# JJOHRTS FY 2027-2030
# Transportation Improvement Program

# Amendment # 1

Effective :----------

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

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

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**30-Day Public Comment Period: November 2, 2026 to December 2, 2026 Adopted by the Transportation Planning Committee on ----------**

*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*

SETRPC
SOUTH EAST TEXAS REGIONAL PLANNING COMMISSION

TRANSPORTATION & ENVIRONMENTAL RESOURCES

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# Chapter 1: Planning Process

## 1.0 Introduction

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

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

## 1.1 TIP Structure

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

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

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

- ➔ Federally Funded Highway Projects

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

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

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

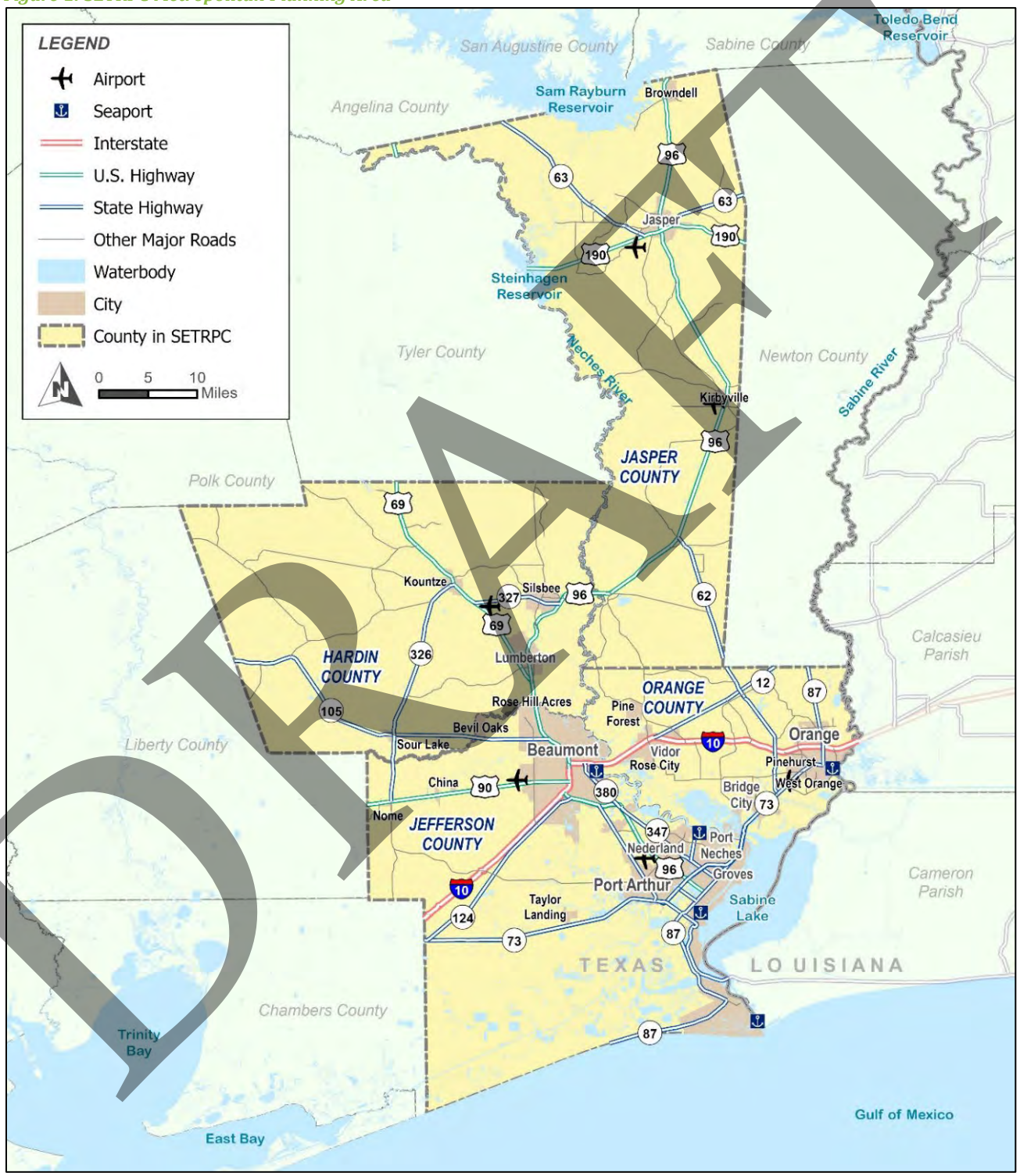
## 1.2 JJOHRTS Area Description

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

The population for the full JJOHRTS area was 429,311 persons in 2022 according to the U.S. Census Bureau 2022 American Community Survey 5-Year Estimates. The region has experienced stagnant population growth from 2018 through 2022. Over this five-year period, populations of all counties grew by less than 1%. Population growth in southeast Texas has paralleled the growth and decline of the petrochemical industry. Until the early 1980s, the region's population grew rapidly. Jefferson County's population grew rapidly until 1960, and Orange County until 1980. In the 1980s, Jefferson, Orange, and Hardin Counties experienced a decline in population and employment growth due to a downturn in the petrochemical industry. Since then, the population has remained stable except in Hardin County, which is continuing to grow.

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*Figure 1: SETRPC Metropolitan Planning Area*




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# 1.3 Federal and State Requirements

## 1.3.1 Bipartisan Infrastructure Law (BIL)

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

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

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

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

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

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

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

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

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

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7) Promote efficient system management and operation;

8) Emphasize the preservation of the existing transportation system;

9) Improve the resiliency and reliability of the transportation system;

10) Reduce or mitigate stormwater impacts of surface transportation; and

11) Enhance travel and tourism.

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

1) The Public Participation Plan (PPP) was updated to include a) public ports; b) private providers of transportation (including intercity bus operators, employer-based commuting programs, such as carpool program, vanpool program, transit benefits program, parking cash-out program, shuttle program, or telework program). (Ref: 23 CFR 450.316(a))

2) The MTP-2050 demonstrated consultation with agencies involved in a) tourism; b) natural disaster risk reduction. (Ref: 23 CFR 450.316(b))

3) The SETRPC-MPO, TxDOT, and the providers of public transportation (BMT, PAT, and SETT) jointly agreed upon and developed specific written provisions for cooperatively developing and sharing information related to: a) transportation performance data; b) the selection of performance targets; c) the reporting of performance targets; d) the reporting of performance to be used in tracking progress toward attainment of critical outcomes for the region of the MPO & the collection of data for the State asset management plan for the NHS. (Ref: 23 CFR 450.314(h))

4) The MTP-2050 incorporated two new planning factors within the metropolitan transportation planning process: a) Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation; b) Enhance travel and tourism. (Ref: 23 CFR 450.206(a) (9&10) and 306(b) (9&10))

5) The MTP-2050 included an assessment of capital investment and other strategies to preserve the existing and future transportation system and reduce the vulnerability of the existing transportation infrastructure to natural disasters. (Ref: 23 CFR 450.324(f)(7)).

6) The MTP-2050 included a description of the (Federally required) performance measures and performance targets used in assessing the performance of the transportation system. (Ref: 23 CFR 450.324(f)(3))

7) The MTP-2050 included a system evaluation report evaluating the condition and performance of the transportation system with respect to the (Federally required) performance targets including progress achieved by the MPO toward the performance targets. (Ref: 23 CFR 450.324(f)(4))

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

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

## 1.3.3 Performance Management

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

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

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

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

*Table 1: National Performance Management Goals*

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

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| | |
|---|---|
| **Freight Movement and Economic Vitality** | To improve the national freight network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development |
| **Environmental Sustainability** | To enhance the performance of the transportation system while protecting and enhancing the natural environment |
| **Reduced Project Delivery Delays** | To reduce project costs, promote jobs and the economy, and expedite the movement of people and goods by accelerating project completion through eliminating delays in the project development and delivery process, including reducing regulatory burdens and improving agencies' work practices |

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

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

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

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

## 1.3.4 TIP Financial Summary

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

## 1.3.5 Public Involvement

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

For New TIP Developments:

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

For TIP Amendments or Updates:

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

## 1.3.6 Title VI

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

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## 1.3.7 Americans with Disabilities Act

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

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

## 1.3.8 Air Quality Standards

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

### 1.3.8.1 Attainment Status

The Beaumont-Port Arthur ozone maintenance area (Hardin, Jefferson, and Orange Counties) was re-designated from nonattainment to attainment-maintenance for the 1998 eight-hour ozone National Ambient Air Quality Standard (NAAQS), effective November 19, 2010. The area was initially designated attainment/unclassifiable for the subsequent 2008 and 2015 eight-hour ozone NAAQS and remains in attainment for both standards. When the 1997 eight-hour ozone NAAQS was revoked by the EPA, transportation conformity requirements for that standard were also revoked (effective April 6, 2015). Due to its designation as attainment/unclassifiable for the 2008 and 2016 eight-hour ozone NAAQS, the Beaumont-Port Arthur area has not been subject to transportation conformity requirements since 2015.

