



# Jefferson-Orange-Hardin Regional Transportation Study

## JOHRTS FY 2023-2026 Transportation Improvement Program

Effective from September 1, 2022  
to August 31, 2026

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

**SETRPC**  
SOUTH EAST TEXAS REGIONAL PLANNING COMMISSION

  
TRANSPORTATION &  
ENVIRONMENTAL  
RESOURCES

**30-day Public Comment Period:**  
TBD

**Adopted on:**  
TBD

*This document was prepared in cooperation with the U.S.  
Department of Transportation, Federal Highway  
Administration, Federal Transit Administration, and the Texas  
Department of Transportation.*



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## 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) 2023-2026 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 JOHRTS FY 2023-2026 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
- Federally Funded Transit Projects
- State Funded Highway Projects (No projects listed in the JOHRTS FY 2023-2026 TIP)
- Locally Funded Regionally Significant Projects (No projects listed in the JOHRTS FY 2023-2026 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 2023-2026 TIP)
- Feasibility Studies (No projects listed in the JOHRTS FY 2023-2026 TIP)

The following appendices are contained within the TIP:

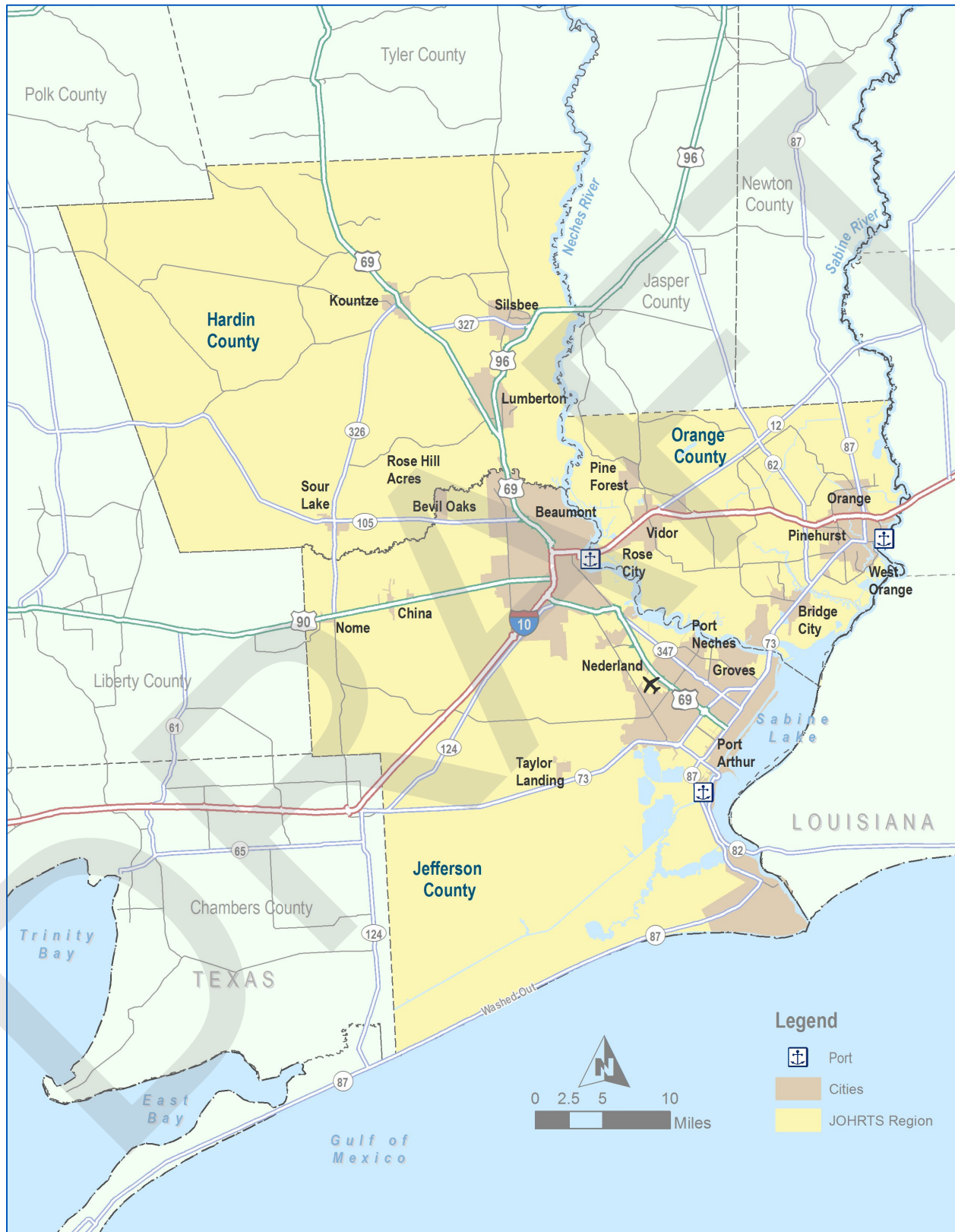
- Appendix A: Funding Categories
- Appendix B: Exempt Project Criteria
- Appendix C: Grouped Candidate Project Listing
- Appendix D: Environmental Studies
- Appendix E: Integration of Performance Measures
- Appendix F: Public Involvement Documentation
- Appendix G: MPO Self Certification
- Appendix H: 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.

Figure 1: JOHRTS Metropolitan Planning Area



## Federal and State Requirements

### Bipartisan Infrastructure Law (BIL)

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

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

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

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

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

### Fixing America's Surface Transportation (FAST) Act

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

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

- 1) Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency;
- 2) Increase the safety of the transportation system for motorized and nonmotorized users;
- 3) Increase the security of the transportation system for motorized and nonmotorized users;
- 4) Increase the accessibility and mobility of people and for freight;

- 5) Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and state and local planned growth and economic development patterns;
- 6) Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
- 7) Promote efficient system management and operation;
- 8) Emphasize the preservation of the existing transportation system;
- 9) Improve the resiliency and reliability of the transportation system;
- 10) Reduce or mitigate stormwater impacts of surface transportation; and
- 11) Enhance travel and tourism.

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

- 1) The Public Participation Plan (PPP) was updated to include a) public ports; b) private providers of transportation (including intercity bus operators, employer-based commuting programs, such as carpool program, vanpool program, transit benefits program, parking cash-out program, shuttle program, or telework program). (Ref: 23 CFR 450.316(a))
- 2) The MTP-2045 demonstrated consultation with agencies involved in a) tourism; b) natural disaster risk reduction. (Ref: 23 CFR 450.316(b))
- 3) The SETRPC-MPO, TxDOT, and the providers of public transportation (BMT, PAT, and SETT) jointly agreed upon and developed specific written provisions for cooperatively developing and sharing information related to: a) transportation performance data; b) the selection of performance targets; c) the reporting of performance targets; d) the reporting of performance to be used in tracking progress toward attainment of critical outcomes for the region of the MPO & the collection of data for the State asset management plan for the NHS. (Ref: 23 CFR 450.314(h))
- 4) The MTP-2045 incorporated two new planning factors within the metropolitan transportation planning process: a) Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation; b) Enhance travel and tourism. (Ref: 23 CFR 450.206(a)(9&10) and 306(b)(9&10))
- 5) The MTP-2045 included an assessment of capital investment and other strategies to preserve the existing and future transportation system and reduce the vulnerability of the existing transportation infrastructure to natural disasters. (Ref: 23 CFR 450.324(f)(7)).
- 6) The MTP-2045 included a description of the (Federally required) performance measures and performance targets used in assessing the performance of the transportation system. (Ref: 23 CFR 450.324(f)(3))
- 7) The MTP-2045 included a system evaluation report evaluating the condition and performance of the transportation system with respect to the (Federally required)



performance targets including progress achieved by the MPO toward the performance targets. (Ref: 23 CFR 450.324(f)(4))

- 8) The TIP includes (to the maximum extent practicable) a description of the anticipated effect of the TIP toward achieving the performance targets identified by the State in the long-range statewide transportation plan and by MPO in the MTP. (Ref: 23 CFR 450.218(q) and 326(d))
- 9) The TIP includes a linkage from the investment priorities in the TIP to achievement of performance targets in the plans. (Ref: 23 CFR 450.218(q) and 326(d))

The SETRPC-MPO continues to address these requirements through coordination, consultation, and implementation between the SETRPC-MPO and different agencies and stakeholder groups. By adhering to these requirements, the SETRPC-MPO continues to develop a safe, efficient, and resilient transportation network for all users.

## Performance Management

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

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

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

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

*Table 1: National Performance Management Goals*

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

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

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

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

The SETRPC-MPO will maintain awareness of the performance management process at both the federal and state level and will continue to implement performance targets at the MPO level as appropriate. The integration of performance management into the TIP is documented in **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 2023-2026 TIP is shown in **Financial Summary** section of the document.

## 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.

## 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.

The conformity determination from the United States Department of Transportation (USDOT) is shown in Figure 2, and a recent memorandum from the Federal Highway Administration (FHWA) on the conformity determination is shown in Figure 3.

Figure 2: USDOT Conformity Determination



U.S. DEPARTMENT OF TRANSPORTATION  
FEDERAL TRANSIT ADMINISTRATION    FEDERAL HIGHWAY ADMINISTRATION  
819 TAYLOR STREET, ROOM 14A02    300 E. 8TH STREET, ROOM 826  
FORT WORTH, TEXAS 76102-9003    AUSTIN, TEXAS 78701

November 21, 2019

In Reply Refer to:  
HPP-TX

South East Texas Regional Planning Commission – Metropolitan  
Planning Organization (SETRPC – MPO)  
Transportation Conformity Determination for the  
Metropolitan Transportation Plan 2045  
and Revised FY 2019-2022 Transportation Improvement Program

Mr. James M. Bass, Executive Director  
Texas Department of Transportation  
125 E. 11th Street  
Austin, TX 78701-2483

Dear Mr. Bass

We have reviewed the transportation conformity determination and supporting documentation for the South East Texas Regional Planning Commission-Metropolitan Planning Organization's (SETRPC-MPO) Metropolitan Transportation Plan 2045 (MTP 2045) and Revised FY 2019-2022 Transportation Improvement Program (Revised 2019-2022 TIP), adopted by the Transportation Planning Committee (Policy Board) on July 18, 2019.

Based upon our review and consultation with the U.S. Environmental Protection Agency (EPA), the Texas Commission on Environmental Quality (TCEQ), and the Texas Department of Transportation (TxDOT), we hereby find

that the MTP 2045 and Revised 2019-2022 TIP meet the requirements for making a joint conformity determination under the Clean Air Act Amendments of 1990 and EPA's November 29, 2018 *Transportation Conformity Guidance for the South Coast II Decision*.

Additionally, we find

that the MTP 2045 satisfactorily complies with the requirements of 23 CFR §450.324 regarding the development and content of metropolitan transportation plans; and

that the Revised 2019 – 2022 TIP satisfactorily complies with the requirements of 23 CFR §450.326 regarding the development and content of transportation improvement programs.

This conformity determination addresses project changes as adopted by the MPO's Policy Board and reflected in the corresponding MTP and TIP.

The interagency consultative partners have indicated that transportation conformity has been demonstrated in their letters dated: October 23, 2019 for TxDOT, November 18, 2019 for TCEQ, and November 19, 2019 for EPA.

The conformity determination and procedures used to make this determination are in accordance with the provisions of the transportation conformity rule (40 CFR Parts 51 and 93), dated August 15, 1997, as amended; and EPA's November 29, 2018 *Transportation Conformity Guidance for the South Coast II Court Decision*.

Please note this action restarts the 5-year time clock associated with the update of the transportation plan and the 4-year time clock associated with the demonstration of transportation conformity.

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

Should you have any questions concerning this action, please contact Jose Campos at [Jose.Campos@dot.gov](mailto:Jose.Campos@dot.gov) or (512) 536-5932, Barbara Maley at [Barbara.Maley@dot.gov](mailto:Barbara.Maley@dot.gov) or (214) 224-2175 or Anthony Jones at [Anthony.M.Jones@dot.gov](mailto:Anthony.M.Jones@dot.gov) or (512) 536-5936.

Sincerely,



Achille Alonzi  
Division Administrator

Electronic copies:

Federal Transit Administration, Region 6 (FTA-6)  
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 Phillip Pratt (HOU)                      Gregory Budd (Major Projects)  
 TX-Finance

United States Environmental Protection Agency, Region 6 (EPA)  
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Texas Commission on Environmental Quality (TCEQ)  
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South East Texas Regional Planning Commission–Metropolitan  
 Planning Organization (SETRPC–MPO)  
 Don Surrat, Chair                      Bob Dickinson

Beaumont Municipal Transit  
 Bill Munson

Port Arthur Transit  
 Ivan Mitchell



Figure 3: FHWA Memorandum on Conformity

**Bob Dickinson**

**From:** Maley, Barbara (FHWA) <Barbara.Maley@dot.gov>  
**Sent:** Thursday, October 01, 2020 4:17 PM  
**To:** Bob Dickinson; scott.ayres@txdot.gov  
**Cc:** Jones, Anthony M (FHWA); Campos, Jose (FHWA); Riley, Jeffrey; jamie.zech@tceq.texas.gov; Phillip Tindall; Laura Norton ; Janie.Temple@txdot.gov; Jackie Ploch (Jackie.Ploch@txdot.gov); Tim Wood (Tim.Wood@txdot.gov); Hayes, Lynn (FTA)  
**Subject:** Letting Date Changes and Conformity  
**Attachments:** SETRPC.XLSX

**Scott and Bob:**

Based on our review of the information provided and the proposed project changes (attached), we do not believe that a new regional transportation conformity determination is warranted.

