Jefferson-Orange-Hardin Regional Transportation Study

JOHRTS FY 2021-2024

Transportation Improvement Program

Effective from September 1, 2020 to August 31, 2024

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

for the Jefferson-Orange-Hardin Regional Transportation Study (JOHRTS) Area

50 YEARS OF EXCELLENCE SETRPC SOUTH EAST TEXAS REGIONAL PLANNING COMMISSION 1970–2020

TRANSPORTATION & ENVIRONMENTAL RESOURCES

DRAFT FOR PUBLIC COMMENTS

30-day Public Comment Period:
April 1, 2020 to April 30,2020

Draft for Review

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.

This page is intentionally left blank.

DRAFT FOR PUBLIC COMMENTS

Table of Contents

Introduction 4
TIP Structure 4
JOHRTS Area Description 5
Federal and State Requirements 7
TIP Project Selection Process 13
Project Listing Information 15
Project Listings 17
- Federally Funded Highway Projects 19
- Grouped Projects 25
- Federally Funded Transit Projects 29
- State Funded Highway Projects 41
- Locally Funded Regionally Significant Projects 43
- Right-of-Way Projects 45
- Feasibility Studies 47
- Financial Summary 49

Appendix A: Funding Categories 53
Appendix B: Exempt Project Criteria 57
Appendix C: Grouped Candidate Project Listing 63
Appendix D: Environmental Studies 73
Appendix E: Integration of Performance Measures 75
Appendix F: Public Involvement Documentation 93
Appendix G: MPO Self Certification 95
Appendix H: Revisions 97

DRAFT FOR PUBLIC COMMENTS

Introduction

The South East Texas Regional Planning Commission (SETRPC) was designated as the Metropolitan Planning Organization (MPO) for Jefferson, Orange, and Hardin Counties by the Governor of Texas in 1974. As such, 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 Jefferson-Orange-Hardin Regional Transportation Study (JOHRTS) 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.

TIP Structure

The JOHRTS Fiscal Year (FY) 2021-2024 TIP is the short-range implementation portion of the JOHRTS 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 current federal surface transportation act, the Fixing America's Surface Transportation Act (or FAST Act), introduced several new provisions to the metropolitan transportation planning process. The SETRPC-MPO has developed a draft Supplemental FAST Act Compliance document to meet the planning requirements of the new legislation. This draft document is available for review and comment. Please contact the SETRPC-MPO office for more information or to provide comments.

The JOHRTS FY 2021-2024 TIP developments and updates must be reviewed and adopted by the JOHRTS 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 JOHRTS 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

DRAFT FOR PUBLIC COMMENTS

- Federally Funded Transit Projects
- State Funded Highway Projects (No projects listed in the JOHRTS FY 2021-2024 TIP)
- Locally Funded Regionally Significant Projects (No projects listed in the JOHRTS FY 2021-2024 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 JOHRTS FY 2021-2024 TIP)
- Feasibility Studies (No projects listed in the JOHRTS FY 2021-2024 TIP)

The following appendices are contained within the TIP:

- Appendix A: Funding Categories
- Appendix B: Exempt Project Criteria
- Appendix C: Grouped Candidate Project Listing
- Appendix D: Environmental Studies (No projects listed in the JOHRTS FY 2021-2024 TIP)
- Appendix E: Integration of Performance Measures
- Appendix F: Public Involvement Documentation
- Appendix G: MPO Self Certification
- Appendix H: Revisions (Will contain information regarding future revisions)

JOHRTS Area Description

The JOHRTS area consists of the three-county region of southeast Texas - Jefferson, Orange, and Hardin Counties. The area covers the corporate limits of the cities of Beaumont, Bevil Oaks, Bridge City, China, Groves, Kountze, Lumberton, Nederland, Nome, Orange, Pine Forest, Pinehurst, Port Arthur, Port Neches, Rose City, Rose Hill Acres, Silsbee, Sour Lake, Taylor Landing, Vidor, and West Orange. The JOHRTS metropolitan planning area is shown in Figure 1. Due to the predominance of the petrochemical industry and their significance as major manufacturing and industrial centers, the larger cities of Beaumont, Port Arthur, and Orange are often referred to as the "Golden Triangle." The JOHRTS area contains the Beaumont and Port Arthur urbanized areas, and is characterized by agricultural, industrial, and low-density residential and commercial land uses.

At the time of the 2010 Census, the JOHRTS area had a population of 388,745, an increase of 1 percent from the previous decade and the highest population ever recorded for the three-county region. Hardin County saw the highest percentage of growth, with a 15 percent increase in population; Jefferson County's population increased by one tenth of a percentage point, while Orange County lost about 4 percent of its population.

DRAFT FOR PUBLIC COMMENTS

Figure 1: JOHRTS Metropolitan Planning Area

DRAFT FOR PUBLIC COMMENTS

Federal and State Requirements

The *Fixing America's Surface Transportation (FAST) Act*, was signed into law by President Obama on December 4, 2015. The information in this section is provided to acknowledge the existence of the FAST Act and to note its implications for transportation planning. It is also important to note that the emergence of the FAST Act does not represent an abandonment of the programs and planning requirements established under 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 FAST Act.

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.

Supplemental FAST Act Compliance for Metropolitan Transportation Planning Process

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

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))

DRAFT FOR PUBLIC COMMENTS

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 incorporatef 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 SETPRC-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.

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

DRAFT FOR PUBLIC COMMENTS

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. The FAST Act of 2015 continues the performance management and performance-based planning and programming introduced by MAP-21 with minor changes.

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

Table 1: National Performance Management Goals

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

DRAFT FOR PUBLIC COMMENTS

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 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 **Appendix E: 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.

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 JOHRTS FY 2021-2024 TIP is shown in **Financial Summary** section of the document.

DRAFT FOR PUBLIC COMMENTS

Public Involvement

Citizen involvement remains an important component of the transportation planning process in the JOHRTS 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.

Title VI

The JOHRTS 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 JOHRTS region. The JOHRTS PPP, Title VI/Environmental Justice Program, and Limited English Proficiency Plan ensure opportunities to increase communication and dialogue between decision-makers and the public.

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.

DRAFT FOR PUBLIC COMMENTS

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.

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 JOHRTS area is classified as in conformity for all air quality standards.

DRAFT FOR PUBLIC COMMENTS

TIP Project Selection Process

Project Sources

The project selection process for the TIP is considered a subset of the JOHRTS 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

Selection Criteria

All selected projects must satisfy the following criteria:

- Be consistent with the JOHRTS 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

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

DRAFT FOR PUBLIC COMMENTS

- 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)

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

DRAFT FOR PUBLIC COMMENTS

Project Listing Information

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

Control-Section-Job Number

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

MPO ID Number

The MPO's assigned project identification number for the database tracking of all transportation projects listed in the JOHRTS 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 (**94**026-F15E) list the last two digits of the year a project was first submitted into the MTP Project Selection Process.

Columns 3, 4, & 5 (94**026**-F15E) represent a sequential number assigned during the submittal year (number assigned to the project from the MPO's key list).

Column 6 (94026-**F**15E) identifies the primary funding source of the project: Federal [F], State [S], Local [L], and Transit [T].

Columns 7 and 8 (94026-F**15**E) identify the network year for the projected completion of the project.

Column 9 (94026-F15**E**) 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 actually 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

DRAFT FOR PUBLIC COMMENTS

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 Appendix B.

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.

Funding Category

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

Revision Date

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

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].

DRAFT FOR PUBLIC COMMENTS

Project Listings

FY 2021-2024

Federally Funded Highway Projects

Grouped Projects

Federally Funded Transit Projects

State Funded Highway Projects

Locally Funded Regionally Significant Projects

Right-of-Way Projects

Feasibility Studies

DRAFT FOR PUBLIC COMMENTS

This page is intentionally left blank.

DRAFT FOR PUBLIC COMMENTS

Federally Funded Highway Projects

FY 2021-2024

DRAFT FOR PUBLIC COMMENTS

This page is intentionally left blank.

DRAFT FOR PUBLIC COMMENTS

FY 2021-2024 TRANSPORTATION IMPROVEMENT PROGRAM
BEAUMONT DISTRICT
SETRPC METROPOLITAN PLANNING ORGANIZATION
FEDERALLY FUNDED HIGHWAY PROJECTS
FY 2021

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
Beaumont	Jefferson	0028-13-135	IH 10	C, ROW		TxDOT	$300,000,000

LIMITS FROM: Hollywood Overpass, East
LIMITS TO: 7TH Street
DESCRIPTION: Widen freeway from 4 to 6 main lanes and reconstruct interchange
REVISION DATE:
MPO PROJECT ID: 18034-F40N
FUNDING CATEGORY: 12

REMARKS:

PROJECT HISTORY:

PRELIMINARY ENGINEERING:	$18,669,000		**Authorized Funding by Category/Share:**				
ROW PURCHASE:	$20,000,000						
CONSTRUCTION ENGINEERING:	$16,383,000		FEDERAL	STATE	LOCAL	LOCAL CONTRIBUTION	FUNDING BY CATEGORY
CONSTRUCTION COST:	$300,000,000	12	$240,000,000	$60,000,000	$0	$0	$300,000,000
CONTINGENCIES:	$685,800						
INDIRECT COSTS:	$0						
BOND FINANCING:	$0						
POTENTIAL CHANGE ORDER:	$17,945,100						
TOTAL PROJECT COST:	$434,682,900	FUNDING BY SHARE:	$240,000,000	$60,000,000	$0	$0	$300,000,000

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
Beaumont	Hardin	0200-09-069	US 69	C, ROW		TxDOT	$70,000,000

LIMITS FROM: Tyler County Line
LIMITS TO: 0.75 miles south of FM 1003
DESCRIPTION: Widen from 2 to 4 lanes divided
REVISION DATE:
MPO PROJECT ID: 18002-F40E
FUNDING CATEGORY: 4, 12

REMARKS: Finalizing for Construction

PROJECT HISTORY:

PRELIMINARY ENGINEERING:	$3,332,000		**Authorized Funding by Category/Share:**				
ROW PURCHASE:	$4,000,000						
CONSTRUCTION ENGINEERING:	$3,372,800		FEDERAL	STATE	LOCAL	LOCAL CONTRIBUTION	FUNDING BY CATEGORY
CONSTRUCTION COST:	$70,000,000	4	$20,000,000	$5,000,000	$0	$0	$25,000,000
CONTINGENCIES:	$1,353,200	12	$36,000,000	$9,000,000	$0	$0	$45,000,000
INDIRECT COSTS:	$4,338,400						
BOND FINANCING:	$0						
POTENTIAL CHANGE ORDER:	$2,543,200						
TOTAL PROJECT COST:	$82,939,600	FUNDING BY SHARE:	$56,000,000	$14,000,000	$0	$0	$70,000,000

DRAFT FOR PUBLIC COMMENTS

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

FY 2021-2024 TRANSPORTATION IMPROVEMENT PROGRAM
BEAUMONT DISTRICT
SETRPC METROPOLITAN PLANNING ORGANIZATION
FEDERALLY FUNDED HIGHWAY PROJECTS
FY 2021

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
Beaumont	Hardin	0339-04-036	SH 105	C, ROW		TxDOT	$53,200,000

LIMITS FROM: 0.10 miles east of SH 326
LIMITS TO: Pine Island Bayou
DESCRIPTION: Widen from 2 to 4 lanes divided
REMARKS: Finalizing for Construction

REVISION DATE:
MPO PROJECT ID: 18001-F40N
FUNDING CATEGORY: 2, 12

PROJECT HISTORY:

PRELIMINARY ENGINEERING:	$2,606,800
ROW PURCHASE:	$14,000,000
CONSTRUCTION ENGINEERING:	$2,638,720
CONSTRUCTION COST:	$53,200,000
CONTINGENCIES:	$1,058,680
INDIRECT COSTS:	$0
BOND FINANCING:	$0
POTENTIAL CHANGE ORDER:	$1,989,680
TOTAL PROJECT COST:	$61,493,880

Authorized Funding by Category/Share:

	FEDERAL	STATE	LOCAL	LOCAL CONTRIBUTION	FUNDING BY CATEGORY
2	$30,560,000	$7,640,000	$0	$0	$38,200,000
12	$12,000,000	$3,000,000	$0	$0	$15,000,000
FUNDING BY SHARE:	$42,560,000	$10,640,000	$0	$0	$53,200,000

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
Beaumont	Jefferson	0739-02-140	IH 10	C, ROW		TxDOT	$200,000,000

LIMITS FROM: CR 131 (Walden Road), East
LIMITS TO: Hollywood Overpass
DESCRIPTION: Widen freeway from 4 to 6 main lanes and reconstruct interchange
REMARKS: Finalizing for Construction

REVISION DATE:
MPO PROJECT ID: 06006-F40N
FUNDING CATEGORY: 2, 12

PROJECT HISTORY:

PRELIMINARY ENGINEERING:	$9,800,000
ROW PURCHASE:	$5,000,000
CONSTRUCTION ENGINEERING:	$8,600,000
CONSTRUCTION COST:	$200,000,000
CONTINGENCIES:	$360,000
INDIRECT COSTS:	$0
BOND FINANCING:	$0
POTENTIAL CHANGE ORDER:	$9,420,000
TOTAL PROJECT COST:	$228,180,000

Authorized Funding by Category/Share:

	FEDERAL	STATE	LOCAL	LOCAL CONTRIBUTION	FUNDING BY CATEGORY
2	$124,000,000	$31,000,000	$0	$0	$155,000,000
12	$36,000,000	$9,000,000	$0	$0	$45,000,000
FUNDING BY SHARE:	$160,000,000	$40,000,000	$0	$0	$200,000,000

DRAFT FOR PUBLIC COMMENTS

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

FY 2021-2024 TRANSPORTATION IMPROVEMENT PROGRAM
BEAUMONT DISTRICT
SETRPC METROPOLITAN PLANNING ORGANIZATION
FEDERALLY FUNDED HIGHWAY PROJECTS
FY 2021

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
Beaumont	Jefferson	0200-16-020	US 69	C		TxDOT	$70,000,000

LIMITS FROM: At SH 73
LIMITS TO: .
DESCRIPTION: Reconfigure interchange from cloverleaf design to turbine design

REVISION DATE:
MPO PROJECT ID: 18035-F40N
FUNDING CATEGORY: 4

REMARKS:

PROJECT HISTORY:

PRELIMINARY ENGINEERING:	$3,283,000
ROW PURCHASE:	$0
CONSTRUCTION ENGINEERING:	$3,276,300
CONSTRUCTION COST:	$70,000,000
CONTINGENCIES:	$757,100
INDIRECT COSTS:	$0
BOND FINANCING:	$0
POTENTIAL CHANGE ORDER:	$2,787,200
TOTAL PROJECT COST:	$77,103,600

Authorized Funding by Category/Share:

	FEDERAL	STATE	LOCAL	LOCAL CONTRIBUTION	FUNDING BY CATEGORY
4	$56,000,000	$14,000,000	$0	$0	$70,000,000
FUNDING BY SHARE:	$56,000,000	$14,000,000	$0	$0	$70,000,000

DRAFT FOR PUBLIC COMMENTS

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

FY 2021-2024 TRANSPORTATION IMPROVEMENT PROGRAM
BEAUMONT DISTRICT
SETRPC METROPOLITAN PLANNING ORGANIZATION
FEDERALLY FUNDED HIGHWAY PROJECTS
FY 2023

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
Beaumont	Jefferson	0200-14-060	US 69	C		TxDOT	$49,990,000

LIMITS FROM:	IH 10, South	REVISION DATE:	
LIMITS TO:	SH 347	MPO PROJECT ID:	19071-F45N
DESCRIPTION:	Widen from 4 to 6 main lanes	FUNDING CATEGORY:	2, 4

REMARKS:

PROJECT HISTORY:

PRELIMINARY ENGINEERING:	$2,401,000						
ROW PURCHASE:	$0						
CONSTRUCTION ENGINEERING:	$2,107,000						
CONSTRUCTION COST:	$49,000,000						
CONTINGENCIES:	$88,200						
INDIRECT COSTS:	$2,366,700						
BOND FINANCING:	$0						
POTENTIAL CHANGE ORDER:	$2,307,900						
TOTAL PROJECT COST:	$58,270,800						

Authorized Funding by Category/Share:

	FEDERAL	STATE	LOCAL	LOCAL CONTRIBUTION	FUNDING BY CATEGORY
2	$28,112,000	$7,028,000	$0	$0	$35,140,000
4	$11,880,000	$2,970,000			$14,850,000
FUNDING BY SHARE:	$39,992,000	$9,998,000	$0	$0	$49,990,000

DRAFT FOR PUBLIC COMMENTS

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

Grouped Projects

Statewide CSJs

FY 2021-2024

DRAFT FOR PUBLIC COMMENTS

This page is intentionally left blank.