On February 16, 2018, the United States Court of Appeals for the District of Columbia Circuit issued an opinion in the case South Coast Air Quality Management District v. EPA, 882 F.3d 1138 (South Coast II). The case was a challenge to EPA's 2008 eight-hour ozone NAAQS state implementation plan (SIP) requirements rule (80 FR 12264), which revoked the 1997 eight-hour ozone NAAQS as part of implementing the more stringent 2008 eight-hour ozone NAAQS. The court's decision vacated parts of the EPA's 2008 eight-hour ozone NAAQS SIP requirements rule, including waiving requirements for transportation conformity for maintenance areas under the revoked 1997 eight-hour ozone NAAQS. In response to the South Coast II decision, the EPA published Transportation Conformity Guidance for the South Coast II Court Decision on November 29, 2018. The guidance document was published to assist affected areas as they reestablished compliance with transportation conformity requirements under the revoked 1997 eight-hour ozone. NAAQS. Based on the November 2018 guidance, affected areas may demonstrate conformity if the following requirements are met:

- Use of latest planning assumptions;
- Interagency consultation;
- Fiscal constraint for the MTP and TIP; and
- Timely implementation of transportation control measures (TCM), if applicable.

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

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*Figure 2: TxDOT Conformity Determination*



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

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

November 18, 2024

Transmitted Via E-mail

Refer to: HDA-TX

South East Texas Regional Planning Commission
Metropolitan Planning Organization (SETPRC-MPO)
for the Jasper-Jefferson-Orange-Hardin Regional Transportation Study (JJOHRTS) Area
Transportation Conformity Determination
2050 Metropolitan Transportation Plan (2050 MTP) and
FY 2025-2028 Transportation Improvement Program (FY 2025-2028 TIP)

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

Dear Mr. Williams:

We have reviewed the documentation supporting the transportation conformity determination for the 2045 Metropolitan Transportation Plan (2050 MTP) and the FY 2025-2028 Transportation Improvement Program (FY 2025-2028 TIP), adopted by the South East Texas Regional Planning Commission Metropolitan Planning Organization's (SETRPC-MPO) Transportation Planning Committee (TPC) on May 23, 2024.

It is noted that the SETRPC-MPO has taken action to expand the metropolitan planning area boundary to include Jasper County, however expansion of the metropolitan planning area boundary is pending the Governor's action. This transportation conformity determination addresses the area previously designated maintenance (Jefferson, Orange and Hardin Counties) in accordance with the 1997 8-hour ozone standard.

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:

- the 2050 MTP and FY 2025-2028 TIP meet all the requirements for making a joint conformity determination under the Clean Air Act Amendments of 1990.

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Additionally, we find:

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

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

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

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

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

Sincerely yours,

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

Achille Alonzi
Division Administrator

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South East Texas Regional Planning Commission
Metropolitan Planning Organization (SETPRC-MPO)
Commissioner L.W. Cooper, Hardin County, SETRPC-MPO Vice-Chairman
Bob Dickinson, Director, Transportation and Environmental Resources

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# 1.4 TIP Project Selection Process

## 1.4.1 Project Sources

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

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

## 1.4.2 Selection Criteria

All selected projects must satisfy the following criteria:

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

## 1.4.3 Submittal Content

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

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

## 1.4.4 Amendments

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

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

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

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

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

# 1.5 Project Listing Information

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

## 1.5.1 Control-Section-Job Number

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

## 1.5.2 MPO ID Number

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

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

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

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

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

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

*Exceptions in MPO ID Number annotation:*

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

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

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

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

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

1) Projects with identified funding that are not expected to be operational during the MTP plan period do not have a network year assignment. Columns 7 and 8 are marked as 'NN'.

2) Projects in the Unconstrained Component have 'UNC' entered in Columns 6, 7, and 8.

### 1.5.3 Funding Category

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

### 1.5.4 Revision Date

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

### 1.5.5 Phase

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

## 1.6 Project Listings

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

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

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- Chapter 3: Grouped Projects
- Chapter 4: Federally Funded Transit Projects
- Chapter 5: Financial Summary
- Chapter 6: Funding Categories
- Chapter 7: Exempt Project Criteria
- Chapter 8: Integration of Performance Measures
- Chapter 9: Public Involvement Documentation
- Chapter 10: Resolution
- Chapter 11: MPO Self-Certification

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# Chapter 2: Federally Funded Highway Projects

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## FY 2027-2030 HIGHWAY PROJECTS

### FY 2027

| DISTRICT | MPO | COUNTY | CSJ | TIP FY | HWY | PHASE | CITY | YOE COST |
|---|---|---|---|---|---|---|---|---|
| BEAUMONT | SETRPC | JEFFERSON | 0920-00-133 | 2027 | VARIOUS | C | | $ 11,200,001 |

LIMITS FROM: DISTRICT WIDE
LIMITS TO:
PROJECT DESCR: IH 10 DRAINAGE IMPROVEMENTS
REMARKS P7:
PROJECT SPONSOR: TXDOT
REVISION DATE:
MPO PROJ NUM: 24028-F50N
FUNDING CAT(S): 12
PROJECT HISTORY:

EST PROJECT COST INFORMATION

| | |
|---|---|
| PRELIM ENG: $ | 503,034 |
| ROW PURCH: $ | 0 |
| CONST COST: $ | 11,200,001 |
| CONST ENG: $ | 0 |
| CONTING: $ | 0 |
| INDIRECT: $ | 0 |
| BOND FIN: $ | 0 |
| POT CHG ORD: $ | 0 |
| TOTAL COST: $ | 11,703,035 |

COST OF APPROVED PHASES: $ 11,200,001

PROPOSED FUNDING BY CATAGORY/SHARE

| CATAGORY | FEDERAL | STATE | REGIONAL | LOCAL MATCH | LC | TOTAL |
|---|---|---|---|---|---|---|
| 12 | $ 8,960,001 | $ 2,240,000 | $ 0 | $ 0 | $ 0 | $ 11,200,001 |
| TOTAL | $ 8,960,001 | $ 2,240,000 | $ 0 | $ 0 | $ 0 | $ 11,200,001 |

**Project Name: IH - 10 Drainage Improvements**

### FY 2027

| DISTRICT | MPO | COUNTY | CSJ | TIP FY | HWY | PHASE | CITY | YOE COST |
|---|---|---|---|---|---|---|---|---|
| BEAUMONT | SETRPC | JASPER | 5000-00-447 | 2027 | S WHEELER ST | C | JASPER | $1,065,869 |

LIMITS FROM: 331 SOUTH WHEELER ST, JASPER, TX 75951
LIMITS TO:
PROJECT DESCR: CONSTRUCT A DIRECT CURRENT FAST CHARGE STATION PLUS 5 YEARS OF OPERATIONS AND MAINTENANCE
REMARKS P7:
PROJECT SPONSOR: ECAMION USA, INC.
REVISION DATE:
MPO PROJ NUM: 26002-F50P
FUNDING CAT(S): 10NEVI
PROJECT HISTORY:

EST PROJECT COST INFORMATION

| | |
|---|---|
| PRELIM ENG: $ | 0 |
| ROW PURCH: $ | 0 |
| CONST COST: $ | 1,065,869 |
| CONST ENG: $ | 0 |
| CONTING: $ | 0 |
| INDIRECT: $ | 0 |
| BOND FIN: $ | 0 |
| POT CHG ORD: $ | 0 |
| TOTAL COST: $ | 1,065,869 |

COST OF APPROVED PHASES: $ 1,065,869

PROPOSED FUNDING BY CATAGORY/SHARE

| CATAGORY | FEDERAL | STATE | REGIONAL | LOCAL MATCH | LC | TOTAL |
|---|---|---|---|---|---|---|
| 10NEVI | $ 852,695 | $ 213,174 | $ 0 | $ 0 | $ 0 | $ 1,065,869 |
| TOTAL | $ 852,695 | $ 213,174 | $ 0 | $ 0 | $ 0 | $ 1,065,869 |

**Project Name: Electric Car Charging Station**

# FY 2027-2030 HIGHWAY PROJECTS

## FY 2027

| DISTRICT | MPO | COUNTY | CSJ | TIP FY | HWY | PHASE | CITY | YOE COST |
|---|---|---|---|---|---|---|---|---|
| BEAUMONT | SETRPC | JEFFERSON | 5000-00-494 | 2027 | S WHEELER ST | C | | $1,162,491 |

LIMITS FROM: 7495 SMITH RD, Beaumont, TX 77713
LIMITS TO:
PROJECT DESCR: CONSTRUCT A DIRECT CURRENT FAST CHARGE STATION PLUS 5 YEARS OF OPERATIONS AND MAINTENANCE
REMARKS P7:
PROJECT HISTORY:
PROJECT SPONSOR: LOVE'S TRAVEL STOPS & COUNTRY STORE, INC.
REVISION DATE:
MPO PROJ NUM: 26003-F50P
FUNDING CAT(S): 10NEVI

