

Amendment #2

Revised JJOHRTS FY 2025-2028

Transportation Improvement Program

Effective Date: 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: September 18, 2025 - October 17, 2025

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



Table of Contents

Chapter 1:	Planning Process	3
Chapter 2:	Federally Funded Highway Projects	20
Chapter 3:	Grouped Projects	37
Chapter 4:	Federally Funded Transit Projects	67
Chapter 5:	Financial Summary	76
Chapter 6:	Funding Categories	79
Chapter 7:	Environmental Studies	83
Chapter 8:	Feasibility Studies	84
Chapter 9:	Exempt Project Criteria	85
Chapter 10:	Integration of Performance Measures	88
Chapter 11:	Public Involvement Documentation	103
Chapter 12:	Resolution	116
Chapter 13:	MPO Self-Certification	117
Chapter 14:	Revisions	118

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 2025-2028 TIP are also developed to encompass this additional area. SETRPC MPO is working with TxDOT TPP to address the administrative requirements to include Jasper County (Figure 1.1).

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) 2025-2028 TIP is the short-range implementation portion of the JJOHRTS Metropolitan Transportation Plan (MTP) 2045. 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 2025-2028 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 2025-2028 TIP)
- ➔ Locally Funded Regionally Significant Projects (No projects listed in the JJOHRTS FY 2025-2028 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 2025-2028 TIP)
- ➔ Feasibility Studies (No projects listed in the JJOHRTS FY 2025-2028 TIP)

1.2 JJOHRTS Area Description

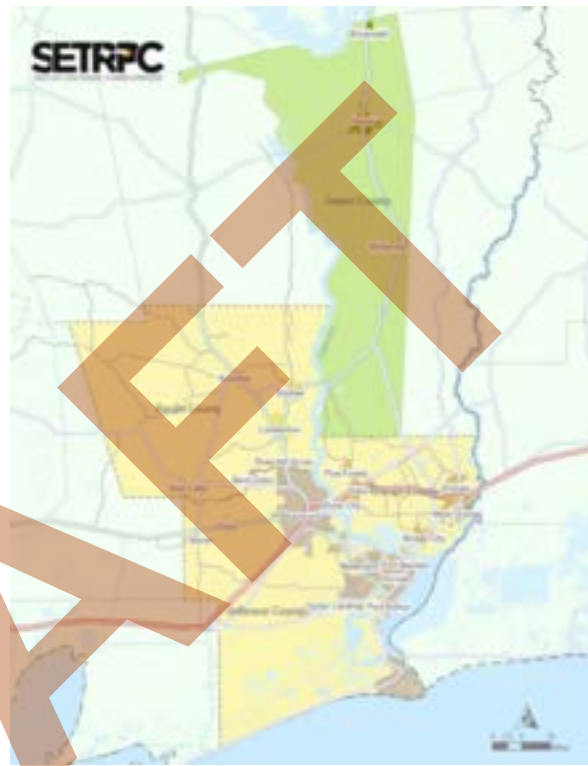
The JJOHRTS area consists of the four-county region of southeast Texas – Jasper, Jefferson, Orange, and Hardin Counties. The JJOHRTS metropolitan planning area is shown in Figure 1-1. Due to the predominance of the petrochemical industry and their significance as major manufacturing and industrial centers, 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 1-1: SETRPC Metropolitan Planning Area



Previous Three-County Region



Expanded Four-County Region

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-2045 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-2045 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-2045 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-2045 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-2045 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 1-1.

Table 1-1: National Performance Management Goals

Goal Area	National Goal
Safety	To achieve a significant reduction in traffic fatalities and serious injuries on all public roads
Infrastructure Condition	To maintain the highway infrastructure asset system in a state of good repair
Congestion Reduction	To achieve a significant reduction in congestion on the National Highway System
System Reliability	To improve the efficiency of the surface transportation system
Freight Movement and Economic Vitality	To improve the national freight network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development
Environmental Sustainability	To enhance the performance of the transportation system while protecting and enhancing the natural environment
Reduced Project Delivery Delays	To reduce project costs, promote jobs and the economy, and expedite the movement of people and goods by accelerating project completion through eliminating delays in the project development and delivery process, including reducing regulatory burdens and improving agencies' work practices

In a series of rulemakings, FHWA and FTA 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 of 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 2025-2028 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 (NOx) 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 NOx 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 1-2.

Figure 1-2: TxDOT Conformity Determination



FEDERAL TRANSIT ADMINISTRATION
819 TAYLOR STREET, ROOM 14A02
FORT WORTH, TEXAS 76102-9003

FEDERAL HIGHWAY ADMINISTRATION
300 E. 8TH STREET, ROOM 826
AUSTIN, TEXAS 78701-3225

November 20, 2023

Refer to: HDA-TX

South East Texas Regional Planning Commission
Metropolitan Planning Organization (SETPRC-MPO)
for the Jefferson-Orange-Hardin Regional Transportation Study (JJOHRTS) Area
Transportation Conformity Determination
2045 Metropolitan Transportation Plan (2045 MTP) and
FY 2023-2026 Transportation Improvement Program (FY 2023-2026 TIP)

Mr. Marc D. Williams
Executive Director
Texas Department of Transportation
125 E. 11th Street
Austin, TX 78701-2483

Dear Mr. Williams:

We have reviewed the documentation supporting the transportation conformity determination for the 2045 Metropolitan Transportation Plan (2045 MTP) and the FY 2023-2026 Transportation Improvement Program (FY 2023-2026 TIP) adopted by the South East Texas Regional Planning Commission Metropolitan Planning Organization's (SETPRC-MPO) Transportation Planning Committee (TPC) on August 30, 2023. Based upon our review and consultation with the U.S. Environmental Protection Agency (EPA), the Texas Commission on Environmental Quality (TCEQ), and the Texas Department of Transportation (TxDOT), we hereby find:

- that the 2045 MTP and FY 2023-2026 TIP meet all the requirements for making a joint conformity determination under the Clean Air Act Amendments of 1990.

Additionally, we find:

- that the 2045 MTP satisfactorily complies with the requirements of 23 CFR §450.324 regarding the review and update of metropolitan transportation plans; and
- that the FY 2023-2026 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 16, 2023, for TCEQ, November 16, 2023, for TxDOT, and November 17, 2023, 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. Please note that this action does not restart the time clock associated with a five-year MTP update. Accordingly, an updated MTP and corresponding conformity determination is required by November 21, 2024.

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 at Jose.Campos@dot.gov or (512) 536-5932, Barbara Maley at Barbara.Maley@dot.gov or (972) 561-8025 or Krystal Lastrape at Krystal.Lastrape@dot.gov or (512) 536-5936.

Sincerely yours,

Carl M. Highsmith

Acting Deputy Division Administrator

for

Edward Ofori

Acting Division Administrator

Electronic copies:

Federal Transit Administration, Region 6 (FTA-6)

David Bartels Kwasi Bosompem

Federal Highway Administration, Texas Division (FHWA-TX)

HDA

Al Alonzi Edward Ofori

PPD

Michael Leary Jose Campos

Barbara Maley Krystal Lastrape

OPS

Valeria Arocho (BMT)

Justin Ham (Major Projects)

United States Environmental Protection Agency, Region 6 (EPA)

Melanie Magee Jeff Riley

Texas Commission on Environmental Quality (TCEQ)

Donna Huff Jamie Zech

Texas Department of Transportation (TxDOT)

Transportation Planning and Programming Division (TPP)

Humberto 'Tito' Gonzalez, Jr.

Mildred Litchfield

Janie Temple Laura Norton

Casey Wells Phillip Tindall

Raymond Sanchez Mansour Shiraz

Environmental Affairs Division (ENV)

Doug Booher

Tim Wood Glendora Lopez

Public Transportation Division (PTN)

Eric Gleason Michael Dietz

Mark Sprick

Beaumont District (BMT)

Martin Gonzalez Nancy Peron

Beaumont Municipal Transit (BMT)

Claudia San Miguel

Port Arthur Transit (PAT)

Ivan Mitchell

South East Texas Transit (SETT)

D'Juana Fowler

South East Texas Regional Planning Commission

Metropolitan Planning Organization (SETPRC-MPO)

Commissioner Johnny Trahan Orange County; SETRPC-MPO 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 2025-2028 as indicated below:

- ➔ Chapter 1: Planning Process
- ➔ Chapter 2: Federally Funded Highway Projects
- ➔ Chapter 3: Grouped Projects
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- ➔ Chapter 14: Revisions

