-FM 1130

REMARKS:

LIMITS TO: 2.7 MILES TO 2ND SET OF RR TRACKS

PROJECT ID: A00196553

DISTRICT	CSJ	COUNTY	HWY	LET Year	EST COST
Beaumont	0667-01-115	Jefferson	SH 347	2030	\$4,800,000
LIMITS FROM: MAIN C LATERAL, SOUTH			LIMITS TO: AVE B IN NEDERLAND		
DESCRIPTION: SH 347 – 10"CRCP, BB, CSB, LTS/ REHABILITATE EXISTING ROADWAY					
REMARKS:				PROJECT ID: A00029677	

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Chapter 4: Federally Funded Transit Projects

Beaumont Transit Projects FY 2027

GENERAL PROJECT INFORMATION		FUNDING INFORMATION	
URBANIZED AREA	SETRPC	APPORTIONMENT YEAR	2027
PROJECT SPONSOR	Beaumont Municipal Transit	FISCAL YEAR	2027
MPO PROJECT NUMBER	24012-TXXE	FEDERAL FUNDING CATEGORY	5307
MTP REFERENCE		FEDERAL (FTA) FUNDS	\$ 2,900,000
PROJECT TYPE	OPERATING	STATE FUNDS	\$ 450,000
PROJECT DESCRIPTION	Operating Assistance for FY 2027	OTHER STATE FUNDS	\$ 0
AMENDMENT DATE	None	OTHER SOURCE FUNDS	\$ 2,450,000
AMENDMENT REQUEST		FISCAL YEAR COST (YOE)	\$ 5,800,000
REMARKS		TOTAL PROJECT COST	\$ 5,800,000
		TRANS. DEV. CRED REQUESTED	\$ 0
		TRANS. DEV. CRED AWARDED	\$ 0
		T. DEV. CRED AWARD DATE	None

24012-TXXE | Operating Assistance for FY 2027

GENERAL PROJECT INFORMATION		FUNDING INFORMATION	
URBANIZED AREA	SETRPC	APPORTIONMENT YEAR	2025
PROJECT SPONSOR	Beaumont Municipal Transit	FISCAL YEAR	2027
MPO PROJECT NUMBER	25013-TXXE	FEDERAL FUNDING CATEGORY	5310
MTP REFERENCE		FEDERAL (FTA) FUNDS	\$ 225,000
PROJECT TYPE	OPERATING	STATE FUNDS	\$ 0
PROJECT DESCRIPTION	Paratransit Vehicle Replacement	OTHER STATE FUNDS	\$ 0
AMENDMENT DATE	None	OTHER SOURCE FUNDS	\$ 125,000
AMENDMENT REQUEST		FISCAL YEAR COST (YOE)	\$ 350,000
REMARKS	Replacement Vehicle (Van 2232)	TOTAL PROJECT COST	\$ 350,000
		TRANS. DEV. CRED REQUESTED	\$ 0
		TRANS. DEV. CRED AWARDED	\$ 0
		T. DEV. CRED AWARD DATE	None

25013-TXXE | Paratransit Vehicle Replacement

GENERAL PROJECT INFORMATION		FUNDING INFORMATION	
URBANIZED AREA	SETRPC	APPORTIONMENT YEAR	2025
PROJECT SPONSOR	Beaumont Municipal Transit	FISCAL YEAR	2027
MPO PROJECT NUMBER	20016-TXXE	FEDERAL FUNDING CATEGORY	5339
MTP REFERENCE		FEDERAL (FTA) FUNDS	\$ 1,750,000
PROJECT TYPE	CAPITAL	STATE FUNDS	\$ 0
PROJECT DESCRIPTION	Purchase 2 Replacement Low-Emissions 30' Heavy Duty Bus	OTHER STATE FUNDS	\$ 0
AMENDMENT DATE	None	OTHER SOURCE FUNDS	\$ 125,000
AMENDMENT REQUEST		FISCAL YEAR COST (YOE)	\$ 1,875,000
REMARKS	Not Funded / Will Apply for FY 2026 NO-LO Emissions Grant.	TOTAL PROJECT COST	\$ 2,100,000
		TRANS. DEV. CREDS REQUESTED	\$ 225,000
		TRANS. DEV. CREDS AWARDED	\$ 0
		T. DEV. CREDS AWARD DATE	None

20016-TXXE | Purchase 2 Replacement Low-Emissions 30' Heavy Duty Bus

GENERAL PROJECT INFORMATION		FUNDING INFORMATION	
URBANIZED AREA	SETRPC	APPORTIONMENT YEAR	2025
PROJECT SPONSOR	Beaumont Municipal Transit	FISCAL YEAR	2027
MPO PROJECT NUMBER	25012-TXXE	FEDERAL FUNDING CATEGORY	5339
MTP REFERENCE		FEDERAL (FTA) FUNDS	\$ 875,000
PROJECT TYPE	CAPITAL	STATE FUNDS	\$ 0
PROJECT DESCRIPTION	AVL System & Paratransit Scheduling Software Upgrades	OTHER STATE FUNDS	\$ 0
AMENDMENT DATE	None	OTHER SOURCE FUNDS	\$ 60,000
AMENDMENT REQUEST		FISCAL YEAR COST (YOE)	\$ 935,000
REMARKS	Not Funded / Will Apply for FY 2026 NO-LO Emissions Grant	TOTAL PROJECT COST	\$ 1,050,000
		TRANS. DEV. CREDS REQUESTED	\$ 115,000
		TRANS. DEV. CREDS AWARDED	\$ 0
		T. DEV. CREDS AWARD DATE	None

25012-TXXE | AVL System & Paratransit Scheduling Software Upgrades

GENERAL PROJECT INFORMATION		FUNDING INFORMATION	
URBANIZED AREA	SETRPC	APPORTIONMENT YEAR	2027
PROJECT SPONSOR	Beaumont Municipal Transit	FISCAL YEAR	2027
MPO PROJECT NUMBER	25015-TXXE	FEDERAL FUNDING CATEGORY	5339
MTP REFERENCE		FEDERAL (FTA) FUNDS	\$ 290,000
PROJECT TYPE	CAPITAL	STATE FUNDS	\$ 0
PROJECT DESCRIPTION	Paratransit Van Replacement (1) Low Floor 26'	OTHER STATE FUNDS	\$ 0
AMENDMENT DATE	None	OTHER SOURCE FUNDS	\$ 58,000
AMENDMENT REQUEST		FISCAL YEAR COST (YOE)	\$ 348,000
REMARKS		TOTAL PROJECT COST	\$ 348,000
		TRANS. DEV. CREDS REQUESTED	\$ 0
		TRANS. DEV. CREDS AWARDED	\$ 0
		T. DEV. CREDS AWARD DATE	None

25015-TXXE | Paratransit Van Replacement (1) Low Floor 26'