**EST PROJECT COST INFORMATION**

| | |
|---|---|
| PRELIM ENG: $ | 0 |
| ROW PURCH: $ | 0 |
| CONST COST: $ | 1,162,491 |
| CONST ENG: $ | 0 |
| CONTING: $ | 0 |
| INDIRECT: $ | 0 |
| BOND FIN: $ | 0 |
| POT CHG ORD: $ | 0 |
| TOTAL COST: $ | 1,162,491 |

**COST OF APPROVED PHASES**
$ 1,162,491

**PROPOSED FUNDING BY CATAGORY/SHARE**

| CATAGORY | FEDERAL | STATE | REGIONAL | LOCAL MATCH | LC | TOTAL |
|---|---|---|---|---|---|---|
| 10NEVI | $ 929,993 | $ 232,498 | $ 0 | $ 0 | $ 0 | $ 1,162,491 |
| TOTAL | $ 929,993 | $ 232,498 | $ 0 | $ 0 | $ 0 | $ 1,162,491 |

**Project Name: Electric Car Charging Station**

## FY 2027

| DISTRICT | MPO | COUNTY | CSJ | TIP FY | HWY | PHASE | CITY | YOE COST |
|---|---|---|---|---|---|---|---|---|
| BEAUMONT | SETRPC | JEFFERSON | 5000-00-525 | 2027 | IH 10 | C | | $1,146,000 |

LIMITS FROM: 17457 IH 10, BEAUMONT, TX 77705
LIMITS TO:
PROJECT DESCR: CONSTRUCT A DIRECT CURRENT FAST CHARGE STATION PLUS 5 YEARS OF OPERATIONS AND MAINTENANCE
REMARKS P7:
PROJECT HISTORY:
PROJECT SPONSOR: TESLA, INC.
REVISION DATE:
MPO PROJ NUM: 26004-F50P
FUNDING CAT(S): 10NEVI

**EST PROJECT COST INFORMATION**

| | |
|---|---|
| PRELIM ENG: $ | 0 |
| ROW PURCH: $ | 0 |
| CONST COST: $ | 1,146,000 |
| CONST ENG: $ | 0 |
| CONTING: $ | 0 |
| INDIRECT: $ | 0 |
| BOND FIN: $ | 0 |
| POT CHG ORD: $ | 0 |
| TOTAL COST: $ | 1,146,000 |

**COST OF APPROVED PHASES**
$ 1,146,000

**PROPOSED FUNDING BY CATAGORY/SHARE**

| CATAGORY | FEDERAL | STATE | REGIONAL | LOCAL MATCH | LC | TOTAL |
|---|---|---|---|---|---|---|
| 10NEVI | $ 916,800 | $ 229,200 | $ 0 | $ 0 | $ 0 | $ 1,146,000 |
| TOTAL | $ 916,800 | $ 229,200 | $ 0 | $ 0 | $ 0 | $ 1,146,000 |

**Project Name: Electric Car Charging Station**

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# FY 2027-2030 HIGHWAY PROJECTS

## FY 2027

| DISTRICT | MPO | COUNTY | CSJ | TIP FY | HWY | PHASE | CITY | YOE COST |
|---|---|---|---|---|---|---|---|---|
| BEAUMONT | SETRPC | JEFFERSON | 5000-00-602 | 2027 | IH 10 | C | BEAUMONT | $ 774,504 |

LIMITS FROM: 3745 IH 10 ACCESS RD, BEAUMONT, TX 77705
LIMITS TO:
PROJECT DESCR: CONSTRUCT A DIRECT CURRENT FAST CHARGE STATION PLUS 5 YEARS OF OPERATIONS AND MAINTENANCE
REMARKS P7:

PROJECT SPONSOR: UNIVERSAL EV LLC
REVISION DATE:
MPO PROJ NUM: 26005-F50P
FUNDING CAT(S): 10NEVI

PROJECT HISTORY:

**EST PROJECT COST INFORMATION**

| | |
|---|---|
| PRELIM ENG: $ | 0 |
| ROW PURCH: $ | 0 |
| CONST COST: $ | 774,504 |
| CONST ENG: $ | 0 |
| CONTING: $ | 0 |
| INDIRECT: $ | 0 |
| BOND FIN: $ | 0 |
| POT CHG ORD: $ | 0 |
| TOTAL COST: $ | 774,504 |

**COST OF APPROVED PHASES**
$ 774,504

PROPOSED FUNDING BY CATAGORY/SHARE

| CATAGORY | FEDERAL | STATE | REGIONAL | LOCAL MATCH | LC | TOTAL |
|---|---|---|---|---|---|---|
| 10NEVI | $ 619,603 | $ 154,901 | $ 0 | $ 0 | $ 0 | $ 774,504 |
| TOTAL | $ 619,603 | $ 154,901 | $ 0 | $ 0 | $ 0 | $ 774,504 |

**Project Name: Electric Car Charging Station**

## FY 2027

| DISTRICT | MPO | COUNTY | CSJ | TIP FY | HWY | PHASE | CITY | YOE COST |
|---|---|---|---|---|---|---|---|---|
| BEAUMONT | SETRPC | ORANGE | 5000-00-603 | 2027 | HWY 12 | C | VIDOR | $ 773,884 |

LIMITS FROM: 1400 HWY 12, VIDOR, TX 77662
LIMITS TO:
PROJECT DESCR: CONSTRUCT A DIRECT CURRENT FAST CHARGE STATION PLUS 5 YEARS OF OPERATIONS AND MAINTENANCE
REMARKS P7:

PROJECT SPONSOR: UNIVERSAL EV LLC
REVISION DATE:
MPO PROJ NUM: 26006-F50P
FUNDING CAT(S): 10NEVI

PROJECT HISTORY:

**EST PROJECT COST INFORMATION**

| | |
|---|---|
| PRELIM ENG: $ | 0 |
| ROW PURCH: $ | 0 |
| CONST COST: $ | 773,884 |
| CONST ENG: $ | 0 |
| CONTING: $ | 0 |
| INDIRECT: $ | 0 |
| BOND FIN: $ | 0 |
| POT CHG ORD: $ | 0 |
| TOTAL COST: $ | 773,884 |

**COST OF APPROVED PHASES**
$ 773,884

PROPOSED FUNDING BY CATAGORY/SHARE

| CATAGORY | FEDERAL | STATE | REGIONAL | LOCAL MATCH | LC | TOTAL |
|---|---|---|---|---|---|---|
| 10NEVI | $ 619,107 | $ 154,777 | $ 0 | $ 0 | $ 0 | $ 773,884 |
| TOTAL | $ 619,107 | $ 154,777 | $ 0 | $ 0 | $ 0 | $ 773,884 |

**Project Name: Electric Car Charging Station**

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# FY 2027-2030 HIGHWAY PROJECTS

## FY 2028

| DISTRICT | MPO | COUNTY | CSJ | TIP FY | HWY | PHASE | CITY | YOE COST |
|---|---|---|---|---|---|---|---|---|
| BEAUMONT | SETRPC | HARDIN | 0065-06-067 | 2028 | US 69 | C | | $48,335,223 |

LIMITS FROM: US 96, SOUTH
LIMITS TO: JEFFERSON C/L
PROJECT DESCR: WIDEN FREEWAY FROM 4 TO 6 LANES
REMARKS P7:

PROJECT SPONSOR: TXDOT
REVISION DATE:
MPO PROJ NUM: 19095-F45N
FUNDING CAT(S): 2, 4U
PROJECT HISTORY:

**EST PROJECT COST INFORMATION**

| | |
|---|---|
| PRELIM ENG: $ | 2,693,374 |
| ROW PURCH: $ | 0 |
| CONST COST: $ | 48,335,223 |
| CONST ENG: $ | 0 |
| CONTING: $ | 0 |
| INDIRECT: $ | 0 |
| BOND FIN: $ | 0 |
| POT CHG ORD: $ | 0 |
| TOTAL COST: $ | 51,028,597 |

**COST OF APPROVED PHASES**
$ 48,335,223

**PROPOSED FUNDING BY CATAGORY/SHARE**

| CATAGORY | FEDERAL | STATE | REGIONAL | LOCAL MATCH | LC | TOTAL |
|---|---|---|---|---|---|---|
| 2 | $ 1,511,999 | $ 378,000 | $ 0 | $ 0 | $ 0 | $ 1,889,999 |
| 4U | $ 37,156,178 | $ 9,289,045 | $ 0 | $ 0 | $ 0 | $ 46,445,223 |
| TOTAL | $ 38,668,177 | $ 9,667,045 | $ 0 | $ 0 | $ 0 | $ 48,335,222 |