DRAFT FOR PUBLIC COMMENTS

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	EST COST
Beaumont	Various	5000-00-950	Various	E	Various	TxDOT	Constrained Statewide

LIMITS FROM: Grouped Project LIMITS TO: -

DESCRIPTION: PE - Preliminary Engineering

REMARKS: See Appendix C for candidate project list MPO PROJECT ID: 20001-FXXE

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	EST COST
Beaumont	Various	5000-00-951	Various	R	Various	TxDOT	Constrained Statewide

LIMITS FROM: Grouped Project LIMITS TO: -

DESCRIPTION: Right of Way Acquisition

REMARKS: See Appendix C for candidate project list MPO PROJECT ID: 20002-FXXE

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	EST COST
Beaumont	Various	5000-00-952	Various	C	Various	TxDOT	Constrained Statewide

LIMITS FROM: Grouped Project LIMITS TO: -

DESCRIPTION: Preventive Maintenance and Rehabilitation

REMARKS: See Appendix C for candidate project list MPO PROJECT ID: 20003-FXXE

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	EST COST
Beaumont	Various	5000-00-957	Various	C	Various	TxDOT	Constrained Statewide

LIMITS FROM: Grouped Project LIMITS TO: -

DESCRIPTION: Preventive Maintenance and Rehabilitation

REMARKS: See Appendix C for candidate project list MPO PROJECT ID: 20004-FXXE

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	EST COST
Beaumont	Various	5000-00-958	Various	C	Various	TxDOT	Constrained Statewide

LIMITS FROM: Grouped Project LIMITS TO: -

DESCRIPTION: Preventive Maintenance and Rehabilitation

REMARKS: See Appendix C for candidate project list MPO PROJECT ID: 20005-FXXE

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	EST COST
Beaumont	Various	5000-00-953	Various	C	Various	TxDOT	Constrained Statewide

LIMITS FROM: Grouped Project LIMITS TO: -

DESCRIPTION: Bridge Replacement and Rehabilitation

REMARKS: See Appendix C for candidate project list MPO PROJECT ID: 20006-FXXE

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	EST COST
Beaumont	Various	5000-00-954	Various	C	Various	TxDOT	Constrained Statewide

LIMITS FROM: Grouped Project LIMITS TO: -

DESCRIPTION: Railroad Grade Separations

REMARKS: See Appendix C for candidate project list MPO PROJECT ID: 20007-FXXE

DRAFT FOR PUBLIC COMMENTS

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	EST COST
Beaumont	Various	5800-00-950	Various	C	Various	TxDOT	Constrained Statewide

LIMITS FROM: Grouped Project LIMITS TO: -

DESCRIPTION: Safety

REMARKS: See Appendix C for candidate project list MPO PROJECT ID: 20008-FXXE

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	EST COST
Beaumont	Various	5000-00-956	Various	C	Various	TxDOT	Constrained Statewide

LIMITS FROM: Grouped Project LIMITS TO: -

DESCRIPTION: Landscaping

REMARKS: See Appendix C for candidate project list MPO PROJECT ID: 20009-FXXE

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	EST COST
Beaumont	Various	5800-00-915	Various	C	Various	TxDOT	Constrained Statewide

LIMITS FROM: Grouped Project LIMITS TO: -

DESCRIPTION: Intelligent Transportation Systems Deployment

REMARKS: See Appendix C for candidate project list MPO PROJECT ID: 20010-FXXE

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	EST COST
Beaumont	Various	5000-00-916	Various	C	Various	TxDOT	Constrained Statewide

LIMITS FROM: Grouped Project LIMITS TO: -

DESCRIPTION: Bicycle and Pedestrian

REMARKS: See Appendix C for candidate project list MPO PROJECT ID: 20011-FXXE

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	EST COST
Beaumont	Various	5000-00-917	Various	C	Various	TxDOT	Constrained Statewide

LIMITS FROM: Grouped Project LIMITS TO: -

DESCRIPTION: Safety Rest Areas and Truck Weigh Stations

REMARKS: See Appendix C for candidate project list MPO PROJECT ID: 20012-FXXE

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	EST COST
Beaumont	Various	5000-00-918	Various	C	Various	TxDOT	Constrained Statewide

LIMITS FROM: Grouped Project LIMITS TO: -

DESCRIPTION: Transit Improvements

REMARKS: See Appendix C for candidate project list MPO PROJECT ID: 20013-FXXE

DRAFT FOR PUBLIC COMMENTS

Federally Funded Transit Projects

FY 2021-2024

DRAFT FOR PUBLIC COMMENTS

This page is intentionally left blank.

DRAFT FOR PUBLIC COMMENTS

FY 2021 TRANSIT PROJECT DESCRIPTION
JOHRTS TRANSPORTATION IMPROVEMENT PROGRAM

General Project Information		Funding Information (YOE)	
Project Sponsor	Beaumont Municipal Transit	**Federal Funding Category**	5307
MPO Project Information (reference number, etc)	18005-TXXE	**Federal (FTA) Funds**	$2,200,000
		State Funds from TxDOT	$500,000
		Other Source	$2,860,000
FTA Apportionment Y	2021	**Fiscal Year Cost**	$5,560,000
Project Phase			
Description	Operating assistance for FY 2021	**Total Project Cost**	$5,560,000
		Trans Dev Credits Requested	$0
Sec 5309 ID Number	TBD	**Trans Dev Credits Awarded (Date & Amount)**	$0
Amendment Date & Action			

General Project Information		Funding Information (YOE)	
Project Sponsor	Port Arthur Transit	**Federal Funding Category**	5307
MPO Project Information (reference number, etc)	18013-TXXE	**Federal (FTA) Funds**	$570,336
		State Funds from TxDOT	$0
		Other Source	$0
FTA Apportionment Y	2021	**Fiscal Year Cost**	$570,336
Project Phase			
Description	Facility enhancements	**Total Project Cost**	$570,336
		Trans Dev Credits Requested	$114,067
Sec 5309 ID Number	TX-2019-095-01	**Trans Dev Credits Awarded (Date & Amount)**	$114,067
Amendment Date & Action			

General Project Information		Funding Information (YOE)	
Project Sponsor	Port Arthur Transit	**Federal Funding Category**	5307
MPO Project Information (reference number, etc)	18017-TXXE	**Federal (FTA) Funds**	$944,855
		State Funds from TxDOT	$319,560
		Other Source	$811,824
FTA Apportionment Y	2021	**Fiscal Year Cost**	$2,076,239
Project Phase			
Description	Operating assistance for FY 2021	**Total Project Cost**	$2,076,239
		Trans Dev Credits Requested	$0
Sec 5309 ID Number	TBD	**Trans Dev Credits Awarded (Date & Amount)**	$0
Amendment Date & Action			

DRAFT FOR PUBLIC COMMENTS

General Project Information		Funding Information (YOE)	
Project Sponsor	Port Arthur Transit	**Federal Funding Category**	5307
MPO Project Information (reference number, etc)	18030-TXXE	**Federal (FTA) Funds**	$300,000
		State Funds from TxDOT	$0
		Other Source	$0
FTA Apportionment Y	2021	**Fiscal Year Cost**	$300,000
Project Phase			
Description	Acquire shop equipment	**Total Project Cost**	$300,000
		Trans Dev Credits Requested	$60,000
Sec 5309 ID Number	TX-2019-002-04	**Trans Dev Credits Awarded (Date & Amount)**	$60,000
Amendment Date & Action			

General Project Information		Funding Information (YOE)	
Project Sponsor	Port Arthur Transit	**Federal Funding Category**	5307
MPO Project Information (reference number, etc)	18033-TXXE	**Federal (FTA) Funds**	$1,379,857
		State Funds from TxDOT	$0
		Other Source	$0
FTA Apportionment Y	2021	**Fiscal Year Cost**	$1,379,857
Project Phase			
Description	Electric vehicle (LoNo) project; bus purchase & maintenance facility upgrade	**Total Project Cost**	$1,379,857
		Trans Dev Credits Requested	$275,971
Sec 5309 ID Number	TX-2018-022-03; TX-2018-022-02	**Trans Dev Credits Awarded (Date & Amount)**	$275,971
Amendment Date & Action			

General Project Information		Funding Information (YOE)	
Project Sponsor	Port Arthur Transit	**Federal Funding Category**	5339
MPO Project Information (reference number, etc)	19001-TXXE	**Federal (FTA) Funds**	$2,225,000
		State Funds from TxDOT	$0
		Other Source	$313,563
FTA Apportionment Y	2021	**Fiscal Year Cost**	$2,538,563
Project Phase			
Description	Electric vehicle LoNo project	**Total Project Cost**	$2,538,563
		Trans Dev Credits Requested	$0
Sec 5309 ID Number	TX-2020-041-00	**Trans Dev Credits Awarded (Date & Amount)**	$0
Amendment Date & Action			

DRAFT FOR PUBLIC COMMENTS

General Project Information		Funding Information (YOE)	
Project Sponsor	Port Arthur Transit	**Federal Funding Category**	5324
MPO Project Information (reference number, etc)	19002-TXXE	**Federal (FTA) Funds**	$723,800
		State Funds from TxDOT	$0
		Other Source	$180,950
FTA Apportionment Y	2021	**Fiscal Year Cost**	$904,750
Project Phase			
Description	Port Arthur Transit flood resiliency for critical support facilities	**Total Project Cost**	$904,750
		Trans Dev Credits Requested	$0
Sec 5309 ID Number	TBD	**Trans Dev Credits Awarded (Date & Amount)**	$0
Amendment Date & Action			

General Project Information		Funding Information (YOE)	
Project Sponsor	Port Arthur Transit	**Federal Funding Category**	5339
MPO Project Information (reference number, etc)	19003-TXXE	**Federal (FTA) Funds**	$151,706
		State Funds from TxDOT	$0
		Other Source	$0
FTA Apportionment Y	2021	**Fiscal Year Cost**	$151,706
Project Phase			
Description	Small Urban & Bus Facilities Program - FY 2021	**Total Project Cost**	$151,706
		Trans Dev Credits Requested	$30,341
Sec 5309 ID Number	TX-2019-100-00	**Trans Dev Credits Awarded (Date & Amount)**	$30,341
Amendment Date & Action			

General Project Information		Funding Information (YOE)	
Project Sponsor	Port Arthur Transit	**Federal Funding Category**	5307
MPO Project Information (reference number, etc)	19005-TXXE	**Federal (FTA) Funds**	$1,650,000
		State Funds from TxDOT	$0
		Other Source	$0
FTA Apportionment Y	2021	**Fiscal Year Cost**	$1,650,000
Project Phase			
Description	Maintenance facility construction and charging infrastructure	**Total Project Cost**	$1,650,000
		Trans Dev Credits Requested	$330,000
Sec 5309 ID Number	TX-2020-005-01	**Trans Dev Credits Awarded (Date & Amount)**	$330,000
Amendment Date & Action			

DRAFT FOR PUBLIC COMMENTS

FY 2021 TRANSIT PROJECT DESCRIPTION
JOHRTS TRANSPORTATION IMPROVEMENT PROGRAM

General Project Information		Funding Information (YOE)	
Project Sponsor	Port Arthur Transit	**Federal Funding Category**	5339
MPO Project Information (reference number, etc)	20013-TXXE	**Federal (FTA) Funds**	$118,429
		State Funds from TxDOT	$0
		Other Source	$0
FTA Apportionment Y	2021	**Fiscal Year Cost**	$118,429
Project Phase			
Description	Maintenance Facility Upgrade	**Total Project Cost**	$118,429
		Trans Dev Credits Requested	$23,686
Sec 5309 ID Number	TBD	**Trans Dev Credits Awarded (Date & Amount)**	$23,686
Amendment Date & Action			

General Project Information		Funding Information (YOE)	
Project Sponsor	South East Texas Transit	**Federal Funding Category**	5310
MPO Project Information (reference number, etc)	18020-TXXE	**Federal (FTA) Funds**	$182,821
		State Funds from TxDOT	$0
		Other Source	$45,705
FTA Apportionment Y	2021	**Fiscal Year Cost**	$228,526
Project Phase			
Description	Operating assistance for FY 2021	**Total Project Cost**	$228,526
		Trans Dev Credits Requested	$0
Sec 5309 ID Number	TBD	**Trans Dev Credits Awarded (Date & Amount)**	$0
Amendment Date & Action			

General Project Information		Funding Information (YOE)	
Project Sponsor	South East Texas Transit	**Federal Funding Category**	5311
MPO Project Information (reference number, etc)	18025-TXXE	**Federal (FTA) Funds**	$502,153
		State Funds from TxDOT	$366,672
		Other Source	$260,812
FTA Apportionment Y	2021	**Fiscal Year Cost**	$1,129,637
Project Phase			
Description	Administration and Operation of a Rural Transportation Program (2021)	**Total Project Cost**	$1,129,637
		Trans Dev Credits Requested	$0
Sec 5309 ID Number	TBD	**Trans Dev Credits Awarded (Date & Amount)**	$0
Amendment Date & Action			