This is based on our understanding that:

- design concept and design scope is not changing; and
- no new projects are being added to the 2045 Plan; and
- no projects are being deleted from the 2045 Plan; and
- the existing conformity determination (Nov-2019) is not constrained by analysis years.

**Consultative Partners:**

Should you have questions, comments and/or concerns regarding this determination, please do not hesitate to contact us.

cc: PPD/Anthony, Jose; FTA/Lynn; EPA/Jeff; TCEQ/Jamie; TPP/Janie, Laura and Philip; ENV/Jackie and Tim

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**From:** Bob Dickinson <[bdickinson@setrpc.org](mailto:bdickinson@setrpc.org)>  
**Sent:** Thursday, October 1, 2020 2:07 PM  
**To:** Jones, Anthony M (FHWA) <[anthony.m.jones@dot.gov](mailto:anthony.m.jones@dot.gov)>  
**Subject:** Fw: Letting Date Changes and Conformity

Anthony, as we discussed, here is the list of projects. Thanks, Bob

# 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

- 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

## 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* (94026-F15E) list the last two digits of the year a project was first submitted into the MTP Project Selection Process.

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

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

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

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

*Exceptions in MPO ID Number annotation:*

**Feasibility Study** – A feasibility study may be conducted prior to 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



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].

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## **Project Listings**

**FY 2023-2026**

**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**

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## Federally Funded Highway Projects

FY 2023-2026



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**FY 2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM  
BEAUMONT DISTRICT  
SETRPC METROPOLITAN PLANNING ORGANIZATION  
FEDERALLY FUNDED HIGHWAY PROJECTS  
FY 2024**

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
Beaumont	Jefferson	0028-13-135	IH 10	C	Beaumont	TxDOT	\$324,000,000
LIMITS FROM:	Hollywood Overpass, East					REVISION DATE:	01/2022
LIMITS TO:	7TH Street					MPO PROJECT ID:	18034-F40N
DESCRIPTION:	Widen freeway from 4 to 6 main lanes and reconstruct interchange					FUNDING CATEGORY:	1, 12
REMARKS:							

PROJECT HISTORY:

**TOTAL PROJECT COST INFORMATION**

PRELIM ENG:	\$15,618,750	<b>COST OF APPROVED PHASES:</b>	
ROW PURCHASE:	\$26,844,609		
CONST ENG:	\$18,742,500		
CONST COST:	\$324,000,000		
CONTINGENCIES:	\$18,750,000		
INDIRECT COSTS:	\$9,243,750		\$324,000,000.00
BND FINANCING:	\$0		
PCO:	\$0		
TOTAL PRJ COST:	\$413,199,609		

**Authorized Funding by Category/Share:**

	FEDERAL	STATE	LOCAL	LOCAL CONTRIBUTION	FUNDING BY CATEGORY
1	\$49,600,001	\$12,400,000	\$0	\$0	\$62,000,001
12	\$209,599,999	\$52,400,000	\$0	\$0	\$261,999,999
FUNDING BY SHARE:	\$259,200,000	\$64,800,000	\$0	\$0	\$324,000,000

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
Beaumont	Hardin	0200-09-069	US 69	C		TxDOT	\$71,948,477
LIMITS FROM:	Tyler County Line					REVISION DATE:	01/2022
LIMITS TO:	0.75 miles south of FM 1003					MPO PROJECT ID:	18002-F40E
DESCRIPTION:	Widen from 2 to 4 lanes divided					FUNDING CATEGORY:	4, 12
REMARKS:							

PROJECT HISTORY:

**TOTAL PROJECT COST INFORMATION**

PRELIM ENG:	\$3,332,000	<b>COST OF APPROVED PHASES:</b>	
ROW PURCHASE:	\$4,000,000		
CONST ENG:	\$3,372,800		
CONST COST:	\$71,948,977		
CONTINGENCIES:	\$1,353,200		
INDIRECT COSTS:	\$4,338,400		\$71,948,977.00
BND FINANCING:	\$0		
PCO:	\$2,543,200		
TOTAL PRJ COST:	\$90,888,599		

**Authorized Funding by Category/Share:**

	FEDERAL	STATE	LOCAL	LOCAL CONTRIBUTION	FUNDING BY CATEGORY
4	\$0	\$26,948,477	\$0	\$0	\$26,948,477
12	\$0	\$45,000,000	\$0	\$0	\$45,000,000
FUNDING BY SHARE:	\$0	\$71,948,477	\$0	\$0	\$71,948,477

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

**FY 2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM  
BEAUMONT DISTRICT  
SETRPC METROPOLITAN PLANNING ORGANIZATION  
FEDERALLY FUNDED HIGHWAY PROJECTS  
FY 2025**

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
Beaumont	Hardin	0065-06-067	US 69	C	Beaumont	TxDOT	\$33,599,999
LIMITS FROM:	US 96, South					REVISION DATE:	01/2022
LIMITS TO:	Jefferson C/L					MPO PROJECT ID:	19095-F45N
DESCRIPTION:	Widen from 4 lanes to 6 lanes					FUNDING CATEGORY:	2, 4, 12
REMARKS:							

PROJECT HISTORY:

**TOTAL PROJECT COST INFORMATION**

PRELIM ENG:	\$187,250	<b>COST OF APPROVED PHASES:</b>	
ROW PURCHASE:	\$0		
CONST ENG:	\$2,249,100		
CONST COST:	\$33,599,999		
CONTINGENCIES:	\$1,875,000		
INDIRECT COSTS:	\$1,109,250		\$33,599,999.00
BND FINANCING:	\$0		
PCO:	\$0		
TOTAL PRJ COST:	\$39,020,599		

**Authorized Funding by Category/Share:**

	FEDERAL	STATE	LOCAL	LOCAL CONTRIBUTION	FUNDING BY CATEGORY
2	\$4,711,999	\$1,178,000	\$0	\$0	\$5,889,999
4	\$2,720,000	\$680,000	\$0	\$0	\$3,400,000
12	\$19,448,000	\$4,862,000	\$0	\$0	\$24,310,000
FUNDING BY SHARE:	\$26,879,999	\$6,720,000	\$0	\$0	\$33,599,999

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
Beaumont	Jefferson	0065-07-065	US 69	C	Beaumont	TxDOT	\$6,719,999
LIMITS FROM:	Hardin C/L					REVISION DATE:	01/2022
LIMITS TO:	Tram Rd					MPO PROJECT ID:	19084-F45N
DESCRIPTION:	Widen from 4 lanes to 6 lanes					FUNDING CATEGORY:	2
REMARKS:							

PROJECT HISTORY:

**TOTAL PROJECT COST INFORMATION**

PRELIM ENG:	\$182,846	<b>COST OF APPROVED PHASES:</b>	
ROW PURCHASE:	\$0		
CONST ENG:	\$184,711		
CONST COST:	\$6,719,999		
CONTINGENCIES:	\$587,208		
INDIRECT COSTS:	\$289,493		\$6,719,999.00
BND FINANCING:	\$0		
PCO:	\$0		
TOTAL PRJ COST:	\$7,964,257		

**Authorized Funding by Category/Share:**

	FEDERAL	STATE	LOCAL	LOCAL CONTRIBUTION	FUNDING BY CATEGORY
2	\$5,375,999	\$1,344,000	\$0	\$0	\$6,719,999
FUNDING BY SHARE:	\$5,375,999	\$1,344,000	\$0	\$0	\$6,719,999

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

**Grouped Projects**

**Statewide CSJs**

**FY 2023-2026**

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**U.S. DEPARTMENT OF TRANSPORTATION**  
FEDERAL TRANSIT ADMINISTRATION      FEDERAL HIGHWAY ADMINISTRATION  
819 TAYLOR STREET, RM 14A02      300 EAST 8TH STREET, RM 826  
FORT WORTH, TEXAS 76102      AUSTIN, TEXAS 78701

February 23, 2021

REFER TO: HPP-TX

Grouped Project Definitions

Ms. Jessica Butler, Director,  
Transportation Planning and Program  
Development  
Texas Department of Transportation  
125 E. 11th Street  
Austin, TX 78701

Dear Ms. Butler:

In consultation with TPWD and TxDOT, the Federal Transit Agency and Federal Highway Administration have agreed to revise the group project definitions and notes as identified in the attached table. The revision is in accordance with 23 CFR 450.218 G) and applicable classifications under 23 CFR 771.117 (c) and (d) and/or 40 CFR part 93. This revision is effective immediately. For your reference, enclosed is a complete table of approved grouped project categories definitions and notes. If you have any questions, please contact me at 512-536-5940 or Jose Campos at 512 536 5932.

Sincerely yours,

*Michael T. Leary*

Michael T. Leary,  
Director, Planning and Program Development  
Federal Highway Administration

Enclosures

Cc:

Trey Cooksey, TPWD  
Peggy Thurin, TxDOT TPP  
Karen Burkhard, TxDOT-PTN  
Donald R. Koski, FTA-Region 6  
Marisabel Ramthun, TxDOT-Design  
Bonnie Sherman, TxDOT-PTN  
FHWA-HA-TX, HAM-TX

## Exempt Projects

### *Safety*

Railroad/highway crossing.  
Projects that correct, improve, or eliminate a hazardous location or feature.  
Safer non-Federal-aid system roads.  
Shoulder improvements.  
Increasing sight distance.  
Highway Safety Improvement Program implementation.  
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.  
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 vehicles<sup>1</sup>.  
Purchase of office, shop, and operating equipment for existing facilities.  
Purchase of operating equipment for vehicles (e.g., radios, fareboxes, 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 trackbed in existing rights-of-way.  
Purchase of new buses and rail cars to replace existing vehicles or for minor expansions of the fleet<sup>1</sup>.  
Construction of new bus or rail storage /maintenance facilities categorically excluded in 23 CFR part 771.

### *Air Quality*

Continuation of ride -sharing and van-pooling 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 that action.  
Noise attenuation.

Emergency or hardship advance land acquisitions (23 CFR 710.503).

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.

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Note: <sup>1</sup> In PM<sub>10</sub> and PM<sub>2.5</sub> nonattainment or maintenance areas, such projects are exempt only if they are in compliance with control measures in the applicable implementation plan.

# GROUPED PROJECT CSJs

Definition of Grouped Projects for use in the STIP  
Revised February 23, 2021

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

Table 1

# GROUPED PROJECT CSJs

Definition of Grouped Projects for use in the STIP  
Revised February 23, 2021

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

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

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



# GROUPED PROJECT CSJs

Definition of Grouped Projects for use in the STIP

Revised February 23, 2021

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

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

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

**JOHRTS FY 2023-2026 TRANSPORTATION IMPROVEMENT  
PROGRAM BEAUMONT DISTRICT  
SETRPC METROPOLITAN PLANNING ORGANIZATION  
GROUPED PROJECTS  
TIP FY: 2023, 2024, 2025, 2026**

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

**JOHRTS FY 2023-2026 TRANSPORTATION IMPROVEMENT  
PROGRAM BEAUMONT DISTRICT  
SETRPC METROPOLITAN PLANNING ORGANIZATION  
GROUPED PROJECTS  
TIP FY: 2023, 2024, 2025, 2026**

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

## Federally Funded Transit Projects

FY 2023-2026

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**FY 2023 TRANSIT PROJECT DESCRIPTION**  
**JOHRTS FY 2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM**

<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor	Beaumont Municipal Transit	Federal Funding Category	5307
MPO Project Information (reference number, etc)	20003-TXXE	Federal (FTA) Funds	\$2,000,000
		State Funds from TxDOT	\$450,000
		Other Source	\$0
FTA Apportionment Y	2023	Fiscal Year Cost	\$4,450,000
Project Phase	Operating Assistance		
Description	Operating assistance for FY 2023	Total Project Cost	\$4,450,000
		Trans Dev Credits Requested	\$0
Sec 5309 ID Number	TBD	Trans Dev Credits Awarded (Date & Amount)	\$0
Amendment Date & Action			
<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor	Beaumont Municipal Transit	Federal Funding Category	5307
MPO Project Information (reference number, etc)	22008-TXXE	Federal (FTA) Funds	\$100,000
		State Funds from TxDOT	\$0
		Other Source	\$0
FTA Apportionment Y	2023	Fiscal Year Cost	\$125,000
Project Phase	Planning Assistance		
Description	Ops Center Facility Feasibility Study	Total Project Cost	\$125,000
		Trans Dev Credits Requested	\$0
Sec 5309 ID Number	TBD	Trans Dev Credits Awarded (Date & Amount)	\$0
Amendment Date & Action			
<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
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			