**Beaumont Transit Projects
FY 2028**

GENERAL PROJECT INFORMATION		FUNDING INFORMATION	
URBANIZED AREA	SETRPC	APPORTIONMENT YEAR	2028
PROJECT SPONSOR	Beaumont Municipal Transit	FISCAL YEAR	2028
MPO PROJECT NUMBER	24016-TXXE	FEDERAL FUNDING CATEGORY	5307
MTP REFERENCE		FEDERAL (FTA) FUNDS	\$ 2,950,000
PROJECT TYPE	OPERATING	STATE FUNDS	\$ 475,000
PROJECT DESCRIPTION	Operating Assistance for FY 2028	OTHER STATE FUNDS	\$ 0
AMENDMENT DATE	None	OTHER SOURCE FUNDS	\$ 2,475,000
AMENDMENT REQUEST		FISCAL YEAR COST (YOE)	\$ 5,900,000
REMARKS		TOTAL PROJECT COST	\$ 5,900,000
		TRANS. DEV. CRED REQUESTED	\$ 0
		TRANS. DEV. CRED AWARDED	\$ 0
		T. DEV. CRED AWARD DATE	None

24016-TXXE | Operating Assistance for FY 2028

GENERAL PROJECT INFORMATION		FUNDING INFORMATION	
URBANIZED AREA	SETRPC	APPORTIONMENT YEAR	2028
PROJECT SPONSOR	Beaumont Municipal Transit	FISCAL YEAR	2028
MPO PROJECT NUMBER	25016-TXXE	FEDERAL FUNDING CATEGORY	5339
MTP REFERENCE		FEDERAL (FTA) FUNDS	\$ 290,000
PROJECT TYPE	CAPITAL	STATE FUNDS	\$ 0
PROJECT DESCRIPTION	Light Duty Low Floor Bus (28')	OTHER STATE FUNDS	\$ 0
AMENDMENT DATE	None	OTHER SOURCE FUNDS	\$ 58,000
AMENDMENT REQUEST		FISCAL YEAR COST (YOE)	\$ 348,000
REMARKS	Replacement of 2019 Van #1938	TOTAL PROJECT COST	\$ 348,000
		TRANS. DEV. CRED REQUESTED	\$ 0
		TRANS. DEV. CRED AWARDED	\$ 0
		T. DEV. CRED AWARD DATE	None

25016-TXXE | Light Duty Low Floor Bus (28')

**Beaumont Transit Projects
FY 2029**

GENERAL PROJECT INFORMATION		FUNDING INFORMATION	
URBANIZED AREA	SETRPC	APPORTIONMENT YEAR	2029
PROJECT SPONSOR	Beaumont Municipal Transit	FISCAL YEAR	2029
MPO PROJECT NUMBER	25027-TXXE	FEDERAL FUNDING CATEGORY	5307
MTP REFERENCE		FEDERAL (FTA) FUNDS	\$ 2,950,000
PROJECT TYPE	OPERATING	STATE FUNDS	\$ 475,000
PROJECT DESCRIPTION	Operating Assistance for FY 2029	OTHER STATE FUNDS	\$ 0
AMENDMENT DATE	None	OTHER SOURCE FUNDS	\$ 2,475,000
AMENDMENT REQUEST		FISCAL YEAR COST (YOE)	\$ 5,900,000
REMARKS		TOTAL PROJECT COST	\$ 5,900,000
		TRANS. DEV. CREDS REQUESTED	\$ 0
		TRANS. DEV. CREDS AWARDED	\$ 0
		T. DEV. CREDS AWARD DATE	None

25027-TXXE | Operating Assistance for FY 2029

GENERAL PROJECT INFORMATION		FUNDING INFORMATION	
URBANIZED AREA	SETRPC	APPORTIONMENT YEAR	2029
PROJECT SPONSOR	Beaumont Municipal Transit	FISCAL YEAR	2029
MPO PROJECT NUMBER	25029-TXXE	FEDERAL FUNDING CATEGORY	5339
MTP REFERENCE		FEDERAL (FTA) FUNDS	\$ 290,000
PROJECT TYPE	CAPITAL	STATE FUNDS	\$ 0
PROJECT DESCRIPTION	Light Duty Low Floor Bus (28')	OTHER STATE FUNDS	\$ 0
AMENDMENT DATE	None	OTHER SOURCE FUNDS	\$ 58,000
AMENDMENT REQUEST		FISCAL YEAR COST (YOE)	\$ 348,000
REMARKS	Replacement of 2019 Van #1938	TOTAL PROJECT COST	\$ 348,000
		TRANS. DEV. CREDS REQUESTED	\$ 0
		TRANS. DEV. CREDS AWARDED	\$ 0
		T. DEV. CREDS AWARD DATE	None

25029-TXXE | Light Duty Low Floor Bus (28')

**Beaumont Transit Projects
FY 2030**

GENERAL PROJECT INFORMATION		FUNDING INFORMATION	
URBANIZED AREA	SETRPC	APPORTIONMENT YEAR	2030
PROJECT SPONSOR	Beaumont Municipal Transit	FISCAL YEAR	2030
MPO PROJECT NUMBER	25028-TXXE	FEDERAL FUNDING CATEGORY	5307
MTP REFERENCE		FEDERAL (FTA) FUNDS	\$ 2,950,000
PROJECT TYPE	OPERATING	STATE FUNDS	\$ 475,000
PROJECT DESCRIPTION	Operating Assistance for FY 2030	OTHER STATE FUNDS	\$ 0
AMENDMENT DATE	None	OTHER SOURCE FUNDS	\$ 2,475,000
AMENDMENT REQUEST		FISCAL YEAR COST (YOE)	\$ 5,900,000
REMARKS		TOTAL PROJECT COST	\$ 5,900,000
		TRANS. DEV. CREDS REQUESTED	\$ 0
		TRANS. DEV. CREDS AWARDED	\$ 0
		T. DEV. CREDS AWARD DATE	None

25028-TXXE | Operating Assistance for FY 2030

GENERAL PROJECT INFORMATION		FUNDING INFORMATION	
URBANIZED AREA	SETRPC	APPORTIONMENT YEAR	2030
PROJECT SPONSOR	Beaumont Municipal Transit	FISCAL YEAR	2030
MPO PROJECT NUMBER	25030-TXXE	FEDERAL FUNDING CATEGORY	5339
MTP REFERENCE		FEDERAL (FTA) FUNDS	\$ 290,000
PROJECT TYPE	CAPITAL	STATE FUNDS	\$ 0
PROJECT DESCRIPTION	Light Duty Low Floor Bus (28')	OTHER STATE FUNDS	\$ 0
AMENDMENT DATE	None	OTHER SOURCE FUNDS	\$ 58,000
AMENDMENT REQUEST		FISCAL YEAR COST (YOE)	\$ 348,000
REMARKS	Replacement of 2019 Van #1938	TOTAL PROJECT COST	\$ 348,000
		TRANS. DEV. CREDS REQUESTED	\$ 0
		TRANS. DEV. CREDS AWARDED	\$ 0
		T. DEV. CREDS AWARD DATE	None

25030-TXXE | Light Duty Low Floor Bus (28')