DRAFT FOR PUBLIC COMMENTS

FY 2022 TRANSIT PROJECT DESCRIPTION
JOHRTS TRANSPORTATION IMPROVEMENT PROGRAM

General Project Information		Funding Information (YOE)	
Project Sponsor	Beaumont Municipal Transit	**Federal Funding Category**	5307
MPO Project Information (reference number, etc)	18006-TXXE	**Federal (FTA) Funds**	$2,220,000
		State Funds from TxDOT	$500,000
		Other Source	$2,850,000
FTA Apportionment Y	2022	**Fiscal Year Cost**	$5,570,000
Project Phase			
Description	Operating assistance for FY 2022	**Total Project Cost**	$5,570,000
		Trans Dev Credits Requested	$0
Sec 5309 ID Number	TBD	**Trans Dev Credits Awarded (Date & Amount)**	$0
Amendment Date & Action			

General Project Information		Funding Information (YOE)	
Project Sponsor	Port Arthur Transit	**Federal Funding Category**	5307
MPO Project Information (reference number, etc)	18018-TXXE	**Federal (FTA) Funds**	$944,855
		State Funds from TxDOT	$319,560
		Other Source	$811,824
FTA Apportionment Y	2022	**Fiscal Year Cost**	$2,076,239
Project Phase			
Description	Operating assistance for FY 2022	**Total Project Cost**	$2,076,239
		Trans Dev Credits Requested	$0
Sec 5309 ID Number	TBD	**Trans Dev Credits Awarded (Date & Amount)**	$0
Amendment Date & Action			

General Project Information		Funding Information (YOE)	
Project Sponsor	Port Arthur Transit	**Federal Funding Category**	5339
MPO Project Information (reference number, etc)	19004-TXXE	**Federal (FTA) Funds**	$225,059
		State Funds from TxDOT	$0
		Other Source	$0
FTA Apportionment Y	2022	**Fiscal Year Cost**	$225,059
Project Phase			
Description	Small Urban & Bus Facilities Program - FY 2022	**Total Project Cost**	$225,059
		Trans Dev Credits Requested	$0
Sec 5309 ID Number	TX-2020-003-00	**Trans Dev Credits Awarded (Date & Amount)**	$0
Amendment Date & Action			

DRAFT FOR PUBLIC COMMENTS

FY 2022 TRANSIT PROJECT DESCRIPTION
JOHRTS TRANSPORTATION IMPROVEMENT PROGRAM

General Project Information		Funding Information (YOE)	
Project Sponsor	South East Texas Transit	**Federal Funding Category**	5310
MPO Project Information (reference number, etc)	18021-TXXE	**Federal (FTA) Funds**	$182,821
		State Funds from TxDOT	$0
		Other Source	$45,705
FTA Apportionment Y	2022	**Fiscal Year Cost**	$228,526
Project Phase			
Description	Operating assistance for FY 2022	**Total Project Cost**	$228,526
		Trans Dev Credits Requested	$0
Sec 5309 ID Number	TBD	**Trans Dev Credits Awarded (Date & Amount)**	$0
Amendment Date & Action			

General Project Information		Funding Information (YOE)	
Project Sponsor	South East Texas Transit	**Federal Funding Category**	5311
MPO Project Information (reference number, etc)	18026-TXXE	**Federal (FTA) Funds**	$502,153
		State Funds from TxDOT	$366,672
		Other Source	$260,812
FTA Apportionment Y	2022	**Fiscal Year Cost**	$1,129,637
Project Phase			
Description	Administration and Operation of a Rural Transportation Program (2022)	**Total Project Cost**	$1,129,637
		Trans Dev Credits Requested	$0
Sec 5309 ID Number	TBD	**Trans Dev Credits Awarded (Date & Amount)**	$0
Amendment Date & Action			

DRAFT FOR PUBLIC COMMENTS

General Project Information		Funding Information (YOE)	
Project Sponsor	Beaumont Municipal Transit	**Federal Funding Category**	5307
MPO Project Information (reference number, etc)	20003-TXXE	**Federal (FTA) Funds**	$2,240,000
		State Funds from TxDOT	$500,000
		Other Source	$2,840,000
FTA Apportionment Y	2023	**Fiscal Year Cost**	$5,580,000
Project Phase			
Description	Operating assistance for FY 2023	**Total Project Cost**	$5,580,000
		Trans Dev Credits Requested	$0
Sec 5309 ID Number	TBD	**Trans Dev Credits Awarded (Date & Amount)**	$0
Amendment Date & Action			

General Project Information		Funding Information (YOE)	
Project Sponsor	Port Arthur Transit	**Federal Funding Category**	5307
MPO Project Information (reference number, etc)	20009-TXXE	**Federal (FTA) Funds**	$944,855
		State Funds from TxDOT	$319,560
		Other Source	$811,824
FTA Apportionment Y	2023	**Fiscal Year Cost**	$2,076,239
Project Phase			
Description	Operating assistance for FY 2023	**Total Project Cost**	$2,076,239
		Trans Dev Credits Requested	$0
Sec 5309 ID Number	TBD	**Trans Dev Credits Awarded (Date & Amount)**	$0
Amendment Date & Action			

General Project Information		Funding Information (YOE)	
Project Sponsor	South East Texas Transit	**Federal Funding Category**	5310
MPO Project Information (reference number, etc)	20005-TXXE	**Federal (FTA) Funds**	$182,821
		State Funds from TxDOT	$0
		Other Source	$45,705
FTA Apportionment Y	2023	**Fiscal Year Cost**	$228,526
Project Phase			
Description	Operating assistance for FY 2023	**Total Project Cost**	$228,526
		Trans Dev Credits Requested	$0
Sec 5309 ID Number	TBD	**Trans Dev Credits Awarded (Date & Amount)**	$0
Amendment Date & Action			

DRAFT FOR PUBLIC COMMENTS

FY 2023 TRANSIT PROJECT DESCRIPTION
JOHRTS TRANSPORTATION IMPROVEMENT PROGRAM

General Project Information		Funding Information (YOE)	
Project Sponsor	South East Texas Transit	**Federal Funding Category**	5311
MPO Project Information (reference number, etc)	20007-TXXE	**Federal (FTA) Funds**	$502,153
		State Funds from TxDOT	$366,672
		Other Source	$260,812
FTA Apportionment Y	2023	**Fiscal Year Cost**	$1,129,637
Project Phase			
Description	Administration and Operation of a Rural Transportation Program (2023)	**Total Project Cost**	$1,129,637
		Trans Dev Credits Requested	$0
Sec 5309 ID Number	TBD	**Trans Dev Credits Awarded (Date & Amount)**	$0
Amendment Date & Action			

DRAFT FOR PUBLIC COMMENTS

General Project Information		Funding Information (YOE)	
Project Sponsor	Beaumont Municipal Transit	**Federal Funding Category**	5307
MPO Project Information (reference number, etc)	20004-TXXE	**Federal (FTA) Funds**	$2,260,000
		State Funds from TxDOT	$500,000
		Other Source	$2,840,000
FTA Apportionment Y	2024	**Fiscal Year Cost**	$5,600,000
Project Phase			
Description	Operating assistance for FY 2024	**Total Project Cost**	$5,600,000
		Trans Dev Credits Requested	$0
Sec 5309 ID Number	TBD	**Trans Dev Credits Awarded (Date & Amount)**	$0
Amendment Date & Action			

General Project Information		Funding Information (YOE)	
Project Sponsor	Port Arthur Transit	**Federal Funding Category**	5307
MPO Project Information (reference number, etc)	20010-TXXE	**Federal (FTA) Funds**	$944,855
		State Funds from TxDOT	$319,560
		Other Source	$811,824
FTA Apportionment Y	2024	**Fiscal Year Cost**	$2,076,239
Project Phase			
Description	Operating assistance for FY 2024	**Total Project Cost**	$2,076,239
		Trans Dev Credits Requested	$0
Sec 5309 ID Number	TBD	**Trans Dev Credits Awarded (Date & Amount)**	$0
Amendment Date & Action			

General Project Information		Funding Information (YOE)	
Project Sponsor	South East Texas Transit	**Federal Funding Category**	5310
MPO Project Information (reference number, etc)	20006-TXXE	**Federal (FTA) Funds**	$182,821
		State Funds from TxDOT	$0
		Other Source	$45,705
FTA Apportionment Y	2024	**Fiscal Year Cost**	$228,526
Project Phase			
Description	Operating assistance for FY 2024	**Total Project Cost**	$228,526
		Trans Dev Credits Requested	$0
Sec 5309 ID Number	TBD	**Trans Dev Credits Awarded (Date & Amount)**	$0
Amendment Date & Action			

DRAFT FOR PUBLIC COMMENTS

FY 2024 TRANSIT PROJECT DESCRIPTION
JOHRTS TRANSPORTATION IMPROVEMENT PROGRAM

General Project Information		Funding Information (YOE)	
Project Sponsor	South East Texas Transit	**Federal Funding Category**	5311
MPO Project Information (reference number, etc)	20008-TXXE	**Federal (FTA) Funds**	$502,153
		State Funds from TxDOT	$366,672
		Other Source	$260,812
FTA Apportionment Y	2024	**Fiscal Year Cost**	$1,129,637
Project Phase			
Description	Administration and Operation of a Rural Transportation Program (2024)	**Total Project Cost**	$1,129,637
		Trans Dev Credits Requested	$0
Sec 5309 ID Number	TBD	**Trans Dev Credits Awarded (Date & Amount)**	$0
Amendment Date & Action			

DRAFT FOR PUBLIC COMMENTS

State Funded Highway Projects

FY 2021-2024

No projects included

DRAFT FOR PUBLIC COMMENTS

This page is intentionally left blank.

DRAFT FOR PUBLIC COMMENTS

Locally Funded Regionally Significant Projects

FY 2021-2024

No projects included.

DRAFT FOR PUBLIC COMMENTS

This page is intentionally left blank.

DRAFT FOR PUBLIC COMMENTS

Right-of-Way Projects

FY 2021-2024

No projects included.

DRAFT FOR PUBLIC COMMENTS

This page is intentionally left blank.

DRAFT FOR PUBLIC COMMENTS

Feasibility Studies

FY 2021-2024

No projects included.

DRAFT FOR PUBLIC COMMENTS

This page is intentionally left blank.

DRAFT FOR PUBLIC COMMENTS

Financial Summary

FY 2021-2024

DRAFT FOR PUBLIC COMMENTS

This page is intentionally left blank.

DRAFT FOR PUBLIC COMMENTS

South East Texas Regional Planning Commission - Metropolitan Planning Organization

Initial FY 2021 - 2024 Transportation Improvement Program

Funding by Category

		FY 2021		FY 2022		FY 2023		FY 2024		Total FY 2021 - 2024	
Funding Category	Description	Programmed	Authorized	Programmed	Authorized	Programmed	Authorized	Programmed	Authorized	Programmed	Authorized
1	Preventive Maintenance and Rehabilitation	$7,150,000	$7,150,000	$1,700,000	$1,700,000	$1,310,000	$1,310,000	$9,300,000	$9,300,000	$19,460,000	$19,460,000
2M or 2U	Urban Area (Non- TMA) Corridor Projects	$193,200,000	$193,200,000	$0	$0	$35,140,000	$35,140,000	$0	$0	$228,340,000	$228,340,000
3	Non-Traditionally Funded Transportation Project	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
3DB	Design Build (DB)	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
4	Urban and Regional Connectivity	$95,000,000	$95,000,000	$0	$0	$14,850,000	$14,850,000	$0	$0	$109,850,000	$109,850,000
5	CMAQ	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
6	Structures - Bridge	$2,800,000	$2,800,000	$0	$0	$0	$0	$0	$0	$2,800,000	$2,800,000
7	Metro Mobility & Rehab	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
8	Safety	$12,454,254	$12,454,254	$0	$0	$0	$0	$0	$0	$12,454,254	$12,454,254
9	TAP Set-Aside Program	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
10	Supplemental Transportation	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
10 CBI	Corridor Border	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
11	District Discretionary	$0	$0	$3,200,000	$3,200,000	$3,690,000	$3,690,000	$1,500,000	$1,500,000	$8,390,000	$8,390,000
11	Energy Sector	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
12	Texas Clear Lanes	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
12	Strategic Priority	$405,000,000	$405,000,000	$0	$0	$0	$0	$0	$0	$405,000,000	$405,000,000
SW PE	Statewide Budget PE	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
SW ROW	Statewide Budget ROW	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
	Total	$715,604,254	$715,604,254	$4,900,000	$4,900,000	$54,990,000	$54,990,000	$10,800,000	$10,800,000	$786,294,254	$786,294,254

Funding Participation Source

Source	FY 2021	FY 2022	FY 2023	FY 2024	Total FY 21-24
Federal	$572,483,403	$3,920,000	$43,992,000	$8,640,000	$629,035,403
State	$143,120,851	$980,000	$9,998,000	$2,160,000	$156,258,851
Local Match	$0	$0	$1,000,000	$0	$1,000,000
CAT 3 - Local Contributions (LC)	$0	$0	$0	$0	$0
CAT 3 - Prop 1	$0	$0	$0	$0	$0
CAT 3 - DB	$0	$0	$0	$0	$0
CAT 3 - Prop 14 Bonds	$0	$0	$0	$0	$0
CAT 3 - Texas Mobility Fund	$0	$0	$0	$0	$0
CAT 3 - TDC	$0	$0	$0	$0	$0
Statewide Budget PE	$0	$0	$0	$0	$0
Statewide Budget ROW	$0	$0	$0	$0	$0
Total	$715,604,254	$4,900,000	$54,990,000	$10,800,000	$786,294,254

DRAFT FOR PUBLIC COMMENTS

Texas Department of Transportation

Transit Financial Summary
South East Texas Regional Planning Commission - Metropolitan Planning Organization
FY 2021- 2024 Transportation Improvement Program

All Figures in Year of Expenditure (YOE) Dollars

Current as of 07/15/ 2019

	Transit Program	FY 2021			FY 2022			FY 2023		
		Federal	State/Other	Total	Federal	State/Other	Total	Federal	State/Other	Total
1	Sec. 5307 - Urbanized Formula >200K	$7,045,048	$4,491,384	$11,536,432	$3,164,855	$4,481,384	$7,646,239	$3,184,855	$4,471,384	$7,656,239
2	Sec. 5307 - Urbanized Formula <200K	$0	$0	$0	$0	$0	$0	$0	$0	$0
3	Sec. 5309 - Discretionary	$0	$0	$0	$0	$0	$0	$0	$0	$0
4	Sec. 5310 - Elderly &Individuals w/Disabilities	$182,821	$45,705	$228,526	$365,642	$91,410	$457,052	$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	$0	$0	$0	$0	$0	$0
7	Sec. 5316 - JARC <200K	$0	$0	$0	$0	$0	$0	$0	$0	$0
8	Sec. 5316 - JARC Nonurbanized	$0	$0	$0	$0	$0	$0	$0	$0	$0
9	Sec. 5317 - New Freedom >200K	$0	$0	$0	$0	$0	$0	$0	$0	$0
10	Sec. 5317 - New Freedom <200K	$0	$0	$0	$0	$0	$0	$0	$0	$0
11	Sec. 5317 - New Freedom Nonurbanized	$0	$0	$0	$0	$0	$0	$0	$0	$0
12	Sec. 5324 - Emergency Relief	$723,800	$180,950	$904,750	$0	$0	$0	$0	$0	$0
13	Sec. 5337 - State of Good Repair	$0	$0	$0	$0	$0	$0	$0	$0	$0
14	Sec. 5339 - Bus & Bus Facilities >200K	$2,495,135	$313,563	$2,808,698	$225,059	$0	$225,059	$0	$0	$0
15	Other FTA	$0	$0	$0	$0	$0	$0	$0	$0	$0
16	Regionally Significant or Other	$0	$0	$0	$0	$0	$0	$0	$0	$0
	Total Funds	$10,948,957	$5,659,086	$16,608,043	$4,257,709	$5,200,278	$9,457,987	$3,869,829	$5,144,573	$9,014,402
	Transportation Development Credits									
	Requested			$834,065			$0			$0
	Awarded			$834,065			$0			$0