Chapter 2: Federally Funded Highway Projects

DRAFT

FY 2025-2028 TRANSPORTATION IMPROVEMENT PROGRAM

SETRPC METROPOLITAN PLANNING ORGANIZATION

HIGHWAY PROJECTS

FY 2025

DISTRICT	MPO	COUNTY	CSJ	TIP FY	HWY	PHASE	CITY	YOE COST	
BEAUMONT	SETRPC	JEFFERSON	0920-38-288	2025	Houston C		PORT ARTHUR	\$ 1,931,138	
LIMITS FROM: CORNER OF HOUSTON AVE AND							PROJECT SPONSOR: TxDOT		
LIMITS TO: 4TH STREET							REVISION DATE: 05/2025		
PROJECT DESCR: Port of Port Arthur Truck Queuing Area and Laydown Yard Project- Construction of a Truck Queuing Area at the							MPO PROJ NUM: 24034-F50N		
DESCR: Corner of Houston Avenue and 4th Street-Rider 37							FUNDING CAT(S): 3TMF		
REMARKS P7:					PROJECT HISTORY:				
TOTAL PROJECT COST INFORMATION			AUTHORIZED FUNDING BY CATEGORY/SHARE						
PRELIM ENG: \$	0	COST OF APPROVED PHASES \$ 1,931,138	CATEGORY	FEDERAL	STATE	REGIONAL	LOCAL MATCH	LC	TOTAL
ROW PURCH: \$	0		3TMF	\$ 0	\$ 1,931,138	\$ 0	\$ 0	\$ 0	\$ 1,931,138
CONST COST: \$	1,931,138		TOTAL	\$ 0	\$ 1,931,138	\$ 0	\$ 0	\$ 0	\$ 1,931,138
CONST ENG: \$	0								
CONTING: \$	0								
INDIRECT: \$	0								
BOND FIN: \$	0								
POT CHG ORD: \$	0								
TOTAL COST: \$	1,931,138								

Project Name: Port / Port Arthur Truck Queuing and Laydown

DISTRICT	MPO	COUNTY	CSJ	TIP FY	HWY	PHASE	CITY	YOE COST	
BEAUMONT	SETRPC	JEFFERSON	0920-38-291	2025	Austin	C	PORT ARTHUR	\$ 1,515,652	
LIMITS FROM: CORNER OF REV. DR. RANSOM HOWARD DRIVE				PROJECT SPONSOR: TxDOT					
LIMITS TO: AUSTIN AVENUE				REVISION DATE: 05/2025					
PROJECT DESCR: Port of Port Arthur-Construct a Queuing Area at the Corner of Rev. Dr. Ransom Howard Drive and Austin				MPO PROJ NUM: 24035-F50N					
DESCR: Avenue				FUNDING CAT(S): 3TMF					
REMARKS P7:				PROJECT HISTORY:					
TOTAL PROJECT COST INFORMATION				AUTHORIZED FUNDING BY CATEGORY/SHARE					
PRELIM ENG: \$	0	COST OF APPROVED PHASES \$ 1,515,652	CATEGORY	FEDERAL	STATE	REGIONAL	LOCAL MATCH	LC	TOTAL
ROW PURCH: \$	0		3TMF	\$ 0	\$ 1,515,652	\$ 0	\$ 0	\$ 0	\$ 1,515,652
CONST COST: \$	1,515,653		TOTAL	\$ 0	\$ 1,515,652	\$ 0	\$ 0	\$ 0	\$ 1,515,652
CONST ENG: \$	0								
CONTING: \$	0								
INDIRECT: \$	0								
BOND FIN: \$	0								
POT CHG ORD: \$	0								
TOTAL COST: \$	1,515,653								

Project Name: Port / Port Arthur Truck Queuing and Staging

DISTRICT	MPO	COUNTY	CSJ	TIP FY	HWY	PHASE	CITY	YOE COST	
BEAUMONT	SETRPC	JEFFERSON	0920-00-149	2025	VARIOUS			\$ 3,031,841	
LIMITS FROM:	DISTRICT WIDE							PROJECT SPONSOR: TxDOT REVISION DATE: 05/2025 MPO PROJ NUM: 24029-F50N FUNDING CAT(S): 12,10,1	
LIMITS TO:									
PROJECT DESCR:	FY 24 Districtwide ADA Project. Along College St. - From Pinchback RD to IH 10								
REMARKS P7:	Under the Carbon Reduction Program (CRP) Implementation Guidance, on page 8, section 9 Truck Parking it states, "CRP funds may be obligated for a project on an eligible facility that reduces transportation emissions. The Truck parking will be on IH-10."				PROJECT HISTORY:				
TOTAL PROJECT COST INFORMATION				AUTHORIZED FUNDING BY CATEGORY/SHARE					
PRELIM ENG: \$	194,970	COST OF APPROVED PHASES \$ 3,031,841	CATEGORY	FEDERAL	STATE	REGIONAL	LOCAL MATCH	LC	TOTAL
ROW PURCH: \$	0		12	\$ 1,104,000	\$ 276,000	\$ 0	\$ 0	\$ 0	\$ 1,380,000
CONST COST: \$	3,031,841		10	\$ 1,200,000	\$ 300,000	\$ 0	\$ 0	\$ 0	\$ 1,500,000
CONST ENG: \$	248,824		1	\$ 121,473	\$ 30,368	\$ 0	\$ 0	\$ 0	\$ 151,841
CONTING: \$	0		TOTAL	\$ 2,425,473	\$ 606,368	\$ 0	\$ 0	\$ 0	\$ 3,031,841
INDIRECT: \$	0								
BOND FIN: \$	0								
POT CHG ORD: \$	0								
TOTAL COST: \$	3,475,635								

Project Name: FY 24 Districtwide ADA Project

FY 2025-2028 TRANSPORTATION IMPROVEMENT PROGRAM

SETRPC METROPOLITAN PLANNING ORGANIZATION

HIGHWAY PROJECTS

FY 2025

DISTRICT	MPO	COUNTY	CSJ	TIP FY	HWY	PHASE	CITY	YOE COST	
BEAUMONT	SETRPC	JEFFERSON	0920-00-171	2025		VARIOUS		\$ 2,654,302	
LIMITS FROM:		DISTRICT WIDE						PROJECT SPONSOR: TxDOT REVISION DATE: 05/2025 MPO PROJ NUM: 24031-F50N FUNDING CAT(S): 10,1	
LIMITS TO:									
PROJECT DESCR:		Truck Parking (FY 25) - approximately 10 truck parking spots							
REMARKS P7:				Under the Carbon Reduction Program (CRP) Implementation Guidance, on page 8, section 9 Truck Parking it states, "CRP funds may be obligated for a project on an eligible facility that reduces transportation emissions." The Truck parking will be on IH-10.		PROJECT HISTORY:			
TOTAL PROJECT COST INFORMATION				AUTHORIZED FUNDING BY CATEGORY/SHARE					
PRELIM ENG: \$	58,029	COST OF APPROVED PHASES \$ 2,654,302	CATEGORY	FEDERAL	STATE	REGIONAL	LOCAL MATCH	LC	TOTAL
ROW PURCH: \$	0		10	\$ 1,695,000	\$ 423,750	\$ 0	\$ 0	\$ 0	\$ 2,118,750
CONST COST: \$	2,654,302		1	\$ 0	\$ 535,552	\$ 0	\$ 0	\$ 0	\$ 535,552
CONST ENG: \$	77,570		TOTAL	\$ 1,695,000	\$ 959,302	\$ 0	\$ 0	\$ 0	\$ 2,654,302
CONTING: \$	0								
INDIRECT: \$	0								
BOND FIN: \$	0								
POT CHG ORD: \$	0								
TOTAL COST: \$	2,789,901								

Project Name: Truck Parking (FY 25)

FY 2025-2028 TRANSPORTATION IMPROVEMENT PROGRAM

SETRPC METROPOLITAN PLANNING ORGANIZATION

HIGHWAY PROJECTS

FY 2026

DISTRICT	MPO	COUNTY	CSJ	TIP FY	HWY	PHASE	CITY	YOY COST
BEAUMONT	SETRPC	JEFFERSON	0920-00-172	2026	VARIOUS			\$ 1,249,538
LIMITS FROM: DISTRICT WIDE		PROJECT SPONSOR: TxDOT						
LIMITS TO:		REVISION DATE: 05/2025						
PROJECT DESCR: Truck Parking (FY 26) - approximately 10 truck parking spots.		MPO PROJ NUM: 24032-F50N						
REMARKS P7: Under the Carbon Reduction Program (CRP) Implementation Guidance, on page 8, section 9 Truck Parking it states, "CRP funds may be obligated for a project on an eligible facility that reduces transportation emissions. The Truck parking will be on IH-10."		FUNDING CAT(S): 10						
PROJECT HISTORY:								
TOTAL PROJECT COST INFORMATION		AUTHORIZED FUNDING BY CATEGORY/SHARE						
PRELIM ENG: \$	60,627	CATEGORY	FEDERAL	STATE	REGIONAL	LOCAL MATCH	LC	TOTAL
ROW PURCH: \$	0	10	\$ 999,630	\$ 249,908	\$ 0	\$ 0	\$ 0	\$ 1,249,538
CONST COST: \$	1,249,538	TOTAL	\$ 999,630	\$ 249,908	\$ 0	\$ 0	\$ 0	\$ 1,249,538
CONST ENG: \$	0							
CONTING: \$	0							
INDIRECT: \$	0							
BOND FIN: \$	0							
POT CHG ORD: \$	0							
TOTAL COST: \$	1,310,165							