**Port Arthur Transit Projects
FY 2027**

GENERAL PROJECT INFORMATION		FUNDING INFORMATION	
URBANIZED AREA	SETRPC	APPORTIONMENT YEAR	2022
PROJECT SPONSOR	Port Arthur Transit	FISCAL YEAR	2027
MPO PROJECT NUMBER	22023-TXXE	FEDERAL FUNDING CATEGORY	5307
MTP REFERENCE		FEDERAL (FTA) FUNDS	\$ 1,500,000
PROJECT TYPE	OPERATING	STATE FUNDS	\$ 401,707
PROJECT DESCRIPTION	Operating Assistance	OTHER STATE FUNDS	\$ 0
AMENDMENT DATE	None	OTHER SOURCE FUNDS	\$ 1,098,293
AMENDMENT REQUEST		FISCAL YEAR COST (YOE)	\$ 3,000,000
REMARKS		TOTAL PROJECT COST	\$ 3,000,000
		TRANS. DEV. CREDITS REQUESTED	\$ 0
		TRANS. DEV. CREDITS AWARDED	\$ 0
		T. DEV. CREDITS AWARD DATE	None

22023-TXXE | Operating Assistance

GENERAL PROJECT INFORMATION		FUNDING INFORMATION	
URBANIZED AREA	SETRPC	APPORTIONMENT YEAR	2022
PROJECT SPONSOR	Port Arthur Transit	FISCAL YEAR	2027
MPO PROJECT NUMBER	26004-TXXE	FEDERAL FUNDING CATEGORY	5307
MTP REFERENCE		FEDERAL (FTA) FUNDS	\$ 1,941,479
PROJECT TYPE	CAPITAL	STATE FUNDS	\$ 0
PROJECT DESCRIPTION	Vehicles, Facilities, Bus Stops, Preventive Maintenance	OTHER STATE FUNDS	\$ 0
AMENDMENT DATE	None	OTHER SOURCE FUNDS	\$ 0
AMENDMENT REQUEST		FISCAL YEAR COST (YOE)	\$ 1,941,479
REMARKS	Pending TRAMS Approval	TOTAL PROJECT COST	\$ 1,941,479
		TRANS. DEV. CREDITS REQUESTED	\$ 388,296
		TRANS. DEV. CREDITS AWARDED	\$ 0
		T. DEV. CREDITS AWARD DATE	None

26004-TXXE | Vehicles, Facilities, Bus Stops, Preventative Maintenance

GENERAL PROJECT INFORMATION		FUNDING INFORMATION	
URBANIZED AREA	SETRPC	APPORTIONMENT YEAR	2024
PROJECT SPONSOR	Port Arthur Transit	FISCAL YEAR	2027
MPO PROJECT NUMBER	26003-TXXE	FEDERAL FUNDING CATEGORY	5339
MTP REFERENCE		FEDERAL (FTA) FUNDS	\$ 161,586
PROJECT TYPE	CAPITAL	STATE FUNDS	\$ 0
PROJECT DESCRIPTION	Bus Stops	OTHER STATE FUNDS	\$ 0
AMENDMENT DATE	None	OTHER SOURCE FUNDS	\$ 0
AMENDMENT REQUEST		FISCAL YEAR COST (YOE)	\$ 161,586
REMARKS	Pending TRAMS Approval	TOTAL PROJECT COST	\$ 161,586
		TRANS. DEV. CREDITS REQUESTED	\$ 32,317
		TRANS. DEV. CREDITS AWARDED	\$ 0
		T. DEV. CREDITS AWARD DATE	None

26003-TXXE | Bus Stops

**Port Arthur Transit Projects
FY 2028**

GENERAL PROJECT INFORMATION		FUNDING INFORMATION	
URBANIZED AREA	SETRPC	APPORTIONMENT YEAR	2023
PROJECT SPONSOR	Port Arthur Transit	FISCAL YEAR	2028
MPO PROJECT NUMBER	24013-TXXE	FEDERAL FUNDING CATEGORY	5307
MTP REFERENCE		FEDERAL (FTA) FUNDS	\$ 1,500,000
PROJECT TYPE	OPERATING	STATE FUNDS	\$ 401,707
PROJECT DESCRIPTION	Operating Assistance	OTHER STATE FUNDS	\$ 0
AMENDMENT DATE	None	OTHER SOURCE FUNDS	\$ 1,098,293
AMENDMENT REQUEST		FISCAL YEAR COST (YOE)	\$ 3,000,000
REMARKS	Pending TRAMS Approval	TOTAL PROJECT COST	\$ 3,000,000
		TRANS. DEV. CREDS REQUESTED	\$ 0
		TRANS. DEV. CREDS AWARDED	\$ 0
		T. DEV. CREDS AWARD DATE	None

24013-TXXE | Operating Assistance

GENERAL PROJECT INFORMATION		FUNDING INFORMATION	
URBANIZED AREA	SETRPC	APPORTIONMENT YEAR	2025
PROJECT SPONSOR	Port Arthur Transit	FISCAL YEAR	2028
MPO PROJECT NUMBER	26002-TXXE	FEDERAL FUNDING CATEGORY	5339
MTP REFERENCE		FEDERAL (FTA) FUNDS	\$ 163,523
PROJECT TYPE	CAPITAL	STATE FUNDS	\$ 0
PROJECT DESCRIPTION	Bus Stops	OTHER STATE FUNDS	\$ 0
AMENDMENT DATE	None	OTHER SOURCE FUNDS	\$ 0
AMENDMENT REQUEST		FISCAL YEAR COST (YOE)	\$ 163,523
REMARKS	Pending TRAMS Approval	TOTAL PROJECT COST	\$ 163,523
		TRANS. DEV. CREDS REQUESTED	\$ 32,705
		TRANS. DEV. CREDS AWARDED	\$ 0
		T. DEV. CREDS AWARD DATE	None

26002-TXXE | Bus Stops

**Port Arthur Transit Projects
FY 2029**

GENERAL PROJECT INFORMATION		FUNDING INFORMATION	
URBANIZED AREA	SETRPC	APPORTIONMENT YEAR	2024
PROJECT SPONSOR	Port Arthur Transit	FISCAL YEAR	2029
MPO PROJECT NUMBER	24017-TXXE	FEDERAL FUNDING CATEGORY	5307
MTP REFERENCE		FEDERAL (FTA) FUNDS	\$ 1,500,000
PROJECT TYPE	OPERATING	STATE FUNDS	\$ 401,707
PROJECT DESCRIPTION	Operating Assistance	OTHER STATE FUNDS	\$ 0
AMENDMENT DATE	None	OTHER SOURCE FUNDS	\$ 1,098,293
AMENDMENT REQUEST		FISCAL YEAR COST (YOE)	\$ 3,000,000
REMARKS	Pending TRAMS Approval	TOTAL PROJECT COST	\$ 3,000,000
		TRANS. DEV. CRED\$ REQUESTED	\$ 0
		TRANS. DEV. CRED\$ AWARDED	\$ 0
		T. DEV. CRED\$ AWARD DATE	None