All Figures in Year of Expenditure (YOE) Dollars

	Transit Programs	FY 2024			FY 2021-2024 Total		
		Federal	State/Other	Total	Federal	State/Other	Total
1	Sec. 5307 - Urbanized Formula >200K	$3,204,855	$4,471,384	$7,676,239	$16,599,613	$17,915,536	$34,515,149
2	Sec. 5307 - Urbanized Formula <200K	$0	$0	$0	$0	$0	$0
3	Sec. 5309 - Discretionary	$0	$0	$0	$0	$0	$0
4	Sec. 5310 - Elderly &Individuals w/Disabilities	$182,821	$45,705	$228,526	$914,105	$228,525	$1,142,630
5	Sec. 5311 - Nonurbanized Formula	$502,153	$627,484	$1,129,637	$2,008,612	$2,509,936	$4,518,548
6	Sec. 5316 - JARC >200K	$0	$0	$0	$0	$0	$0
7	Sec. 5316 - JARC <200K	$0	$0	$0	$0	$0	$0
8	Sec. 5316 - JARC Nonurbanized	$0	$0	$0	$0	$0	$0
9	Sec. 5317 - New Freedom >200K	$0	$0	$0	$0	$0	$0
10	Sec. 5317 - New Freedom <200K	$0	$0	$0	$0	$0	$0
11	Sec. 5317 - New Freedom Nonurbanized	$0	$0	$0	$0	$0	$0
12	Sec. 5324 - Emergency Relief	$0	$0	$0	$723,800	$180,950	$904,750
13	Sec. 5337 - State of Good Repair	$0	$0	$0	$0	$0	$0
14	Sec. 5339 - Bus & Bus Facilities >200K	$0	$0	$0	$2,720,194	$313,563	$3,033,757
15	Other FTA	$0	$0	$0	$0	$0	$0
16	Regionally Significant or Other	$0	$0	$0	$0	$0	$0
	Total Funds	$3,889,829	$5,144,573	$9,034,402	$22,966,324	$21,148,510	$44,114,834
	Transportation Development Credits						
	Requested			$0			$834,065
	Awarded			$0			$834,065

DRAFT FOR PUBLIC COMMENTS

Appendix A: Funding Categories

This appendix includes a list and brief description of each category for transportation projects and programs used by the Texas Department of Transportation for distributing funds. These categories comply with federal transportation legislation to ensure that federal funds are applied to eligible projects.

DRAFT FOR PUBLIC COMMENTS

This page is intentionally left blank.

DRAFT FOR PUBLIC COMMENTS

Funding Categories

Texas Department of Transportation (TxDOT) Funding Categories:

1 **Preventive Maintenance and Rehabilitation:** Rehabilitation and preventative maintenance of the existing state highway system, including the Interstate Highway System main lanes, frontage roads, structures, signs, pavement markings, striping, etc.

2 **Metropolitan and Urban Corridor Projects:** Mobility and added capacity projects along a corridor that improve transportation facilities in order to decrease travel time and level or duration of traffic congestion and increase the safe and efficient movement of people and freight in metropolitan and urbanized areas.

3 **Non-Traditionally Funded Transportation Projects:** Transportation related projects that qualify for funding from sources not traditionally part of the state highway fund, including state bond financing under programs such as proposition 12, pass-through toll financing, unique federal funding, regional toll revenue, and local participation funding.

4 **Statewide Connectivity Corridor Projects:** Mobility and added capacity projects on major state highway systems corridors which provide statewide connectivity between urban areas and corridors.

5 **Congestion Mitigation and Air Quality Improvement:** Addresses attainment of national ambient air quality standards in current non-attainment areas. Funds cannot be utilized to add capacity for single occupancy vehicles.

6 **Structures-Replacement & Rehabilitation:** Replaces or rehabilitates eligible bridges on and off the state highway system. Eliminates at-grade highway/railroad crossings by providing grade separations and rehabilitates/replaces deficient railroad underpasses.

7 **Metropolitan Mobility & Rehabilitation:** Addresses various transportation needs within Transportation Management Areas selected by the Metropolitan Planning Organizations.

8 **Safety:** Addresses safety related projects on and off the state highway system. Includes safety improvements to high risk rural roads, projects selected via safety indices to eliminate hazards, and signal coordination and warning devices at railroad crossings.

9 **Enhancements:** Includes projects above and beyond typical transportation improvements, including on- and off-road pedestrian and bicycle pedestrian facilities, landscaping, historic preservation, environmental mitigation, and safety rest areas.

10 **Miscellaneous (Supplemental Transportation Projects):** Various projects including construction and rehabilitation of roadways within and adjacent to state parks and wildlife refuges; landscaping development projects; replacement of rough railroad crossing surfaces, maintenance of automatic railroad devices, and rehabilitation and/or improvement of railroad infrastructure; and construction or replacement of curb ramps at on-system intersections.

DRAFT FOR PUBLIC COMMENTS

11 **District Discretionary:** Various projects on the state highway system selected at the district's discretion.

12 **Strategic Priority:** Commission-selected projects that promote economic opportunity, increase efficiency on military deployment routes, maintain the ability to respond to both man-made and natural emergencies, and address other various strategic needs.

Federal Transit Administration Funding Categories:

FTA 5307 **Urbanized Area Formula Grant Program:** Program subsidizes the operating and/or capital cost of transit services. Eligible expenses include planning, engineering, most administration, preventive maintenance, fuel, parts, and operating costs.

FTA 5309 **Capital Investment Program:** Divided into three categories: modernization of existing rail systems, new rail systems, and new and replacement buses and facilities. The bus category is the only one from which the JOHRTS region is eligible to receive funds. These funds are used to subsidize the purchase of buses, bus-related equipment and paratransit vehicles, and for the construction of bus-related facilities.

FTA 5310 **Transportation for Elderly Persons and Persons with Disabilities:** Capital expenses that support transportation to meet the special needs of older adults and persons with disabilities.

FTA 5311 **Rural Transit and Intercity Bus:** Capital, planning, and operating expenses for public transit in non-urbanized areas with a population under 50,000 as designated by the Bureau of the Census.

FTA 5324 **Emergency Relief:** Funding for protecting, repairing, and/or replacing equipment and facilities that may suffer or have suffered serious damage as a result of an emergency, including natural disasters such as floods, hurricanes, and tornadoes.

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

DRAFT FOR PUBLIC COMMENTS

Appendix B: Exempt Project Criteria

DRAFT FOR PUBLIC COMMENTS

This page is intentionally left blank.

DRAFT FOR PUBLIC COMMENTS

Exempt Project Criteria

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

§93.126 Exempt Projects

Notwithstanding the other requirements of this subpart, highway and transit projects of the types listed in Table 2 are exempt from the requirement that a conformity determination be made. Such projects may proceed toward implementation even in the absence of a conforming transportation plan and TIP. A particular action of the type listed in Table 2 is not exempt if the MPO in consultation with other agencies (see §93.105(c)(1)(iii)), the EPA, and the FHWA (in the case of a highway project) or the FTA (in case of a transit project) concur that it has potentially adverse emissions impacts for any reason. States and MPOs must ensure that exempt projects do not interfere with TCM implementation.

Table 2. Exempt Projects

SAFETY
Railroad/highway crossing Hazard elimination program Safer non-Federal-aid system roads Shoulder improvements Increasing sight distance Safety improvement program Traffic control devices and operating assistance other than signalization projects Railroad/highway crossing warning devices Guardrails, median barriers, crash cushions Pavement resurfacing and/or rehabilitation Pavement marking demonstration Emergency relief (23 U.S.C.125) Fencing Skid treatments Safety roadside rest areas Adding medians Truck climbing lanes outside the urbanized area Lighting improvements Widening narrow pavements or reconstructing bridges (no additional travel lanes) Emergency truck pullovers
MASS TRANSIT
Operating assistance to transit agencies Purchase of support vehicles Rehabilitation of transit vehicles1 Purchase of office, shop, and operating equipment for existing facilities

DRAFT FOR PUBLIC COMMENTS

Purchase of operating equipment for vehicles (e.g., radios, fireboxes, lifts, etc.) Construction or renovation of power, signal, and communications systems Construction of small passenger shelters and information kiosks Reconstruction or renovation of transit buildings and structures (e.g., rail or bus buildings, storage and maintenance facilities, stations, terminals, and ancillary structures) Rehabilitation or reconstruction of track structures, track, and tracked in existing rights-of-way Purchase of new buses and rail cars to replace existing vehicles or for minor expansions of the fleet[1] Construction of new bus or rail storage/maintenance facilities categorically excluded in 23 CFR 771
AIR QUALITY
Continuation of ride-sharing and vanpooling promotion activities at current levels Bicycle and pedestrian facilities
OTHER
Specific activities which do not involve or lead directly to construction, such as: • Planning and technical studies • Grants for training and research programs • Planning activities conducted pursuant to titles 23 and 49 U.S.C. • Federal-aid systems revisions Engineering to assess social, economic, and environmental effects of the proposed action or alternatives to the action Noise attenuation Advance land acquisition (23 CFR 712 or 23 CFR 771) Acquisition of scenic easements Plantings, landscaping, etc. Sign removal Directional and informational signs Transportation enhancement activities (except rehabilitation and operation of historic transportation buildings, structures, or facilities) Repair of damage caused by natural disasters, civil unrest, or terrorist acts, except projects involving substantial functional, locational or capacity changes

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

§93.127 Projects Exempt from Regional Emissions Analysis

Notwithstanding the other requirements of this subpart, highway and transit projects of the types listed in Table 3 are exempt from regional emissions analysis requirements. The local effects of these projects with respect to CO or PM10 concentrations must be considered to determine if a hot-spot analysis is required prior to making a project-level conformity determination. Such projects may then proceed to the project development process even in the absence of a conforming transportation plan and TIP. A particular action of the type listed in Table 3 is not exempt if the MPO in consultation with other agencies (see §93.105(c)(1)(iii)), the EPA, and the FHWA (in the case

DRAFT FOR PUBLIC COMMENTS

of a highway project) or the FTA (in case of a transit project) concur that it has potential regional impacts for any reason.

Table 3. Projects Exempt from Regional Emissions Analysis

Intersection channelization projects
Intersection signalization projects at individual intersections
Interchange reconfiguration projects
Changes in vertical and horizontal alignments
Truck size and weight inspection stations
Bus terminals and transfer points

§93.128 Traffic Signal Synchronization Projects

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

DRAFT FOR PUBLIC COMMENTS

This page is intentionally left blank.

DRAFT FOR PUBLIC COMMENTS

Appendix C: Grouped Candidate Project Listing

This appendix provides a list of individual projects/programs considered to be of inappropriate scale for individual listing in a given program year. Additional projects/programs may be identified that are not currently listed. Grouping allows efficient programming and reduces the need for revisions to the TIP. No added capacity type projects or phases of added capacity type projects are included.

DRAFT FOR PUBLIC COMMENTS

This page is intentionally left blank.

DRAFT FOR PUBLIC COMMENTS

FY 2021-2024 TRANSPORTATION IMPROVEMENT PROGRAM
BEAUMONT DISTRICT
SETRPC METROPOLITAN PLANNING ORGANIZATION
CANDIDATE PROJECT LISTING
FY 2021

DISTRICT	COUNTY	CSJ	HWY	CITY	PHASE	MPO PROJECT NUMBER	TOTAL FUNDING
Beaumont	Jefferson	0200-15-021	US 69		C	20003-FXXE	$1,720,000
LIMITS FROM:	SPURLOCK RD., SOUTH					FEDERAL SHARE:	$1,376,000
LIMITS TO:	FM 365					STATE SHARE:	$344,000
DESCRIPTION:	Mill And Overlay, Joint Seal					LOCAL SHARE:	
						FUNDING CATEGORY:	1

DISTRICT	COUNTY	CSJ	HWY	CITY	PHASE	MPO PROJECT NUMBER	TOTAL FUNDING
Beaumont	Jefferson	0200-16-022	US 69		C	20003-FXXE	$2,280,000
LIMITS FROM:	FM 365, SOUTH					FEDERAL SHARE:	$1,824,000
LIMITS TO:	39TH ST					STATE SHARE:	$456,000
DESCRIPTION:	2" Mill And Overlay, Joint Seal					LOCAL SHARE:	
						FUNDING CATEGORY:	1

DISTRICT	COUNTY	CSJ	HWY	CITY	PHASE	MPO PROJECT NUMBER	TOTAL FUNDING
Beaumont	Orange	0305-07-071	SH 87		C	20003-FXXE	$3,150,000
LIMITS FROM:	IH 10					FEDERAL SHARE:	$2,520,000
LIMITS TO:	SH 87					STATE SHARE:	$630,000
DESCRIPTION:	Mill And Overlay					LOCAL SHARE:	
						FUNDING CATEGORY:	1

DISTRICT	COUNTY	CSJ	HWY	CITY	PHASE	MPO PROJECT NUMBER	TOTAL FUNDING
Beaumont	Jefferson	0932-01-113	FM 365		C	20006-FXXE	$2,800,000
LIMITS FROM:	AT RHODAIR GULLY					FEDERAL SHARE:	$2,240,000
LIMITS TO:	.					STATE SHARE:	$560,000
DESCRIPTION:	Bridge Rehabilitation					LOCAL SHARE:	
						FUNDING CATEGORY:	6

DISTRICT	COUNTY	CSJ	HWY	CITY	PHASE	MPO PROJECT NUMBER	TOTAL FUNDING
Beaumont	Jefferson	0028-07-056	US 90		C	20001-FXXE	$181,548
LIMITS FROM:	AT LANGHAM RD					FEDERAL SHARE:	$145,238
LIMITS TO:	.					STATE SHARE:	$36,310
DESCRIPTION:	Improve Traffic Signals					LOCAL SHARE:	
						FUNDING CATEGORY:	8