**FY 2023 TRANSIT PROJECT DESCRIPTION**  
**JOHRTS FY 2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM**

<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
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			
<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
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			
<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor	Beaumont Municipal Transit	Federal Funding Category	5339
MPO Project Information (reference number, etc)	22009-TXXE	Federal (FTA) Funds	\$250,000
		State Funds from TxDOT	\$0
		Other Source	\$0
FTA Apportionment Y	2023	Fiscal Year Cost	\$250,000
Project Phase	Capital Assistance		
Description	Replacement bus - battery electric	Total Project Cost	\$250,000
		Trans Dev Credits Requested	\$50,000
Sec 5309 ID Number	TBD	Trans Dev Credits Awarded (Date & Amount)	\$0
Amendment Date & Action			

**FY 2023 TRANSIT PROJECT DESCRIPTION**  
**JOHRTS FY 2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM**

<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
<b>Project Sponsor</b>	Beaumont Municipal Transit	<b>Federal Funding Category</b>	5339
<b>MPO Project Information</b> (reference number, etc)	22010-TXXE	<b>Federal (FTA) Funds</b>	\$80,000
		<b>State Funds from TxDOT</b>	\$0
		<b>Other Source</b>	\$0
<b>FTA Apportionment Y</b>	2023	<b>Fiscal Year Cost</b>	\$100,000
<b>Project Phase</b>	Capital Assistance		
<b>Description</b>	Shelter upgrades	<b>Total Project Cost</b>	\$100,000
		<b>Trans Dev Credits Requested</b>	\$0
<b>Sec 5309 ID Number</b>	TBD	<b>Trans Dev Credits Awarded</b> (Date & Amount)	\$0
<b>Amendment Date &amp; Action</b>			

**FY 2024 TRANSIT PROJECT DESCRIPTION**  
**JOHRTS FY 2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM**

<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor	Beaumont Municipal Transit	Federal Funding Category	5307
MPO Project Information (reference number, etc)	20004-TXXE	Federal (FTA) Funds	\$2,000,000
		State Funds from TxDOT	\$450,000
		Other Source	\$0
FTA Apportionment Y	2024	Fiscal Year Cost	\$4,450,000
Project Phase	Operating Assistance		
Description	Operating assistance for FY 2024	Total Project Cost	\$4,450,000
		Trans Dev Credits Requested	\$0
Sec 5309 ID Number	TBD	Trans Dev Credits Awarded (Date & Amount)	\$0
Amendment Date & Action			
<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
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			
<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
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			

**FY 2024 TRANSIT PROJECT DESCRIPTION**  
**JOHRTS FY 2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM**

<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
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			
<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor	Beaumont Municipal Transit	Federal Funding Category	5339
MPO Project Information (reference number, etc)	22011-TXXE	Federal (FTA) Funds	\$25,000
		State Funds from TxDOT	\$0
		Other Source	\$0
FTA Apportionment Y	2024	Fiscal Year Cost	\$25,000
Project Phase	Planning Assistance		
Description	NEPA analysis	Total Project Cost	\$25,000
		Trans Dev Credits Requested	\$5,000
Sec 5309 ID Number	TBD	Trans Dev Credits Awarded (Date & Amount)	\$0
Amendment Date & Action			
<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor	Beaumont Municipal Transit	Federal Funding Category	5339
MPO Project Information (reference number, etc)	22012-TXXE	Federal (FTA) Funds	\$1,800,000
		State Funds from TxDOT	\$0
		Other Source	\$0
FTA Apportionment Y	2024	Fiscal Year Cost	\$1,800,000
Project Phase	Planning Assistance		
Description	Facility design and engineering	Total Project Cost	\$1,800,000
		Trans Dev Credits Requested	\$360,000
Sec 5309 ID Number	TBD	Trans Dev Credits Awarded (Date & Amount)	\$0
Amendment Date & Action			

**FY 2024 TRANSIT PROJECT DESCRIPTION**  
**JOHRTS FY 2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM**

<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
<b>Project Sponsor</b>	Beaumont Municipal Transit	<b>Federal Funding Category</b>	5339
<b>MPO Project Information</b> (reference number, etc)	22013-TXXE	<b>Federal (FTA) Funds</b>	\$250,000
		<b>State Funds from TxDOT</b>	\$0
		<b>Other Source</b>	\$0
<b>FTA Apportionment Y</b>	2024	<b>Fiscal Year Cost</b>	\$250,000
<b>Project Phase</b>	Capital Assistance		
<b>Description</b>	Replacement of vehciles - battery electric	<b>Total Project Cost</b>	\$250,000
		<b>Trans Dev Credits Requested</b>	\$50,000
<b>Sec 5309 ID Number</b>	TBD	<b>Trans Dev Credits Awarded</b> (Date & Amount)	\$0
<b>Amendment Date &amp; Action</b>			

<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
<b>Project Sponsor</b>	Beaumont Municipal Transit	<b>Federal Funding Category</b>	5339
<b>MPO Project Information</b> (reference number, etc)	22014-TXXE	<b>Federal (FTA) Funds</b>	\$80,000
		<b>State Funds from TxDOT</b>	\$0
		<b>Other Source</b>	\$0
<b>FTA Apportionment Y</b>	2024	<b>Fiscal Year Cost</b>	\$100,000
<b>Project Phase</b>	Capital Assistance		
<b>Description</b>	Shelter upgrades	<b>Total Project Cost</b>	\$100,000
		<b>Trans Dev Credits Requested</b>	\$0
<b>Sec 5309 ID Number</b>	TBD	<b>Trans Dev Credits Awarded</b> (Date & Amount)	\$0
<b>Amendment Date &amp; Action</b>			



**FY 2025 TRANSIT PROJECT DESCRIPTION**  
**JOHRTS FY 2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM**

<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor	Beaumont Municipal Transit	Federal Funding Category	
MPO Project Information (reference number, etc)	20014-TXXE	Federal (FTA) Funds	\$0
		State Funds from TxDOT	\$1,027,500
		Other Source	\$1,027,500
FTA Apportionment Y	2025	Fiscal Year Cost	\$2,055,000
Project Phase			
Description	Purchase three 35' CNG buses and four paratransit vehicles	Total Project Cost	\$2,055,000
		Trans Dev Credits Requested	\$0
Sec 5309 ID Number	TBD	Trans Dev Credits Awarded (Date & Amount)	\$0
Amendment Date & Action			
<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor	Beaumont Municipal Transit	Federal Funding Category	5307
MPO Project Information (reference number, etc)	22015-TXXE	Federal (FTA) Funds	\$2,000,000
		State Funds from TxDOT	\$450,000
		Other Source	\$0
FTA Apportionment Y	2025	Fiscal Year Cost	\$4,450,000
Project Phase	Operating Assistance		
Description	Operating assistance	Total Project Cost	\$4,450,000
		Trans Dev Credits Requested	\$0
Sec 5309 ID Number	TBD	Trans Dev Credits Awarded (Date & Amount)	\$0
Amendment Date & Action			
<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor	Port Arthur Transit	Federal Funding Category	5307
MPO Project Information (reference number, etc)	22022-TXXE	Federal (FTA) Funds	\$944,855
		State Funds from TxDOT	\$319,560
		Other Source	\$811,824
FTA Apportionment Y	2025	Fiscal Year Cost	\$2,076,239
Project Phase	Operating Assistance		
Description	Operating assistance for FY 2025	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			

**FY 2025 TRANSIT PROJECT DESCRIPTION**  
**JOHRTS FY 2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM**

<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor	South East Texas Transit	Federal Funding Category	5310
MPO Project Information (reference number, etc)	22024-TXXE	Federal (FTA) Funds	\$182,821
		State Funds from TxDOT	\$0
		Other Source	\$45,705
FTA Apportionment Y	2025	Fiscal Year Cost	\$228,526
Project Phase	Operating Assistance		
Description	Operating assistance for FY 2025	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			
<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor	South East Texas Transit	Federal Funding Category	5311
MPO Project Information (reference number, etc)	22085-TXXE	Federal (FTA) Funds	\$502,153
		State Funds from TxDOT	\$366,672
		Other Source	\$260,812
FTA Apportionment Y	2025	Fiscal Year Cost	\$1,129,637
Project Phase			
Description	Administration and Operation of a Rural Transportation Program (2025)	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			
<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor	Beaumont Municipal Transit	Federal Funding Category	5339
MPO Project Information (reference number, etc)	20015-TXXE	Federal (FTA) Funds	\$304,965
		State Funds from TxDOT	\$0
		Other Source	\$0
FTA Apportionment Y	2025	Fiscal Year Cost	\$304,965
Project Phase			
Description	Purchase two-three paratransit vehicles	Total Project Cost	\$304,965
		Trans Dev Credits Requested	\$60,993
Sec 5309 ID Number	TBD	Trans Dev Credits Awarded (Date & Amount)	\$0
Amendment Date & Action			

**FY 2025 TRANSIT PROJECT DESCRIPTION**  
**JOHRTS FY 2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM**

<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor	Beaumont Municipal Transit	Federal Funding Category	5339
MPO Project Information (reference number, etc)	20016-TXXE	Federal (FTA) Funds	\$621,266
		State Funds from TxDOT	\$0
		Other Source	\$0
FTA Apportionment Y	2025	Fiscal Year Cost	\$621,266
Project Phase			
Description	Purchase one 35' CNG bus	Total Project Cost	\$621,266
		Trans Dev Credits Requested	\$124,254
Sec 5309 ID Number		Trans Dev Credits Awarded (Date & Amount)	\$0
Amendment Date & Action			
<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor	Beaumont Municipal Transit	Federal Funding Category	5339
MPO Project Information (reference number, etc)	22016-TXXE	Federal (FTA) Funds	\$18,175,000
		State Funds from TxDOT	\$0
		Other Source	\$0
FTA Apportionment Y	2025	Fiscal Year Cost	\$18,175,000
Project Phase	Capital Assistance		
Description	Capital assistance	Total Project Cost	\$18,175,000
		Trans Dev Credits Requested	\$3,635,000
Sec 5309 ID Number	TBD	Trans Dev Credits Awarded (Date & Amount)	\$0
Amendment Date & Action			
<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor	Beaumont Municipal Transit	Federal Funding Category	5339
MPO Project Information (reference number, etc)	22017-TXXE	Federal (FTA) Funds	\$350,000
		State Funds from TxDOT	\$0
		Other Source	\$0
FTA Apportionment Y	2025	Fiscal Year Cost	\$350,000
Project Phase	Capital Assistance		
Description	Replacement vehicles - battery electric	Total Project Cost	\$350,000
		Trans Dev Credits Requested	\$70,000
Sec 5309 ID Number	TBD	Trans Dev Credits Awarded (Date & Amount)	\$0
Amendment Date & Action			

**FY 2026 TRANSIT PROJECT DESCRIPTION**  
**JOHRTS FY 2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM**

<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor	Beaumont Municipal Transit	Federal Funding Category	5307
MPO Project Information (reference number, etc)	22018-TXXE	Federal (FTA) Funds	\$2,000,000
		State Funds from TxDOT	\$450,000
		Other Source	\$0
FTA Apportionment Y	2026	Fiscal Year Cost	\$4,450,000
Project Phase	Operating Assistance		
Description	Operating assistance	Total Project Cost	\$4,450,000
		Trans Dev Credits Requested	\$0
Sec 5309 ID Number	TBD	Trans Dev Credits Awarded (Date & Amount)	\$0
Amendment Date & Action			
<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor	Beaumont Municipal Transit	Federal Funding Category	5307
MPO Project Information (reference number, etc)	22021-TXXE	Federal (FTA) Funds	\$80,000
		State Funds from TxDOT	\$0
		Other Source	\$0
FTA Apportionment Y	2026	Fiscal Year Cost	\$100,000
Project Phase	Planning Assistance		
Description	Short Range Transit Plan	Total Project Cost	\$100,000
		Trans Dev Credits Requested	\$0
Sec 5309 ID Number	TBD	Trans Dev Credits Awarded (Date & Amount)	\$0
Amendment Date & Action			
<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor	Port Arthur Transit	Federal Funding Category	5307
MPO Project Information (reference number, etc)	22023-TXXE	Federal (FTA) Funds	\$944,855
		State Funds from TxDOT	\$319,560
		Other Source	\$811,824
FTA Apportionment Y	2026	Fiscal Year Cost	\$2,076,239
Project Phase	Operating Assistance		
Description	Operating assistance for FY 2026	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			