**Project Name: US 69- Widening from 4 to 6 Lanes from US 96 South to Jefferson C/L**

## FY 2028

| DISTRICT | MPO | COUNTY | CSJ | TIP FY | HWY | PHASE | CITY | YOE COST |
|---|---|---|---|---|---|---|---|---|
| BEAUMONT | SETRPC | JEFFERSON | 0065-07-065 | 2028 | US 69 | C | BEAUMONT | $ 33,720,000 |

LIMITS FROM: HARDIN COUNTY C/L, SOUTH
LIMITS TO: TRAM RD
PROJECT DESCR: WIDEN FREEWAY FROM 4 TO 6 LANES
REMARKS P7:

PROJECT SPONSOR: TXDOT
REVISION DATE:
MPO PROJ NUM: 19084-F45N
FUNDING CAT(S): 2
PROJECT HISTORY:

**EST PROJECT COST INFORMATION**

| | |
|---|---|
| PRELIM ENG: $ | 312,375 |
| ROW PURCH: $ | 0 |
| CONST COST: $ | 33,720,000 |
| CONST ENG: $ | 0 |
| CONTING: $ | 0 |
| INDIRECT: $ | 0 |
| BOND FIN: $ | 0 |
| POT CHG ORD: $ | 0 |
| TOTAL COST: $ | 34,032,375 |

**COST OF APPROVED PHASES**
$ 33,720,000

**PROPOSED FUNDING BY CATAGORY/SHARE**

| CATAGORY | FEDERAL | STATE | REGIONAL | LOCAL MATCH | LC | TOTAL |
|---|---|---|---|---|---|---|
| 2 | $ 26,976,000 | $ 6,744,000 | $ 0 | $ 0 | $ 0 | $ 33,720,000 |
| TOTAL | $ 26,976,000 | $ 6,744,000 | $ 0 | $ 0 | $ 0 | $ 33,720,000 |

**Project Name: US 69 Widening - Hardin County C/L to Tram Rd**

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# FY 2027-2030 HIGHWAY PROJECTS

## FY 2028

| DISTRICT | MPO | COUNTY | CSJ | TIP FY | HWY | PHASE | CITY | YOE COST |
|---|---|---|---|---|---|---|---|---|
| BEAUMONT | SETRPC | JASPER | 0200-04-020 | 2028 | SH 105 | C | | $ 34,646,001 |

LIMITS FROM: ANGELINA COUNTY LINE
LIMITS TO: TYLER COUNTY LINE
PROJECT DESCR: WIDEN EXISTING 2 LANE HIGHWAY TO 4 LANES DIVIDED
REMARKS P7:
PROJECT HISTORY:
PROJECT SPONSOR: TXDOT
REVISION DATE:
MPO PROJ NUM: 24025-F50N
FUNDING CAT(S): 12

**EST PROJECT COST INFORMATION**

| | |
|---|---|
| PRELIM ENG: $ | 0 |
| ROW PURCH: $ | 76,770 |
| CONST COST: $ | 34,646,001 |
| CONST ENG: $ | 0 |
| CONTING: $ | 0 |
| INDIRECT: $ | 0 |
| BOND FIN: $ | 0 |
| POT CHG ORD: $ | 0 |
| TOTAL COST: $ | 34,722,771 |

**COST OF APPROVED PHASES**
$ 34,646,001

**PROPOSED FUNDING BY CATAGORY/SHARE**

| CATAGORY | FEDERAL | STATE | REGIONAL | LOCAL MATCH | LC | TOTAL |
|---|---|---|---|---|---|---|
| 12 | $ 27,716,801 | $ 6,929,200 | $ 0 | $ 0 | $ 0 | $ 34,646,001 |
| TOTAL | $ 27,716,801 | $ 6,929,200 | $ 0 | $ 0 | $ 0 | $ 34,646,001 |

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

## FY 2029

| DISTRICT | MPO | COUNTY | CSJ | TIP FY | HWY | PHASE | CITY | YOE COST |
|---|---|---|---|---|---|---|---|---|
| BEAUMONT | SETRPC | HARDIN | 0339-04-036 | 2029 | SH 105 | C | | $127,784,000 |

LIMITS FROM: 0.10 MILES EAST OF SH 326
LIMITS TO: PINE ISLAND BAYOU
PROJECT DESCR: WIDEN FROM 2 TO 4 LANES with CLTL
REMARKS P7:
PROJECT HISTORY:
PROJECT SPONSOR: TXDOT
REVISION DATE:
MPO PROJ NUM: 24027-F40N
FUNDING CAT(S): 12, 2

**EST PROJECT COST INFORMATION**

| | |
|---|---|
| PRELIM ENG: $ | 0 |
| ROW PURCH: $ | 27,856,105 |
| CONST COST: $ | 127,784,000 |
| CONST ENG: $ | 0 |
| CONTING: $ | 0 |
| INDIRECT: $ | 0 |
| BOND FIN: $ | 0 |
| POT CHG ORD: $ | 0 |
| TOTAL COST: $ | 155,640,105 |

**COST OF APPROVED PHASES**
$ 127,784,000

**PROPOSED FUNDING BY CATAGORY/SHARE**

| CATAGORY | FEDERAL | STATE | REGIONAL | LOCAL MATCH | LC | TOTAL |
|---|---|---|---|---|---|---|
| 12 | $ 0 | $ 46,584,000 | $ 0 | $ 0 | $ 0 | $ 46,584,000 |
| 2 | $ 0 | $ 81,200,000 | $ 0 | $ 0 | $ 0 | $ 81,200,000 |
| TOTAL | $ 0 | $ 127,784,000 | $ 0 | $ 0 | $ 0 | $ 127,784,000 |

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

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# Chapter 3: Grouped Projects

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Texas Department of Transportation

## Grouped Projects

**What are Grouped Projects?**

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

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

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

**Benefits of using Grouped Projects?**

- More efficient programming
- TIP/STIP Revision not needed

**How are Grouped Projects shown in the TIP?**

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

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

**How are Grouped Projects shown on the Financial Summary?**

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

Texas Department of Transportation

## FHWA-Approved Grouped Project Allowance

| PROPOSED CSJ | GROUPED PROJECT CATEGORY | DEFINITION |
|---|---|---|
| 5000-00-950 | PE-Preliminary Engineering | Preliminary Engineering for any project except added capacity projects in a nonattainment area. Includes activities which do not involve or lead directly to construction, such as planning and research activities; grants for training; engineering to define the elements of a proposed action or alternatives so that social, economic, and environmental effects can be assessed. |
| 5000-00-951 | Right of Way | Right of Way acquisition for any project except added capacity projects in a nonattainment area. Includes relocation assistance, hardship acquisition and protective buying. |
| 5000-00-952<br>5000-00-957<br>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. |

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Texas Department of Transportation

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

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

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

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

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

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

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| DISTRICT | CSJ | COUNTY | HWY | LET Year | EST COST |
|---|---|---|---|---|---|
| Beaumont | 0028-15-063 | Orange | SH 87 | 2027 | $198,068.29 |
| **LIMITS FROM:** | 16th STREET, WEST | | **LIMITS TO:** | BU 90-Y | |
| **DESCRIPTION:** | 2027 Seal Coat-SH 87 | | | | |
| **REMARKS:** | | | | **PROJECT ID:** | A00215306 |

| DISTRICT | CSJ | COUNTY | HWY | LET Year | EST COST |
|---|---|---|---|---|---|
| Beaumont | 0243-03-072 | Orange | SH 62 | 2027 | $225,036.94 |
| **LIMITS FROM:** | 3.45 MILES SOUTH OF SH 12 | | **LIMITS TO:** | FM 1078 | |
| **DESCRIPTION:** | 2028 Seal Coat-SH 62 | | | | |
| **REMARKS:** | | | | **PROJECT ID:** | A00208259 |

| DISTRICT | CSJ | COUNTY | HWY | LET Year | EST COST |
|---|---|---|---|---|---|
| Beaumont | 0243-04-062 | Orange | SH 62 | 2027 | $150,550 |
| **LIMITS FROM:** | FM 1078, SOUTH | | **LIMITS TO:** | IH 10 NFR | |
| **DESCRIPTION:** | 2027 Seal Coat-SH 62 | | | | |
| **REMARKS:** | | | | **PROJECT ID:** | A00208260 |

| DISTRICT | CSJ | COUNTY | HWY | LET Year | EST COST |
|---|---|---|---|---|---|
| Beaumont | 0307-01-157 | Jefferson | SH 87 | 2027 | $45,407 |
| **LIMITS FROM:** | TERMINAL ROAD, SOUTH | | **LIMITS TO:** | SH 82 | |
| **DESCRIPTION:** | 2027 Seal Coat-SH 87 | | | | |
| **REMARKS:** | | | | **PROJECT ID:** | A00196524 |

| DISTRICT | CSJ | COUNTY | HWY | LET Year | EST COST |
|---|---|---|---|---|---|
| Beaumont | 0307-02-052 | Jefferson | SH 87 | 2027 | $1,337,111 |
| **LIMITS FROM:** | FM 3322, SOUTH | | **LIMITS TO:** | END OF MAINTENANCE | |
| **DESCRIPTION:** | 2027 Seal Coat-SH 87 | | | | |
| **REMARKS:** | | | | **PROJECT ID:** | A00207883 |

| DISTRICT | CSJ | COUNTY | HWY | LET Year | EST COST |
|---|---|---|---|---|---|

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| | | | | | |
|---|---|---|---|---|---|
| Beaumont | 0601-01-066 | Hardin | SH 326 | 2027 | $1,881,849 |