Project Name: Truck Parking (FY 26)

FY 2025-2028 TRANSPORTATION IMPROVEMENT PROGRAM

SETRPC METROPOLITAN PLANNING ORGANIZATION

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	\$ 63,288,000	
LIMITS FROM: US 96, South		PROJECT SPONSOR: TxDOT							
LIMITS TO: Jefferson C/L		REVISION DATE: 05/2025							
PROJECT Widen Freeway from 4 to 6 Lanes		MPO PROJ NUM: 19095-F45N							
DESCR:		FUNDING CAT(S): 2,4U,1							
REMARKS P7:				PROJECT HISTORY:					
TOTAL PROJECT COST INFORMATION			AUTHORIZED FUNDING BY CATEGORY/SHARE						
PRELIM ENG: \$	1,613,938	COST OF APPROVED PHASES \$ 63,288,000	CATEGORY	FEDERAL	STATE	REGIONAL	LOCAL MATCH	LC	TOTAL
ROW PURCH: \$	0		2	\$ 4,711,999	\$ 1,178,000	\$ 0	\$ 0	\$ 0	\$ 5,889,999
CONST COST: \$	63,288,000		4U	\$ 37,156,178	\$ 9,289,045	\$ 0	\$ 0	\$ 0	\$ 46,445,223
CONST ENG: \$	0		1	\$ 8,762,222	\$ 2,190,556	\$ 0	\$ 0	\$ 0	\$ 10,952,778
CONTING: \$	0		TOTAL	\$ 50,630,399	\$ 12,657,601	\$ 0	\$ 0	\$ 0	\$ 63,288,000
INDIRECT: \$	0								
BOND FIN: \$	0								
POT CHG ORD: \$	0								
TOTAL COST: \$	64,901,938								

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

DISTRICT	MPO	COUNTY	CSJ	TIP FY	HWY	PHASE	CITY	YOE COST	
BEAUMONT	SETRPC	HARDIN	0339-04-036	2027	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: 05/2025		
PROJECT WIDEN FROM 2 TO 4 LANES with CLTL							MPO PROJ NUM: 24027-F40N		
DESCR:							FUNDING CAT(S): 12,2		
REMARKS P7:				PROJECT HISTORY:					
TOTAL PROJECT COST INFORMATION			AUTHORIZED FUNDING BY CATEGORY/SHARE						
PRELIM ENG: \$	0	COST OF APPROVED PHASES \$ 119,784,000	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: \$	119,784,001		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: \$	147,640,106								

Project Name: SH 105 (SH 326 to Pine Island Bayou) – Widen

DISTRICT	MPO	COUNTY	CSJ	TIP FY	HWY	PHASE	CITY	YOE COST	
BEAUMONT	SETRPC	JEFFERSON	0920-00-173	2027	VARIOUS			\$ 1,203,135	
LIMITS FROM: DISTRICT WIDE		PROJECT SPONSOR: TxDOT							
LIMITS TO:		REVISION DATE: 05/2025							
PROJECT DESCR: Truck Parking (FY 27) - approximately 10 truck parking spots.							MPO PROJ NUM: 24033-F50N		
							FUNDING CAT(S): 10		
REMARKS P7: Under the Carbon Reduction Program (CRP) Implementation Guidance, on page 8, section 9 Truck Parking it states, "CRP funds may be obligated for a project on an eligible facility that reduces transportation emissions. The Truck parking will be on IH-10.				PROJECT HISTORY:					
TOTAL PROJECT COST INFORMATION			AUTHORIZED FUNDING BY CATEGORY/SHARE						
PRELIM ENG: \$	0	COST OF APPROVED PHASES \$ 1,203,135	CATEGORY	FEDERAL	STATE	REGIONAL	LOCAL MATCH	LC	TOTAL
ROW PURCH: \$	0		10	\$ 962,508	\$ 240,627	\$ 0	\$ 0	\$ 0	\$ 1,203,135
CONST COST: \$	1,203,135		TOTAL	\$ 962,508	\$ 240,627	\$ 0	\$ 0	\$ 0	\$ 1,203,135
CONST ENG: \$	0								
CONTING: \$	0								
INDIRECT: \$	0								
BOND FIN: \$	0								
POT CHG ORD: \$	0								
TOTAL COST: \$	1,203,135								

Project Name: Truck Parking (FY 27)

FY 2025-2028 TRANSPORTATION IMPROVEMENT PROGRAM

SETRPC METROPOLITAN PLANNING ORGANIZATION

HIGHWAY PROJECTS

FY 2027

DISTRICT	MPO	COUNTY	CSJ	TIP FY	HWY	PHASE	CITY	YOE COST	
BEAUMONT	SETRPC	JASPER	0064-07-044	2027	US 96	C		\$ 0	
LIMITS FROM: SABINE CO/L, SOUTH					PROJECT SPONSOR: TxDOT REVISION DATE: 05/2025 MPO PROJ NUM: 24023-F50N FUNDING CAT(S): 4R,12,1				
LIMITS TO: 0.8 MILES NORTH OF RE 255									
PROJECT DESCR: Widen from 2 to 4 Lanes Divided									
REMARKS P7:					PROJECT HISTORY:				
TOTAL PROJECT COST INFORMATION					AUTHORIZED FUNDING BY CATEGORY/SHARE				
PRELIM ENG: \$	0	COST OF APPROVED PHASES \$ 0	CATEGORY	FEDERAL	STATE	REGIONAL	LOCAL MATCH	LC	TOTAL
ROW PURCH: \$	0		4R	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0
CONST COST: \$	0		12	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0
CONST ENG: \$	0		1	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0
CONTING: \$	0		TOTAL	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0
INDIRECT: \$	0								
BOND FIN: \$	0								
POT CHG ORD: \$	0								
TOTAL COST: \$	0								

Project Name: US 96 (Sabine C/L to N of RE2550 – Widen

DISTRICT	MPO	COUNTY	CSJ	TIP FY	HWY	PHASE	CITY	YOE COST	
BEAUMONT	SETRPC	JASPER	0064-08-062	2027	US 96	C		\$ 0	
LIMITS FROM: 0.8 MILES NORTH OF RE 255, SOUTH					PROJECT SPONSOR: TxDOT				
LIMITS TO: RE 255					REVISION DATE: 05/2025				
PROJECT DESCR: Widen from 2 to 4 Lanes Divided					MPO PROJ NUM: 24024-F50N				
REMARKS P7:					FUNDING CAT(S): 4R,12,1				
TOTAL PROJECT COST INFORMATION					AUTHORIZED FUNDING BY CATEGORY/SHARE				
PRELIM ENG: \$	0	COST OF APPROVED PHASES \$ 0	CATEGORY	FEDERAL	STATE	REGIONAL	LOCAL MATCH	LC	TOTAL
ROW PURCH: \$	0		4R	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0
CONST COST: \$	0		12	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0
CONST ENG: \$	0		1	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0
CONTING: \$	0		TOTAL	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0
INDIRECT: \$	0								
BOND FIN: \$	0								
POT CHG ORD: \$	0								
TOTAL COST: \$	0								

Project Name: US 96 (N of RE 255 to RE 255) – Widen

DISTRICT	MPO	COUNTY	CSJ	TIP FY	HWY	PHASE	CITY	YOE COST	
BEAUMONT	SETRPC	JEFFERSON	0200-14-060	2027	US 69	C	BEAUMONT	\$ 0	
LIMITS FROM: IH 10, SOUTH							PROJECT SPONSOR: TXDOT REVISION DATE: 05/2025 MPO PROJ NUM: 24026-F50N FUNDING CAT(S): 12,2,4U		
LIMITS TO: SH 347									
PROJECT DESCR: WIDEN FROM 4 TO 6 MAIN LANES									
REMARKS P7:					PROJECT HISTORY:				
TOTAL PROJECT COST INFORMATION			AUTHORIZED FUNDING BY CATEGORY/SHARE						
PRELIM ENG: \$	0	COST OF APPROVED PHASES \$ 0	CATEGORY	FEDERAL	STATE	REGIONAL	LOCAL MATCH	LC	TOTAL
ROW PURCH: \$	0		12	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0
CONST COST: \$	0		2	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0
CONST ENG: \$	0		4U	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0
CONTING: \$	0		TOTAL	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0
INDIRECT: \$	0								
BOND FIN: \$	0								
POT CHG ORD: \$	0								
TOTAL COST: \$	0								