DISTRICT	COUNTY	CSJ	HWY	CITY	PHASE	MPO PROJECT NUMBER	TOTAL FUNDING
Beaumont	Jefferson	0028-07-057	US 90		C	20001-FXXE	$157,253
LIMITS FROM:	AT LINDBERGH DR					FEDERAL SHARE:	$125,802
LIMITS TO:	.					STATE SHARE:	$31,451
DESCRIPTION:	Improve Traffic Signals					LOCAL SHARE:	
						FUNDING CATEGORY:	8

DISTRICT	COUNTY	CSJ	HWY	CITY	PHASE	MPO PROJECT NUMBER	TOTAL FUNDING
Beaumont	Jefferson	0028-07-058	US 90		C	20001-FXXE	$1,138,510
LIMITS FROM:	S MAJOR DRIVE, EAST					FEDERAL SHARE:	$910,808
LIMITS TO:	IH 10					STATE SHARE:	$227,702
DESCRIPTION:	Safety Lighting					LOCAL SHARE:	
						FUNDING CATEGORY:	8

DISTRICT	COUNTY	CSJ	HWY	CITY	PHASE	MPO PROJECT NUMBER	TOTAL FUNDING
Beaumont	Orange	0028-11-207	IH 10		C	20001-FXXE	$136,932
LIMITS FROM:	AT SH 62					FEDERAL SHARE:	$109,546
LIMITS TO:	.					STATE SHARE:	$27,386
DESCRIPTION:	Install Pedestrian Signal, Install Pedestrian Crosswalk					LOCAL SHARE:	
						FUNDING CATEGORY:	8

DRAFT FOR PUBLIC COMMENTS

FY 2021-2024 TRANSPORTATION IMPROVEMENT PROGRAM
BEAUMONT DISTRICT
SETRPC METROPOLITAN PLANNING ORGANIZATION
CANDIDATE PROJECT LISTING
FY 2021

DISTRICT	COUNTY	CSJ	HWY	CITY	PHASE	MPO PROJECT NUMBER	TOTAL FUNDING
Beaumont	Hardin	0065-05-148	US 96		C	20001-FXXE	$168,271
LIMITS FROM:	AT EAST CHANCE					FEDERAL SHARE:	$134,617
LIMITS TO:	.					STATE SHARE:	$33,654
DESCRIPTION:	Improve Traffic Signals					LOCAL SHARE:	
						FUNDING CATEGORY:	8

DISTRICT	COUNTY	CSJ	HWY	CITY	PHASE	MPO PROJECT NUMBER	TOTAL FUNDING
Beaumont	Hardin	0065-05-149	US 96		C	20001-FXXE	$178,778
LIMITS FROM:	AT RAIDER LN					FEDERAL SHARE:	$143,022
LIMITS TO:	.					STATE SHARE:	$35,756
DESCRIPTION:	Improve Traffic Signals					LOCAL SHARE:	
						FUNDING CATEGORY:	8

DISTRICT	COUNTY	CSJ	HWY	CITY	PHASE	MPO PROJECT NUMBER	TOTAL FUNDING
Beaumont	Hardin	0065-05-150	US 96		C	20001-FXXE	$188,213
LIMITS FROM:	AT FM 421					FEDERAL SHARE:	$150,570
LIMITS TO:	.					STATE SHARE:	$37,643
DESCRIPTION:	Improve Traffic Signals					LOCAL SHARE:	
						FUNDING CATEGORY:	8

DISTRICT	COUNTY	CSJ	HWY	CITY	PHASE	MPO PROJECT NUMBER	TOTAL FUNDING
Beaumont	Jefferson	0065-07-063	US 69		C	20001-FXXE	$21,105
LIMITS FROM:	AT CHINN LN					FEDERAL SHARE:	$16,884
LIMITS TO:	(FRONTAGE ROADS)					STATE SHARE:	$4,221
DESCRIPTION:	Install Intersection Flashing Beacon, Install Advanced Warning Signs (intersection)					LOCAL SHARE:	
						FUNDING CATEGORY:	8

DISTRICT	COUNTY	CSJ	HWY	CITY	PHASE	MPO PROJECT NUMBER	TOTAL FUNDING
Beaumont	Jefferson	0065-08-166	SS 380		C	20001-FXXE	$189,271
LIMITS FROM:	AT CALDER AVE					FEDERAL SHARE:	$151,417
LIMITS TO:	.					STATE SHARE:	$37,854
DESCRIPTION:	Improve Traffic Signals					LOCAL SHARE:	
						FUNDING CATEGORY:	8

DISTRICT	COUNTY	CSJ	HWY	CITY	PHASE	MPO PROJECT NUMBER	TOTAL FUNDING
Beaumont	Jefferson	0065-08-167	SS 380		C	20001-FXXE	$138,285
LIMITS FROM:	AT WASHINGTON BLVD					FEDERAL SHARE:	$110,628
LIMITS TO:	.					STATE SHARE:	$27,657
DESCRIPTION:	Improve Traffic Signals					LOCAL SHARE:	
						FUNDING CATEGORY:	8

DISTRICT	COUNTY	CSJ	HWY	CITY	PHASE	MPO PROJECT NUMBER	TOTAL FUNDING
Beaumont	Hardin	0200-10-083	US 69		C	20001-FXXE	$147,753
LIMITS FROM:	AT FOREST RD					FEDERAL SHARE:	$118,202
LIMITS TO:	.					STATE SHARE:	$29,551
DESCRIPTION:	Improve Traffic Signals					LOCAL SHARE:	
						FUNDING CATEGORY:	8

DISTRICT	COUNTY	CSJ	HWY	CITY	PHASE	MPO PROJECT NUMBER	TOTAL FUNDING
Beaumont	Jefferson	0200-11-108	US 69		C	20001-FXXE	$310,802
LIMITS FROM:	AT LUCAS DRIVE					FEDERAL SHARE:	$61,385
LIMITS TO:	.					STATE SHARE:	$15,346
DESCRIPTION:	Install Pedestrian Signal					LOCAL SHARE:	
						FUNDING CATEGORY:	8

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

DRAFT FOR PUBLIC COMMENTS

FY 2021-2024 TRANSPORTATION IMPROVEMENT PROGRAM
BEAUMONT DISTRICT
SETRPC METROPOLITAN PLANNING ORGANIZATION
CANDIDATE PROJECT LISTING
FY 2021

DISTRICT	COUNTY	CSJ	HWY	CITY	PHASE	MPO PROJECT NUMBER	TOTAL FUNDING
Beaumont	Jefferson	0200-16-021	US 69		C	20001-FXXE	$310,802
LIMITS FROM:	AT FM 365					FEDERAL SHARE:	$248,642
LIMITS TO:	(FRONTAGE ROADS)					STATE SHARE:	$62,160
DESCRIPTION:	Improve Traffic Signals					LOCAL SHARE:	
						FUNDING CATEGORY:	8

DISTRICT	COUNTY	CSJ	HWY	CITY	PHASE	MPO PROJECT NUMBER	TOTAL FUNDING
Beaumont	Orange	0305-07-068	SH 87		C	20001-FXXE	$147,308
LIMITS FROM:	AT MLK/FM 3247(W)					FEDERAL SHARE:	$117,846
LIMITS TO:	.					STATE SHARE:	$29,462
DESCRIPTION:	Improve Traffic Signals					LOCAL SHARE:	
						FUNDING CATEGORY:	8

DISTRICT	COUNTY	CSJ	HWY	CITY	PHASE	MPO PROJECT NUMBER	TOTAL FUNDING
Beaumont	Orange	0305-07-069	SH 87		C	20001-FXXE	$130,380
LIMITS FROM:	AT FM 3247(E)/FM 736					FEDERAL SHARE:	$104,304
LIMITS TO:	.					STATE SHARE:	$26,076
DESCRIPTION:	Improve Traffic Signals					LOCAL SHARE:	
						FUNDING CATEGORY:	8

DISTRICT	COUNTY	CSJ	HWY	CITY	PHASE	MPO PROJECT NUMBER	TOTAL FUNDING
Beaumont	Orange	0305-07-073	SH 87		C	20001-FXXE	$56,527
LIMITS FROM:	AT CHURCH ST					FEDERAL SHARE:	$45,222
LIMITS TO:	.					STATE SHARE:	$11,305
DESCRIPTION:	Install Pedestrian Signal, Install Pedestrian Crosswalk					LOCAL SHARE:	
						FUNDING CATEGORY:	8

DISTRICT	COUNTY	CSJ	HWY	CITY	PHASE	MPO PROJECT NUMBER	TOTAL FUNDING
Beaumont	Jefferson	0306-03-129	SH 87		C	20001-FXXE	$167,088
LIMITS FROM:	AT MAIN AVE					FEDERAL SHARE:	$133,670
LIMITS TO:	.					STATE SHARE:	$33,418
DESCRIPTION:	Improve Traffic Signals					LOCAL SHARE:	
						FUNDING CATEGORY:	8

DISTRICT	COUNTY	CSJ	HWY	CITY	PHASE	MPO PROJECT NUMBER	TOTAL FUNDING
Beaumont	Jefferson	0306-03-130	SH 87		C	20001-FXXE	$177,138
LIMITS FROM:	AT ROSEDALE DR					FEDERAL SHARE:	$141,710
LIMITS TO:	.					STATE SHARE:	$35,428
DESCRIPTION:	Improve Traffic Signals					LOCAL SHARE:	
						FUNDING CATEGORY:	8

DISTRICT	COUNTY	CSJ	HWY	CITY	PHASE	MPO PROJECT NUMBER	TOTAL FUNDING
Beaumont	Jefferson	0306-03-131	SH 87		C	20001-FXXE	$181,625
LIMITS FROM:	AT US 69					FEDERAL SHARE:	$145,300
LIMITS TO:	.					STATE SHARE:	$36,325
DESCRIPTION:	Improve Traffic Signals					LOCAL SHARE:	
						FUNDING CATEGORY:	8

DISTRICT	COUNTY	CSJ	HWY	CITY	PHASE	MPO PROJECT NUMBER	TOTAL FUNDING
Beaumont	Jefferson	0306-03-134	SH 87		C	20001-FXXE	$42,363
LIMITS FROM:	AT 9TH AVE					FEDERAL SHARE:	$33,890
LIMITS TO:	.					STATE SHARE:	$8,473
DESCRIPTION:	Install Pedestrian Signal					LOCAL SHARE:	
						FUNDING CATEGORY:	8

DRAFT FOR PUBLIC COMMENTS

FY 2021-2024 TRANSPORTATION IMPROVEMENT PROGRAM
BEAUMONT DISTRICT
SETRPC METROPOLITAN PLANNING ORGANIZATION
CANDIDATE PROJECT LISTING
FY 2021

DISTRICT	COUNTY	CSJ	HWY	CITY	PHASE	MPO PROJECT NUMBER	TOTAL FUNDING
Beaumont	Hardin	0339-03-039	SH 105		C	20001-FXXE	$448,122
LIMITS FROM:	AT OLD BATSON-SARATOGA ROAD					FEDERAL SHARE:	$358,498
LIMITS TO:	.					STATE SHARE:	$89,624
DESCRIPTION:	Install Continuous Turn Lane					LOCAL SHARE:	
						FUNDING CATEGORY:	8

DISTRICT	COUNTY	CSJ	HWY	CITY	PHASE	MPO PROJECT NUMBER	TOTAL FUNDING
Beaumont	Jefferson	0368-03-037	SH 124		C	20001-FXXE	$256,866
LIMITS FROM:	0.6 MI E OF FM 364, WEST					FEDERAL SHARE:	$205,493
LIMITS TO:	0.289 MI E OF FM 364					STATE SHARE:	$51,373
DESCRIPTION:	Install Continuous Turn Lane, Milled Edgeline Rumble Strips					LOCAL SHARE:	
						FUNDING CATEGORY:	8

DISTRICT	COUNTY	CSJ	HWY	CITY	PHASE	MPO PROJECT NUMBER	TOTAL FUNDING
Beaumont	Jefferson	0368-04-032	SH 124		C	20001-FXXE	$256,866
LIMITS FROM:	0.5 MI W OF BROOKS RD, WEST					FEDERAL SHARE:	$205,493
LIMITS TO:	0.6 MI E OF FM 364					STATE SHARE:	$51,373
DESCRIPTION:	Install Continuous Turn Lane, Milled Edgeline Rumble Strips					LOCAL SHARE:	
						FUNDING CATEGORY:	8

DISTRICT	COUNTY	CSJ	HWY	CITY	PHASE	MPO PROJECT NUMBER	TOTAL FUNDING
Beaumont	Jefferson	0667-01-119	SH 347		C	20001-FXXE	$168,029
LIMITS FROM:	AT 75TH ST					FEDERAL SHARE:	$134,423
LIMITS TO:	.					STATE SHARE:	$33,606
DESCRIPTION:	Improve Traffic Signals					LOCAL SHARE:	
						FUNDING CATEGORY:	8

DISTRICT	COUNTY	CSJ	HWY	CITY	PHASE	MPO PROJECT NUMBER	TOTAL FUNDING
Beaumont	Jefferson	0667-01-123	SH 347		C	20001-FXXE	$66,187
LIMITS FROM:	AT 46TH STREET					FEDERAL SHARE:	$52,950
LIMITS TO:	.					STATE SHARE:	$13,237
DESCRIPTION:	Install Pedestrian Signal, Install Pedestrian Crosswalk					LOCAL SHARE:	
						FUNDING CATEGORY:	8

DISTRICT	COUNTY	CSJ	HWY	CITY	PHASE	MPO PROJECT NUMBER	TOTAL FUNDING
Beaumont	Jefferson	0667-02-113	FM 366		C	20001-FXXE	$151,814
LIMITS FROM:	AT NEDERLAND AVE					FEDERAL SHARE:	$121,451
LIMITS TO:	.					STATE SHARE:	$30,363
DESCRIPTION:	Improve Traffic Signals					LOCAL SHARE:	
						FUNDING CATEGORY:	8

DISTRICT	COUNTY	CSJ	HWY	CITY	PHASE	MPO PROJECT NUMBER	TOTAL FUNDING
Beaumont	Jefferson	0667-02-114	FM 366		C	20001-FXXE	$178,337
LIMITS FROM:	AT MERRIMAN ST					FEDERAL SHARE:	$142,670
LIMITS TO:	.					STATE SHARE:	$35,667
DESCRIPTION:	Improve Traffic Signals					LOCAL SHARE:	
						FUNDING CATEGORY:	8

DISTRICT	COUNTY	CSJ	HWY	CITY	PHASE	MPO PROJECT NUMBER	TOTAL FUNDING
Beaumont	Jefferson	0667-02-115	FM 366		C	20001-FXXE	$123,161
LIMITS FROM:	AT PARK ST					FEDERAL SHARE:	$98,529
LIMITS TO:	.					STATE SHARE:	$24,632
DESCRIPTION:	Improve Traffic Signals					LOCAL SHARE:	
						FUNDING CATEGORY:	8