**LIMITS FROM:** FM 770, SOUTH **LIMITS TO:** BEGINNING OF CONCRETE PAVEMENT AT SH 105

**DESCRIPTION:** 2027 Seal Coat-SH 326

**REMARKS:** **PROJECT ID:** A00196525

| DISTRICT | CSJ | COUNTY | HWY | LET Year | EST COST |
|---|---|---|---|---|---|
| Beaumont | 0667-01-130 | Jefferson | SH 347 | 2027 | $403,770 |

**LIMITS FROM:** SH 73, SOUTH **LIMITS TO:** SH 87

**DESCRIPTION:** 2027 Seal Coat-SH 347

**REMARKS:** **PROJECT ID:** A00215307

| DISTRICT | CSJ | COUNTY | HWY | LET Year | EST COST |
|---|---|---|---|---|---|
| Beaumont | 0710-01-051 | Jasper | FM 105 | 2027 | $1,146,420 |

**LIMITS FROM:** US 96, SOUTH **LIMITS TO:** ORANGE COUNTY LINE

**DESCRIPTION:** 2027 Seal Coat-FM 105

**REMARKS:** **PROJECT ID:** A00196543

| DISTRICT | CSJ | COUNTY | HWY | LET Year | EST COST |
|---|---|---|---|---|---|
| Beaumont | 0932-01-122 | Jefferson | FM 365 | 2027 | $766,227 |

**LIMITS FROM:** SP 93, EAST **LIMITS TO:** BEGINNING OF CONCRETE PAVEMENT AT SH 347

**DESCRIPTION:** 2027 Seal Coat-FM 365

**REMARKS:** **PROJECT ID:** A00196547

| DISTRICT | CSJ | COUNTY | HWY | LET Year | EST COST |
|---|---|---|---|---|---|
| Beaumont | 1947-01-021 | Hardin | FM 1293 | 2027 | $1,137,660 |

**LIMITS FROM:** FM 787, EAST **LIMITS TO:** FM 1003

**DESCRIPTION:** 2027 Seal Coat-FM 1293

**REMARKS:** **PROJECT ID:** A00196555

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

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**LIMITS FROM:** FM 1003, EAST **LIMITS TO:** SH 326
**DESCRIPTION:** 2027 Seal Coat-FM 1293
**REMARKS:** **PROJECT ID:** A00196556

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

**LIMITS FROM:** 0.27 MI N OF CR 634 **LIMITS TO:** 2.27 MI N OF CR 634
**DESCRIPTION:** BMT_FM1004_1(2022 HSIP) CONSTRUCT PAVED SHOULDERS (1-4 FT)
**REMARKS:** **PROJECT ID:** A00193012

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

**LIMITS FROM:** 3.6 MI SOUTH OF POLK COUNTY LINE, SOUTH **LIMITS TO:** FM 1003
**DESCRIPTION:** Full depth base repair, LU and SMA-D
**REMARKS:** **PROJECT ID:** A00187963

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

**LIMITS FROM:** AT CYPRESS CREEK BRIDGE **LIMITS TO:** (STR 201010060101001)
**DESCRIPTION:** BRIDGE MAINTENANCE
**REMARKS:** **PROJECT ID:** A00212190

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

**LIMITS FROM:** AT BLACK CREEK BRIDGE **LIMITS TO:** (STR 201010060101003)
**DESCRIPTION:** BRIDGE MAINTENANCE
**REMARKS:** **PROJECT ID:** A00212192

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

**LIMITS FROM:** SH 124, SOUTH **LIMITS TO:** W. FLORIDA AVE

DRAFT

**DESCRIPTION:** (NBFR) 10" CRCP BB CSB LTS
**REMARKS:** **PROJECT ID:** A00187938

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

**LIMITS FROM:** ERIE STREET, SOUTH **LIMITS TO:** SS 93
**DESCRIPTION:** (SBFR) 10" CRCP BB CSB LTS
**REMARKS:** **PROJECT ID:** A00187942

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

**LIMITS FROM:** 0.1 MI NORTH OF 9TH AVENUE, SOUTH **LIMITS TO:** 0.1 MI SOUTH OF 9TH AVENUE
**DESCRIPTION:** BMT_SH0087_1(2021 HSIP) IMPROVE TRAFFIC SIGNAL, SAFETY LIGHTING AT INTERSECTION
**REMARKS:** **PROJECT ID:** A00184105

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

**LIMITS FROM:** 0.1 MI NORTH OF SS 215, SOUTH **LIMITS TO:** 0.1 MI SOUTH OF SS 215
**DESCRIPTION:** BMT_SH0087_2 (2021 HSIP) IMPROVE TRAFFIC SIGNAL, SAFETY LIGHTING AT INTERSECTION
**REMARKS:** **PROJECT ID:** A00184097

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

**LIMITS FROM:** DISTRICT WIDE **LIMITS TO:** .
**DESCRIPTION:** Address Bridge FUAs
**REMARKS:** **PROJECT ID:** A00196605

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

**LIMITS FROM:** DISTRICT WIDE **LIMITS TO:** .
**DESCRIPTION:** Overhead Sign Replacement

DRAFT

**REMARKS:** **PROJECT ID:** A00196609

| DISTRICT | CSJ | COUNTY | HWY | LET Year | EST COST |
|---|---|---|---|---|---|
| Beaumont | 0920-00-168 | Jefferson | Various | 2027 | $2,550,000 |

**LIMITS FROM:** DISTRICT WIDE **LIMITS TO:** .

**DESCRIPTION:** PAVEMENT MARKINGS/Specified Location Safety Re-striping

**REMARKS:** **PROJECT ID:** A00196615

| DISTRICT | CSJ | COUNTY | HWY | LET Year | EST COST |
|---|---|---|---|---|---|
| Beaumont | 0883-02-095 | Orange | FM 105 | 2027 | $500,000 |

**LIMITS FROM:** 1.16 Mi W of FM1442 **LIMITS TO:** 0.88 Mi W of FM1442

**DESCRIPTION:** BMT_FM0105_1(2023 HSIP) Increase Superelevation

**REMARKS:** **PROJECT ID:** A00206438

| DISTRICT | CSJ | COUNTY | HWY | LET Year | EST COST |
|---|---|---|---|---|---|
| Beaumont | 0306-01-069 | Orange | SH 87 | 2027 | $9,000,000 |

**LIMITS FROM:** FM 105, SOUTH **LIMITS TO:** SH 62

**DESCRIPTION:** Full Depth Conc Repr/ DBR / Spall Repr / Cln seal joints/ TOM

**REMARKS:** **PROJECT ID:** A00187923

| DISTRICT | CSJ | COUNTY | HWY | LET Year | EST COST |
|---|---|---|---|---|---|
| Beaumont | 0306-01-070 | Orange | SH 73 | 2027 | $2,000,000 |

**LIMITS FROM:** 1000' SW OF SH 62, NORTH **LIMITS TO:** SH 62

**DESCRIPTION:** Full Depth Conc Repr/ DBR / Spall Repr / Cln seal joints/ TOM

**REMARKS:** **PROJECT ID:** A00187924

| DISTRICT | CSJ | COUNTY | HWY | LET Year | EST COST |
|---|---|---|---|---|---|
| Beaumont | 0306-01-072 | Orange | SH 73 | 2027 | $645,000 |

**LIMITS FROM:** AT COW BAYOU BRIDGE **LIMITS TO:** STR#201810030601017

**DESCRIPTION:** SAFETY ACCESS IMPROVEMENTS

DRAFT

**REMARKS:** **PROJECT ID:** A00213356

| DISTRICT | CSJ | COUNTY | HWY | LET Year | EST COST |
|---|---|---|---|---|---|
| Beaumont | 0065-08-173 | Jefferson | SS 380 | 2027 | $4,250,000 |

**LIMITS FROM:** THREADNEEDLE **LIMITS TO:** JIM GILLIGAN WAY

**DESCRIPTION:** FDCR, Spall Repair, Clean & Seal Joints, SMAR-F, CTB

**REMARKS:** **PROJECT ID:** A00215515

| DISTRICT | CSJ | COUNTY | HWY | LET Year | EST COST |
|---|---|---|---|---|---|
| Beaumont | 0920-38-302 | Jefferson | Various | 2027 | $752,389 |