Project Name: US 69 Widening – IH-10 to SH 347

FY 2025-2028 TRANSPORTATION IMPROVEMENT PROGRAM

SETRPC METROPOLITAN PLANNING ORGANIZATION

HIGHWAY PROJECTS

FY 2028

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						REVISION DATE: 05/2025	
LIMITS TO: Tram Rd									
PROJECT DESCR: Widen Freeway from 4 to 6 Lanes							MPO PROJ NUM: 19084-F45N		
REMARKS P7:							FUNDING CAT(S): 2		
TOTAL PROJECT COST INFORMATION			PROJECT HISTORY:						
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	0920-00-133	2028	VARIOUS			\$ 11,200,000	
LIMITS FROM: Districtwide		PROJECT SPONSOR: TxDOT							
LIMITS TO: .		REVISION DATE: 05/2025							
PROJECT DESCR: IH - 10 Drainage Improvements		MPO PROJ NUM: 24028-F50N							
REMARKS P7:		FUNDING CAT(S): 12							
TOTAL PROJECT COST INFORMATION		PROJECT HISTORY:							
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

Chapter 4: Federally Funded Transit Projects

DRAFT

FY 2025 TRANSIT PROJECT DESCRIPTIONS
JJOHRTS TRANSPORTATION IMPROVEMENT PROGRAM

General Project Information		Funding Information (YOE)	
Project Sponsor	Beaumont Municipal Transit	Federal Funding Category	5307
MPO Project Information <i>(reference number, etc)</i>	22015-TXXE	Federal (FTA) Funds	\$3,150,000
FTA Apportionment YR	2025	State Funds from TxDOT	\$450,000
Project Phase	Operating Assistance	Other Source	\$2,700,000
Description	Operating assistance for FY 2024	Total Project Cost	\$6,300,000
SEC 5309 ID Number	TBD	Trans Dev Requested	\$0
Amendment Date & Action	N/A	Trans Dev Credits Awarded <i>(Date & Amount)</i>	\$0
General Project Information		Funding Information (YOE)	
Project Sponsor	Beaumont Municipal Transit	Federal Funding Category	5339
MPO Project Information <i>(reference number, etc)</i>	20015-TXXE	Federal (FTA) Funds	\$290,000
FTA Apportionment YR	2025	State Funds from TxDOT	\$0
Project Phase	Capital Assistance	Other Source	\$58,000
Description	Paratransit & Service Vehicle Replacement	Total Project Cost	\$348,000
SEC 5309 ID Number	TBD	Trans Dev Requested	\$0
Amendment Date & Action	N/A	Trans Dev Credits Awarded <i>(Date & Amount)</i>	\$0
General Project Information		Funding Information (YOE)	
Project Sponsor	Beaumont Municipal Transit	Federal Funding Category	5339
MPO Project Information <i>(reference number, etc)</i>	20016-TXXE	Federal (FTA) Funds	\$1,750,000
FTA Apportionment YR	2025	State Funds from TxDOT	\$0
Project Phase	Capital Assistance	Other Source	\$125,000
Description	Purchase 2 Replacement Low-Emissions 30' Heavy Duty Bus	Total Project Cost	\$2,100,000
SEC 5309 ID Number	TBD	Trans Dev Requested	\$225,000
Amendment Date & Action	N/A	Trans Dev Credits Awarded <i>(Date & Amount)</i>	\$0
General Project Information		Funding Information (YOE)	
Project Sponsor	Beaumont Municipal Transit	Federal Funding Category	TBD
MPO Project Information <i>(reference number, etc)</i>	25012-TXXE	Federal (FTA) Funds	\$875,000
FTA Apportionment YR	2025	State Funds from TxDOT	\$0
Project Phase	Capital Assistance	Other Source	\$60,000
Description	AVL System Replacement & Paratransit Scheduling Software	Total Project Cost	\$1,050,000
SEC 5309 ID Number	TBD Modernization (5339 Competitive)	Trans Dev Requested	\$115,000
Amendment Date & Action	N/A	Trans Dev Credits Awarded <i>(Date & Amount)</i>	\$0

General Project Information		Funding Information (YOE)	
Project Sponsor	Beaumont Municipal Transit	Federal Funding Category	5310
MPO Project Information <i>(reference number, etc)</i>	25013-TXXE	Federal (FTA) Funds	\$125,000
FTA Apportionment YR	2025	State Funds from TxDOT	\$0
Project Phase	Operating Assistance	Other Source	\$125,000
Description	Paratransit Service Operating Assistance	Total Project Cost	\$250,000
SEC 5309 ID Number	TBD	Trans Dev Requested	\$0
Amendment Date & Action	NA	Trans Dev Credits Awarded <i>(Date & Amount)</i>	\$0

General Project Information		Funding Information (YOE)	
Project Sponsor	Port Arthur Transit	Federal Funding Category	5307
MPO Project Information <i>(reference number, etc)</i>	22022-TXXE	Federal (FTA) Funds	\$944,855
FTA Apportionment YR	2025	State Funds from TxDOT	\$319,560
Project Phase	Operating Assistance	Other Source	\$811,824
Description	Operating assistance for FY 2025 TBD	Total Project Cost	\$2,076,239
SEC 5309 ID Number	TBD	Trans Dev Requested	\$0
Amendment Date & Action	NA	Trans Dev Credits Awarded <i>(Date & Amount)</i>	\$0

General Project Information		Funding Information (YOE)	
Project Sponsor	Port Arthur Transit	Federal Funding Category	5339
MPO Project Information <i>(reference number, etc)</i>	21003-TXXE	Federal (FTA) Funds	\$5,001,700
FTA Apportionment YR	2025	State Funds from TxDOT	\$0
Project Phase	Capital Assistance	Other Source	\$0
Description	Electric Vehicle (IoNo) project, bus purchase, electric charges & facility/infrastructure upgrades	Total Project Cost	\$5,001,700
SEC 5309 ID Number	TBD	Trans Dev Requested	\$702,505
Amendment Date & Action	NA	Trans Dev Credits Awarded <i>(Date & Amount)</i>	\$701,505

General Project Information		Funding Information (YOE)	
Project Sponsor	South East Texas Transit	Federal Funding Category	5310
MPO Project Information <i>(reference number, etc)</i>	22024-TXXE	Federal (FTA) Funds	\$182,821
FTA Apportionment YR	2025	State Funds from TxDOT	\$0
Project Phase	Operating Assistance	Other Source	\$45,705
Description	Operating assistance for FY 2025	Total Project Cost	\$228,526
SEC 5309 ID Number	TBD	Trans Dev Requested	\$0
Amendment Date & Action	NA	Trans Dev Credits Awarded <i>(Date & Amount)</i>	\$0

General Project Information		Funding Information (YOE)	
Project Sponsor	South East Texas Transit	Federal Funding Category	5311
MPO Project Information <i>(reference number, etc)</i>	22085-TXXE	Federal (FTA) Funds	\$502,153
FTA Apportionment YR	2025	State Funds from TxDOT	\$366,672
Project Phase	Administration Assistance	Other Source	\$260,812
Description	Administration and Operation of a Rural Transportation Program	Total Project Cost	\$1,129,637
SEC 5309 ID Number	TBD	Trans Dev Requested	\$0
Amendment Date & Action	NA	Trans Dev Credits Awarded <i>(Date & Amount)</i>	\$0

FY 2026 TRANSIT PROJECT DESCRIPTIONS
JJOHRTS TRANSPORTATION IMPROVEMENT PROGRAM

General Project Information		Funding Information (YOE)	
Project Sponsor	Beaumont Municipal Transit	Federal Funding Category	5307
MPO Project Information <i>(reference number, etc)</i>	22018-TXXE	Federal (FTA) Funds	\$2,850,000
FTA Apportionment YR	2026	State Funds from TxDOT	\$450,000
Project Phase	Operating Assistance	Other Source	\$2,400,000
Description	Operating assistance for FY 2026	Total Project Cost	\$5,700,000
SEC 5309 ID Number	TBD	Trans Dev Requested	\$0
Amendment Date & Action	NA	Trans Dev Credits Awarded <i>(Date & Amount)</i>	\$0

General Project Information		Funding Information (YOE)	
Project Sponsor	Beaumont Municipal Transit	Federal Funding Category	5339
MPO Project Information <i>(reference number, etc)</i>	25014-TXXE	Federal (FTA) Funds	\$290,000
FTA Apportionment YR	2026	State Funds from TxDOT	\$0
Project Phase	Capital Assistance	Other Source	\$58,000
Description	Paratransit Van Replacement (1) Low Floor 26'	Total Project Cost	\$348,000
SEC 5309 ID Number	TBD	Trans Dev Requested	\$0
Amendment Date & Action	NA	Trans Dev Credits Awarded <i>(Date & Amount)</i>	\$0