24017-TXXE | Operating Assistance

DRAFT

**Port Arthur Transit Projects
FY 2030**

GENERAL PROJECT INFORMATION		FUNDING INFORMATION	
URBANIZED AREA	SETRPC	APPORTIONMENT YEAR	2025
PROJECT SPONSOR	Port Arthur Transit	FISCAL YEAR	2030
MPO PROJECT NUMBER	26001-TXXE	FEDERAL FUNDING CATEGORY	5307
MTP REFERENCE		FEDERAL (FTA) FUNDS	\$ 1,500,000
PROJECT TYPE	OPERATING	STATE FUNDS	\$ 401,707
PROJECT DESCRIPTION	Operating Assistance	OTHER STATE FUNDS	\$ 0
AMENDMENT DATE	None	OTHER SOURCE FUNDS	\$ 1,098,293
AMENDMENT REQUEST		FISCAL YEAR COST (YOE)	\$ 3,000,000
REMARKS	Pending TRAMS Approval	TOTAL PROJECT COST	\$ 3,000,000
		TRANS. DEV. CREDS REQUESTED	\$ 0
		TRANS. DEV. CREDS AWARDED	\$ 0
		T. DEV. CREDS AWARD DATE	None

26001-TXXE | Operating Assistance

DRAFT

**South East Texas Transit Projects
FY 2027**

GENERAL PROJECT INFORMATION		FUNDING INFORMATION	
URBANIZED AREA	SETRPC	APPORTIONMENT YEAR	2027
PROJECT SPONSOR	South East Texas Transit	FISCAL YEAR	2027
MPO PROJECT NUMBER	24014-TXXE	FEDERAL FUNDING CATEGORY	5310
MTP REFERENCE		FEDERAL (FTA) FUNDS	\$ 182,821
PROJECT TYPE	OPERATING	STATE FUNDS	\$ 0
PROJECT DESCRIPTION	Operating Assistance for FY 2027	OTHER STATE FUNDS	\$ 0
AMENDMENT DATE	None	OTHER SOURCE FUNDS	\$ 45,705
AMENDMENT REQUEST		FISCAL YEAR COST (YOE)	\$ 228,526
REMARKS		TOTAL PROJECT COST	\$ 228,526
		TRANS. DEV. CREDS REQUESTED	\$ 0
		TRANS. DEV. CREDS AWARDED	\$ 0
		T. DEV. CREDS AWARD DATE	None

24014-TXXE | Operating Assistance for FY 2027

GENERAL PROJECT INFORMATION		FUNDING INFORMATION	
URBANIZED AREA	SETRPC	APPORTIONMENT YEAR	2027
PROJECT SPONSOR	South East Texas Transit	FISCAL YEAR	2027
MPO PROJECT NUMBER	24015-TXXE	FEDERAL FUNDING CATEGORY	5311
MTP REFERENCE		FEDERAL (FTA) FUNDS	\$ 502,153
PROJECT TYPE	ADMINISTRATION	STATE FUNDS	\$ 366,672
PROJECT DESCRIPTION	Administration and Operation of a Rural Transportation Program (2027)	OTHER STATE FUNDS	\$ 0
AMENDMENT DATE	None	OTHER SOURCE FUNDS	\$ 260,812
AMENDMENT REQUEST		FISCAL YEAR COST (YOE)	\$ 1,129,637
REMARKS		TOTAL PROJECT COST	\$ 1,129,637
		TRANS. DEV. CREDS REQUESTED	\$ 0
		TRANS. DEV. CREDS AWARDED	\$ 0
		T. DEV. CREDS AWARD DATE	None

24015-TXXE | Administration and Operation of a Rural Transportation Program (2027)

**South East Texas Transit Projects
FY 2028**

GENERAL PROJECT INFORMATION		FUNDING INFORMATION	
URBANIZED AREA	SETRPC	APPORTIONMENT YEAR	2028
PROJECT SPONSOR	South East Texas Transit	FISCAL YEAR	2028
MPO PROJECT NUMBER	24018-TXXE	FEDERAL FUNDING CATEGORY	5310
MTP REFERENCE		FEDERAL (FTA) FUNDS	\$ 182,821
PROJECT TYPE	OPERATING	STATE FUNDS	\$ 0
PROJECT DESCRIPTION	Operating Assistance for FY 2028	OTHER STATE FUNDS	\$ 0
AMENDMENT DATE	None	OTHER SOURCE FUNDS	\$ 45,705
AMENDMENT REQUEST		FISCAL YEAR COST (YOE)	\$ 228,526
REMARKS		TOTAL PROJECT COST	\$ 228,526
		TRANS. DEV. CREDS REQUESTED	\$ 0
		TRANS. DEV. CREDS AWARDED	\$ 0
		T. DEV. CREDS AWARD DATE	None

24018-TXXE | Operating Assistance for FY 2028

GENERAL PROJECT INFORMATION		FUNDING INFORMATION	
URBANIZED AREA	SETRPC	APPORTIONMENT YEAR	2028
PROJECT SPONSOR	South East Texas Transit	FISCAL YEAR	2028
MPO PROJECT NUMBER	24019-TXXE	FEDERAL FUNDING CATEGORY	5311
MTP REFERENCE		FEDERAL (FTA) FUNDS	\$ 502,153
PROJECT TYPE	ADMINISTRATION	STATE FUNDS	\$ 366,672
PROJECT DESCRIPTION	Administration and Operation of a Rural Transportation Program	OTHER STATE FUNDS	\$ 0
AMENDMENT DATE	None	OTHER SOURCE FUNDS	\$ 260,812
AMENDMENT REQUEST		FISCAL YEAR COST (YOE)	\$ 1,129,637
REMARKS		TOTAL PROJECT COST	\$ 1,129,637
		TRANS. DEV. CREDS REQUESTED	\$ 0
		TRANS. DEV. CREDS AWARDED	\$ 0
		T. DEV. CREDS AWARD DATE	None

24019-TXXE | Administration and Operation of a Rural Transportation Program

**South East Texas Transit Projects
FY 2029**

GENERAL PROJECT INFORMATION		FUNDING INFORMATION	
URBANIZED AREA	SETRPC	APPORTIONMENT YEAR	2030
PROJECT SPONSOR	South East Texas Transit	FISCAL YEAR	2029
MPO PROJECT NUMBER	26007-TXXE	FEDERAL FUNDING CATEGORY	5310
MTP REFERENCE		FEDERAL (FTA) FUNDS	\$ 182,821
PROJECT TYPE	OPERATING	STATE FUNDS	\$ 0
PROJECT DESCRIPTION	Operating Assistance for FY 2029	OTHER STATE FUNDS	\$ 0
AMENDMENT DATE	None	OTHER SOURCE FUNDS	\$ 45,705
AMENDMENT REQUEST		FISCAL YEAR COST (YOE)	\$ 228,526
REMARKS		TOTAL PROJECT COST	\$ 228,526
		TRANS. DEV. CRED\$ REQUESTED	\$ 0
		TRANS. DEV. CRED\$ AWARDED	\$ 0
		T. DEV. CRED\$ AWARD DATE	None