**FY 2026 TRANSIT PROJECT DESCRIPTION**  
**JOHRTS FY 2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM**

<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor	South East Texas Transit	Federal Funding Category	5310
MPO Project Information (reference number, etc)	22025-TXXE	Federal (FTA) Funds	\$182,821
		State Funds from TxDOT	\$0
		Other Source	\$45,705
FTA Apportionment Y	2026	Fiscal Year Cost	\$228,526
Project Phase	Operating Assistance		
Description	Operating assistance for FY 2026	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			
<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor	South East Texas Transit	Federal Funding Category	5311
MPO Project Information (reference number, etc)	22086-TXXE	Federal (FTA) Funds	\$502,153
		State Funds from TxDOT	\$366,672
		Other Source	\$260,812
FTA Apportionment Y	2026	Fiscal Year Cost	\$1,129,637
Project Phase			
Description	Administration and Operation of a Rural Transportation Program (2026)	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			
<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor	Beaumont Municipal Transit	Federal Funding Category	5339
MPO Project Information (reference number, etc)	22019-TXXE	Federal (FTA) Funds	\$6,000,000
		State Funds from TxDOT	\$0
		Other Source	\$0
FTA Apportionment Y	2026	Fiscal Year Cost	\$6,000,000
Project Phase	Capital Assistance		
Description	Replacement vehicles - battery electric	Total Project Cost	\$6,000,000
		Trans Dev Credits Requested	\$1,200,000
Sec 5309 ID Number	TBD	Trans Dev Credits Awarded (Date & Amount)	\$0
Amendment Date & Action			

**FY 2026 TRANSIT PROJECT DESCRIPTION**  
**JOHRTS FY 2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM**

<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
<b>Project Sponsor</b>	Beaumont Municipal Transit	<b>Federal Funding Category</b>	5339
<b>MPO Project Information</b> (reference number, etc)	22020-TXXE	<b>Federal (FTA) Funds</b>	\$350,000
		<b>State Funds from TxDOT</b>	\$0
		<b>Other Source</b>	\$0
<b>FTA Apportionment Y</b>	2026	<b>Fiscal Year Cost</b>	\$350,000
<b>Project Phase</b>	Capital Assistance		
<b>Description</b>	Replacement vehicles - battery electric	<b>Total Project Cost</b>	\$350,000
		<b>Trans Dev Credits Requested</b>	\$70,000
<b>Sec 5309 ID Number</b>	TBD	<b>Trans Dev Credits Awarded</b> (Date & Amount)	\$0
<b>Amendment Date &amp; Action</b>			

## State Funded Highway Projects

FY 2023-2026

No projects included



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## Locally Funded Regionally Significant Projects

FY 2023-2026

No projects included.

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## Right-of-Way Projects

FY 2023-2026

No projects included.

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## Feasibility Studies

FY 2023-2026

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**FY 2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM  
BEAUMONT DISTRICT  
SETRPC METROPOLITAN PLANNING ORGANIZATION  
FEASIBILITY STUDIES**

DISTRICT	COUNTY	CSJ	HWY	PHASE	MPO PROJECT NUMBER
Beaumont	Jefferson	TBD	SH 87	FEAS	22087-F45P
<b>LIMITS FROM:</b> Intracoastal Canal			<b>LIMITS TO:</b> SH 82		
<b>DESCRIPTION:</b> New alignment roadway					
<b>REMARKS:</b>					

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## Financial Summary

FY 2023-2026

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**South East Texas Regional Planning Commission - Metropolitan Planning Organization**  
**JOHRTS FY 2023 - 2026 Transportation Improvement Program**

**Funding by Category**

Funding Category	Description	FY 2023		FY 2024		FY 2025		FY 2026		Total FY 2023 - 2026	
		Programmed	Authorized	Programmed	Authorized	Programmed	Authorized	Programmed	Authorized	Programmed	Authorized
1	Preventive Maintenance and Rehabilitation	\$0	\$0	\$62,000,001	\$62,000,001	\$0	\$0	\$0	\$0	\$62,000,001	\$62,000,001
2M or 2U	Urban Area (Non- TMA) Corridor Projects	\$0	\$0	\$0	\$0	\$12,609,998	\$12,609,998	\$0	\$0	\$12,609,998	\$12,609,998
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	\$0	\$0	\$26,948,477	\$26,948,477	\$3,400,000	\$3,400,000	\$0	\$0	\$30,348,477	\$30,348,477
5	CMAQ	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
6	Structures - Bridge	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
7	Metro Mobility & Rehab	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
8	Safety	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
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	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
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	\$0	\$0	\$306,999,999	\$306,999,999	\$24,310,000	\$24,310,000	\$0	\$0	\$331,309,999	\$331,309,999
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
<b>Total</b>		<b>\$0</b>	<b>\$0</b>	<b>\$395,948,477</b>	<b>\$395,948,477</b>	<b>\$40,319,998</b>	<b>\$40,319,998</b>	<b>\$0</b>	<b>\$0</b>	<b>\$436,268,475</b>	<b>\$436,268,475</b>

**Funding Participation Source**

Source	FY 2023	FY 2024	FY 2025	FY 2026	Total FY 23-26
<b>Federal</b>	\$0	\$259,200,000	\$32,255,998	\$0	\$291,455,998
<b>State</b>	\$0	\$136,748,477	\$8,064,000	\$0	\$144,812,477
<b>Local Match</b>	\$0	\$0	\$0	\$0	\$0
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
<b>Total</b>	<b>\$0</b>	<b>\$395,948,477</b>	<b>\$40,319,998</b>	<b>\$0</b>	<b>\$436,268,475</b>

All Figures in Year of Expenditure (YOE) Dollars

Current as of 02/09/2022

Transit Program		FY 2023			FY 2024			FY 2025		
		Federal	State/Other	Total	Federal	State/Other	Total	Federal	State/Other	Total
1	Sec. 5307 - Urbanized Formula >200K	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2	Sec. 5307 - Urbanized Formula <200K	\$3,044,855	\$1,581,384	\$4,626,239	\$2,944,855	\$1,581,384	\$4,526,239	\$2,944,855	\$1,581,384	\$4,526,239
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	\$182,821	\$45,705	\$228,526	\$182,821	\$45,705	\$228,526
5	Sec. 5311 - Nonurbanized Formula	\$502,153	\$627,484	\$1,129,637	\$502,153	\$627,484	\$1,129,637	\$502,153	\$627,484	\$1,129,637
6	Sec. 5316 - JARC >200K	\$0	\$0	\$0	\$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	\$0	\$0	\$0	\$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	\$330,000	\$0	\$330,000	\$2,155,000	\$0	\$2,155,000	\$19,451,231	\$2,055,000	\$21,506,231
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		\$4,059,829	\$2,254,573	\$6,314,402	\$5,784,829	\$2,254,573	\$8,039,402	\$23,081,060	\$4,309,573	\$27,390,633
Transportation Development Credits										
		Requested								
		Awarded								

## **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.



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## 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.

- 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.

## Appendix B: Exempt Project Criteria

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## 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

<b>SAFETY</b>
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
<b>MASS TRANSIT</b>
Operating assistance to transit agencies Purchase of support vehicles Rehabilitation of transit vehicles <sup>1</sup> Purchase of office, shop, and operating equipment for existing facilities

Purchase of operating equipment for vehicles (e.g., radios, fireboxes, lifts, etc.) Construction or renovation of power, signal, and communications systems Construction of small passenger shelters and information kiosks Reconstruction or renovation of transit buildings and structures (e.g., rail or bus buildings, storage and maintenance facilities, stations, terminals, and ancillary structures) Rehabilitation or reconstruction of track structures, track, and tracked in existing rights-of-way Purchase of new buses and rail cars to replace existing vehicles or for minor expansions of the fleet <sup>1</sup> Construction of new bus or rail storage/maintenance facilities categorically excluded in 23 CFR 771
<b>AIR QUALITY</b>
Continuation of ride-sharing and vanpooling promotion activities at current levels Bicycle and pedestrian facilities
<b>OTHER</b>
Specific activities which do not involve or lead directly to construction, such as: <ul style="list-style-type: none"> <li>• Planning and technical studies</li> <li>• Grants for training and research programs</li> <li>• Planning activities conducted pursuant to titles 23 and 49 U.S.C.</li> <li>• Federal-aid systems revisions</li> </ul> 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

<sup>1</sup>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

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
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#### §93.128 Traffic Signal Synchronization Projects

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



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## 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.

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DISTRICT	COUNTY	CSJ	HWY	CITY	PHASE	MPO PROJECT NUMBER	TOTAL FUNDING
Beaumont	Orange	0028-15-059	BU 90-Y		C	22050-FXXE	\$3,679,561
<b>LIMITS FROM:</b>	16TH STREET, EAST					FEDERAL SHARE:	\$2,943,648
<b>LIMITS TO:</b>	SIMMONS DRIVE					STATE SHARE:	\$735,912
<b>DESCRIPTION:</b>	SURFACING/ROADWAY RESTORATION					LOCAL SHARE:	\$-
						FUNDING CATEGORY:	1
DISTRICT	COUNTY	CSJ	HWY	CITY	PHASE	MPO PROJECT NUMBER	TOTAL FUNDING
Beaumont	Hardin	0065-05-157	US 96		C	22048-FXXE	\$183,322
<b>LIMITS FROM:</b>	BU 96 OVERPASS, SOUTH					FEDERAL SHARE:	\$146,658
<b>LIMITS TO:</b>	VILLAGE CREEK					STATE SHARE:	\$36,664
<b>DESCRIPTION:</b>	SEAL COAT					LOCAL SHARE:	\$-
						FUNDING CATEGORY:	1
DISTRICT	COUNTY	CSJ	HWY	CITY	PHASE	MPO PROJECT NUMBER	TOTAL FUNDING
Beaumont	Jefferson	0200-14-099	US 69		C	22054-FXXE	\$7,020,000
<b>LIMITS FROM:</b>	SS 93, SOUTH					FEDERAL SHARE:	\$5,616,000
<b>LIMITS TO:</b>	SS 380					STATE SHARE:	\$1,404,000
<b>DESCRIPTION:</b>	SURFACING/ROADWAY RESTORATION					LOCAL SHARE:	\$-
						FUNDING CATEGORY:	1
DISTRICT	COUNTY	CSJ	HWY	CITY	PHASE	MPO PROJECT NUMBER	TOTAL FUNDING
Beaumont	Jefferson	0667-01-115	SH 347		C	22062-FXXE	\$4,800,000
<b>LIMITS FROM:</b>	MAIN C LATERAL, SOUTH					FEDERAL SHARE:	\$3,840,000
<b>LIMITS TO:</b>	AVE B IN NEDERLAND					STATE SHARE:	\$960,000
<b>DESCRIPTION:</b>	SURFACING/ROADWAY RESTORATION					LOCAL SHARE:	\$-
						FUNDING CATEGORY:	1
DISTRICT	COUNTY	CSJ	HWY	CITY	PHASE	MPO PROJECT NUMBER	TOTAL FUNDING
Beaumont	Jefferson	0739-02-180	IH 10		C	22064-FXXE	\$3,120,000
<b>LIMITS FROM:</b>	NORTH FORK TAYLOR BAYOU					FEDERAL SHARE:	\$2,496,000
<b>LIMITS TO:</b>	FM 365					STATE SHARE:	\$624,000
<b>DESCRIPTION:</b>	DRAINAGE IMPROVEMENTS					LOCAL SHARE:	\$-
						FUNDING CATEGORY:	1
DISTRICT	COUNTY	CSJ	HWY	CITY	PHASE	MPO PROJECT NUMBER	TOTAL FUNDING
Beaumont	Jefferson	0920-00-137	VA		C	22067-FXXE	\$500,000
<b>LIMITS FROM:</b>	DISTRICTWIDE					FEDERAL SHARE:	\$400,000
<b>LIMITS TO:</b>	.					STATE SHARE:	\$100,000
<b>DESCRIPTION:</b>	INSTALL/REPLACE SIGNS					LOCAL SHARE:	\$-
						FUNDING CATEGORY:	1
DISTRICT	COUNTY	CSJ	HWY	CITY	PHASE	MPO PROJECT NUMBER	TOTAL FUNDING
Beaumont	Hardin	1581-01-012	FM 1122		C	22049-FXXE	\$138,723
<b>LIMITS FROM:</b>	FM 418, EAST					FEDERAL SHARE:	\$110,978
<b>LIMITS TO:</b>	FM 92					STATE SHARE:	\$27,745
<b>DESCRIPTION:</b>	SEAL COAT					LOCAL SHARE:	\$-
						FUNDING CATEGORY:	1
DISTRICT	COUNTY	CSJ	HWY	CITY	PHASE	MPO PROJECT NUMBER	TOTAL FUNDING
Beaumont	Hardin	0065-05-156	US 96		C	22051-FXXE	\$1,200,000
<b>LIMITS FROM:</b>	AT BNSF RR (STR#20-101-0-0065-05-090)					FEDERAL SHARE:	\$960,000
<b>LIMITS TO:</b>	.(NORTHBOUND)					STATE SHARE:	\$240,000
<b>DESCRIPTION:</b>	BRIDGE MAINTENANCE					LOCAL SHARE:	\$-
						FUNDING CATEGORY:	6