General Project Information		Funding Information (YOE)	
Project Sponsor	Port Arthur Transit	Federal Funding Category	5307
MPO Project Information <i>(reference number, etc)</i>	22023-TXXE	Federal (FTA) Funds	\$944,855
FTA Apportionment YR	2026	State Funds from TxDOT	\$319,560
Project Phase	Operating Assistance	Other Source	\$811,824
Description	Operating assistance for FY 2026	Total Project Cost	\$2,076,239
SEC 5309 ID Number	TBD	Trans Dev Requested	\$0
Amendment Date & Action	NA	Trans Dev Credits Awarded <i>(Date & Amount)</i>	\$0

General Project Information		Funding Information (YOE)	
Project Sponsor	South East Texas Transit	Federal Funding Category	5310
MPO Project Information <i>(reference number, etc)</i>	22025-TXXE	Federal (FTA) Funds	\$182,821
FTA Apportionment YR	2026	State Funds from TxDOT	\$0
Project Phase	Operating Assistance	Other Source	\$45,705
Description	Operating assistance for FY 2026	Total Project Cost	\$228,526
SEC 5309 ID Number	TBD	Trans Dev Requested	\$0
Amendment Date & Action	NA	Trans Dev Credits Awarded <i>(Date & Amount)</i>	\$0

General Project Information		Funding Information (YOE)	
Project Sponsor	South East Texas Transit	Federal Funding Category	5311
MPO Project Information <i>(reference number, etc)</i>	22086-TXXE	Federal (FTA) Funds	\$502,153
FTA Apportionment YR	2026	State Funds from TxDOT	\$366,672
Project Phase	Administration Assistance	Other Source	\$260,812
Description	Administration and Operation of a Rural Transportation Program	Total Project Cost	\$1,129,637
SEC 5309 ID Number	TBD	Trans Dev Requested	\$0
Amendment Date & Action	NA	Trans Dev Credits Awarded <i>(Date & Amount)</i>	\$0

FY 2027 TRANSIT PROJECT DESCRIPTIONS
JJOHRTS TRANSPORTATION IMPROVEMENT PROGRAM

General Project Information		Funding Information (YOE)	
Project Sponsor	Beaumont Municipal Transit	Federal Funding Category	5307
MPO Project Information <i>(reference number, etc)</i>	24012-TXXE	Federal (FTA) Funds	\$2,900,000
FTA Apportionment YR	2027	State Funds from TxDOT	\$450,000
Project Phase	Operating Assistance	Other Source	\$2,450,000
Description	Operating assistance for FY 2026	Total Project Cost	\$5,800,000
SEC 5309 ID Number	TBD	Trans Dev Requested	\$0
Amendment Date & Action	NA	Trans Dev Credits Awarded <i>(Date & Amount)</i>	\$0
General Project Information		Funding Information (YOE)	
Project Sponsor	Beaumont Municipal Transit	Federal Funding Category	5339
MPO Project Information <i>(reference number, etc)</i>	25015-TXXE	Federal (FTA) Funds	\$290,000
FTA Apportionment YR	2027	State Funds from TxDOT	\$0
Project Phase	Capital Assistance	Other Source	\$58,000
Description	Paratransit Van Replacement (1) Low Floor 26'	Total Project Cost	\$348,000
SEC 5309 ID Number	TBD	Trans Dev Requested	\$0
Amendment Date & Action	NA	Trans Dev Credits Awarded <i>(Date & Amount)</i>	\$0
General Project Information		Funding Information (YOE)	
Project Sponsor	Port Arthur Transit	Federal Funding Category	5307
MPO Project Information <i>(reference number, etc)</i>	24013-TXXE	Federal (FTA) Funds	\$944,855
FTA Apportionment YR	2027	State Funds from TxDOT	\$319,560
Project Phase	Operating Assistance	Other Source	\$811,824
Description	Operating assistance	Total Project Cost	\$2,076,239.
SEC 5309 ID Number	TBD	Trans Dev Requested	\$0
Amendment Date & Action	NA	Trans Dev Credits Awarded <i>(Date & Amount)</i>	\$0
General Project Information		Funding Information (YOE)	
Project Sponsor	South East Texas Transit	Federal Funding Category	5310
MPO Project Information <i>(reference number, etc)</i>	24014-TXXE	Federal (FTA) Funds	\$182,821
FTA Apportionment YR	2027	State Funds from TxDOT	\$0
Project Phase	Operating Assistance	Other Source	\$45,705
Description	Operating assistance for FY 2026	Total Project Cost	\$228,526
SEC 5309 ID Number	TBD	Trans Dev Requested	\$0
Amendment Date & Action	NA	Trans Dev Credits Awarded <i>(Date & Amount)</i>	\$0
General Project Information		Funding Information (YOE)	
Project Sponsor	South East Texas Transit	Federal Funding Category	5311
MPO Project Information <i>(reference number, etc)</i>	24015-TXXE	Federal (FTA) Funds	\$502,153
FTA Apportionment YR	2027	State Funds from TxDOT	\$366,672
Project Phase	Administration Assistance	Other Source	\$260,812
Description	Administration and Operation of a Rural Transportation Program	Total Project Cost	\$1,129,637
SEC 5309 ID Number	TBD	Trans Dev Requested	\$0
Amendment Date & Action	NA	Trans Dev Credits Awarded <i>(Date & Amount)</i>	\$0

FY 2028 TRANSIT PROJECT DESCRIPTIONS
JJOHRTS TRANSPORTATION IMPROVEMENT PROGRAM

General Project Information		Funding Information (YOE)	
Project Sponsor	Beaumont Municipal Transit	Federal Funding Category	5307
MPO Project Information <i>(reference number, etc)</i>	24016-TXXE	Federal (FTA) Funds	\$2,950,000
FTA Apportionment YR	2028	State Funds from TxDOT	\$475,000
Project Phase	Operating Assistance	Other Source	\$2,475,000
Description	Operating assistance for FY 2026	Total Project Cost	\$5,900,000
SEC 5309 ID Number	TBD	Trans Dev Requested	\$0
Amendment Date & Action	NA	Trans Dev Credits Awarded <i>(Date & Amount)</i>	\$0
General Project Information		Funding Information (YOE)	
Project Sponsor	Beaumont Municipal Transit	Federal Funding Category	5339
MPO Project Information <i>(reference number, etc)</i>	25016-TXXE	Federal (FTA) Funds	\$290,000
FTA Apportionment YR	2028	State Funds from TxDOT	\$0
Project Phase	Capital Assistance	Other Source	\$58,000
Description	Light Duty – Low Floor 28’ New 105 Link Service	Total Project Cost	\$348,000
SEC 5309 ID Number	TBD	Trans Dev Requested	\$0
Amendment Date & Action	NA	Trans Dev Credits Awarded <i>(Date & Amount)</i>	\$0
General Project Information		Funding Information (YOE)	
Project Sponsor	Port Arthur Transit	Federal Funding Category	5307
MPO Project Information <i>(reference number, etc)</i>	24017-TXXE	Federal (FTA) Funds	\$944,855
FTA Apportionment YR	2028	State Funds from TxDOT	\$811,824
Project Phase	Operating Assistance	Other Source	\$319,560
Description	Operating assistance for FY 2028	Total Project Cost	\$2,076,239
SEC 5309 ID Number	TBD	Trans Dev Requested	\$0
Amendment Date & Action	NA	Trans Dev Credits Awarded <i>(Date & Amount)</i>	\$0
General Project Information		Funding Information (YOE)	
Project Sponsor	South East Texas Transit	Federal Funding Category	5310
MPO Project Information <i>(reference number, etc)</i>	24018-TXXE	Federal (FTA) Funds	\$182,821
FTA Apportionment YR	2028	State Funds from TxDOT	\$0
Project Phase	Operating Assistance	Other Source	\$45,705
Description	Operating assistance for FY 2028	Total Project Cost	\$228,526
SEC 5309 ID Number	TBD	Trans Dev Requested	\$0
Amendment Date & Action	NA	Trans Dev Credits Awarded <i>(Date & Amount)</i>	\$0
General Project Information		Funding Information (YOE)	
Project Sponsor	South East Texas Transit	Federal Funding Category	5311
MPO Project Information <i>(reference number, etc)</i>	24019-TXXE	Federal (FTA) Funds	\$502,153
FTA Apportionment YR	2028	State Funds from TxDOT	\$366,672
Project Phase	Administration Assistance	Other Source	\$260,812
Description	Administration and Operation of a Rural Transportation Program (2028)	Total Project Cost	\$1,129,637
SEC 5309 ID Number	TBD	Trans Dev Requested	\$0
Amendment Date & Action	NA	Trans Dev Credits Awarded <i>(Date & Amount)</i>	\$0