**LIMITS FROM:** DELAWARE ST. , SOUTH **LIMITS TO:** FANNETTE RD.

**DESCRIPTION:** 2025 HSIP(ELEVENTH ST.)ADAPTIVE TRAFFIC SIGNAL SYSTEM for THE ELEVENTH ST. CORRIDOR-INTERCONNECT SIGNALS

**REMARKS:** **PROJECT ID:** A00214588

| DISTRICT | CSJ | COUNTY | HWY | LET Year | EST COST |
|---|---|---|---|---|---|
| Beaumont | 0508-05-030 | Jefferson | SH 82 | 2027 | $20,000 |

**LIMITS FROM:** SH 82 (MLK JR DR) AT DOT 762503W **LIMITS TO:** UP RR IN PORT ARTHUR

**DESCRIPTION:** 2018 SECTION 130 PROGRAM SH 82 DOT 762503W

**REMARKS:** **PROJECT ID:** A00207432

| DISTRICT | CSJ | COUNTY | HWY | LET Year | EST COST |
|---|---|---|---|---|---|
| Beaumont | 0920-38-300 | Jefferson | Various | 2027 | $500,000 |

**LIMITS FROM:** BROADWAY (CR0158) AT DOT 762739N **LIMITS TO:** UP RR IN CHINA

**DESCRIPTION:** 2021 SECTION 130 PROGRAM BROADWAY N. DOT 762739N

**REMARKS:** **PROJECT ID:** A00207464

| DISTRICT | CSJ | COUNTY | HWY | LET Year | EST COST |
|---|---|---|---|---|---|
| Beaumont | 0920-00-183 | Jefferson | Various | 2027 | $2,235,000 |

**LIMITS FROM:** DISTRICTWIDE **LIMITS TO:** .

**DESCRIPTION:** FY 27-DISTRICTWIDE LANDSCAPING

DRAFT

**REMARKS:** **PROJECT ID:** A00218149

| DISTRICT | CSJ | COUNTY | HWY | LET Year | EST COST |
|---|---|---|---|---|---|
| Beaumont | 0064-07-046 | Jasper | US 96 | 2027 | $49,721 |

**LIMITS FROM:** At FM 1007 **LIMITS TO:** .

**DESCRIPTION:** BMT_US0096_1 (2023HSIP) Install Advanced Warning Signals & Signs (Intersection), Flashing or LED-embedded Stop Signs

**REMARKS:** **PROJECT ID:** A00206356

| DISTRICT | CSJ | COUNTY | HWY | LET Year | EST COST |
|---|---|---|---|---|---|
| Beaumont | 2562-01-026 | Orange | FM 1442 | 2027 | $18,955 |

**LIMITS FROM:** At COLONIAL **LIMITS TO:** .

**DESCRIPTION:** BMT_FM1442_1(2023 HSIP) Install Advanced Warning Signals & Signs (Intersection), Flashing or LED-embedded Stop Signs

**REMARKS:** **PROJECT ID:** A00206361

| DISTRICT | CSJ | COUNTY | HWY | LET Year | EST COST |
|---|---|---|---|---|---|
| Beaumont | 0064-08-066 | Jasper | US 96 | 2027 | $242,046 |

**LIMITS FROM:** FM2800 **LIMITS TO:** .

**DESCRIPTION:** BMT_US0096_2(2023 HSIP) Improve Traffic Signals

**REMARKS:** **PROJECT ID:** A00206427

| DISTRICT | CSJ | COUNTY | HWY | LET Year | EST COST |
|---|---|---|---|---|---|
| Beaumont | 0200-11-110 | Jefferson | US 69 | 2027 | $450,000 |

**LIMITS FROM:** LNVA **LIMITS TO:** IH0010

**DESCRIPTION:** BMT_US0069_1(2023 HSIP) Wrong Way Driver Advanced Technologies

**REMARKS:** **PROJECT ID:** A00206436

| DISTRICT | CSJ | COUNTY | HWY | LET Year | EST COST |
|---|---|---|---|---|---|
| Beaumont | 0200-14-106 | Jefferson | US 69 | 2027 | $15,673,076.92 |

**LIMITS FROM:** SH 124 , SOUTH **LIMITS TO:** ERIE STREET

**DESCRIPTION:** US 69 SBFR 10" CRCP, BB, CSB, LTS Reconstruct Existing Roadway

DRAFT

**REMARKS:** **PROJECT ID:** A00196638

| DISTRICT | CSJ | COUNTY | HWY | LET Year | EST COST |
|---|---|---|---|---|---|
| Beaumont | 0920-38-303 | Jefferson | Various | 2027 | $1,475,000 |

**LIMITS FROM:** VARIOUS LOCATIONS **LIMITS TO:** CITY OF BEAUMONT

**DESCRIPTION:** UPGRADE SCHOOL ZONE SIGNS

**REMARKS:** **PROJECT ID:** A00218868

| DISTRICT | CSJ | COUNTY | HWY | LET Year | EST COST |
|---|---|---|---|---|---|
| Beaumont | 0200-12-017 | Hardin | FM 418 | 2028 | $248,318 |

**LIMITS FROM:** US 69, EAST **LIMITS TO:** 2.07 MILES EAST

**DESCRIPTION:** 2028 Seal Coat-FM 418

**REMARKS:** **PROJECT ID:** A00208028

| DISTRICT | CSJ | COUNTY | HWY | LET Year | EST COST |
|---|---|---|---|---|---|
| Beaumont | 0244-03-066 | Jasper | US 190 | 2028 | $1,186,228 |

**LIMITS FROM:** SH 63, EAST **LIMITS TO:** NEWTON COUNTY LINE

**DESCRIPTION:** 2028 Seal Coat-US 190

**REMARKS:** **PROJECT ID:** A00207862

| DISTRICT | CSJ | COUNTY | HWY | LET Year | EST COST |
|---|---|---|---|---|---|
| Beaumont | 0339-03-041 | Hardin | SH 105 | 2028 | $1,540,465 |

**LIMITS FROM:** FM 770, EAST **LIMITS TO:** 1.10 MI WEST OF SH 326

**DESCRIPTION:** 2028 Seal Coat-SH 105

**REMARKS:** **PROJECT ID:** A00207892

| DISTRICT | CSJ | COUNTY | HWY | LET Year | EST COST |
|---|---|---|---|---|---|
| Beaumont | 0339-04-041 | Hardin | SH 105 | 2028 | $69,490 |

**LIMITS FROM:** 1.10 MILES WEST OF SH 326, EAST **LIMITS TO:** 0.76 MILES WEST OF SH 326

**DESCRIPTION:** 2028 Seal Coat-SH 105

**REMARKS:** **PROJECT ID:** A00208042

DRAFT

| DISTRICT | CSJ | COUNTY | HWY | LET Year | EST COST |
|---|---|---|---|---|---|
| Beaumont | 0784-01-053 | Hardin | FM 418 | 2028 | $995,308 |

**LIMITS FROM:** 2.07 MILES EAST OF US 69, EAST **LIMITS TO:** FM 92
**DESCRIPTION:** 2028 Seal Coat-FM 418
**REMARKS:** **PROJECT ID:** A00208029

| DISTRICT | CSJ | COUNTY | HWY | LET Year | EST COST |
|---|---|---|---|---|---|
| Beaumont | 0932-02-061 | Jefferson | FM 365 | 2028 | $265,213 |

**LIMITS FROM:** PAGGI RD, SOUTH **LIMITS TO:** FM 1406
**DESCRIPTION:** 2028 Seal Coat-FM 365
**REMARKS:** **PROJECT ID:** A00207849

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

**LIMITS FROM:** SH 12, SOUTH **LIMITS TO:** IH 10
**DESCRIPTION:** 2028 Seal Coat-FM 1136
**REMARKS:** **PROJECT ID:** A00207881

| DISTRICT | CSJ | COUNTY | HWY | LET Year | EST COST |
|---|---|---|---|---|---|
| Beaumont | 2120-01-029 | Jasper | FM 2246 | 2028 | $3,000,000 |

**LIMITS FROM:** FM 2246 at Dognash Gully **LIMITS TO:** STR 201220212001006
**DESCRIPTION:** (STR 201760212001006) REPLACE BRIDGE AND APPROACHES
**REMARKS:** **PROJECT ID:** A00186187

| DISTRICT | CSJ | COUNTY | HWY | LET Year | EST COST |
|---|---|---|---|---|---|
| Beaumont | 0065-04-087 | Jasper | US 96 | 2028 | $729,333 |