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DISTRICT	COUNTY	CSJ	HWY	CITY	PHASE	MPO PROJECT NUMBER	TOTAL FUNDING
Beaumont	Jefferson	0028-06-089	US 90		C	22047-FXXE	\$239,284
<b>LIMITS FROM:</b>	0.37 MILES EAST OF SH 326, EAST					FEDERAL SHARE:	\$191,427
<b>LIMITS TO:</b>	1.19 MILES WEST OF FM 364					STATE SHARE:	\$47,857
<b>DESCRIPTION:</b>	HAZARD ELIMINATION & SAFETY					LOCAL SHARE:	\$-
						FUNDING CATEGORY:	8
DISTRICT	COUNTY	CSJ	HWY	CITY	PHASE	MPO PROJECT NUMBER	TOTAL FUNDING
Beaumont	Hardin	0200-10-090	US 69		C	22053-FXXE	\$350,443
<b>LIMITS FROM:</b>	WEST WALTON RD., SOUTH					FEDERAL SHARE:	\$280,354
<b>LIMITS TO:</b>	FM 421					STATE SHARE:	\$70,089
<b>DESCRIPTION:</b>	HAZARD ELIMINATION & SAFETY					LOCAL SHARE:	\$-
						FUNDING CATEGORY:	8
DISTRICT	COUNTY	CSJ	HWY	CITY	PHASE	MPO PROJECT NUMBER	TOTAL FUNDING
Beaumont	Jefferson	0920-38-279	CS		C	22077-FXXE	\$272,250
<b>LIMITS FROM:</b>	N 14TH STREET					FEDERAL SHARE:	\$217,800
<b>LIMITS TO:</b>	MAIN STREET					STATE SHARE:	\$54,450
<b>DESCRIPTION:</b>	HAZARD ELIMINATION & SAFETY					LOCAL SHARE:	\$-
						FUNDING CATEGORY:	8
DISTRICT	COUNTY	CSJ	HWY	CITY	PHASE	MPO PROJECT NUMBER	TOTAL FUNDING
Beaumont	Jefferson	0920-38-283	CS		C	22076-FXXE	\$151,250
<b>LIMITS FROM:</b>	EASTEX FREEWAY SB					FEDERAL SHARE:	\$121,000
<b>LIMITS TO:</b>	BIGNER ROAD					STATE SHARE:	\$30,250
<b>DESCRIPTION:</b>	HAZARD ELIMINATION & SAFETY					LOCAL SHARE:	\$-
						FUNDING CATEGORY:	8
DISTRICT	COUNTY	CSJ	HWY	CITY	PHASE	MPO PROJECT NUMBER	TOTAL FUNDING
Beaumont	Jefferson	0920-38-285	CS		C	22075-FXXE	\$242,000
<b>LIMITS FROM:</b>	HOUSTON STREET					FEDERAL SHARE:	\$193,600
<b>LIMITS TO:</b>	MLK PKWY					STATE SHARE:	\$48,400
<b>DESCRIPTION:</b>	HAZARD ELIMINATION & SAFETY					LOCAL SHARE:	\$-
						FUNDING CATEGORY:	8
DISTRICT	COUNTY	CSJ	HWY	CITY	PHASE	MPO PROJECT NUMBER	TOTAL FUNDING
Beaumont	Jefferson	0932-01-118	FM 365		C	22081-FXXE	\$193,184
<b>LIMITS FROM:</b>	AT CENTRAL MALL DRIVE					FEDERAL SHARE:	\$154,547
<b>LIMITS TO:</b>	.					STATE SHARE:	\$38,637
<b>DESCRIPTION:</b>	HAZARD ELIMINATION & SAFETY					LOCAL SHARE:	\$-
						FUNDING CATEGORY:	8
DISTRICT	COUNTY	CSJ	HWY	CITY	PHASE	MPO PROJECT NUMBER	TOTAL FUNDING
Beaumont	Jefferson	2367-01-063	SH 82		C	22084-FXXE	\$3,143,682
<b>LIMITS FROM:</b>	TB ELLISON PARKWAY, SOUTH					FEDERAL SHARE:	\$2,514,946
<b>LIMITS TO:</b>	2.470 MILES EAST OF S. LEVEE RD					STATE SHARE:	\$628,736
<b>DESCRIPTION:</b>	HAZARD ELIMINATION & SAFETY					LOCAL SHARE:	\$-
						FUNDING CATEGORY:	8
DISTRICT	COUNTY	CSJ	HWY	CITY	PHASE	MPO PROJECT NUMBER	TOTAL FUNDING
Beaumont	Jefferson	0920-38-253	PW		C	22087-FXXE	\$137,322
<b>LIMITS FROM:</b>	AT J.D. MURPHEE WMA					FEDERAL SHARE:	\$109,858
<b>LIMITS TO:</b>	.					STATE SHARE:	\$27,464
<b>DESCRIPTION:</b>	STATE PARK IMPROVEMENTS					LOCAL SHARE:	\$-
						FUNDING CATEGORY:	10

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

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DISTRICT	COUNTY	CSJ	HWY	CITY	PHASE	MPO PROJECT NUMBER	TOTAL FUNDING
Beaumont	Jefferson	0508-04-183	SH 73		C	22061-FXXE	\$93,110
<b>LIMITS FROM:</b>	9TH AVE, NORTH					FEDERAL SHARE:	\$74,488
<b>LIMITS TO:</b>	SH 87 OVERPASS					STATE SHARE:	\$18,622
<b>DESCRIPTION:</b>	HAZARD ELIMINATION & SAFETY					LOCAL SHARE:	\$-
						FUNDING CATEGORY:	
DISTRICT	COUNTY	CSJ	HWY	CITY	PHASE	MPO PROJECT NUMBER	TOTAL FUNDING
Beaumont	Jefferson	0028-06-087	US 90		C	22027-FXXE	\$570,243
<b>LIMITS FROM:</b>	MEEKER RD, EAST					FEDERAL SHARE:	\$456,194
<b>LIMITS TO:</b>	FM 364					STATE SHARE:	\$114,049
<b>DESCRIPTION:</b>	SEAL COAT					LOCAL SHARE:	\$-
						FUNDING CATEGORY:	1
DISTRICT	COUNTY	CSJ	HWY	CITY	PHASE	MPO PROJECT NUMBER	TOTAL FUNDING
Beaumont	Orange	0028-11-209	IH 10		C	22034-FXXE	\$300,458
<b>LIMITS FROM:</b>	0.13 MILES EAST OF FM 105(FRTG RD), EAST					FEDERAL SHARE:	\$240,366
<b>LIMITS TO:</b>	0.4 MILES EAST OF KCS RR					STATE SHARE:	\$60,092
<b>DESCRIPTION:</b>	SEAL COAT					LOCAL SHARE:	\$-
						FUNDING CATEGORY:	1
DISTRICT	COUNTY	CSJ	HWY	CITY	PHASE	MPO PROJECT NUMBER	TOTAL FUNDING
Beaumont	Jefferson	0065-08-169	SS 380		C	22052-FXXE	\$2,000,000
<b>LIMITS FROM:</b>	JIM GILLIGAN WAY, SOUTH					FEDERAL SHARE:	\$1,600,000
<b>LIMITS TO:</b>	SULPHUR PLANT ROAD					STATE SHARE:	\$400,000
<b>DESCRIPTION:</b>	SURFACING/ROADWAY RESTORATION					LOCAL SHARE:	\$-
						FUNDING CATEGORY:	1
DISTRICT	COUNTY	CSJ	HWY	CITY	PHASE	MPO PROJECT NUMBER	TOTAL FUNDING
Beaumont	Hardin	0200-09-084	US 69		C	22033-FXXE	\$574,900
<b>LIMITS FROM:</b>	0.75 MI SOUTH OF FM 1003, SOUTH					FEDERAL SHARE:	\$459,920
<b>LIMITS TO:</b>	VILLA ROAD					STATE SHARE:	\$114,980
<b>DESCRIPTION:</b>	SEAL COAT					LOCAL SHARE:	\$-
						FUNDING CATEGORY:	1
DISTRICT	COUNTY	CSJ	HWY	CITY	PHASE	MPO PROJECT NUMBER	TOTAL FUNDING
Beaumont	Jefferson	0200-11-099	US 69		C	20003-FXXE	\$5,500,000
<b>LIMITS FROM:</b>	LNVA CANAL, SOUTH					FEDERAL SHARE:	\$4,400,000
<b>LIMITS TO:</b>	DELAWARE (FRONTAGE ROADS)					STATE SHARE:	\$1,100,000
<b>DESCRIPTION:</b>	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
<b>LIMITS FROM:</b>	SH 87, EAST					FEDERAL SHARE:	\$640,000
<b>LIMITS TO:</b>	3000 FT EAST OF FM366(FRONTAGE_RDS)					STATE SHARE:	\$160,000
<b>DESCRIPTION:</b>	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
<b>LIMITS FROM:</b>	MAIN A CANAL, EAST					FEDERAL SHARE:	\$2,400,000
<b>LIMITS TO:</b>	SH 87 (FRONTAGE ROADS)					STATE SHARE:	\$600,000
<b>DESCRIPTION:</b>	Overlay Existing Roadway					LOCAL SHARE:	
						FUNDING CATEGORY:	1

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Beaumont	Jefferson	0508-04-177	SH 73		C	22060-FXXE	\$2,000,000
<b>LIMITS FROM:</b>	25TH STREET, EAST					FEDERAL SHARE:	\$1,600,000
<b>LIMITS TO:</b>	0.63 MILES EAST					STATE SHARE:	\$400,000
<b>DESCRIPTION:</b>	SURFACING/ROADWAY RESTORATION					LOCAL SHARE:	\$-
						FUNDING CATEGORY:	1
DISTRICT	COUNTY	CSJ	HWY	CITY	PHASE	MPO PROJECT NUMBER	TOTAL FUNDING
Beaumont	Hardin	0602-01-048	SH 327		C	22032-FXXE	\$98,967
<b>LIMITS FROM:</b>	SOUTH 19TH STREET IN SILSBEE, EAST					FEDERAL SHARE:	\$79,174
<b>LIMITS TO:</b>	BU 96					STATE SHARE:	\$19,793
<b>DESCRIPTION:</b>	SEAL COAT					LOCAL SHARE:	\$-
						FUNDING CATEGORY:	1
DISTRICT	COUNTY	CSJ	HWY	CITY	PHASE	MPO PROJECT NUMBER	TOTAL FUNDING
Beaumont	Jefferson	0739-02-179	IH 10		C	22031-FXXE	\$59,916
<b>LIMITS FROM:</b>	IH 10 FRONTAGE RD, W CLUBB RD, EAST					FEDERAL SHARE:	\$47,933
<b>LIMITS TO:</b>	IH 10 FRONTAGE RD, E CLUBB RD					STATE SHARE:	\$11,983
<b>DESCRIPTION:</b>	SEAL COAT					LOCAL SHARE:	\$-
						FUNDING CATEGORY:	1
DISTRICT	COUNTY	CSJ	HWY	CITY	PHASE	MPO PROJECT NUMBER	TOTAL FUNDING
Beaumont	Orange	0784-06-021	FM 1135		C	22030-FXXE	\$237,906
<b>LIMITS FROM:</b>	IH 10, SOUTH					FEDERAL SHARE:	\$190,325
<b>LIMITS TO:</b>	FM 105					STATE SHARE:	\$47,581
<b>DESCRIPTION:</b>	SEAL COAT					LOCAL SHARE:	\$-
						FUNDING CATEGORY:	1
DISTRICT	COUNTY	CSJ	HWY	CITY	PHASE	MPO PROJECT NUMBER	TOTAL FUNDING
Beaumont	Hardin	0811-01-012	FM 420		C	22029-FXXE	\$171,063
<b>LIMITS FROM:</b>	US 69, EAST					FEDERAL SHARE:	\$136,850
<b>LIMITS TO:</b>	END OF MAINTENANCE					STATE SHARE:	\$34,213
<b>DESCRIPTION:</b>	SEAL COAT					LOCAL SHARE:	\$-
						FUNDING CATEGORY:	1
DISTRICT	COUNTY	CSJ	HWY	CITY	PHASE	MPO PROJECT NUMBER	TOTAL FUNDING
Beaumont	Jefferson	0920-00-138	VA		C	22068-FXXE	\$470,000
<b>LIMITS FROM:</b>	DISTRICTWIDE					FEDERAL SHARE:	\$376,000
<b>LIMITS TO:</b>	.					STATE SHARE:	\$94,000
<b>DESCRIPTION:</b>	INSTALL/REPLACE SIGNS					LOCAL SHARE:	\$-
						FUNDING CATEGORY:	1
DISTRICT	COUNTY	CSJ	HWY	CITY	PHASE	MPO PROJECT NUMBER	TOTAL FUNDING
Beaumont	Hardin	1096-01-068	FM 770		C	22082-FXXE	\$4,500,000
<b>LIMITS FROM:</b>	FM 1003, SOUTH					FEDERAL SHARE:	\$3,600,000
<b>LIMITS TO:</b>	LITTLE PINE ISLAND BAYOU					STATE SHARE:	\$900,000
<b>DESCRIPTION:</b>	SURFACING/ROADWAY RESTORATION					LOCAL SHARE:	\$-
						FUNDING CATEGORY:	1
DISTRICT	COUNTY	CSJ	HWY	CITY	PHASE	MPO PROJECT NUMBER	TOTAL FUNDING
Beaumont	Orange	1284-01-082	FM 1442		C	22026-FXXE	\$254,612
<b>LIMITS FROM:</b>	FM 1136, SOUTH					FEDERAL SHARE:	\$203,690
<b>LIMITS TO:</b>	IH 10					STATE SHARE:	\$50,922
<b>DESCRIPTION:</b>	SEAL COAT					LOCAL SHARE:	\$-
						FUNDING CATEGORY:	1