TRANSIT PROJECT DESCRIPTIONS
JJOHRTS TRANSPORTATION IMPROVEMENT PROGRAM

General Project Information		Funding Information (YOE)	
Project Sponsor	Beaumont Municipal Transit	Federal Funding Category	5307
MPO Project Information <i>(reference number, etc)</i>	20003-TXXE	Federal (FTA) Funds	\$3,118,637
FTA Apportionment YR	2023	State Funds from TxDOT	\$0
Project Phase	Operating Assistance	Other Source	\$3,118,637
Description	Operating Assistance for FY 2023	Total Project Cost	\$6,237,274
SEC 5309 ID Number	TBD	Trans Dev Requested	\$0
Amendment Date & Action	NA	Trans Dev Credits Awarded <i>(Date & Amount)</i>	\$0
General Project Information		Funding Information (YOE)	
Project Sponsor	Beaumont Municipal Transit	Federal Funding Category	5307
MPO Project Information <i>(reference number, etc)</i>	20004-TXXE	Federal (FTA) Funds	\$2,842,650
FTA Apportionment YR	2024	State Funds from TxDOT	\$450,000
Project Phase	Operating Assistance	Other Source	\$2,392,650
Description	Operating assistance for FY 2024	Total Project Cost	\$5,685,300
SEC 5309 ID Number	TBD	Trans Dev Requested	\$0
Amendment Date & Action	NA	Trans Dev Credits Awarded <i>(Date & Amount)</i>	\$0
General Project Information		Funding Information (YOE)	
Project Sponsor	Beaumont Municipal Transit	Federal Funding Category	5324
MPO Project Information <i>(reference number, etc)</i>	25017-TXXE	Federal (FTA) Funds	\$113,528
FTA Apportionment YR	2018	State Funds from TxDOT	\$0
Project Phase	Operating Emergency Relief Program	Other Source	\$0
Description	Hurricane Harvey	Total Project Cost	\$113,528
SEC 5309 ID Number	TBD	Trans Dev Requested	\$0
Amendment Date & Action	NA	Trans Dev Credits Awarded <i>(Date & Amount)</i>	\$0
General Project Information		Funding Information (YOE)	
Project Sponsor	Beaumont Municipal Transit	Federal Funding Category	5339
MPO Project Information <i>(reference number, etc)</i>	24021-TXXE	Federal (FTA) Funds	\$2,819,460
FTA Apportionment YR	2023	State Funds from TxDOT	\$0
Project Phase	Capital Assistance	Other Source	\$0
Description	Emission (Low-No) Vehicle Program (FY23 5339c)	Total Project Cost	\$2,819,460
SEC 5309 ID Number	TBD	Trans Dev Requested	\$497,772
Amendment Date & Action	NA	Trans Dev Credits Awarded <i>(Date & Amount)</i>	\$497,772
General Project Information		Funding Information (YOE)	
Project Sponsor	Beaumont Municipal Transit	Federal Funding Category	5339
MPO Project Information <i>(reference number, etc)</i>	25017-TXXE	Federal (FTA) Funds	\$287,246
FTA Apportionment YR	2018	State Funds from TxDOT	\$0
Project Phase	Operating Emergency Relief Program	Other Source	\$57,450
Description	Hurricane Harvey	Total Project Cost	\$344,696
SEC 5309 ID Number	TBD	Trans Dev Requested	\$0
Amendment Date & Action	NA	Trans Dev Credits Awarded <i>(Date & Amount)</i>	\$0

General Project Information		Funding Information (YOE)	
Project Sponsor	Beaumont Municipal Transit	Federal Funding Category	5339
MPO Project Information (reference number, etc)	25019-TXXE	Federal (FTA) Funds	\$255,890
FTA Apportionment YR	2023	State Funds from TxDOT	\$0
Project Phase	Capital Assistance	Other Source	\$51,178
Description	Facility, Vehicle & Bus Stop Maintenance	Total Project Cost	\$307,068
SEC 5309 ID Number	TBD	Trans Dev Requested	\$0
Amendment Date & Action	NA	Trans Dev Credits Awarded (Date & Amount)	\$0
General Project Information		Funding Information (YOE)	
Project Sponsor	Port Arthur Transit	Federal Funding Category	5307
MPO Project Information (reference number, etc)	25020-TXXE	Federal (FTA) Funds	\$3,663,096
FTA Apportionment YR	2023	State Funds from TxDOT	\$0
Project Phase	Operating Assistance	Other Source	\$0
Description	Operating Assistance; Preventative Main	Total Project Cost	\$3,663,096
SEC 5309 ID Number	TBD	Trans Dev Requested	\$200,000
Amendment Date & Action	NA	Trans Dev Credits Awarded (Date & Amount)	\$200,000
General Project Information		Funding Information (YOE)	
Project Sponsor	Port Arthur Transit	Federal Funding Category	5339
MPO Project Information (reference number, etc)	25021-TXXE	Federal (FTA) Funds	\$103,897
FTA Apportionment YR	2022	State Funds from TxDOT	\$0
Project Phase	Operating Assistance	Other Source	\$0
Description	Bus Stops	Total Project Cost	\$103,897
SEC 5309 ID Number	TBD	Trans Dev Requested	\$20,779
Amendment Date & Action	NA	Trans Dev Credits Awarded (Date & Amount)	\$20,779
General Project Information		Funding Information (YOE)	
Project Sponsor	Port Arthur Transit	Federal Funding Category	5307
MPO Project Information (reference number, etc)	25022-TXXE	Federal (FTA) Funds	\$200,000
FTA Apportionment YR	2024	State Funds from TxDOT	\$0
Project Phase	Capital Assistance	Other Source	\$50,000
Description	Transit Planning Study to evaluate pedestrian access to PAT bus stops, pedestrian network improvements (e.g., sidewalks, crosswalks, curb extensions) to enhance access to transit via safer pedestrian movements and develop preliminary designs and cost estimates.	Total Project Cost	\$250,000
SEC 5309 ID Number	TBD	Trans Dev Requested	\$50,000
Amendment Date & Action	NA	Trans Dev Credits Awarded (Date & Amount)	\$50,000
General Project Information		Funding Information (YOE)	
Project Sponsor	Port Arthur Transit	Federal Funding Category	5339 (c)
MPO Project Information (reference number, etc)	25023-TXXE	Federal (FTA) Funds	\$5,001,700
FTA Apportionment YR	2023	State Funds from TxDOT	\$0
Project Phase	Capital Assistance	Other Source	\$0
Description	Electric Bus (LoNo), electric chargers, facility infrastructure upgrades	Total Project Cost	\$0
SEC 5309 ID Number	TBD	Trans Dev Requested	\$702,505
Amendment Date & Action	NA	Trans Dev Credits Awarded (Date & Amount)	\$702,505

General Project Information		Funding Information (YOE)	
Project Sponsor	Port Arthur Transit	Federal Funding Category	5339
MPO Project Information <i>(reference number, etc)</i>	25024-TXXE	Federal (FTA) Funds	\$103,897
FTA Apportionment YR	2022	State Funds from TxDOT	\$0
Project Phase	Capital Assistance	Other Source	\$0
Description	Bus Stop	Total Project Cost	\$103,897
SEC 5309 ID Number	TBD	Trans Dev Requested	\$20,779
Amendment Date & Action	NA	Trans Dev Credits Awarded <i>(Date & Amount)</i>	\$20,779
General Project Information		Funding Information (YOE)	
Project Sponsor	Port Arthur Transit	Federal Funding Category	5307
MPO Project Information <i>(reference number, etc)</i>	25025-TXXE	Federal (FTA) Funds	\$2,473,969
FTA Apportionment YR	2021	State Funds from TxDOT	\$0
Project Phase	Capital and Operating Assistance	Other Source	\$0
Description	Facility Construction, Bus Stops, Operating	Total Project Cost	\$2,473,969
SEC 5309 ID Number	TBD	Trans Dev Requested	\$320,000
Amendment Date & Action	NA	Trans Dev Credits Awarded <i>(Date & Amount)</i>	\$320,000
General Project Information		Funding Information (YOE)	
Project Sponsor	Port Arthur Transit	Federal Funding Category	5307
MPO Project Information <i>(reference number, etc)</i>	25026-TXXE	Federal (FTA) Funds	\$2,397,097
FTA Apportionment YR	2020	State Funds from TxDOT	\$0
Project Phase	Capital Assistance	Other Source	\$0
Description	Electric Bus (LoNo), Paratransit Vehicles	Total Project Cost	\$2,397,097
SEC 5309 ID Number	TBD	Trans Dev Requested	\$479,419
Amendment Date & Action	NA	Trans Dev Credits Awarded <i>(Date & Amount)</i>	\$479,419

Chapter 5: Financial Summary

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South East Texas Regional Planning Commission – Metropolitan Planning Organization
FY 2025 - 2028 Transportation Improvement Program