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

DRAFT FOR PUBLIC COMMENTS

FY 2021-2024 TRANSPORTATION IMPROVEMENT PROGRAM
BEAUMONT DISTRICT
SETRPC METROPOLITAN PLANNING ORGANIZATION
CANDIDATE PROJECT LISTING
FY 2021

DISTRICT	COUNTY	CSJ	HWY	CITY	PHASE	MPO PROJECT NUMBER	TOTAL FUNDING
Beaumont	Jefferson	0786-01-087	FM 364		C	20001-FXXE	$26,257
LIMITS FROM:	MANION DRIVE					FEDERAL SHARE:	$21,006
LIMITS TO:	PHELAN BLVD					STATE SHARE:	$5,251
DESCRIPTION:	Install Advanced Warning Signals And Signs (intersection)					LOCAL SHARE:	
						FUNDING CATEGORY:	8

DISTRICT	COUNTY	CSJ	HWY	CITY	PHASE	MPO PROJECT NUMBER	TOTAL FUNDING
Beaumont	Orange	0882-02-059	FM 1006		C	20001-FXXE	$657,796
LIMITS FROM:	SH 87, EAST					FEDERAL SHARE:	$526,237
LIMITS TO:	0.171 MI N OF FM 2177					STATE SHARE:	$131,559
DESCRIPTION:	Safety Treat Fixed Objects, Milled Centerline Rumble Strips					LOCAL SHARE:	
						FUNDING CATEGORY:	8

DISTRICT	COUNTY	CSJ	HWY	CITY	PHASE	MPO PROJECT NUMBER	TOTAL FUNDING
Beaumont	Jefferson	0932-01-115	FM 365		C	20001-FXXE	$187,309
LIMITS FROM:	AT FM 366					FEDERAL SHARE:	$149,847
LIMITS TO:	.					STATE SHARE:	$37,462
DESCRIPTION:	Improve Traffic Signals					LOCAL SHARE:	
						FUNDING CATEGORY:	8

DISTRICT	COUNTY	CSJ	HWY	CITY	PHASE	MPO PROJECT NUMBER	TOTAL FUNDING
Beaumont	Hardin	1096-01-065	FM 770		C	20001-FXXE	$2,284,954
LIMITS FROM:	0.12 MI S OF SH 105, SOUTH					FEDERAL SHARE:	$1,827,963
LIMITS TO:	LIBERTY C/L					STATE SHARE:	$456,991
DESCRIPTION:	Safety Treat Fixed Objects,milled Edgeline And Centerline Rumble Strips, Widen Paved Shoulders To > 5ft.					LOCAL SHARE:	
						FUNDING CATEGORY:	8

DISTRICT	COUNTY	CSJ	HWY	CITY	PHASE	MPO PROJECT NUMBER	TOTAL FUNDING
Beaumont	Jefferson	2367-01-061	SH 82		C	20001-FXXE	$22,321
LIMITS FROM:	AT LEVEE RD					FEDERAL SHARE:	$17,857
LIMITS TO:	.					STATE SHARE:	$4,464
DESCRIPTION:	Safety Treat Fixed Objects					LOCAL SHARE:	
						FUNDING CATEGORY:	8

DISTRICT	COUNTY	CSJ	HWY	CITY	PHASE	MPO PROJECT NUMBER	TOTAL FUNDING
Beaumont	Orange	2562-01-023	FM 1442		C	20001-FXXE	$3,690,354
LIMITS FROM:	FM 105, SOUTH					FEDERAL SHARE:	$2,952,283
LIMITS TO:	FM 408					STATE SHARE:	$738,071
DESCRIPTION:	Safety Treat Fixed Objects, Install Continuous Turn Lane, Widen Paved Shoulders To > 5ft					LOCAL SHARE:	
						FUNDING CATEGORY:	8

DRAFT FOR PUBLIC COMMENTS

FY 2021-2024 TRANSPORTATION IMPROVEMENT PROGRAM
BEAUMONT DISTRICT
SETRPC METROPOLITAN PLANNING ORGANIZATION
CANDIDATE PROJECT LISTING
FY 2022

DISTRICT	COUNTY	CSJ	HWY	CITY	PHASE	MPO PROJECT NUMBER	TOTAL FUNDING
Beaumont	Hardin	0065-06-068	US 69		C	20003-FXXE	$500,000
LIMITS FROM:	US 96, SOUTH					FEDERAL SHARE:	$400,000
LIMITS TO:	PINE ISLAND BAYOU (FRONTAGE ROADS)					STATE SHARE:	$100,000
DESCRIPTION:	1.5" Mill And Overlay					LOCAL SHARE:	
						FUNDING CATEGORY:	1

DISTRICT	COUNTY	CSJ	HWY	CITY	PHASE	MPO PROJECT NUMBER	TOTAL FUNDING
Beaumont	Hardin	0339-04-037	SH 105		C	20003-FXXE	$550,000
LIMITS FROM:	HOUSTON ST. , EAST					FEDERAL SHARE:	$440,000
LIMITS TO:	SH 326					STATE SHARE:	$110,000
DESCRIPTION:	Mill And Overlay, Concrete Repair					LOCAL SHARE:	
						FUNDING CATEGORY:	1

DISTRICT	COUNTY	CSJ	HWY	CITY	PHASE	MPO PROJECT NUMBER	TOTAL FUNDING
Beaumont	Jefferson	0307-01-149	SH 87		C	20003-FXXE	$3,850,000
LIMITS FROM:	US 69					FEDERAL SHARE:	$3,080,000
LIMITS TO:	TERMINAL RD.					STATE SHARE:	$770,000
DESCRIPTION:	Mill And Inlay					LOCAL SHARE:	
						FUNDING CATEGORY:	11

DRAFT FOR PUBLIC COMMENTS

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

FY 2021-2024 TRANSPORTATION IMPROVEMENT PROGRAM
BEAUMONT DISTRICT
SETRPC METROPOLITAN PLANNING ORGANIZATION
CANDIDATE PROJECT LISTING
FY 2024

DISTRICT	COUNTY	CSJ	HWY	CITY	PHASE	MPO PROJECT NUMBER	TOTAL FUNDING
Beaumont	Jefferson	0200-11-099	US 69		C	20003-FXXE	$5,500,000
LIMITS FROM:	LNVA CANAL, SOUTH					FEDERAL SHARE:	$4,400,000
LIMITS TO:	DELAWARE (FRONTAGE ROADS)					STATE SHARE:	$1,100,000
DESCRIPTION:	Repair Existing Pavement And Overlay Roadway					LOCAL SHARE:	
						FUNDING CATEGORY:	1

DISTRICT	COUNTY	CSJ	HWY	CITY	PHASE	MPO PROJECT NUMBER	TOTAL FUNDING
Beaumont	Jefferson	0306-03-122	SH 73		C	20003-FXXE	$800,000
LIMITS FROM:	SH 87, EAST					FEDERAL SHARE:	$640,000
LIMITS TO:	3000 FT EAST OF FM366(FRONTAGE_RDS)					STATE SHARE:	$160,000
DESCRIPTION:	Overlay Existing Roadway					LOCAL SHARE:	
						FUNDING CATEGORY:	1

DISTRICT	COUNTY	CSJ	HWY	CITY	PHASE	MPO PROJECT NUMBER	TOTAL FUNDING
Beaumont	Jefferson	0508-04-164	SH 73		C	20003-FXXE	$3,000,000
LIMITS FROM:	MAIN A CANAL, EAST					FEDERAL SHARE:	$2,400,000
LIMITS TO:	SH 87 (FRONTAGE ROADS)					STATE SHARE:	$600,000
DESCRIPTION:	Overlay Existing Roadway					LOCAL SHARE:	
						FUNDING CATEGORY:	1

DISTRICT	COUNTY	CSJ	HWY	CITY	PHASE	MPO PROJECT NUMBER	TOTAL FUNDING
Beaumont	Jefferson	0306-03-127	SH 73		C	20003-FXXE	$1,500,000
LIMITS FROM:	1.0 MILES WEST OF RAINBOW BRIDGE					FEDERAL SHARE:	$1,200,000
LIMITS TO:	0.3 MILES EAST (WESTBOUND LANES ONLY)					STATE SHARE:	$300,000
DESCRIPTION:	Mill and Overlay Existing Roadway					LOCAL SHARE:	
						FUNDING CATEGORY:	11

DRAFT FOR PUBLIC COMMENTS

This page is intentionally left blank.

DRAFT FOR PUBLIC COMMENTS

Appendix D: Environmental Studies

This appendix contains a list of projects that will undergo preliminary engineering and environmental analysis (PE/EA) consistent with early project development during the time frame of the Transportation Improvement Program (TIP).

DRAFT FOR PUBLIC COMMENTS

This page is intentionally left blank.

DRAFT FOR PUBLIC COMMENTS

Appendix E: Integration of Performance Measures

DRAFT FOR PUBLIC COMMENTS

This page is intentionally left blank.

DRAFT FOR PUBLIC COMMENTS

Introduction

Initiated as part of the Moving Ahead for Progress in the 21st Century (MAP-21) and continued in the Fixing America's Surface Transportation (FAST) Act, State Departments of Transportation (DOTs) and Metropolitan Planning Organizations (MPOs) are required to move towards a performance-based planning process with an emphasis on project selection based on specific planning factors. In the JOHRTS Metropolitan Transportation Plan (MTP) 2045 developed under FAST Act, the SETRPC-MPO focused on the following factors for selection of projects in its Fiscally Constrained Project List:

- Safety: Ability to reduce potential crashes based on the Safety Improvement Index (SII) reduction factors for specific improvements
- Emergency Response: Identifies roadway improvements that enhance the provision of emergency services
- Intermodal Benefits: Ability to improve the flow of intermodal transport along roadways in the most cost-effective and safety conscious manner
- Mobility: Improvement in roadway Level-of-Service (LOS)

On May 27, 2016, the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) issued the Statewide and Nonmetropolitan Transportation Planning; Metropolitan Transportation Planning Final Rule. This regulation implements the transportation planning and transportation performance management provisions of MAP-21 and the FAST Act.

Pursuant with The Planning Rule, the Texas Department of Transportation (TxDOT) and each Texas MPO, including the SETRPC-MPO, must publish a System Performance Report for applicable performance measures in their respective statewide and metropolitan transportation plans and programs. The System Performance Report presents the condition and performance of the transportation system with respect to required performance measures, documents performance targets and progress achieved in meeting the targets in comparison with previous reports. Per the Planning Rule, the System Performance Report for the SETRPC-MPO FY 2021-2024 TIP is included for the required Safety (PM1), Bridge and Pavement Condition (PM2), Travel Time Reliability (PM3), and Transit Asset Management (TAM) performance measures and targets.

Safety (PM1)

Effective April 14, 2016, the FHWA established the safety performance measures to carry out the Highway Safety Improvement Program (HSIP). These performance measures are:

1) Number of fatalities

2) Rate of fatalities per 100 million vehicle miles traveled

DRAFT FOR PUBLIC COMMENTS

3) Number of serious injuries

4) Rate of serious injuries per 100 million vehicle miles traveled

5) Number of combined non-motorized fatalities and non-motorized serious injuries

Safety performance targets are provided annually by the States to FHWA for each safety performance measure. Current statewide safety targets address calendar year 2019 and are based on an anticipated five-year rolling average (2015-2019). Texas statewide safety performance targets for 2019 are included in **Table 1**. The SETRPC-MPO adopted the Texas statewide safety performance targets on November 29, 2018.

Table 1: Safety (PM1) Conditions and Performance

2019 Safety Targets	Number of Fatalities (FARS / CRIS / ARF DATA)	Rate of Fatalities (FARS / CRIS / ARF DATA	Number of Serious Injuries (FARS / CRIS DATA)	Serious Injury Rate (CRIS DATA)	Total Number of Non-Motorized Fatalities and Serious Injuries (FARS / CRIS DATA)
2015	3,582	1.39	17,110	6.63	2,036
2016	3,776	1.39	17,602	6.49	2,301
2017	3,726	1.36	17,546	6.39	2,148
2018	3,891	1.46	18,130	6.64	2,309
2019	3,980	1.47	18,367	6.60	2,394
2019 Target as a 5-Year Average	2,791	1.414	17,751	6.55	2,237.6

The SETRPC-MPO recognizes the importance of linking goals, objectives, and investment priorities to stated performance objectives, and that establishing this link is critical to the achievement of national transportation goals and statewide and regional performance targets. As such, the JOHRTS FY 2021-2024 TIP planning process directly reflects the goals, objectives, performance measures, and targets as they are available and described in other State and public transportation plans and processes, the Texas Strategic Highway Safety Plan (SHSP), the Texas Highway Safety Improvement Program (HSIP), the current statewide Texas Transportation Plan 2040 (TTP), and the current JOHRTS Metropolitan Transportation Plan – 2045.

- 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

DRAFT FOR PUBLIC COMMENTS

safety and defines a framework for implementation activities to be carried out across Texas.

- The TxDOT Highway Safety Improvement Program (HSIP) annual report provides for a continuous and systematic process that identifies and reviews traffic safety issues around the state. The goal of the HSIP process is to reduce the number of crashes, injuries and fatalities through the implementation of strategies and countermeasures structured around seven emphasis areas.
- The statewide Texas Transportation Plan 2040 (TTP) summarizes transportation needs across the state and identifies future funding projections for projects across transportation modes over the 25-year plan horizon.
- The SETRPC-MPO JOHRTS MTP-2045 increases the safety of the transportation system for motorized and non-motorized users as required by the Planning Rule. The MTP identifies safety needs within the metropolitan planning area and provides funding for targeted safety improvements.

To support progress towards approved highway safety targets, the JOHRTS FY 2021-2024 Transportation Improvement Program (TIP) includes safety investments.

Pavement and Bridge Condition (PM2)

The FHWA established performance measures to assess pavement and bridge condition for the National Highway Performance Program, effective May 20, 2017. This second FHWA performance measure rule (PM2) established six performance measures:

1) Percent of Interstate pavements in good condition
2) Percent of Interstate pavements in poor condition
3) Percent of non-Interstate National Highway System (NHS) pavements in good condition
4) Percent of non-Interstate NHS pavements in poor condition
5) Percent of NHS bridges by deck area classified as in good condition
6) Percent of NHS bridges by deck area classified as in poor condition

Pavement Condition Measures

The pavement condition measures represent the percentage of lane-miles on the Interstate or non-Interstate NHS that are in good condition or poor condition. FHWA established five metrics to assess pavement condition: International Roughness Index (IRI); cracking percent; rutting; faulting;

DRAFT FOR PUBLIC COMMENTS

and Present Serviceability Rating (PSR). For each metric, a threshold is used to establish good, fair, or poor condition.

Pavement condition is assessed using these metrics and thresholds. A pavement section is in good condition if three metric ratings are good, and in poor condition if two or more metric ratings are poor. Pavement sections that are not good or poor are considered fair.

The pavement condition measures are expressed as a percentage of all applicable roads in good or poor condition. Pavement in good condition suggests that no major investment is needed. Pavement in poor condition suggests major reconstruction investment is needed due to either ride quality or a structural deficiency.