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

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DISTRICT	COUNTY	CSJ	HWY	CITY	PHASE	MPO PROJECT NUMBER	TOTAL FUNDING
Beaumont	Orange	2701-02-024	FM 3247		C	22028-FXXE	\$317,028
<b>LIMITS FROM:</b>	SH 87, SOUTH					FEDERAL SHARE:	\$253,622
<b>LIMITS TO:</b>	TULANE RD					STATE SHARE:	\$63,406
<b>DESCRIPTION:</b>	SEAL COAT					LOCAL SHARE:	\$-
						FUNDING CATEGORY:	1
DISTRICT	COUNTY	CSJ	HWY	CITY	PHASE	MPO PROJECT NUMBER	TOTAL FUNDING
Beaumont	Hardin	0920-03-082	CR		C	22071-FXXE	\$600,000
<b>LIMITS FROM:</b>	W.PINESHADOWS @ CLEMMONS GULLY					FEDERAL SHARE:	\$480,000
<b>LIMITS TO:</b>	STR# 201010AA1065001					STATE SHARE:	\$120,000
<b>DESCRIPTION:</b>	BRIDGE REPLACEMENT					LOCAL SHARE:	\$-
						FUNDING CATEGORY:	6
DISTRICT	COUNTY	CSJ	HWY	CITY	PHASE	MPO PROJECT NUMBER	TOTAL FUNDING
Beaumont	Jefferson	0932-01-113	FM 365		C	22080-FXXE	\$8,500,000
<b>LIMITS FROM:</b>	AT RHODAIR GULLY					FEDERAL SHARE:	\$6,800,000
<b>LIMITS TO:</b>	STR#201240093201012					STATE SHARE:	\$1,700,000
<b>DESCRIPTION:</b>	BRIDGE MAINTENANCE					LOCAL SHARE:	\$-
						FUNDING CATEGORY:	6
DISTRICT	COUNTY	CSJ	HWY	CITY	PHASE	MPO PROJECT NUMBER	TOTAL FUNDING
Beaumont	Orange	0306-01-068	SH 87		C	22057-FXXE	\$1,041,664
<b>LIMITS FROM:</b>	FM 105, SOUTH					FEDERAL SHARE:	\$833,331
<b>LIMITS TO:</b>	SH 62					STATE SHARE:	\$208,333
<b>DESCRIPTION:</b>	HAZARD ELIMINATION & SAFETY					LOCAL SHARE:	\$-
						FUNDING CATEGORY:	8
DISTRICT	COUNTY	CSJ	HWY	CITY	PHASE	MPO PROJECT NUMBER	TOTAL FUNDING
Beaumont	Jefferson	0920-00-149	VA		C	22070-FXXE	\$1,620,000
<b>LIMITS FROM:</b>	DISTRICT WIDE					FEDERAL SHARE:	\$1,296,000
<b>LIMITS TO:</b>	.					STATE SHARE:	\$324,000
<b>DESCRIPTION:</b>	BICYCLE AND PEDESTRIAN IMPROVEMENTS					LOCAL SHARE:	\$-
						FUNDING CATEGORY:	10
DISTRICT	COUNTY	CSJ	HWY	CITY	PHASE	MPO PROJECT NUMBER	TOTAL FUNDING
Beaumont	Jefferson	0306-03-127	SH 73		C	20003-FXXE	\$1,500,000
<b>LIMITS FROM:</b>	1.0 MILES WEST OF RAINBOW BRIDGE					FEDERAL SHARE:	\$1,200,000
<b>LIMITS TO:</b>	0.3 MILES EAST (WESTBOUND LANES ONLY)					STATE SHARE:	\$300,000
<b>DESCRIPTION:</b>	Mill and Overlay Existing Roadway					LOCAL SHARE:	
						FUNDING CATEGORY:	11



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DISTRICT	COUNTY	CSJ	HWY	CITY	PHASE	MPO PROJECT NUMBER	TOTAL FUNDING
Beaumont	Jefferson	0306-03-137	SH 87		C	22058-FXXE	\$7,357
<b>LIMITS FROM:</b>	0.1 MI NORTH OF 9TH AVENUE, SOUTH					FEDERAL SHARE:	\$5,885
<b>LIMITS TO:</b>	0.1 MI SOUTH OF 9TH AVENUE					STATE SHARE:	\$1,471
<b>DESCRIPTION:</b>	HAZARD ELIMINATION & SAFETY					LOCAL SHARE:	\$-
						FUNDING CATEGORY:	
DISTRICT	COUNTY	CSJ	HWY	CITY	PHASE	MPO PROJECT NUMBER	TOTAL FUNDING
Beaumont	Jefferson	0307-01-156	SH 87		C	22059-FXXE	\$6,753
<b>LIMITS FROM:</b>	0.1 MI NORTH OF SS 215, SOUTH					FEDERAL SHARE:	\$5,402
<b>LIMITS TO:</b>	0.1 MI SOUTH OF SS 215					STATE SHARE:	\$1,351
<b>DESCRIPTION:</b>	HAZARD ELIMINATION & SAFETY					LOCAL SHARE:	\$-
						FUNDING CATEGORY:	
DISTRICT	COUNTY	CSJ	HWY	CITY	PHASE	MPO PROJECT NUMBER	TOTAL FUNDING
Beaumont	Jefferson	0739-02-181	IH 10		C	22065-FXXE	\$59,523
<b>LIMITS FROM:</b>	0.65 MI WEST OF FM 365, EAST					FEDERAL SHARE:	\$47,619
<b>LIMITS TO:</b>	0.60 MI EAST OF FM 365					STATE SHARE:	\$11,905
<b>DESCRIPTION:</b>	HAZARD ELIMINATION & SAFETY					LOCAL SHARE:	\$-
						FUNDING CATEGORY:	
DISTRICT	COUNTY	CSJ	HWY	CITY	PHASE	MPO PROJECT NUMBER	TOTAL FUNDING
Beaumont	Jefferson	0028-06-088	US 90		C	22042-FXXE	\$1,175,663
<b>LIMITS FROM:</b>	LIBERTY COUNTY LINE					FEDERAL SHARE:	\$940,530
<b>LIMITS TO:</b>	MEEKER RD.					STATE SHARE:	\$235,133
<b>DESCRIPTION:</b>	SEAL COAT					LOCAL SHARE:	\$-
						FUNDING CATEGORY:	1
DISTRICT	COUNTY	CSJ	HWY	CITY	PHASE	MPO PROJECT NUMBER	TOTAL FUNDING
Beaumont	Hardin	0200-10-089	US 69		C	22037-FXXE	\$377,760
<b>LIMITS FROM:</b>	WEST WALTON ROAD, SOUTH					FEDERAL SHARE:	\$302,208
<b>LIMITS TO:</b>	FM 421					STATE SHARE:	\$75,552
<b>DESCRIPTION:</b>	SEAL COAT					LOCAL SHARE:	\$-
						FUNDING CATEGORY:	1
DISTRICT	COUNTY	CSJ	HWY	CITY	PHASE	MPO PROJECT NUMBER	TOTAL FUNDING
Beaumont	Jefferson	0200-14-102	US 69		C	22046-FXXE	\$50,000
<b>LIMITS FROM:</b>	1300 FEET NORTH OF SH 124, SOUTH					FEDERAL SHARE:	\$40,000
<b>LIMITS TO:</b>	1200 FEET SOUTH OF SH 124					STATE SHARE:	\$10,000
<b>DESCRIPTION:</b>	SEAL COAT					LOCAL SHARE:	\$-
						FUNDING CATEGORY:	1
DISTRICT	COUNTY	CSJ	HWY	CITY	PHASE	MPO PROJECT NUMBER	TOTAL FUNDING
Beaumont	Jefferson	0200-15-028	US 69		C	22055-FXXE	\$2,000,000
<b>LIMITS FROM:</b>	SPURLOCK RD, SOUTH					FEDERAL SHARE:	\$1,600,000
<b>LIMITS TO:</b>	FM 365					STATE SHARE:	\$400,000
<b>DESCRIPTION:</b>	SURFACING/ROADWAY RESTORATION					LOCAL SHARE:	\$-
						FUNDING CATEGORY:	1
DISTRICT	COUNTY	CSJ	HWY	CITY	PHASE	MPO PROJECT NUMBER	TOTAL FUNDING
Beaumont	Orange	0243-03-069	SH 62		C	22056-FXXE	\$2,000,000
<b>LIMITS FROM:</b>	NEWTON COUNTY LINE, SOUTH					FEDERAL SHARE:	\$1,600,000
<b>LIMITS TO:</b>	SH 12					STATE SHARE:	\$400,000
<b>DESCRIPTION:</b>	SURFACING/ROADWAY RESTORATION					LOCAL SHARE:	\$-
						FUNDING CATEGORY:	1

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DISTRICT	COUNTY	CSJ	HWY	CITY	PHASE	MPO PROJECT NUMBER	TOTAL FUNDING
Beaumont	Orange	0499-03-065	SH 12		C	22038-FXXE	\$221,188
<b>LIMITS FROM:</b>	IH 10 FRONTAGE ROAD, EAST					FEDERAL SHARE:	\$176,950
<b>LIMITS TO:</b>	FM 1132					STATE SHARE:	\$44,238
<b>DESCRIPTION:</b>	SEAL COAT					LOCAL SHARE:	\$-
						FUNDING CATEGORY:	1
DISTRICT	COUNTY	CSJ	HWY	CITY	PHASE	MPO PROJECT NUMBER	TOTAL FUNDING
Beaumont	Jefferson	0667-02-116	FM 366		C	22035-FXXE	\$181,853
<b>LIMITS FROM:</b>	600 FEET SOUTH OF SH347, SOUTH					FEDERAL SHARE:	\$145,482
<b>LIMITS TO:</b>	100 FEET SOUTH OF NEDERLAND AVE					STATE SHARE:	\$36,371
<b>DESCRIPTION:</b>	SEAL COAT					LOCAL SHARE:	\$-
						FUNDING CATEGORY:	1
DISTRICT	COUNTY	CSJ	HWY	CITY	PHASE	MPO PROJECT NUMBER	TOTAL FUNDING
Beaumont	Orange	0689-02-037	FM 105		C	22039-FXXE	\$273,519
<b>LIMITS FROM:</b>	FM 408, EAST					FEDERAL SHARE:	\$218,815
<b>LIMITS TO:</b>	SH 87					STATE SHARE:	\$54,704
<b>DESCRIPTION:</b>	SEAL COAT					LOCAL SHARE:	\$-
						FUNDING CATEGORY:	1
DISTRICT	COUNTY	CSJ	HWY	CITY	PHASE	MPO PROJECT NUMBER	TOTAL FUNDING
Beaumont	Orange	0689-03-008	FM 105		C	22040-FXXE	\$18,048
<b>LIMITS FROM:</b>	SH 87, EAST					FEDERAL SHARE:	\$14,438
<b>LIMITS TO:</b>	0.415 MILES EAST OF SH 87					STATE SHARE:	\$3,610
<b>DESCRIPTION:</b>	SEAL COAT					LOCAL SHARE:	\$-
						FUNDING CATEGORY:	1
DISTRICT	COUNTY	CSJ	HWY	CITY	PHASE	MPO PROJECT NUMBER	TOTAL FUNDING
Beaumont	Hardin	0703-02-064	FM 92		C	22063-FXXE	\$2,582,283
<b>LIMITS FROM:</b>	FM 1122, SOUTH					FEDERAL SHARE:	\$2,065,826
<b>LIMITS TO:</b>	FM 418					STATE SHARE:	\$516,457
<b>DESCRIPTION:</b>	SURFACING/ROADWAY RESTORATION					LOCAL SHARE:	\$-
						FUNDING CATEGORY:	1
DISTRICT	COUNTY	CSJ	HWY	CITY	PHASE	MPO PROJECT NUMBER	TOTAL FUNDING
Beaumont	Hardin	0811-02-031	FM 1003		C	22041-FXXE	\$349,103
<b>LIMITS FROM:</b>	US 69, SOUTH					FEDERAL SHARE:	\$279,282
<b>LIMITS TO:</b>	FM 1293					STATE SHARE:	\$69,821
<b>DESCRIPTION:</b>	SEAL COAT					LOCAL SHARE:	\$-
						FUNDING CATEGORY:	1
DISTRICT	COUNTY	CSJ	HWY	CITY	PHASE	MPO PROJECT NUMBER	TOTAL FUNDING
Beaumont	Hardin	0813-02-042	FM 787		C	22036-FXXE	\$495,944
<b>LIMITS FROM:</b>	FM 1293, SOUTH					FEDERAL SHARE:	\$396,755
<b>LIMITS TO:</b>	FM 770					STATE SHARE:	\$99,189
<b>DESCRIPTION:</b>	SEAL COAT					LOCAL SHARE:	\$-
						FUNDING CATEGORY:	1
DISTRICT	COUNTY	CSJ	HWY	CITY	PHASE	MPO PROJECT NUMBER	TOTAL FUNDING
Beaumont	Orange	0883-02-090	FM 408		C	22045-FXXE	\$158,843
<b>LIMITS FROM:</b>	FM 105, SOUTH					FEDERAL SHARE:	\$127,074
<b>LIMITS TO:</b>	FM 1442					STATE SHARE:	\$31,769
<b>DESCRIPTION:</b>	SEAL COAT					LOCAL SHARE:	\$-
						FUNDING CATEGORY:	1