Funding by Category

		FY 2025		FY 2026		FY 2027		FY 2028		Total FY 2025 - 2028	
Funding Category	Description	TIP Programmed	UTP Authorized	TIP Programmed	UTP Authorized	TIP Programmed	UTP Authorized	TIP Programmed	UTP Authorized	TIP Programmed	UTP Authorized
1	Preventive Maintenance and Rehabilitation	\$687,393	\$687,393	\$10,952,778	\$10,952,778	\$0	\$0	\$0	\$0	\$11,640,171	\$11,640,171
2	Metropolitan & Urban Area Corridor Projects	\$0	\$0	\$5,889,999	\$5,889,999	\$0	\$0	\$14,719,999	\$14,719,999	\$20,609,998	\$20,609,998
3	Non-Traditionally Funded Transportation Project	\$3,446,790	\$3,446,790	\$0	\$0	\$0	\$0	\$0	\$0	\$3,446,790	\$3,446,790
4	Urban and Regional Connectivity	\$0	\$0	\$46,445,223	\$46,445,223	\$0	\$0	\$0	\$0	\$46,445,223	\$46,445,223
10 CRBN	Carbon Reduction	\$3,618,750	\$3,618,750	\$1,249,538	\$1,249,538	\$1,203,135	\$1,203,135	\$0	\$0	\$6,071,423	\$6,071,423
12 SP	Strategic Priority	\$1,380,000	\$1,380,000	\$0	\$0	\$0	\$0	\$11,200,000	\$11,200,000	\$12,580,000	\$12,580,000
Total		\$9,132,933	\$9,132,933	\$64,537,538	\$64,537,538	\$1,203,135	\$1,203,135	\$25,919,999	\$25,919,999	\$100,793,605	\$100,793,605

Funding Participation Source

Source	FY 2025	FY 2026	FY 2027	FY 2028	Total FY 25-28
Federal	\$4,120,473	\$51,630,029	\$962,508	\$25,919,999	\$82,633,009
State	\$5,012,460	\$12,907,509	\$240,627	\$5,184,000	\$23,344,596
Local Match	\$0	\$0	\$0	\$0	\$0
CAT 3 - Local Contributions (LC)	\$0	\$0	\$0	\$0	\$0
CAT 3 - Texas Mobility Fund	\$3,446,790	\$0	\$0	\$0	\$3,446,790
Other	\$0	\$0	\$0	\$0	\$0
Enter "Other" Project Type (if highlighted)					
Statewide Budget PE	\$0	\$0	\$0	\$0	\$0
Statewide Budget ROW	\$0	\$0	\$0	\$0	\$0
Total	\$12,579,723	\$64,537,538	\$1,203,135	\$31,103,999	\$109,424,395

Transit Financial Summary

South East Texas Regional Planning Commission - Metropolitan Planning Organization

FY 2025- 2028 Transportation Improvement Program

All Figures in Year of Expenditure (YOE) Dollars

Current as of 4/8/2025

Transit Program		FY 2025			FY 2026			FY 2027		
		Federal	State/Other	Total	Federal	State/Other	Total	Federal	State/Other	Total
1	Sec. 5307 - Urbanized Formula >200K	\$4,094,855	\$4,281,384	\$8,376,239	\$3,794,855	\$3,981,384	\$7,776,239	\$3,844,855	\$4,031,384	\$7,876,239
2	Sec. 5307 - Urbanized Formula <200K			\$0			\$0			\$0
3	Sec. 5309 - Discretionary			\$0			\$0			\$0
4	Sec. 5310 - Elderly & Individuals w/Disabilities	\$307,821	\$170,705	\$478,526	\$182,821	\$45,705	\$228,526	\$182,821	\$45,705	\$228,526
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	\$2,915,000	\$243,000	\$3,498,000	\$290,000	\$58,000	\$348,000	\$290,000	\$58,000	\$348,000
13	Regionally Significant or Other			\$0			\$0			\$0
Total Funds		\$7,819,829	\$5,322,573	\$13,482,402	\$4,769,829	\$4,712,573	\$9,482,402	\$4,819,829	\$4,762,573	\$9,582,402
Transportation Development Credits										
Requested				\$340,000			\$0			\$0
Awarded				\$0			\$0			\$0

All Figures in Year of Expenditure (YOE) Dollars

Transit Programs		FY 2028			FY 2025-2028 Total		
		Federal	State/Other	Total	Federal	State/Other	Total
1	Sec. 5307 - Urbanized Formula >200K	\$3,894,855	\$4,081,384	\$7,976,239	\$15,629,420	\$16,375,536	\$32,004,956
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	\$856,284	\$307,820	\$1,164,104
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	\$3,785,000	\$417,000	\$4,542,000
13	Regionally Significant or Other			\$0	\$0	\$0	\$0
Total Funds		\$4,869,829	\$4,812,573	\$9,682,402	\$22,279,316	\$19,610,292	\$42,229,608
Transportation Development Credits							
Requested				\$0			\$0
Awarded				\$0			\$0

Chapter 10:

Integration of Performance Measures

10.0 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 2025-2028 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.

10.1 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).

10.1.1 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 State Biennial Performance Report for Performance Period 2022-2025 dated December 17, 2024. These performance measures are:

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

Safety performance targets are provided annually by the States to FHWA for each safety performance measure. TxDOT adopted and kept in place the FY 2024 safety performance targets for Texas FY 2025 for the five federally required safety performance measures. These targets are applicable to all public roads in Texas regardless of ownership. Texas statewide safety performance targets are included in The SETRPC adopted the Texas statewide safety performance targets on February 6, 2025.

Table 10-1: TxDOT Established Safety Performance Targets for FY 2025

2024 Safety Targets	Number of Fatalities (FARS/CRIS/ARF DATA)	Rate of Fatalities (FARS/CRIS/ARF DATA)	Number of Serious Injuries (FARS/CRIS DATA)	Serious Injury Rate (CRIS DATA)	Total Number of Non-Motorized Fatalities and Serious Injuries (FARS/CRIS DATA)
2020	3,874	1.49	14,659	5.63	2,206
2021	4,486	1.70	19,434	7.35	2,628
2022	3,272	1.25	17,539	6.70	2,321
2023	3,159	1.20	17,819	6.77	2,340
2024	3,046	1.14	18,242	6.77	2,360
2024 Target as a 5-year Average	3,567	1.36	18,096	6.64	2,371

The SETRPC-MPO recognizes the importance of linking goals, objectives, and investment priorities to stated performance objectives, and that establishing this link is critical to the achievement of national transportation goals and statewide and regional performance targets. As such, the SETRPC JJOHRTS 2025-2028 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 2025-2028 TIP includes investments for safety improvements. These funded safety projects are expected to contribute to the achievement of the safety performance targets.

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

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

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

Table 10-2: TxDOT Established (PM2) Pavement and Bridge performance Measure Targets

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

The SETRPC-MPO recognizes the importance of linking goals, objectives, and investment priorities to stated performance objectives, and that establishing this link is critical to the achievement of national transportation goals and statewide and regional performance targets. As such, the SETRPC JJOHRTS 2025-2028 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 2025-2028 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 2025-2028 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.

10.1.3 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 December 17, 2024, the Texas Department of Transportation revised travel time reliability targets for three performance measures. The MPO can either adopt a separate set of travel time reliability targets or support the targets approved by TxDOT. The SETRPC-MPO adopted the performance measures established by TxDOT for PM3 on February 6, 2025. These performance targets are shown in Table 10-3.

Table 10-3: System Performance (PM3) Measures and Targets

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

The SETRPC-MPO recognizes the importance of linking goals, objectives, and investment priorities to stated performance objectives, and that establishing this link is critical to the achievement of national transportation goals and statewide and regional performance targets. As such, the SETRPC JJOHRTS 2025-2028 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 2025-2028 TIP devotes resources to projects that will address passenger and highway freight reliability and delay. The fiscally constrained SETRPC JJOHRTS 2025-2028 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.

10.2 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).

10.2.1 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 2025, which account for each transit provider's recent asset inventories, condition assessment, and expectations for asset procurement and improvements along with performance targets for fiscal years 2025.

Beaumont Municipal Transit, Port Arthur Transit, and South East Texas Transit have approved the proposed updates to the transit asset performance targets for the federally required transit asset types. The MPO can either adopt a separate set of targets for the transit assets or support the targets approved by the transit agencies. The SETRPC-MPO adopted the performance measures established by Beaumont Municipal Transit, Port Arthur Transit, and South East Texas Transit for TAM on February 6, 2025. These performance targets are shown in Table 10-4.

Table 10-4: Transit Asset Management (TAM) Performance Measures and Targets

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

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

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

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

****The SETRPC-MPO is currently working with Beaumont Municipal Transit, Port Arthur Transit and South East Texas Transit to develop FY2024 TAM Targets. Upon adoption by the JJOHRTS Transportation Planning Committee, Table 10-4 listed above will be updated in the JJOHRTS FY 2025-2028 TIP.