26007-TXXE | Operating Assistance for FY 2029

GENERAL PROJECT INFORMATION		FUNDING INFORMATION	
URBANIZED AREA	SETRPC	APPORTIONMENT YEAR	2029
PROJECT SPONSOR	South East Texas Transit	FISCAL YEAR	2029
MPO PROJECT NUMBER	26005-TXXE	FEDERAL FUNDING CATEGORY	5311
MTP REFERENCE		FEDERAL (FTA) FUNDS	\$ 502,153
PROJECT TYPE	ADMINISTRATION	STATE FUNDS	\$ 366,672
PROJECT DESCRIPTION	Administration and Operation of a Rural Transportation Program	OTHER STATE FUNDS	\$ 0
AMENDMENT DATE	None	OTHER SOURCE FUNDS	\$ 260,812
AMENDMENT REQUEST		FISCAL YEAR COST (YOE)	\$ 1,129,637
REMARKS		TOTAL PROJECT COST	\$ 1,129,637
		TRANS. DEV. CRED\$ REQUESTED	\$ 0
		TRANS. DEV. CRED\$ AWARDED	\$ 0
		T. DEV. CRED\$ AWARD DATE	None

26005-TXXE | Administration and Operation of a Rural Transportation Program

**South East Texas Transit Projects
FY 2030**

GENERAL PROJECT INFORMATION		FUNDING INFORMATION	
URBANIZED AREA	SETRPC	APPORTIONMENT YEAR	2030
PROJECT SPONSOR	South East Texas Transit	FISCAL YEAR	2030
MPO PROJECT NUMBER	26008-TXXE	FEDERAL FUNDING CATEGORY	5310
MTP REFERENCE		FEDERAL (FTA) FUNDS	\$ 182,821
PROJECT TYPE	OPERATING	STATE FUNDS	\$ 0
PROJECT DESCRIPTION	Operating Assistance for FY 2030	OTHER STATE FUNDS	\$ 0
AMENDMENT DATE	None	OTHER SOURCE FUNDS	\$ 45,705
AMENDMENT REQUEST		FISCAL YEAR COST (YOE)	\$ 228,526
REMARKS		TOTAL PROJECT COST	\$ 228,526
		TRANS. DEV. CREDS REQUESTED	\$ 0
		TRANS. DEV. CREDS AWARDED	\$ 0
		T. DEV. CREDS AWARD DATE	None

26008-TXXE | Operating Assistance for FY 2030

GENERAL PROJECT INFORMATION		FUNDING INFORMATION	
URBANIZED AREA	SETRPC	APPORTIONMENT YEAR	2030
PROJECT SPONSOR	South East Texas Transit	FISCAL YEAR	2030
MPO PROJECT NUMBER	26006-TXXE	FEDERAL FUNDING CATEGORY	5311
MTP REFERENCE		FEDERAL (FTA) FUNDS	\$ 502,153
PROJECT TYPE	ADMINISTRATION	STATE FUNDS	\$ 366,672
PROJECT DESCRIPTION	Administration and Operation of a Rural Transportation Program	OTHER STATE FUNDS	\$ 0
AMENDMENT DATE	None	OTHER SOURCE FUNDS	\$ 260,812
AMENDMENT REQUEST		FISCAL YEAR COST (YOE)	\$ 1,129,637
REMARKS		TOTAL PROJECT COST	\$ 1,129,637
		TRANS. DEV. CREDS REQUESTED	\$ 0
		TRANS. DEV. CREDS AWARDED	\$ 0
		T. DEV. CREDS AWARD DATE	None

26006-TXXE | Administration and Operation of a Rural Transportation Program

Chapter 5: Financial Summary

Transit Financial Summary SETRPC Metropolitan Planning Organization FY 2027-2030 Transportation Improvement Program

All Figures in Year of Expenditure (YOE) Dollars Current as of 3/18/26

Transit Program	FY 2027			FY 2028			FY 2029		
	Federal	State/Other	Total	Federal	State/Other	Total	Federal	State/Other	Total
1 Sec. 5307 - Urbanized Formula >200K	\$6,341,479	\$4,400,000	\$10,741,479	\$4,450,000	\$4,450,000	\$8,900,000	\$4,450,000	\$4,450,000	\$8,900,000
2 Sec. 5307 - Urbanized Formula <200K			\$0			\$0			\$0
3 Sec. 5309 - Discretionary			\$0			\$0			\$0
4 Sec. 5310 - Elderly & Individuals w/Disabilities	\$407,821	\$170,705	\$578,526	\$182,821	\$45,705	\$228,526	\$182,821	\$274,231	\$457,052
5 Sec. 5311 - Nonurbanized Formula	\$502,153	\$627,484	\$1,129,637	\$502,153	\$627,484	\$1,129,637	\$502,153	\$627,484	\$1,129,637
6 Sec. 5316 - JARC >200K			\$0			\$0			\$0
7 Sec. 5316 - JARC <200K			\$0			\$0			\$0
8 Sec. 5316 - JARC Nonurbanized			\$0			\$0			\$0
9 Sec. 5317 - New Freedom >200K			\$0			\$0			\$0
10 Sec. 5317 - New Freedom <200K			\$0			\$0			\$0
11 Sec. 5317 - New Freedom Nonurbanized			\$0			\$0			\$0
12 Other FTA	\$3,076,586	\$243,000	\$3,319,586	\$453,523	\$58,000	\$511,523	\$290,000	\$58,000	\$348,000
13 Regionally Significant or Other			\$0			\$0			\$0
Total Funds	\$10,328,039	\$5,441,189	\$15,769,228	\$5,588,497	\$5,181,189	\$10,769,686	\$5,424,974	\$5,409,715	\$10,834,689
Transportation Development Credits									
			\$760,613			\$32,705			\$0
			\$0			\$0			\$0

All Figures in Year of Expenditure (YOE) Dollars

Transit Programs	FY 2030			FY 2027-2030 Total		
	Federal	State/Other	Total	Federal	State/Other	Total
1 Sec. 5307 - Urbanized Formula >200K	\$4,450,000	\$4,450,000	\$8,900,000	\$19,691,479	\$17,750,000	\$37,441,479
2 Sec. 5307 - Urbanized Formula <200K			\$0	\$0	\$0	\$0
3 Sec. 5309 - Discretionary			\$0	\$0	\$0	\$0
4 Sec. 5310 - Elderly & Individuals w/Disabilities	\$182,821	\$45,705	\$228,526	\$956,284	\$536,346	\$1,492,630
5 Sec. 5311 - Nonurbanized Formula	\$502,153	\$627,484	\$1,129,637	\$2,008,612	\$2,509,936	\$4,518,548
6 Sec. 5316 - JARC >200K			\$0	\$0	\$0	\$0
7 Sec. 5316 - JARC <200K			\$0	\$0	\$0	\$0
8 Sec. 5316 - JARC Nonurbanized			\$0	\$0	\$0	\$0
9 Sec. 5317 - New Freedom >200K			\$0	\$0	\$0	\$0
10 Sec. 5317 - New Freedom <200K			\$0	\$0	\$0	\$0
11 Sec. 5317 - New Freedom Nonurbanized			\$0	\$0	\$0	\$0
12 Other FTA	\$290,000	\$58,000	\$348,000	\$4,110,109	\$417,000	\$4,527,109
13 Regionally Significant or Other			\$0	\$0	\$0	\$0
Total Funds	\$5,424,974	\$5,181,189	\$10,606,163	\$26,766,484	\$21,213,282	\$47,979,766
Transportation Development Credits						
			\$0			\$0
			\$0			\$0