**LIMITS FROM:** @ NECHES RIVER **LIMITS TO:** STR#201220006504077
**DESCRIPTION:** US96 NB @ NECHES RIVER (STR#201220006504077)-BRIDGE MAINTENANCE -BMIP
**REMARKS:** **PROJECT ID:** A00214899

| DISTRICT | CSJ | COUNTY | HWY | LET Year | EST COST |
|---|---|---|---|---|---|

DRAFT

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

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

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

**REMARKS:** **PROJECT ID:** A00214900

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

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

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

**REMARKS:** **PROJECT ID:** A00214860

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

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

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

**REMARKS:** **PROJECT ID:** A00214866

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

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

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

**REMARKS:** **PROJECT ID:** A00214901

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

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

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

**REMARKS:** **PROJECT ID:** A00214984

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

DRAFT

**LIMITS FROM:** US 96 NB over Neches River **LIMITS TO:** .
**DESCRIPTION:** Bridge FUA (US 96 NB over NECHES RIVER)
**REMARKS:** **PROJECT ID:** A00216698

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

**LIMITS FROM:** SH 62 N, SOUTH **LIMITS TO:** SH 62 S
**DESCRIPTION:** FM 2938 – Widen and Overlay
**REMARKS:** **PROJECT ID:** A00196632

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

**LIMITS FROM:** US 69, SOUTH **LIMITS TO:** LABELLE ROAD
**DESCRIPTION:** SH 124 – Full depth concrete repair / Full depth base repair / SP
**REMARKS:** **PROJECT ID:** A00187974

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

**LIMITS FROM:** DISTRICT WIDE **LIMITS TO:** .
**DESCRIPTION:** PAVEMENT MARKINGS/Specified Location Safety Re-striping
**REMARKS:** **PROJECT ID:** A00210041

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

**LIMITS FROM:** DISTRICT WIDE **LIMITS TO:** .
**DESCRIPTION:** Address Bridge FUAs
**REMARKS:** **PROJECT ID:** A00210042

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

**LIMITS FROM:** DISTRICT WIDE **LIMITS TO:** .

DRAFT

**DESCRIPTION:** Overhead Sign Replacement
**REMARKS:** **PROJECT ID:** A00210044

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

**LIMITS FROM:** HOWARD ST., EAST **LIMITS TO:** FM 364
**DESCRIPTION:** BMT_US0090_6 (2021 HSIP) -CONSTRUCT SHOULDERS (1-4 FT.)
**REMARKS:** **PROJECT ID:** A00184063

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

**LIMITS FROM:** KEITH ROAD, EAST **LIMITS TO:** WOOTEN ROAD
**DESCRIPTION:** BMT_US0090_11 (2022 HSIP) CLOSE CROSSOVER
**REMARKS:** **PROJECT ID:** A00192938

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

**LIMITS FROM:** 0.1 MI W OF KEITH **LIMITS TO:** 0.1 MI E OF KEITH
**DESCRIPTION:** BMT_US0090_9 (2022 HSIP) INSTALL TRAFFIC SIGNAL, SAFETY LIGHTING AT INTERSECTION
**REMARKS:** **PROJECT ID:** A00192939

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

**LIMITS FROM:** 0.1 MI W OF WOOTEN **LIMITS TO:** 0.1 MI E OF WOOTEN
**DESCRIPTION:** BMT_US0090_10 (2022 HSIP) INSTALL TRAFFIC SIGNAL, SAFETY LIGHTING AT INTERSECTION
**REMARKS:** **PROJECT ID:** A00192941

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

DRAFT

**LIMITS FROM:** LIBERTY COUNTY LINE, EAST **LIMITS TO:** HOWARD STREET
**DESCRIPTION:** US 90WB – Add Shldrs, 3" Mill and OV with 1" TOM-F and 2" SP-C
**REMARKS:** **PROJECT ID:**

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

**LIMITS FROM:** 0.4 MI. N. OF SH 327, SOUTH **LIMITS TO:** VILLAGE CREEK BRIDGE
**DESCRIPTION:** US 96NB – Full depth repair, DG-HMA Ty D LU and Tom-C
**REMARKS:** **PROJECT ID:** A00196634

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

**LIMITS FROM:** SH 105, SOUTH **LIMITS TO:** SH 124
**DESCRIPTION:** 2025 HSIP (FM 364) ADAPTIVE TRAFFIC SIGNAL SYSTEM for THE MAJOR DRIVE CORRIDOR-INTERCONNECT SIGNALS "BMT_Major_1"
**REMARKS:** **PROJECT ID:** A00214474

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

**LIMITS FROM:** DISTRICTWIDE **LIMITS TO:** .
**DESCRIPTION:** DISTRICTWIDE LANDSCAPING
**REMARKS:** **PROJECT ID:** A00218150

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

**LIMITS FROM:** SH 62, EAST **LIMITS TO:** FM 1130
**DESCRIPTION:** FM 1078-Widen and Overlay, Milled Edgeline Rumble Strips, Milled Centerline Rumble Strips
**REMARKS:** **PROJECT ID:** A00197881

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

DRAFT

**LIMITS FROM:** SH 12, south **LIMITS TO:** IH 10
**DESCRIPTION:** Seal coat
**REMARKS:** **PROJECT ID:** A00207881

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

**LIMITS FROM:** US 96 NB over Neches River **LIMITS TO:** .
**DESCRIPTION:** Bridge FUA
**REMARKS:** **PROJECT ID:** A00216698

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

**LIMITS FROM:** US 69, SOUTH **LIMITS TO:** LABELLE ROAD
**DESCRIPTION:** SH 124 - Full depth concrete repair / Full depth base repair / SP
**REMARKS:** **PROJECT ID:** A00187974

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

**LIMITS FROM:** .2 MI n OF FM 364 **LIMITS TO:** .2 MI s OF FM 364
**DESCRIPTION:** INSTALL LEFT & RIGHT TURN LANES
**REMARKS:** **PROJECT ID:** A00219577

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

**LIMITS FROM:** 0.06 MILES SOUTH OF IH 10, SOUTH **LIMITS TO:** SH 124
**DESCRIPTION:** WIDEN TO FOUR LANES WITH A CENTER LEFT TURN LANE
**REMARKS:** **PROJECT ID:** A00215754

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

**LIMITS FROM:** ZACHARY LANE, EAST **LIMITS TO:** WISE ST

DRAFT

**DESCRIPTION:** SHARED USE PATH - SEVERAL LOCATIONS IN BRIDGE CITY
**REMARKS:** **PROJECT ID:** A00218873

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

**LIMITS FROM:** At Rhodair Gully **LIMITS TO:** STR#201240093201012
**DESCRIPTION:** Bridge Replacement
**REMARKS:** **PROJECT ID:** A00046341

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

**LIMITS FROM:** At TX 93 Spur **LIMITS TO:**
**DESCRIPTION:** BMT_SH0073(HSIP 2025) SIGNAL UPGRADE
**REMARKS:** **PROJECT ID:** A00213469

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

**LIMITS FROM:** 0.07 MI E of Inez Avenue **LIMITS TO:** 0.20 MI W of Inez Avenue
**DESCRIPTION:** BMT_FM0408(HSIP 2025) INSTALL LED CHEVRONS
**REMARKS:** **PROJECT ID:** A00213485

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

**LIMITS FROM:** WOMACK RD, EAST **LIMITS TO:** FM 3247
**DESCRIPTION:** DWSC-IH 10FR
**REMARKS:** **PROJECT ID:** A00214320

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

**LIMITS FROM:** 0.156 MILES EAST of US 190, EAST **LIMITS TO:** FM 1738

DRAFT

**DESCRIPTION:** DWSC-SH 63
**REMARKS:** **PROJECT ID:** A00214253

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

**LIMITS FROM:** NEWTON COUNTY LINE, SOUTH **LIMITS TO:** SH 12
**DESCRIPTION:** DWSC-SH 62
**REMARKS:** **PROJECT ID:** A00214328

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

**LIMITS FROM:** NEWTON COUNTY LINE, SOUTH **LIMITS TO:** IH 10 FR
**DESCRIPTION:** DWSC-SH 87
**REMARKS:** **PROJECT ID:** A00214617

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

**LIMITS FROM:** SH 87 **LIMITS TO:** NECHES RIVER BRIDGE
**DESCRIPTION:** DWSC-SH 73
**REMARKS:** **PROJECT ID:** A00215108

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

**LIMITS FROM:** SH 82, NORTH **LIMITS TO:** MAIN B CANAL
**DESCRIPTION:** DWSC-SH 73
**REMARKS:** **PROJECT ID:** A00214625

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

**LIMITS FROM:** 9TH AVENUE, NORTH **LIMITS TO:** SH 87
**DESCRIPTION:** DWSC-SH 73

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**REMARKS:** **PROJECT ID:** A00214626

| DISTRICT | CSJ | COUNTY | HWY | LET Year | EST COST |
|---|---|---|---|---|---|
| Beaumont | 0667-01-129 | Jefferson | SH 347 | 2029 | $588,187 |

**LIMITS FROM:** FM 365, EAST **LIMITS TO:** SS 136 (JUG HANDLES)

**DESCRIPTION:** DWSC-SH 347

**REMARKS:** **PROJECT ID:** A00214619

| DISTRICT | CSJ | COUNTY | HWY | LET Year | EST COST |
|---|---|---|---|---|---|
| Beaumont | 0739-02-184 | Jefferson | IH 10 | 2029 | $148,928 |