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DISTRICT	COUNTY	CSJ	HWY	CITY	PHASE	MPO PROJECT NUMBER	TOTAL FUNDING
Beaumont	Jefferson	0920-00-141	VA		C	22069-FXXE	\$1,500,000
<b>LIMITS FROM:</b>	DISTRICTWIDE					FEDERAL SHARE:	\$1,200,000
<b>LIMITS TO:</b>	.					STATE SHARE:	\$300,000
<b>DESCRIPTION:</b>	HAZARD ELIMINATION & SAFETY					LOCAL SHARE:	\$-
						FUNDING CATEGORY:	1
DISTRICT	COUNTY	CSJ	HWY	CITY	PHASE	MPO PROJECT NUMBER	TOTAL FUNDING
Beaumont	Orange	1286-01-020	FM 1078		C	22083-FXXE	\$2,000,000
<b>LIMITS FROM:</b>	SH 62, NORTH					FEDERAL SHARE:	\$1,600,000
<b>LIMITS TO:</b>	FM 1130					STATE SHARE:	\$400,000
<b>DESCRIPTION:</b>	SURFACING/ROADWAY RESTORATION					LOCAL SHARE:	\$-
						FUNDING CATEGORY:	1
DISTRICT	COUNTY	CSJ	HWY	CITY	PHASE	MPO PROJECT NUMBER	TOTAL FUNDING
Beaumont	Jefferson	2367-01-062	SH 82		C	22043-FXXE	\$397,743
<b>LIMITS FROM:</b>	TB ELLISON PARKWAY, SOUTH					FEDERAL SHARE:	\$318,194
<b>LIMITS TO:</b>	CAUSEWAY BRIDGE					STATE SHARE:	\$79,549
<b>DESCRIPTION:</b>	SEAL COAT					LOCAL SHARE:	\$-
						FUNDING CATEGORY:	1
DISTRICT	COUNTY	CSJ	HWY	CITY	PHASE	MPO PROJECT NUMBER	TOTAL FUNDING
Beaumont	Orange	3057-01-012	FM 105		C	22044-FXXE	\$37,191
<b>LIMITS FROM:</b>	0.415 MILES EAST OF SH 87, SOUTH					FEDERAL SHARE:	\$29,753
<b>LIMITS TO:</b>	FM 1006					STATE SHARE:	\$7,438
<b>DESCRIPTION:</b>	SEAL COAT					LOCAL SHARE:	\$-
						FUNDING CATEGORY:	1
DISTRICT	COUNTY	CSJ	HWY	CITY	PHASE	MPO PROJECT NUMBER	TOTAL FUNDING
Beaumont	Orange	0920-30-090	VA		C	22072-FXXE	\$300,000
<b>LIMITS FROM:</b>	S. BURTON RD @ SANDY CREEK					FEDERAL SHARE:	\$240,000
<b>LIMITS TO:</b>	(STR#201810AA0237001)					STATE SHARE:	\$60,000
<b>DESCRIPTION:</b>	BRIDGE REPLACEMENT					LOCAL SHARE:	\$-
						FUNDING CATEGORY:	6
DISTRICT	COUNTY	CSJ	HWY	CITY	PHASE	MPO PROJECT NUMBER	TOTAL FUNDING
Beaumont	Orange	0920-30-091	VA		C	22073-FXXE	\$600,000
<b>LIMITS FROM:</b>	TERRY RD @ ANDERSON GULLY					FEDERAL SHARE:	\$480,000
<b>LIMITS TO:</b>	(STR#201810AA0364002)					STATE SHARE:	\$120,000
<b>DESCRIPTION:</b>	BRIDGE REPLACEMENT					LOCAL SHARE:	\$-
						FUNDING CATEGORY:	6
DISTRICT	COUNTY	CSJ	HWY	CITY	PHASE	MPO PROJECT NUMBER	TOTAL FUNDING
Beaumont	Orange	0920-30-092	VA		C	22074-FXXE	\$300,000
<b>LIMITS FROM:</b>	NORTH TRAM RD@CANEEY CREEK					FEDERAL SHARE:	\$240,000
<b>LIMITS TO:</b>	(STR#201810AA0443001)					STATE SHARE:	\$60,000
<b>DESCRIPTION:</b>	BRIDGE REPLACEMENT					LOCAL SHARE:	\$-
						FUNDING CATEGORY:	6
DISTRICT	COUNTY	CSJ	HWY	CITY	PHASE	MPO PROJECT NUMBER	TOTAL FUNDING
Beaumont	Jefferson	0920-38-292	CS		C	22078-FXXE	\$213,570
<b>LIMITS FROM:</b>	DELAWARE STREET, NORTH					FEDERAL SHARE:	\$170,856
<b>LIMITS TO:</b>	EASTEX FREEWAY					STATE SHARE:	\$42,714
<b>DESCRIPTION:</b>	HAZARD ELIMINATION & SAFETY					LOCAL SHARE:	\$-
						FUNDING CATEGORY:	8

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DISTRICT	COUNTY	CSJ	HWY	CITY	PHASE	MPO PROJECT NUMBER	TOTAL FUNDING
Beaumont	Jefferson	0920-38-293	CS		C	22079-FXXE	\$152,550
<b>LIMITS FROM:</b>	HWY 90, NORTH					FEDERAL SHARE:	\$122,040
<b>LIMITS TO:</b>	GLADYS AVE					STATE SHARE:	\$30,510
<b>DESCRIPTION:</b>	HAZARD ELIMINATION & SAFETY					LOCAL SHARE:	\$-
						FUNDING CATEGORY:	8

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DISTRICT	COUNTY	CSJ	HWY	CITY	PHASE	MPO PROJECT NUMBER	TOTAL FUNDING
Beaumont	Jefferson	0920-00-136	VA		C	22066-FXXE	\$520,000
<b>LIMITS FROM:</b>						DISTRICTWIDE	
<b>LIMITS TO:</b>						.	
<b>DESCRIPTION:</b>						INSTALL/REPLACE SIGNS	
						FEDERAL SHARE:	\$416,000
						STATE SHARE:	\$104,000
						LOCAL SHARE:	\$-
						FUNDING CATEGORY:	1

## **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).

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**FY 2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM  
BEAUMONT DISTRICT  
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ENVIRONMENTAL STUDIES**

DISTRICT	COUNTY	CSJ	HWY	PHASE	MPO PROJECT NUMBER
Beaumont	Hardin	0339-04-036	SH 105	ENV	18001-F40N
<b>LIMITS FROM:</b> 0.10 miles east of SH 326		<b>LIMITS TO:</b> Pine Island Bayou			
<b>DESCRIPTION:</b> Widen from 2 to 4 lanes divided					
<b>REMARKS:</b>					



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## Appendix E: Integration of Performance Measures

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## Introduction

Initiated as part of the 2012 Moving Ahead for Progress in the 21st Century (MAP-21) and continued in the 2015 Fixing America's Surface Transportation (FAST) Act, State Departments of Transportation (DOTs) and Metropolitan Planning Organizations (MPOs) are required to move towards a performance-based planning process with an emphasis on project selection based on specific planning factors. In the 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 2023-2026 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

- 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 2022 and are based on an anticipated five-year rolling average (2018-2022). Texas statewide safety performance targets for 2022 are included in **Table 1**. The SETRPC-MPO adopted the Texas statewide safety performance targets on December 10, 2021.

*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)
2018	3,648	1.29	14,975	5.31	2,104
2019	3,615	1.25	15,855	5.50	2,291
2020	3,896	1.33	14,656	5.00	2,238
2021	3,384	1.24	18,835	6.51	2,560
2022	3,272	1.23	19,065	6.47	2,642
2022 Target as a 5-Year Average	3,563	1.27	16,677	5.76	2,367

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 2023-2026 TIP planning process directly reflects the goals, objectives, performance measures, and targets as they are available and described in other State and public transportation plans and processes, the Texas Strategic Highway Safety Plan (SHSP), the Texas Highway Safety Improvement Program (HSIP), the current statewide Texas Transportation Plan 2050 (TTP), and the 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

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

- The TxDOT Highway Safety Improvement Program (HSIP) annual report provides for a continuous and systematic process that identifies and reviews traffic safety issues around the state. The goal of the HSIP process is to reduce the number of crashes, injuries and fatalities through the implementation of strategies and countermeasures structured around seven emphasis areas.
- The statewide Texas Transportation Plan 2050 (TTP) summarizes transportation needs across the state and identifies future funding projections for projects across transportation modes over the 25-year plan horizon.
- 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 2023-2026 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 System 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;

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



- 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 October 1, 2020. The SETRPC-MPO adopted the Texas statewide PM2 targets on July 22, 2021. **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.

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

Performance Measure	Statewide Baseline	2020 Target	2022 Original Target	2022 Adjusted Target
<b>Pavement on Interstate Highway</b>				
<b>1) Percent in "Good" condition</b>	n/a	n/a	66.4%	66.5%
<b>2) Percent in "Poor" condition</b>	n/a	n/a	0.3%	0.2%
<b>Pavement on Non-Interstate National Highway System</b>				
<b>3) Percent in "Good" condition</b>	54.5%	52.0%	52.3%	54.1%
<b>4) Percent in "Poor" condition</b>	14.0%	14.3%	14.3%	14.2%
<b>National Highway System Bridge Deck Condition</b>				
<b>5) Percent in "Good" condition</b>	50.7%	50.6%	50.4%	No Adjustment
<b>6) Percent in "Poor" condition</b>	0.9%	0.80%	0.80%	1.5%

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



FY 2023-2026 TIP planning process directly reflects the goals, objectives, performance measures, and targets as they are available and described in other State and public transportation plans and processes; specifically, the current statewide Texas Transportation Plan 2050 (TTP) and the SETRPC-MPO JOHRTS MTP-2045.

- The TTP 2050 summarizes transportation needs across the state and identifies future funding projections for projects across transportation modes over the 25-year plan horizon.
- The SETRPC-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 2023-2026 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 (LOTTTR). 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.

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 (50<sup>th</sup> 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 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, 2020 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	2020	2022 TARGET
	BASE	TARGET	RECOMMENDATION
<b>Percent of Person-Miles Traveled on the Interstate System that are Reliable</b>	100%	97%	95%
<b>Percent of Person-Miles Traveled on the Non-Interstate NHS that are Reliable</b>	90%	75%	70%
<b>Truck Travel Time Reliability Index</b>	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 2023-2026 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 2050 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.

To support progress towards TxDOT's statewide PM3 targets, the JOHRTS FY 2023-2026 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%

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 2031-2026 TIP planning process directly reflects the goals, objectives, performance measures, and targets as they are available and described in other State and public transportation plans and processes; specifically, the current statewide Texas Transportation Plan (TTP) 2050 and the JOHRTS Metropolitan Transportation Plan 2045 (MTP).

- The TTP 2050 summarizes transportation needs across the state and identifies future funding projections for projects across transportation modes over the 25-year plan horizon.
- The 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 2023-2026 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 SETT 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 into the TAM performance targets which the Transportation Planning Committee adopted on August 30, 2018.

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 2023-2026 TIP help achieve safety, bridge, pavement, travel time reliability targets, and TAM plan requirements.