Chapter 6: Funding Categories

6.0 Texas Department of Transportation (TxDOT) Funding Categories:

- 1 Preventive Maintenance and Rehabilitation: Rehabilitation and preventative maintenance of the existing state highway system, including the Interstate Highway System main lanes, frontage roads, structures, signs, pavement markings, striping, etc.
- 2 Metropolitan and Urban Corridor Projects: Mobility and added capacity projects along a corridor that improve transportation facilities in order to decrease travel time and level or duration of traffic congestion and increase the safe and efficient movement of people and freight in metropolitan and urbanized areas.
- 3 Non-Traditionally Funded Transportation Projects: Transportation related projects that qualify for funding from sources not traditionally part of the state highway fund, including state bond financing under programs such as proposition 12, pass-through toll financing, unique federal funding, regional toll revenue, and local participation funding.
- 4 Statewide Connectivity Corridor Projects: Mobility and added capacity projects on major state highway systems corridors which provide statewide connectivity between urban areas and corridors.
- 5 Congestion Mitigation and Air Quality Improvement: Addresses attainment of national ambient air quality standards in current non-attainment areas. Funds cannot be utilized to add capacity for single occupancy vehicles.
- 6 Structures-Replacement & Rehabilitation: Replaces or rehabilitates eligible bridges on and off the state highway system. Eliminates at-grade highway/railroad crossings by providing grade separations and rehabilitates/replaces deficient railroad underpasses.
- 7 Metropolitan Mobility & Rehabilitation: Addresses various transportation needs within Transportation Management Areas selected by the Metropolitan Planning Organizations.
- 8 Safety: Addresses safety related projects on and off the state highway system. Includes safety improvements to high-risk rural roads, projects selected via safety indices to eliminate hazards, and signal coordination and warning devices at railroad crossings.
- 9 Enhancements: Includes projects above and beyond typical transportation improvements, including on- and off-road pedestrian and bicycle pedestrian facilities, landscaping, historic preservation, environmental mitigation, and safety rest areas.

- 10 Miscellaneous (Supplemental Transportation Projects): Various projects including construction and rehabilitation of roadways within and adjacent to state parks and wildlife refuges; landscaping development projects; replacement of rough railroad crossing surfaces, maintenance of automatic railroad devices, and rehabilitation and/or improvement of railroad infrastructure; and construction or replacement of curb ramps at on-system intersections.
- 11 District Discretionary: Various projects on the state highway system selected at the district's discretion.
- 12 Strategic Priority: Commission-selected projects that promote economic opportunity, increase efficiency on military deployment routes, maintain the ability to respond to both man-made and natural emergencies, and address other various strategic needs.

6.1 Federal Transit Administration Funding Categories:

- FTA 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.
- FTA 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.
- FTA 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.
- FTA 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.
- FTA 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.
- FTA 5339 Buses and Bus Facilities: Provides funding to replace, rehabilitate, and purchase buses and related equipment and to construct bus-related facilities

Chapter 7: Environmental Studies

BEAUMONT DISTRICT SETRPC METROPOLITAN PLANNING ORGANIZATION ENVIRONMENTAL STUDIES PROJECTS

DISTRICT	CSJ	COUNTY	HWY	LET Year	EST COST
Beaumont	0064-07-044	Jasper	US 96	2032	\$73,360,001.00
LIMITS FROM:	SABINE CO/L, SOUTH		LIMITS TO:	0.8 MILES NORTH OF RE 255	
DESCRIPTION:	WIDEN FROM 2 TO 4 LANES DIVIDED				
REMARKS:	PROJECT ID: A00061730				
DISTRICT	CSJ	COUNTY	HWY	LET Year	EST COST
Beaumont	0064-08-062	Jasper	US 96	2032	\$5,816,001.00
LIMITS FROM:	0.8 MILES NORTH OF RE 255 SOUTH		LIMITS TO:	RE 255	
DESCRIPTION:	WIDEN FROM 2 TO 4 LANES DIVIDED				
REMARKS:	PROJECT ID: A00061733				
DISTRICT	CSJ	COUNTY	HWY	LET Year	EST COST
Beaumont	0200-10-060	Hardin	US 69	2032	\$290,000,001.00
LIMITS FROM:	0.75 MI S OF FM 1003		LIMITS TO:	MITCHELL ROAD	
DESCRIPTION:	PHASE 1: CONSTRUCT NEW LOCATION 4 LANE DIVIDED FACILITY - FR ONLY				
REMARKS:	PROJECT ID: A00018299				
DISTRICT	CSJ	COUNTY	HWY	LET Year	EST COST
Beaumont	0200-14-060	Jefferson	US 69	2032	\$91,680,001.00
LIMITS FROM:	IH 10 south		LIMITS TO:	SH 347	
DESCRIPTION:	WIDEN FROM 4 TO 6 MAIN LANES				
REMARKS:	PROJECT ID: A00018579				

Chapter 8: Exempt Project Criteria

This chapter provides information excerpted from 40 CFR Part 93: Transportation Conformity Rule regarding project and program types that are considered exempt from being submitted as part of a transportation conformity determination analysis. This chapter is explanatory only and not applicable while the MPO is classified as within transportation conformity. The following criteria describe the exemption status for these types of projects and programs.

§93.126 Exempt Projects

Notwithstanding the other requirements of this subpart, highway and transit projects of the types listed in Table 1 are exempt from the requirement that a conformity determination be made. Such projects may proceed toward implementation even in the absence of a conforming transportation plan and TIP. A particular action of the type listed in Table 1 is not exempt if the MPO in consultation with other agencies (see §93.105(c)(1)(iii)), the EPA, and the FHWA (in the case of a highway project) or the FTA (in case of a transit project) concur that it has potentially adverse emissions impacts for any reason. States and MPOs must ensure that exempt projects do not interfere with TCM implementation.