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 2025-2028 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.

- è 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.
- è 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.

10.2.2 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 February 6, 2025. These performance targets are shown in Table 10-5.

Table 10-5: Public Transportation Agency Safety Plan (PTASP) Performance Measures and Targets

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

*The SETRPC-MPO is currently working with Beaumont Municipal Transit, Port Arthur Transit and South East Texas Transit to develop FY2024 PTASP Targets. Upon adoption by the JJOHRTS Transportation Planning Committee, Table 10-5 listed above will be updated in the JJOHRTS FY 2025-2028 TIP.

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 2025-2028 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.

10.3 The JOHRTS FY 2025 – FY 2028 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 10-6 below shows the projects programmed within the fiscally constrained JJOHRTS 2025-2028 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.

Table 10-6: Project Contribution to Performance Targets

CSJ	MPO ID	Roadway	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 Queing and Laydown	Port of Port Arthur Truck Queing Area and Laydown Yard Project- Construction of a Truck Queing Area at the corner of Houston Avenue and 4th St-Rider 37	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
0920-38-291	24002-F50N	Austin	Corner of Rev Dr Ransom Howard Drive	4th Street	Port / Port Arthur Truck Queing and Staging	Port of Port Arthur- Construct a Queing Area at the corner of Rev Dr Ransom Howard Drive and Austin Avenue	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
0920-00-149	24029-F50N	Various	District Wide	*	FY 24 Districtwide ADA Project	FY 24 Districtwide ADA Project. Along College St- From Pinchback Rd to IH 10	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
0920-00-171	24031-F50N	Various	District Wide	*	Truck Parking (FY 25)	Truck Parking (FY 25) - approximately 10 truck parking spots	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
0920-00-172	24032-F50N	Various	District Wide	*	Truck Parking (FY 26)	Truck Parking (FY 26) - approximately 10 truck parking spots	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
0065-06-067	19095-F45N	US 69	US 96, South	Jefferson C/L	US 69 Widening - US 96 to Jefferson C/L	Widen Freeway from 4 to 6 Lanes	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
0339-04-036	24027-F50N	SH 105	0.10 Miles East of SH 326	Pine Island Bayou	SH 105 (SH 326 to Pine Island Bayou) - Widen	Widen from 2 to 4 with CLTL	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
0920-00-173	24033-F50N	Various	District Wide	*	Truck Parking (FY 27)	Truck Parking (FY 27) - approximately 10 truck parking spots	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
0064-07-044	24023-F50N	US 96	Sabine CO/L, South	0.8 Miles North of RE 255	US 96 (Sabine C/L to N of RE2550- Widen	Widen from 2 to 4 Lanes Divided	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
0065-07-065	19084-F45N	US 69	Hardin C/L, South	Tram Road	US 69 Widening- Hardin C/L To Tram Rd	Widen Freeway from 4 to 6 Lanes	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
0920-00-133	24028-F50N	Various	Districtwide	*	IH-10 Drainage Improvements	IH-10 Drainage Improvements	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Multiple	NA	NA	NA	NA	Transit Operations and Maintenance	Transit Operations and Maintenance	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>

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 10-7 below.

Table 10-7: Project Contribution to Transit Performance Targets

MPO ID	Project Sponsor	FY Year	Description	Tam	PTASP
22015-TXXE	Beaumont Municipal Transit	2025	Operating assistance for FY 2024	X	X
22022-TXXE	Port Arthur Transit	2025	Operating assistance for FY 2025	X	
22024-TXXE	South East Texas Transit	2025	Operating assistance for FY 2025	X	X
22085-TXXE	South East Texas Transit	2025	Administration and Operation of a Rural Transportation Program	X	X
20015-TXXE	Beaumont Municipal Transit	2025	Paratransit & Service Vehicle Replacement	X	
20016-TXXE	Beaumont Municipal Transit	2025	Purchase 2 Replacement Low-Emissions 30' Heavy Duty Bus	X	
25012-TXXE	Beaumont Municipal Transit	2025	Paratransit Service Operating Assistance	X	X
25013-TXXE	Beaumont Municipal Transit	2025	Paratransit Service Operating Assistance	X	X
22018-TXXE	Beaumont Municipal Transit	2026	Operating assistance for FY 2026	X	X
22023-TXXE	Port Arthur Transit	2026	Operating Assistance	X	X
22025-TXXE	South East Texas Transit	2026	Operating assistance for FY 2026	X	X
22086-TXXE	South East Texas Transit	2026	Administration and Operation of a Rural Transportation Program	X	X
24012-TXXE	Beaumont Municipal Transit	2027	Operating assistance for FY 2026	X	X
22023-TXXE	Port Arthur Transit	2026	Operating Assistance	X	X
24015-TXXE	South East Texas Transit	2027	Administration and Operation of a Rural Transportation Program	X	X
24016-TXXE	Beaumont Municipal Transit	2028	Operating assistance for FY 2026	X	X
24017-TXXE	Port Arthur Transit	2028	Operating Assistance	X	X
24018-TXXE	South East Texas Transit	2028	Administration and Operation of a Rural Transportation Program	X	X
24019-TXXE	South East Texas Transit	2028	Administration and Operation of a Rural Transportation Program	X	X

Chapter 11:

Public Involvement Documentation

DRAFT

We Value Your Input

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

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

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

**Port Arthur
Public Library**

4615 9th Avenue
Port Arthur, TX 77642

(409) 985-8838

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

**Jasper County
Annex Building**

271 E Lamar Street
Jasper, TX 75951

(409) 384-6226

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

Orange Public Library

220 5th Street
Orange, TX 77630

(409) 883-1086

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

Hybrid Event

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

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

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

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

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

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

We Value Your Input!

The South East Texas Regional Planning Commission (SETRPC) is the designated Metropolitan Planning Organization (MPO) for the Jasper-Jefferson-Orange-Hardin Regional Transportation Study (JJOHRTS) area, comprised of Jasper, Jefferson, Orange and Hardin Counties. In conjunction with the Texas Department of Transportation, the SETRPC-MPO is responsible for an overall plan that identifies the most desirable and efficient means of meeting transportation needs for the next twenty years.

As part of the continuing, cooperative, and comprehensive transportation planning process, the SETRPC-MPO will be hosting FOUR public meetings to provide the citizens an overview of, and an opportunity to comment on the JJOHRTS Metropolitan Transportation Plan 2050 (MTP-2050) Amendment #2 Draft, which includes transportation projects through year 2050, and the JJOHRTS FY 2025-2028 Transportation Improvement Program (TIP) Amendment #2 Draft, which contains projects and programs scheduled for implementation within the next four years.

Public Meeting Locations and Times:

Tuesday, September 30, 2025 - 3:00 PM

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

Wednesday, October 1, 2025 - 3:00 PM

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

Thursday, October 2, 2025 - 2:00 PM*

SETRPC Homer E. Nagel Room, 2210 Eastex Freeway, Beaumont, TX

**HYBRID MEETING*

Tuesday, October 7, 2025 - 2:00 PM

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

The JJOHRTS MTP-2050 Amendment #2 draft and the JJOHRTS FY 2025-2028 TIP Amendment #2 draft can be downloaded at www.setrpc.org/ter. The 30-day public comment period ends on Friday, October 17, 2025. Please attend any one of the meetings to provide input or submit written comments by 5:00 PM, on that day, to Bob Dickinson at the South East Texas Regional Planning Commission, 2210 Eastex Freeway, Beaumont, Texas 77703. For more information or for special needs requests (made 48 hours in advance), please contact Bob Dickinson at (409) 899-8444 extension 7520 or bdickinson@setrpc.org.

FOR IMMEDIATE RELEASE

September 18, 2025

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

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

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

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

Tuesday, September 30, 2025 - 3:00 PM

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

Wednesday, October 1, 2025 - 3:00 PM

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

Thursday, October 2, 2025 - 2:00 PM

Hybrid Event – In Person and Virtual Meeting

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

Tuesday, October 7, 2025 - 2:00 PM

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

These meetings are designed to solicit the public’s ideas and input on transportation needs for the southeast Texas area. All meetings are the same and are not restricted to a specific area. The public is strongly encouraged to be an active part of this process by selecting a meeting day and time that fits their schedule. For more information or for special needs requests (made 48 hours in advance), please contact **Bob Dickinson** at (409) 899-8444 extension 7520 or bdickinson@setrpc.org.

SETRPC is designated as the Metropolitan Planning Organization (MPO) for the Metropolitan Planning Area comprised of Jasper, Jefferson, Orange, and Hardin Counties. The SETRPC, in conjunction with the Texas Department of Transportation, local governments and other interested parties, facilitates the regional multi-modal transportation planning process.

Chapter 12: Resolution

DRAFT

Chapter 13: MPO Self-Certification

DRAFT

Chapter 14: Revisions

DRAFT