## The JOHRTS FY 2023 – FY 2026 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, 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.
- US 69, US 96 South to Jefferson County line & US 69, Hardin County Line to Tram Road. The facility will be widened from two to four lanes and upgraded to current design and safety standards.
- IH-10, Jefferson County, from Hollywood overpass to 7<sup>th</sup> Street. The facility will be widened from four to six main lanes, and the interchange will be reconstructed. The facility will be upgraded to current design and safety standards.
- Regarding bridge deck targets, the TIP contains the following projects:
  - US 96 at BNSF railroad. Bridge maintenance. The facility will be upgraded to current design and safety standards.
  - West Pineshadows at Clemmons Gully. Bridge replacement. The facility will be upgraded to current design and safety standards.
  - FM 365 at Rhodair Gully. Bridge maintenance. The facility will be upgraded to current design and safety standards.



- South Burton Road at Sandy Creek. Bridge replacement. The facility will be upgraded to current design and safety standards.
- Terry Road at Anderson Gully. Bridge replacement. The facility will be upgraded to current design and safety standards.
- North Tram Road at Caney Creek. Bridge replacement. The facility will be upgraded to current design and safety standards.

Based on the Beaumont Municipal Transit (BMT) Transit Asset Management (TAM) plan and the available budget, projects included in the FY 2023–2026 Transportation Improvement Program that address TAM requirements include:

- Combined funds totaling \$4,450,000 in FY 2023 for operations and maintenance to maintain the existing transit assets in a SGR;
- Combined funds totaling \$4,450,000 in FY 2024 for operations and maintenance to maintain the existing transit assets in a SGR.
- Combined funds totaling \$4,450,000 in FY 2025 for operations and maintenance to maintain the existing transit assets in a SGR;
- Combined funds totaling \$4,450,000 in FY 2026 for operations and maintenance to maintain the existing transit assets in a SGR;
- \$50,000 in FY 2023 for a replacement bus (battery electric) to maintain the existing transit assets in a SGR;
- \$100,000 in FY 2023 for shelter upgrades to maintain the existing transit asset in a SGR;
- \$125,000 in FY 2023 for an Ops Center Facility Feasibility Study to maintain the existing transit assets in a SGR;
- \$360,000 in FY 2024 for facility design and engineering to maintain the existing transit assets in a SGR;
- \$50,000 in FY 2024 for replacement of vehicles (battery electric) to maintain the existing transit assets in a SGR;
- \$100,000 in FY 2024 for shelter upgrades to maintain the existing transit assets in a SGR;
- \$25,000 in FY 2024 for a NEPA analysis to maintain the existing transit assets in a SGR;
- \$2,055,000 in FY 2025 for the purchase of three 35' CNG buses and four paratransit vehicles to maintain the existing transit assets in a SGR;
- \$304,965 in FY 2025 for the purchase of two-three paratransit vehicles to maintain the existing transit assets in a SGR;
- \$621,266 in FY 2025 for the purchase of one 35' CNG bus to maintain the existing transit assets in a SGR;

- \$18,175,000 in FY 2025 for capital assistance to maintain the existing transit assets in a SGR;
- \$350,000 in FY 2025 for replacement vehicles (battery electric) to maintain the existing transit assets in a SGR;
- \$6,000,000 in FY 2026 for replacement vehicles (battery electric) to maintain the existing transit assets in a SGR;
- \$350,000 in FY 2026 for replacement vehicles (battery electric) to maintain the existing transit assets in a SGR; and
- \$100,000 in FY 2026 for a Short Range Transit Plan 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 2023–2026 Transportation Improvement Program that address TAM requirements include:

- Combined funds totaling \$2,076,239 in FY 2023 for operations and maintenance to maintain the existing transit assets in a SGR;
- Combined funds totaling \$2,076,239 in FY 2024 for operations and maintenance to maintain the existing transit assets in a SGR;
- Combined funds totaling \$2,076,239 in FY 2025 for operations and maintenance to maintain the existing transit assets in a SGR;
- Combined funds totaling \$2,076,239 in FY 2026 for operations and maintenance to maintain the existing transit assets in a 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 \$1,358,163 in FY 2023 for operations and maintenance to maintain the existing transit assets in a SGR;
- Combined funds totaling \$1,358,163 in FY 2024 for operations and maintenance to maintain the existing transit assets in a SGR;
- Combined funds totaling \$1,358,163 in FY 2025 for operations and maintenance to maintain the existing transit assets in a SGR; and
- Combined funds totaling \$1,358,163 in FY 2026 for operations and maintenance to maintain the existing transit assets in a SGR.

## Project Contribution to Performance Targets

The table below shows the projects programmed in the JOHRTS FY 2023-2026 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.

*Table E-1: Project Contribution to Performance Targets*

MPO ID	Hwy No	LIMITS FROM	LIMITS TO	DESCRIPTION	PM1	PM2	PM3	TAM
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	
19095-F45N	US 69	US 96, South	Jefferson C/L	Widen from 2 lanes to 4 lanes	X	X	X	
19084-F45N	US 69	Hardin C/L	Tram Rd	Widen from 2 lanes to 4 lanes	X	X	X	
20003-TXXE	NA	NA	NA	Beaumont Municipal Transit (City of Beaumont): Operating assistance for FY 2023				X
20005-TXXE	NA	NA	NA	South East Texas Transit: Operating assistance for FY 2023				X
20007-TXXE	NA	NA	NA	South East Texas Transit: Administration and Operation of a Rural Transportation Program (2023)				X
20009-TXXE	NA	NA	NA	Port Arthur Transit: Operating assistance for FY 2023				X
22008-TXXE	NA	NA	NA	Beaumont Municipal Transit (City of Beaumont): Ops Center Facility Feasibility Study				X
22009-TXXE	NA	NA	NA	Beaumont Municipal Transit (City of Beaumont): Replacement bus - battery electric				X
22010-TXXE	NA	NA	NA	Beaumont Municipal Transit (City of Beaumont): Shelter upgrades				X
20004-TXXE	NA	NA	NA	Beaumont Municipal Transit (City of Beaumont): Operating assistance for FY 2024				X
20006-TXXE	NA	NA	NA	South East Texas Transit: Operating assistance for FY 2024				X
20008-TXXE	NA	NA	NA	South East Texas Transit: Administration and Operation of a Rural Transportation Program (2024)				X
20010-TXXE	NA	NA	NA	Port Arthur Transit: Operating assistance for FY 2024				X
22011-TXXE	NA	NA	NA	Beaumont Municipal Transit (City of Beaumont): NEPA analysis				X

MPO ID	Hwy No	LIMITS FROM	LIMITS TO	DESCRIPTION	PM1	PM2	PM3	TAM
22012-TXXE	NA	NA	NA	Beaumont Municipal Transit (City of Beaumont): Facility design and engineering				X
22013-TXXE	NA	NA	NA	Beaumont Municipal Transit (City of Beaumont): Replacement of vehicles - battery electric				X
22014-TXXE	NA	NA	NA	Beaumont Municipal Transit (City of Beaumont): Shelter upgrades				X
20014-TXXE	NA	NA	NA	Beaumont Municipal Transit (City of Beaumont): Purchase three 35' CNG buses and four paratransit vehicles				X
20015-TXXE	NA	NA	NA	Beaumont Municipal Transit (City of Beaumont): Purchase two-three paratransit vehicles				X
20016-TXXE	NA	NA	NA	Beaumont Municipal Transit (City of Beaumont): Purchase one 35' CNG bus				X
22015-TXXE	NA	NA	NA	Beaumont Municipal Transit (City of Beaumont): Operating assistance				X
22016-TXXE	NA	NA	NA	Beaumont Municipal Transit (City of Beaumont): Capital assistance				X
22017-TXXE	NA	NA	NA	Beaumont Municipal Transit (City of Beaumont): Replacement vehicles - battery electric				X
22022-TXXE	NA	NA	NA	Port Arthur Transit: Operating assistance for FY 2025				X
22024-TXXE	NA	NA	NA	South East Texas Transit: Operating assistance for FY 2025				X
22085-TXXE	NA	NA	NA	South East Texas Transit: Administration and Operation of a Rural Transportation Program (2025)				X
22018-TXXE	NA	NA	NA	Beaumont Municipal Transit (City of Beaumont): Operating assistance				X
22019-TXXE	NA	NA	NA	Beaumont Municipal Transit (City of Beaumont): Replacement vehicles - battery electric				X
22020-TXXE	NA	NA	NA	Beaumont Municipal Transit (City of Beaumont): Replacement vehicles - battery electric				X
22021-TXXE	NA	NA	NA	Beaumont Municipal Transit (City of Beaumont): Short Range Transit Plan				X
22023-TXXE	NA	NA	NA	Port Arthur Transit: Operating assistance for FY 2026				X
22025-TXXE	NA	NA	NA	South East Texas Transit: Operating assistance for FY 2026				X
22086-TXXE	NA	NA	NA	South East Texas Transit: Administration and Operation of a Rural Transportation Program (2026)				X

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## **Appendix F: Public Involvement Documentation**

This appendix provides a synopsis of the public participation process.

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## Appendix G: Resolution

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## Appendix H: MPO Self Certification

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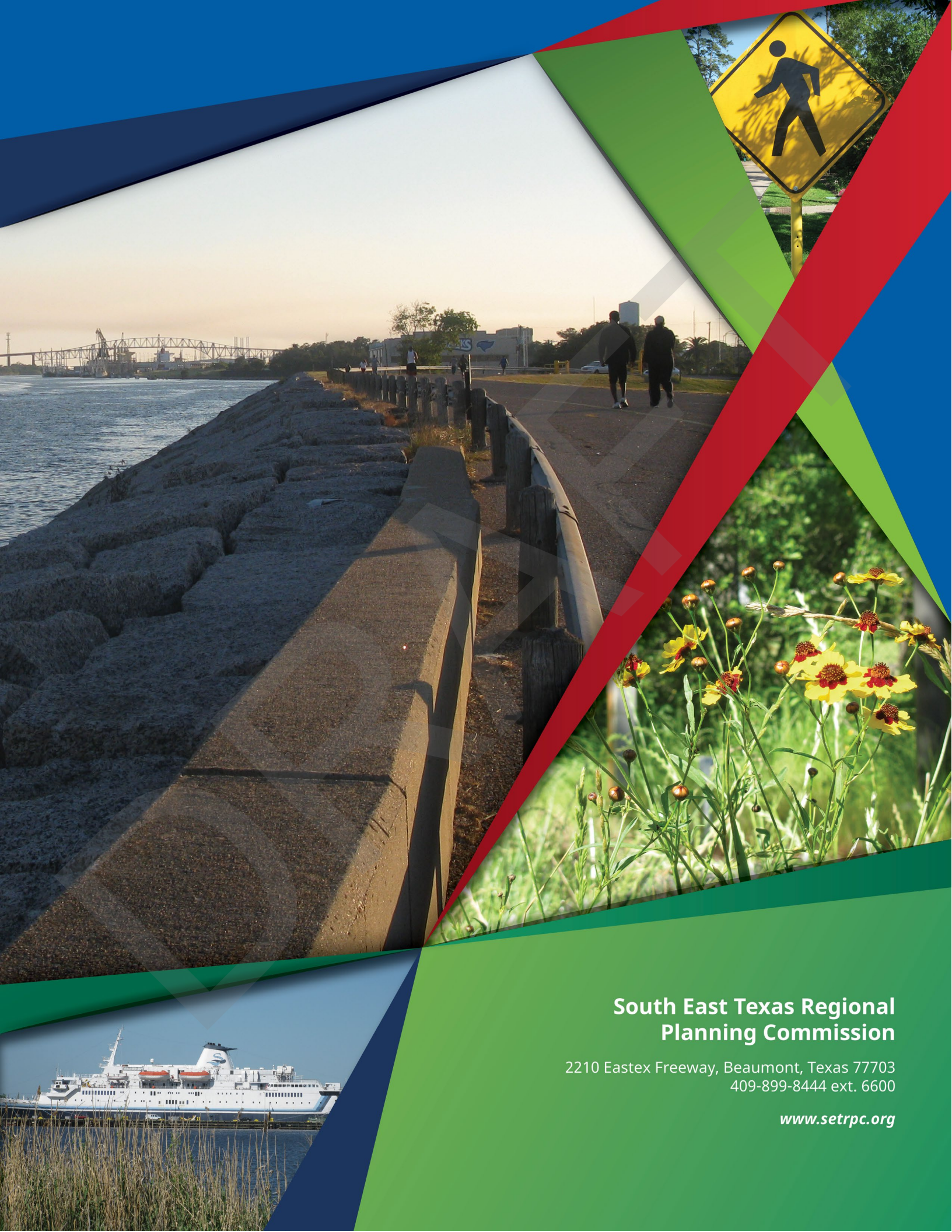
## Appendix I: Revisions

This appendix contains supporting documentation of revisions to the JOHRTS FY 2023-2026 TIP.

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