Table 1: Exempt Projects

SAFETY	
➔	Railroad/highway crossing
➔	Hazard elimination program
➔	Safer non-Federal-aid system roads
➔	Shoulder improvements
➔	Increasing sight distance
➔	Safety improvement program
➔	Traffic control devices and operating assistance other than signalization projects
➔	Railroad/highway crossing warning devices
➔	Guardrails, median barriers, crash cushions
➔	Pavement resurfacing and/or rehabilitation
➔	Pavement marking demonstration
➔	Emergency relief (23 U.S.C.125)
➔	Fencing
➔	Skid treatments
➔	Safety roadside rest areas
➔	Adding medians
➔	Truck climbing lanes outside the urbanized area
➔	Lighting improvements
➔	Widening narrow pavements or reconstructing bridges (no additional travel lanes)

<ul style="list-style-type: none"> → Emergency truck pullovers
MASS TRANSIT
<ul style="list-style-type: none"> → Operating assistance to transit agencies → Purchase of support vehicles → Rehabilitation of transit vehicles¹ → Purchase of office, shop, and operating equipment for existing facilities → Purchase of operating equipment for vehicles (e.g., radios, fireboxes, lifts, etc.) → Construction or renovation of power, signal, and communications systems → Construction of small passenger shelters and information kiosks → Reconstruction or renovation of transit buildings and structures (e.g., rail or bus buildings, storage and maintenance facilities, stations, terminals, and ancillary structures) → Rehabilitation or reconstruction of track structures, track, and tracked in existing rights-of-way → Purchase of new buses and rail cars to replace existing vehicles or for minor expansions of the fleet → Construction of new bus or rail storage/maintenance facilities categorically excluded in 23 CFR 771
AIR QUALITY
<ul style="list-style-type: none"> → Continuation of ride-sharing and vanpooling promotion activities at current levels → Bicycle and pedestrian facilities
OTHER
<ul style="list-style-type: none"> → Specific activities which do not involve or lead directly to construction, such as: <ul style="list-style-type: none"> • Planning and technical studies • Grants for training and research programs • Planning activities conducted pursuant to titles 23 and 49 U.S.C. • Federal-aid systems revisions → Engineering to assess social, economic, and environmental effects of the proposed action or alternatives to the action → Noise attenuation → Advance land acquisition (23 CFR 712 or 23 CFR 771) → Acquisition of scenic easements → Plantings, landscaping, etc. → Sign removal → Directional and informational signs → Transportation enhancement activities (except rehabilitation and operation of historic transportation buildings, structures, or facilities) → Repair of damage caused by natural disasters, civil unrest, or terrorist acts except projects involving substantial functional, locational or capacity changes

§93.127 Projects Exempt from Regional Emissions Analysis

Notwithstanding the other requirements of this subpart, highway and transit projects of the types listed in Table 2 are exempt from regional emissions analysis requirements. The local effects of these projects with respect to CO or PM10 concentrations must be considered to determine if a hot-spot analysis is required prior to making a project-level conformity determination. Such projects may then proceed to the project development process even in the absence of a conforming transportation plan and TIP. A particular action of the type listed in Table 2 is not exempt if the MPO in consultation with other agencies (see

¹ In PM10 nonattainment or maintenance areas, such projects are exempt only if they are in compliance with control measures in the applicable implementation plan

§93.105(c)(1)(iii)), the EPA, and the FHWA (in the case of a highway project) or the FTA (in case of a transit project) concur that it has potential regional impacts for any reason.

Table 2: Projects Exempt from Regional Emissions Analysis

<ul style="list-style-type: none"> Intersection channelization projects Intersection signalization projects at individual intersections Interchange reconfiguration projects Changes in vertical and horizontal alignments Truck size and weight inspection stations Bus terminals and transfer points

§93.128 Traffic Signal Synchronization Projects

Traffic signal synchronization projects may be approved, funded, and implemented without satisfying the requirements of this subpart. However, all subsequent regional emissions analyses required by §93.118 and §93.119 for all transportation plans, TIPs, or projects not from a conforming plan and TIP must include such regionally significant traffic signal synchronization projects.

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Chapter 9: Integration of Performance Measures

9.0 Introduction

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. In the JJOHRTS Metropolitan Transportation Plan (MTP) 2050 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 JJOHRTS FY 2027-2030 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.

9.1 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).

9.1.1 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 Highway Safety Improvement Program (HSIP) 2025 annual report. These performance measures are:

- 3) Number of fatalities
- 4) Rate of fatalities per 100 million vehicle miles traveled (VMT)
- 5) Number of serious injuries
- 6) Rate of serious injuries per 100 million VMT
- 7) 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 fiscal year 2024 and are based on an anticipated five-year rolling average (2022-2026). Texas statewide safety performance targets for 2024 are included in The SETRPC adopted the Texas statewide safety performance targets on February 5, 2026.

Table 8-1: TxDOT Established Safety Performance Targets for CY 2026

2026 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	3,898	1.496	14,669	5.629	2,237
2021	4,456	1.563	19,456	6.493	2,620
2022	4,410	1.516	18,887	6.493	2,678
2023	4,291	1.424	18,766	6.229	2,760
2024	4,152	1.350	18,216	5.924	2,726
2026 Target	4,506	1.440	18,884	6.300	2,802

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 JJOHRTS 2027-2030 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 2050 (TTP), and the SETRPC JJOHRTS Metropolitan Transportation Plan 2050 (MTP).

- ➔ 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 JJOHRTS MTP-2050 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 JJOHRTS 2027-2030 TIP includes investments for safety improvements. These funded safety projects are expected to contribute to the achievement of the safety performance targets.

9.1.2 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. TxDOT adopted new pavement and bridge condition targets on October 1, 2024 which 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 8-2.

Table 8-2: 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%	1.5%
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 JJOHRTS 2027-2030 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 2050 (TTP) and the SETRPC JJOHRTS MTP-2050.

- ➔ 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 JJOHRTS MTP-2050 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 JJOHRTS 2027-2030 TIP includes investments that will maintain pavement and bridge condition performance. Investments in pavement and bridge condition could include pavement replacement and reconstruction, bridge replacement and reconstruction, new bridge and pavement capacity, and system resiliency projects that improve NHS bridge components.

The fiscally constrained SETRPC JJOHRTS 2027-2030 TIP 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.

9.1.3 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 February 9, 2023, the Texas Department of Transportation adopted 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 June 15, 2023. These performance targets are shown in Table 8-3.

Table 8-3: 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%	97%	95%
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 JJOHRTS 2027-2030 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 2050 (TTP), and the SETRPC JJOHRTS MTP-2050.

- ➔ 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 JJOHRTS MTP-2050 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 JJOHRTS 2027-2030 TIP devotes resources to projects that will address passenger and highway freight reliability and delay. The fiscally constrained SETRPC JJOHRTS 2027-2030 TIP programs \$107,639,998 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.

9.2 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).

9.2.1 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 2024, which account for each transit provider's recent asset inventories, condition assessment, and expectations for asset procurement and improvements along with performance targets.

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 8-4.

Table 8-4: Transit Asset Management (TAM) Performance Measures and Targets

Asset Category	Asset Class	Asset Type	FY 25 Target for Exceeding Useful Life Benchmark* (%)	FY 25 Target for Below 3** on TERM*** Scale (%)
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 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 JJOHRTS 2027-2030 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) 2050 and SETRPC JJOHRTS MTP-2050.

- ➔ 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 JJOHRTS MTP-2050 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.

9.2.2 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 December 4, 2024. These performance targets are shown in Table 8-5.