Bridge Condition Measures

The bridge condition measures represent the percentage of bridges, by deck area, on the NHS that are in good condition or poor condition. The condition of each bridge is evaluated by assessing four bridge components: deck, superstructure, substructure, and culverts. FHWA created a metric rating threshold for each component to establish good, fair, or poor condition. Every bridge on the NHS is evaluated using these component ratings. If the lowest rating of the four metrics is greater than or equal to seven, the structure is classified as good. If the lowest rating is less than or equal to four, the structure is classified as poor. If the lowest rating is five or six, it is classified as fair.

To determine the percent of bridges in good or in poor condition, the sum of total deck area of good or poor NHS bridges is divided by the total deck area of bridges carrying the NHS. Deck area is computed using structure length and either deck width or approach roadway width. Good condition suggests that no major investment is needed. Bridges in poor condition are safe to drive on; however, they are nearing a point where substantial reconstruction or replacement is needed.

Pavement and Bridge Targets

Pavement and bridge condition performance is assessed and reported over a four-year performance period. The first performance period began on January 1, 2018 and runs through December 31, 2021. The second four-year performance period will cover January 1, 2022, to December 31, 2025, with additional performance periods following every four years.

The PM2 rule requires states and MPOs to establish two-year and/or four-year performance targets for each PM2 measure. Current two-year targets represent expected pavement and bridge condition at the end of calendar year 2019, while the current four-year targets represent expected condition at the end of calendar year 2021.

States establish targets as follows:

- Percent of Interstate pavements in good and poor condition – four-year targets

DRAFT FOR PUBLIC COMMENTS

- Percent of non-Interstate NHS pavements in good and poor condition – two-year and four-year targets
- Percent of NHS bridges by deck area in good and poor condition – two-year and four-year targets

MPOs establish four-year targets for each measure by either agreeing to program projects that will support the statewide targets or setting quantifiable targets for the MPO's planning area that differ from the state targets.

TxDOT established current statewide two-year and four-year PM2 targets on June 21, 2018. The SETRPC-MPO adopted the Texas statewide PM2 targets on November 29, 2018. **Table 2** presents statewide baseline performance for each PM2 measure as well as the current two-year and four-year statewide targets established by TxDOT.

On or before October 1, 2020, TxDOT will provide FHWA a detailed report of pavement and bridge condition performance covering the period of January 1, 2018, to December 31, 2019. TxDOT and the SETRPC-MPO will have the opportunity at that time to revisit the four-year PM2 targets.

Table 2: Pavement and Bridge Condition (PM2) Performance Targets

Performance Measure	Statewide Baseline	2020 Target	2022 Target
Pavement on Interstate Highway			
1) Percent in "Good" condition	n/a	n/a	66.4%
2) Percent in "Poor" condition	n/a	n/a	0.3%
Pavement on Non-Interstate National Highway System			
3) Percent in "Good" condition	54.4%	52.0%	52.3%
4) Percent in "Poor" condition	13.8%	14.3%	14.3%
National Highway System Bridge Deck Condition			
5) Percent in "Good" condition	50.63%	50.58%	50.42%
6) Percent in "Poor" condition	0.88%	0.80%	0.80%

The SETRPC-MPO recognizes the importance of linking goals, objectives, and investment priorities to stated performance objectives, and that establishing this link is critical to the achievement of national transportation goals and statewide and regional performance targets. As such, the JOHRTS FY 2021-2024 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

DRAFT FOR PUBLIC COMMENTS

processes; specifically, the current statewide Texas Transportation Plan 2040 (TTP) and the SETRPC-MPO JOHRTS MTP-2045.

- The TTP 2040 summarizes transportation needs across the state and identifies future funding projections for projects across transportation modes over the 25-year plan horizon.
- The SETRPC-MPO JOHRTS MTP-2045 addresses infrastructure preservation and identifies pavement and bridge infrastructure needs within the metropolitan planning area and allocates funding for targeted infrastructure improvements.

To support progress towards TxDOT's statewide PM2 targets, the JOHRTS FY 2021-2024 TIP investments that will maintain pavement and bridge condition performance. Investments in pavement and bridge condition could include pavement replacement and reconstruction, bridge replacement and reconstruction, new bridge and pavement capacity, and system resiliency projects that improve NHS bridge components.

Travel Time Reliability (PM3)

The FHWA established measures to assess performance of the National Highway System and freight movement on the Interstate system, effective May 20, 2017. This third FHWA performance measure rule (PM3) established three performance measures applicable to the SETRPC-MPO, described below.

National Highway System Performance:

1) Percent of person-miles on the Interstate system that are reliable

2) Percent of person-miles on the non-Interstate NHS that are reliable

Freight Movement on the Interstate:

3) Truck Travel Time Reliability Index (TTTR)

System Performance Measures

The two System Performance measures assess the reliability of travel times on the Interstate or non-Interstate NHS system. The performance metric used to calculate reliability is the Level of Travel Time Reliability (LOTTR). LOTTR is defined as the ratio of longer travel times (80th percentile) to a normal travel time (50th percentile) over all applicable roads during four time periods (AM peak, Mid-day, PM peak, and weekends) that cover the hours of 6 AM to 8 PM each day.

DRAFT FOR PUBLIC COMMENTS

The LOTTR ratio is calculated for each segment of applicable roadway, essentially comparing the segment with itself. A segment is deemed to be reliable if its LOTTR is less than 1.5 during all four time periods. If one or more time periods has a LOTTR of 1.5 or above, that segment is unreliable.

The measures are expressed as the percent of person-miles traveled on the Interstate or non-Interstate NHS system that are reliable. Person-miles considers the number of people traveling in buses, cars, and trucks over these roadway segments. To determine total person miles traveled, the vehicle miles traveled (VMT) on each segment is multiplied by average vehicle occupancy. To calculate the percent of person miles traveled that are reliable, the sum of the number of reliable person miles traveled is divided by the sum of total person miles traveled.

Freight Movement Performance Measures

The Freight Movement performance measure assesses reliability for trucks traveling on the Interstate. A TTTR ratio is generated by dividing the 95th percentile truck travel time by a normal travel time (50th percentile) for each segment of the Interstate system over five time periods throughout weekdays and weekends (AM peak, Mid-day, PM peak, weekend, and overnight) that cover all hours of the day. For each segment, the highest TTTR value among the five time periods is multiplied by the length of the segment. The sum of all length-weighted segments is then divided by the total length of Interstate to generate the TTTR Index.

P3 Performance Targets

Performance for the PM3 measures is assessed and reported over a four-year performance period. For the PM3 measures, the first performance period began on January 1, 2018 and will end on December 31, 2021. TxDOT reported baseline PM3 performance and targets to FHWA and will report updated performance information at the midpoint and end of the performance period. The second four-year performance period will cover January 1, 2022, to December 31, 2025, with additional performance periods following every four years.

The PM3 rule requires state DOTs and MPOs to establish two-year and/or four-year performance targets for each PM3 measure. For all targets, the current two-year and four-year targets represent expected performance at the end of calendar years 2019 and 2021, respectively.

States establish targets as follows:

- Percent of person-miles on the Interstate system that are reliable – two-year and four-year targets
- Percent of person-miles on the non-Interstate NHS that are reliable – four-year targets
- Truck Travel Time Reliability – two-year and four-year targets

MPOs establish four-year targets for the System Performance and Freight Movement by establishing targets by either agreeing to programs and projects that will support the statewide

DRAFT FOR PUBLIC COMMENTS

targets or setting quantifiable targets for the MPO's planning area that differ from the state targets.

TxDOT enlisted the Texas Transportation Institute (TTI) to establish a statewide methodology and recommend future year travel time reliability performance targets for all MPOs within Texas. The SETRPC-MPO adopted the TxDOT statewide PM3 targets on October 26, 2018. **Table 3** presents statewide baseline performance for each PM3 measure as well as the current two-year and four-year statewide targets established by TTI for TxDOT.

TxDOT will provide FHWA on or before October 1, 20202 a detailed report of PM3 performance covering the period of January 1, 2018 to December 31, 2019. TxDOT and the SETRPC-MPO will have the opportunity at that time to revisit the four-year PM3 targets.

Table 3: Travel Time Reliability (PM3) Performance and Targets

Performance Measure	2017 Base	2020 Target	2022 Target Recommendation
Percent of Person-Miles Traveled on the Interstate System that are Reliable	100%	97%	95%
Percent of Person-Miles Traveled on the Non-Interstate NHS that are Reliable	90%	75%	70%
Truck Travel Time Reliability Index	1.35	1.45	1.50

The SETRPC-MPO recognizes the importance of linking goals, objectives, and investment priorities to stated performance objectives, and that establishing this link is critical to the achievement of national transportation goals and statewide and regional performance targets. As such, the JOHRTS FY 2021-2024 TIP planning process directly reflects the goals, objectives, performance measures, and targets as they are available and described in other State and public transportation plans and processes; specifically, the Texas Freight Mobility Plan, the current statewide Texas Transportation Plan 2040 (TTP), and the JOHRTS MTP-2045.

- The Texas Freight Mobility Plan defines the conditions and performance of the state freight system and identifies the policies and investments that will enhance Texas highway freight mobility well into the future. The Plan identifies freight needs and the criteria Texas will use to determine investments in freight and prioritizes freight investments across modes.
- The TTP 2040 summarizes transportation needs across the state and identifies future funding projections for projects across transportation modes over the 25-year plan horizon.
- The JOHRTS MTP-2045 addresses reliability, freight movement, congestion, and identifies needs for each of these issues within the metropolitan planning area and allocates funding for targeted improvements.

DRAFT FOR PUBLIC COMMENTS

To support progress towards TxDOT's statewide PM3 targets, the JOHRTS FY 2021-2024 TIP devotes resources to projects that will address passenger and highway freight reliability and delay.

Transit Asset Management Performance Measures and Targets (TAM)

The Federal Transit Administration (FTA) established performance measures to assess the performance of transit assets on July 26, 2016. Each transit provider or Transit Asset Management (TAM) plan sponsor must set performance targets for transit assets.

On August 30, 2018, the SETRPC-MPO JOHRTS Transportation Planning Committee adopted the Transit Asset Management Performance Targets listed in Table 4 below. These performance targets are applicable to BMT, PAT, and SETT.

The SETRPC-MPO, TxDOT, Beaumont Municipal Transit (BMT), Port Arthur Transit (PAT) and South East Texas Transit (SETT) have signed an MOU defining roles and responsibilities related to the performance-based planning and programming process in compliance with the FAST Act.

Table 4: Transit Asset Management Performance Measures and Targets

Asset Category	Service Area	Asset Class	2018 Target for Exceeding Useful Life Benchmark
Rolling Stock	Urban	Buses	25%
		Vans	0%
		Minivans	0%
		Automobiles	0%
		Service Vehicles	50%
	Rural	Cutaway Vans	25%
		Vans	0%
		Automobiles	0%
		Service Vehicles	0%
	Urban	Non-Revenue Utility Vehicles	50%
		Non-Revenue Supervisor Vehicle	50%
	Rural	Non-Revenue Supervisor Vehicle	50%
		Non-Revenue Utility Vehicles	50%
Facility	Urban	Transit Administration & Maintenance Building	25%
		Transit Intermodal Terminal	25%
	Rural	Transit Administration & Maintenance Building	25%
		Transit Intermodal Terminal	25%
Equipment	Urban	Equipment	50%
	Rural	Equipment	50%

DRAFT FOR PUBLIC COMMENTS

The SETRPC-MPO recognizes the importance of linking goals, objectives, and investment priorities to stated performance objectives, and that establishing this link is critical to the achievement of national transportation goals and statewide and regional performance targets. As such, the JOHRTS FY 2021-2024 TIP planning process directly reflects the goals, objectives, performance measures, and targets as they are available and described in other State and public transportation plans and processes; specifically, the current statewide Texas Transportation Plan (TTP) 2040 and the JOHRTS Metropolitan Transportation Plan 2045 (MTP).

- The TTP 2040 summarizes transportation needs across the state and identifies future funding projections for projects across transportation modes over the 25-year plan horizon.
- The JOHRTS MTP-2045 addresses and identifies transit needs within the metropolitan planning area and allocates funding for targeted improvements.

To support progress towards the TAM targets, the JOHRTS FY 2021-2024 TIP devotes resources to projects that will address transit asset management.

As part of the FAST Act, performance measures were incorporated for transit agencies, primarily through the Transit Asset Management (TAM) assessment and planning requirements. The TAM plans for Beaumont Municipal Transit (BMT), Port Arthur Transit (PAT), and South East Texas Transit (SETT) were developed to meet that requirement. All assets owned by BMT, PAT, and SET were examined using the Federal Transit Administration (FTA) Transit Economic Requirements Model (TERM) which uses a scale of one to five to determine the quality of the asset. The scale is as follows:

1 = Poor	The asset is critically damaged or in need of immediate repair; well past useful life.
2 = Marginal	Defective or deteriorated in need of replacement; exceeded useful life.
3 = Adequate	Moderately deteriorated or defective; has not exceeded useful life.
4 = Good	Good condition, no longer new, may be slightly defective/deteriorated but is functional.
5 = Excellent	No visible defects, new or near new, may still be under warranty if applicable.

An asset is deemed to be in good repair if it has a rating of 3, 4, or 5 on this scale. Likewise, a facility is deemed to not be in good repair if it has a rating of 1 or 2. Using this scale, BMT, PAT, and SETT examined revenue vehicles, non-revenue vehicles and facilities. Based on the rating, BMT, PAT, and SETT developed investment priorities. The SETRPC-MPO incorporated these investment priorities

DRAFT FOR PUBLIC COMMENTS

into the TAM performance targets which the Transportation Planning Committee adopted on August 30, 3018.

Upon adoption of the FAST Act, a direct correlation between safety targets and TAM plans needed to be established through project selection as reflected in the Transportation Improvement Programs (TIPs). By rule, TIPs amended or updated on or after May 27, 2018 must meet the Performance-Based Planning and Programming (PBPP) planning requirements [81 FR 34050] for the safety performance measures. TIPs amended or updated on or after 10/1/2018 must meet the PBPP planning requirements for FTA's Transit Asset Management Final Rule. A narrative must be developed to show how projects included in the SETRPC-MPO JOHRTS FY 2021-2024 TIP help achieve safety, bridge, pavement, travel time reliability targets, and TAM plan requirements.

The JOHRTS FY 2021– FY 2024 Transportation Improvement Program

The SETRPC MPO staff have reviewed projects in the TIP for compliance with four performance measures as mandated by federal law. The four performance measures are safety (defined as projects which help reduce fatalities and serious injuries for vehicles and non-motorized modes of transportation), bridge deck condition, Non-Interstate National Highway System Pavement Condition, and travel time reliability. In addition, the TIP and any amendments to the TIP were reviewed to determine their relevance to the Transit Asset Management Plan developed for Beaumont Municipal Transit (BMT), Port Arthur Transit (PAT), and South East Texas Transit (SETT).