Table 8-5: 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 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 JJOHRTS 2027-2030 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) 2050 and the SETRPC JJOHRTS MTP-2050.

- ➔ 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 JJOHRTS MTP-2050 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.

9.3 The JOHRTS FY 2027 – FY 2030 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 three performance measures are safety (PM1), pavement and bridge condition (PM2), and system performance (PM3). The TIP and any amendments to the TIP were also 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). In addition, the TIP and any amendments to the TIP were reviewed to determine their relevance to the Public

Transportation Agency Safety Plans (PTASP) developed for BMT and PAT. Project Contribution to Performance Targets

Table 8-6 below shows the projects programmed within the fiscally constrained JJOHRTS 2027-2030 TIP 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.

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Table 8-6: 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	X			
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	X			
0920-00-149	24029-F50N	Various	Districtwide		FY 24 Districtwide ADA Project	FY 24 Districtwide ADA Project. Along College St- From Pinchback Rd to IH 10	X			
0920-00-171	24031-F50N	IH 10	Districtwide		Transportation Non-Roadway	Truck Parking (FY 25) - approximately 18 truck parking spots	X			
5000-00-272	25001-F50P	IH 10	17160 I-10, Vidor, TX 77663		Electric Car Charging Location	Install 4 Direct Current Fast Charge ports along the Electric Alt Fuel Corridors plus 5 years of Operations and Maintenance			X	
0065-06-067	19095-F45N	US 69	US 96, South	Jefferson C/L	Construct New Road	Widen Freeway from 4 to 6 Lanes			X	
0065-07-065	19084-F45N	US 69	Hardin C/L, South	Tram Road	Construct New Road	Widen Freeway from 4 to 6 Lanes			X	
0920-00-172	24032-F50N	Various	Districtwide		Bicycle and Pedestrian Improvements	Districtwide Pedestrian Upgrades	X		X	
0920-00-133	24028-F50N	Various	Districtwide		IH-10 Drainage Improvements	IH-10 Drainage Improvements		X	X	
0339-04-036	24027-F50N	SH 105	0.10 Miles East of SH 326	Pine Island Bayou	Widen Road - Add Lanes	Widen from 2 to 4 Lanes with CLTL		X	X	

CSJ	MPO ID	Highway	Limits From	Limits To	Project Name	Project Description	PM1	PM2	PM3	TAM
0200-04-020	24025-F50N	US 69	Angelina County Line	Tyler County Line	Widen Road - Add Lanes and Shoulders	Widen Existing 2 Lane Highway to 4 Lanes Divided		X	X	
0028-13-142	N/A	IH 10	US 90, East	At UPRR	Bridge Replacement	IH 10-UPRR Overpass - Replace Bridge and Approaches		X		
0064-07-044	24023-F50N	US 96	Sabine C/L, South	0.8 Miles North of RE 255	Widen Road - Add Lanes	Widen from 2 to 4 Lanes Divided			X	
0920-00-150	24030-F50N	Various	Districtwide		Traffic Surveillance	District Wide - ITS Upgrade to Install 40 CCTV Cameras and 8 DMSS	X	X	X	
0200-10-060	N/A	US 69	0.75 Miles South of FM 1003	Mitchell Road	Construct Frontage Roads	Construct Frontage Roads Only For New Location 4 Lane Divided Facility (Future Interstate)			X	
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			X	
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			X	
0307-01-159	N/A	SH 87	3.8 Miles North of SH 82	3 Miles South of SH 82	Interchange Improvement	Widening and RR Grade Separation			X	X
0200-15-025	N/A	US 69	Nederland Ave, South	Jimmy Johnson Blvd.	Highway Improvements	Ramp Reversal, Bridge Widening, and Intersection Improvements	X	X	X	
0920-00-173	24033-F50N	Various	Districtwide		Hazard Elimination & Safety	Hazard Elimination & Safety	X			
Multiple	N/A	N/A	N/A	N/A	Transit Operations and Maintenance	Transit Operations and Maintenance				X

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 8-7 below.

Table 8-7: Project Contribution to Transit Performance Targets

MPO ID	Project Sponsor	FY Year	Description	TAM	PTASP
22023-TXXE	Port Arthur Transit	2027	Operating Assistance	X	X
24012-TXXE	Beaumont Municipal Transit	2027	Operating Assistance for FY 2027	X	X
26004-TXXE	Port Arthur Transit	2027	Vehicles, Facilities, Bus Stops, Preventive Maintenance	X	X
24014-TXXE	South East Texas Transit	2027	Operating Assistance for FY 2027	X	X
25013-TXXE	Beaumont Municipal Transit	2027	Paratransit Vehicle Replacement	X	X
24015-TXXE	South East Texas Transit	2027	Administration and Operation of a Rural Transportation Program (2027)	X	X
20016-TXXE	Beaumont Municipal Transit	2027	Purchase 2 Replacement Low-Emissions 30' Heavy Duty Bus	X	
25012-TXXE	Beaumont Municipal Transit	2027	AVL System & Paratransit Scheduling Software Upgrades	X	X
25015-TXXE	Beaumont Municipal Transit	2027	Paratransit Van Replacement (1) Low Floor 26'	X	X
26003-TXXE	Port Arthur Transit	2027	Bus Stops	X	X
24013-TXXE	Port Arthur Transit	2028	Operating Assistance	X	X
24016-TXXE	Beaumont Municipal Transit	2028	Operating Assistance for FY 2028	X	X
24018-TXXE	South East Texas Transit	2028	Operating Assistance for FY 2028	X	X
24019-TXXE	South East Texas Transit	2028	Administration and Operation of a Rural Transportation Program	X	X

MPO ID	Project Sponsor	FY Year	Description	TAM	PTAS P
25016-TXXE	Beaumont Municipal Transit	2028	Light Duty Low Floor Bus (28')	X	X
26002-TXXE	Port Arthur Transit	2028	Bus Stops	X	X
24017-TXXE	Port Arthur Transit	2029	Operating Assistance	X	X
25027-TXXE	Beaumont Municipal Transit	2029	Operating Assistance for FY 2029	X	X
26007-TXXE	South East Texas Transit	2029	Operating Assistance for FY 2029	X	X
26005-TXXE	South East Texas Transit	2029	Administration and Operation of a Rural Transportation Program	X	X
25029-TXXE	Beaumont Municipal Transit	2029	Light Duty Low Floor Bus (28')	X	X
25028-TXXE	Beaumont Municipal Transit	2030	Operating Assistance for FY 2030	X	X
26001-TXXE	Port Arthur Transit	2030	Operating Assistance	X	X
26008-TXXE	South East Texas Transit	2030	Operating Assistance for FY 2030	X	X
26006-TXXE	South East Texas Transit	2030	Administration and Operation of a Rural Transportation Program	X	X
25030-TXXE	Beaumont Municipal Transit	2030	Light Duty Low Floor Bus (28')	X	X



Chapter 10: Public Involvement Documentation

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Chapter 11: Resolution

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Chapter 12: MPO Self-Certification

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Chapter 13: Revisions

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