Because the JOHRTS Area Metropolitan Transportation Plan (MTP) 2045 included selection criteria based on safety, most of the highway projects included in the TIP have significant impact on improving safety and travel time reliability, and thus help work towards the safety and travel time reliability targets. These projects include:

- US 69 at SH 73. The facility will be upgraded to current design and safety standards which will improve driver comfort level and mobility. A reduction in instances of stopped or slowed vehicles at connection points inside the interchange is expected as a result of the improved merging operations. The constructed flyovers are expected to result in a reduction in vehicle collisions.
- US 69, Tyler County line to 0.75 miles south of FM 1003. The facility will be upgraded to current design and safety standards which will improve driver comfort level and mobility. Current instances of stopped or slowed vehicles on the main lanes is expected to be reduced, thus lessening chances of rear-end collisions. In addition, the proposed improvements are expected to increase mobility along a route that delivers military vehicles and equipment to the Port of Beaumont for transport and provides hurricane evacuation for south Jefferson County. This improvement is a new 4 lane divided facility with a median barrier.

DRAFT FOR PUBLIC COMMENTS

- US 69 from IH-10 South to SH 347. Widen from 4 to 6 main lanes.
- The facility will be upgraded to current design and safety standards which will improve driver comfort level and mobility. Current instances of stopped or slowed vehicles on the main lanes is expected to be reduced, therefore occurrence of rear-end collisions is expected to be reduced.
- SH 105 from .10 miles east of SH 326 to Pine Island Bayou. The facility will be upgraded to current design and safety standards which will improve driver comfort level and mobility. Instances of stopped or slowed vehicles due to multiple access points is expected to be reduced with the added new lanes and a CLT or a depressed median with turn lanes.
- IH-10, Jefferson County, from CR 131 (Walden Road) east to Hollywood overpass. The facility will be upgraded to current design and safety standards.
- FM 365 at Pignut Gully. Replace bridge and approaches. The facility will be upgraded to current design and safety standards.
- FM 365 at Rhodair Gully. Bridge rehabilitation. The facility will be upgraded to current design and safety standards.
- US 69 at FM 421. Improve traffic signals. The facility will be upgraded to current design and safety standards.
- SH 87 at Park Avenue. Improve traffic signals. The facility will be upgraded to current design and safety standards.
- SH 87 at BU90Y. Improve traffic signals. The facility will be upgraded to current design and safety standards.
- FM 366 at Hogaboom Road. Improve traffic signals. The facility will be upgraded to current design and safety standards.
- Regarding bridge deck targets, the TIP contains the following projects;
  - Old Highway 90 at Bairds Bayou. Replace bridge and approaches. The facility will be upgraded to current design and safety standards.
  - US 69 at the LNVA Canal. Upgrade bridge and approaches. The facility will be upgraded to current design and safety standards.
  - US 69 at Airport Road. Upgrade bridge and approach railing. The facility will be upgraded to current design and safety standards.
  - US 69 at Nederland Avenue. Upgrade bridge and approach railing. The facility will be upgraded to current design and safety standards.

DRAFT FOR PUBLIC COMMENTS

Based on the Beaumont Municipal Transit (BMT) Transit Asset Management (TAM) plan and the available budget, projects included in the FY 2021–2024 Transportation Improvement Program that address TAM requirements include:

- Combined funds totaling $5,600,000 in FY 2021 for operations and maintenance to maintain the existing transit assets in an SGR;
- Combined funds totaling $5,570,000 in FY 2022 for operations and maintenance to maintain the existing transit assets in an SGR.
- Combined funds totaling $5,580,000 in FY 2023 for operations and maintenance to maintain the existing transit assets in an SGR; and
- Combined funds totaling $5,600,000 in FY 2024 for operations and maintenance to maintain the existing transit assets in an SGR.

Based on the Port Arthur Transit (PAT) TAM plan and the available budget, projects included in the FY 2021–2024 Transportation Improvement Program that address TAM requirements include:

- Combined funds totaling $2,076,239 in FY 2021 for operations and maintenance to maintain the existing transit assets in an SGR;
- Combined funds totaling $2,076,239 in FY 2022 for operations and maintenance to maintain the existing transit assets in an SGR;
- Combined funds totaling $2,076,239 in FY 2023 for operations and maintenance to maintain the existing transit assets in an SGR;
- Combined funds totaling $2,076,239 in FY 2024 for operations and maintenance to maintain the existing transit assets in an SGR;
- $253,483 in FY 2021 for facility enhancements and transit terminal upgrades to maintain the existing transit assets in an SGR;
- $190,112 in FY 2021 to acquire shop equipment to maintain the existing transit assets in an SGR;
- $1,650,000 in FY 2021 for construction of a new maintenance facility to maintain the existing transit assets in an SGR;
- Bus replacements in FY 2021 totaling $3,604,857 to purchase 4 electric buses, charging equipment, and facility modifications to maintain the existing transit assets in an SGR;
- $904,750 in FY 2021 to repair/replace storm water liners adjacent to downtown transit facilities to help mitigate future flooding events to maintain the existing transit assets in an SGR;
- $570,336 in FY 2021 to complete facility enhancements including buildings, security fencing, and new equipment to maintain the existing transit assets in a SGR;$1,650,000 in

DRAFT FOR PUBLIC COMMENTS

FY 2020 and FY 2021 to fund the construction of PAT's new maintenance facility located on the corner of Fort Worth Avenue and 4th Street to maintain the existing transit assets in a SGR;

- $118,821 in FY 2021 to fund the construction of PAT's new maintenance facility located on the corner of Fort Worth Avenue and 4th Street to maintain the existing transit assets in a SGR;
- $225,059 in FY 2021 to install a new above ground 10,000-gallon split double wall tank with new piping, fuel management system and single hose diesel fuel dispenser to maintain the existing transit assets in an SGR; and
- $151,706 in FY 2022 for Port Arthur Transit (PAT) will be addressing several facility related improvements including its terminal building to maintain it in an SGR

Based on the South East Texas Transit (SETT) TAM plan and the available budget, projects included in the FY 2021–2024 Transportation Improvement Program that address TAM requirements include:

- Combined funds totaling $1,129,637 in FY 2021 for operations and maintenance to maintain the existing transit assets in an SGR;
- Combined funds totaling $1,129,637 in FY 2022 for operations and maintenance to maintain the existing transit assets in an SGR;
- Combined funds totaling $1,129,637 in FY 2023 for operations and maintenance to maintain the existing transit assets in an SGR; and
- Combined funds totaling $1,375,163 in FY 2024 for operations and maintenance to maintain the existing transit assets in an SGR.

Project Contribution to Performance Targets

The table below shows the projects programmed in the JOHRTS FY 2021-2024 TIP, and the targets that they are anticipated to positively affect. By agreeing to support the TxDOT performance targets in the area of safety (PM1), pavement and bridge condition (PM2), 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.

DRAFT FOR PUBLIC COMMENTS

Table E-1: Project Contribution to Performance Targets

MPO ID	Hwy No	Limits From	Limits To	Description	PM1	PM2	PM3	TAM
06006 -F40N	IH 10	CR 131 (Walden Road), East	Hollywood Overpass	Widen freeway from 4 to 6 main lanes and reconstruct interchange	X	X	X	
18001 -F40N	SH 105	0.10 miles east of SH 326	Pine Island Bayou	Widen from 2 to 4 lanes with center turn lane	X	X	X	
18002 -F40E	US 69	Tyler County Line	0.75 miles south of FM 1003	Widen from 2 to 4 lanes divided	X		X	
18034 -F40N	IH 10	Hollywood Overpass, East	7TH Street	Widen freeway from 4 to 6 main lanes and reconstruct interchange	X	X	X	
18035 -F40N	US 69	At SH 73	.	Reconfigure interchange from cloverleaf design to turbine design	X		X	
19071 -F45N	US 69	IH 10, Southeast	SH 347	Widen from 4 to 6 main lanes	X		X	
18030 -TXXE	NA	NA	NA	Acquire shop equipment				X
18033 -TXXE	NA	NA	NA	Electric vehicle (LoNo) project; rehab bus engines/prev. maintenance				X
19001 -TXXE	NA	NA	NA	Electric vehicle LONO Project				X
19002 -TXXE	NA	NA	NA	Port Arthur Transit flood resiliency for critical support facilities				X
19003 -TXXE	NA	NA	NA	Small urban & bus facilities program - FY 2018				X
19004 -TXXE	NA	NA	NA	Small urban & bus facilities program - FY 2017				X
19005 -TXXE	NA	NA	NA	Maintenance facility construction and charging infrastructure				X
18005 -TXXE	NA	NA	NA	Operating assistance for FY 2021				X
18006 -TXXE	NA	NA	NA	Operating assistance for FY 2022				X
18013 -TXXE	NA	NA	NA	Facility enhancements				X

DRAFT FOR PUBLIC COMMENTS

MPO ID	Hwy No	Limits From	Limits To	Description	PM1	PM2	PM3	TAM
18017 -TXXE	NA	NA	NA	Operating assistance for FY 2021				X
18018 -TXXE	NA	NA	NA	Operating assistance for FY 2022				X
18020 -TXXE	NA	NA	NA	Operating assistance for FY 2020				X
18021 -TXXE	NA	NA	NA	Operating assistance for FY 2021				X
18025 -TXXE	NA	NA	NA	Administration and operation of a rural transportation program (2021)				X
18026 -TXXE	NA	NA	NA	Administration and operation of a rural transportation program (2022)				X
20003 -TXXE	NA	NA	NA	Operating assistance for FY 2023				X
20004 -TXXE	NA	NA	NA	Operating assistance for FY 2024				X
20005 -TXXE	NA	NA	NA	Operating assistance for FY 2023				X
20006 -TXXE	NA	NA	NA	Operating assistance for FY 2024				X
20007 -TXXE	NA	NA	NA	Administration and Operation of a Rural Transportation Program (2023)				X
20008 -TXXE	NA	NA	NA	Administration and Operation of a Rural Transportation Program (2024)				X
20009 -TXXE	NA	NA	NA	Operating assistance for FY 2023				X
20010 -TXXE	NA	NA	NA	Operating assistance for FY 2024				X
20013 -TXXE	NA	NA	NA	Maintenance Facility Upgrade				X

DRAFT FOR PUBLIC COMMENTS

Appendix F: Public Involvement Documentation

This appendix provides a synopsis of the public participation process.

DRAFT FOR PUBLIC COMMENTS

This page is intentionally left blank.

DRAFT FOR PUBLIC COMMENTS

Appendix G: MPO Self Certification

DRAFT FOR PUBLIC COMMENTS

This page is intentionally left blank.

DRAFT FOR PUBLIC COMMENTS

Appendix H: Revisions

This appendix contains supporting documentation of revisions to the JOHRTS FY 2021-2024 TIP.

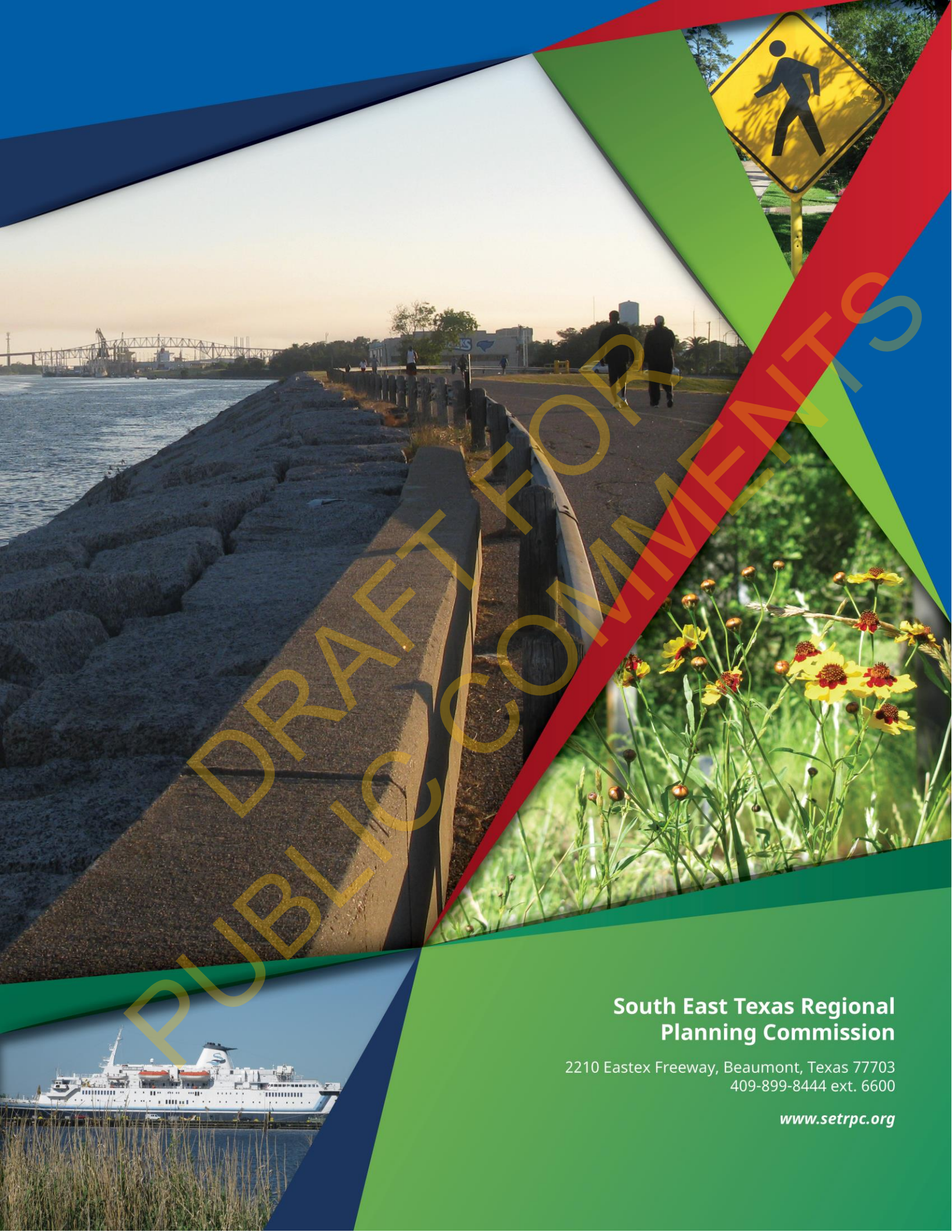
DRAFT FOR PUBLIC COMMENTS

This appendix will contain future revisions to the JOHRTS 2019-2022 TIP.

DRAFT FOR PUBLIC COMMENTS

This page is intentionally left blank.

DRAFT FOR PUBLIC COMMENTS



DRAFT FOR PUBLIC COMMENTS

South East Texas Regional Planning Commission

2210 Eastex Freeway, Beaumont, Texas 77703
409-899-8444 ext. 6600

www.setrpc.org