**LIMITS FROM:** CHAMBERS COUNTY LINE, EAST **LIMITS TO:** 1.5 MILES

**DESCRIPTION:** DWSC-IH 10 EAST BOUND FRONTAGE ROAD

**REMARKS:** **PROJECT ID:** A00214249

| DISTRICT | CSJ | COUNTY | HWY | LET Year | EST COST |
|---|---|---|---|---|---|
| Beaumont | 0786-01-093 | Jefferson | FM 364 | 2029 | $206,503 |

**LIMITS FROM:** TRAM RD., SOUTH **LIMITS TO:** SH 105

**DESCRIPTION:** DWSC-FM 364

**REMARKS:** **PROJECT ID:** A00214250

| DISTRICT | CSJ | COUNTY | HWY | LET Year | EST COST |
|---|---|---|---|---|---|
| Beaumont | 0951-02-019 | Hardin | SH 105 | 2029 | $280,504 |

**LIMITS FROM:** LIBERTY COUNTY LINE, EAST **LIMITS TO:** FM 770 WEST JUNCTION

**DESCRIPTION:** DWSC-SH 105

**REMARKS:** **PROJECT ID:** A00214331

| DISTRICT | CSJ | COUNTY | HWY | LET Year | EST COST |
|---|---|---|---|---|---|
| Beaumont | 1096-01-069 | Hardin | SH 105 | 2029 | $357,750 |

**LIMITS FROM:** FM 770 BATSON, EAST **LIMITS TO:** FM 770 SARATOGA

**DESCRIPTION:** DWSC-SH 105

**REMARKS:** **PROJECT ID:** A00214332

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| DISTRICT | CSJ | COUNTY | HWY | LET Year | EST COST |
|---|---|---|---|---|---|
| Beaumont | 2781-01-016 | Orange | FM 2802 | 2029 | $763,618 |

**LIMITS FROM:** FM 105, EAST **LIMITS TO:** SH 62
**DESCRIPTION:** DWSC-FM 2802
**REMARKS:** **PROJECT ID:** A00214330

| DISTRICT | CSJ | COUNTY | HWY | LET Year | EST COST |
|---|---|---|---|---|---|
| Beaumont | 0213-11-008 | Jasper | FM 777 | 2029 | $9,300,000 |

**LIMITS FROM:** SH 63, SOUTH **LIMITS TO:** US 190
**DESCRIPTION:** FM 777 N – Widen, Extend Structures and Overlay
**REMARKS:** **PROJECT ID:** A00215497

| DISTRICT | CSJ | COUNTY | HWY | LET Year | EST COST |
|---|---|---|---|---|---|
| Beaumont | 0200-16-016 | Jefferson | US 69 | 2029 | $1,800,000 |

**LIMITS FROM:** FM 365, SOUTH **LIMITS TO:** MAIN B CANAL (FRONTAGE ROADS)
**DESCRIPTION:** OVERLAY EXISTING ROADWAY
**REMARKS:** **PROJECT ID:** A00018767

| DISTRICT | CSJ | COUNTY | HWY | LET Year | EST COST |
|---|---|---|---|---|---|
| Beaumont | 0920-00-139 | Jefferson | Various | 2029 | $3,000,000 |

**LIMITS FROM:** DISTRICTWIDE **LIMITS TO:** .
**DESCRIPTION:** PAVEMENT MARKINGS/Specified Location Safety Re-striping
**REMARKS:** **PROJECT ID:** A00134327

| DISTRICT | CSJ | COUNTY | HWY | LET Year | EST COST |
|---|---|---|---|---|---|
| Beaumont | 0920-00-140 | Jefferson | Various | 2029 | $3,000,000 |

**LIMITS FROM:** DISTRICTWIDE **LIMITS TO:** .
**DESCRIPTION:** Address Bridge FUAs
**REMARKS:** **PROJECT ID:** A00134328

| DISTRICT | CSJ | COUNTY | HWY | LET Year | EST COST |
|---|---|---|---|---|---|

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

**LIMITS FROM:** DISTRICTWIDE **LIMITS TO:** .

**DESCRIPTION:** Overhead Sign Replacement

**REMARKS:** **PROJECT ID:** A00134329

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

**LIMITS FROM:** ADAMS BAYOU, NORTH **LIMITS TO:** BU 90 Y

**DESCRIPTION:** FM 1006 N FDCR, Mill and Overlay

**REMARKS:** **PROJECT ID:** A00215498

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

**LIMITS FROM:** AT VETERANS MEMORIAL BRIDGE **LIMITS TO:** STR# 201240030603030

**DESCRIPTION:** VETERANS MEMORIAL BRIDGE REPAIRS

**REMARKS:** **PROJECT ID:** A00207564

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

**LIMITS FROM:** TAYLOR BAYOU, EAST **LIMITS TO:** SH 82

**DESCRIPTION:** SH 73 EB – Base Repair and Overlay

**REMARKS:** **PROJECT ID:** A00215510

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

**LIMITS FROM:** IH 10, SOUTH **LIMITS TO:** US 69

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

**REMARKS:** **PROJECT ID:** A00214575

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

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**LIMITS FROM:** SH 62 (OVERPASS), EAST **LIMITS TO:** 2.7 MILES TO 2ND SET OF RR TRACKS
**DESCRIPTION:** 2027 Seal Coat-FM 1130
**REMARKS:** **PROJECT ID:** A00196553

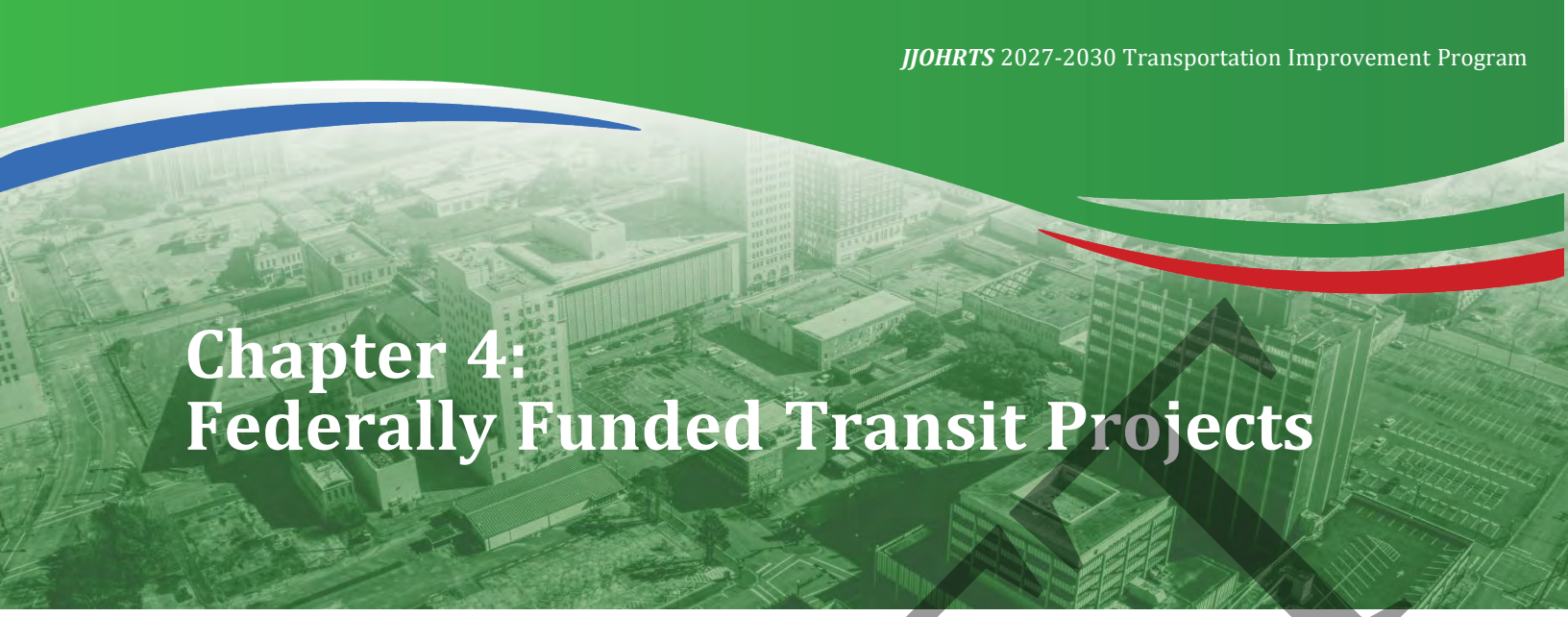
| DISTRICT | CSJ | COUNTY | HWY | LET Year | EST COST |
|---|---|---|---|---|---|
| Beaumont | 0667-01-115 | Jefferson | SH 347 | 2030 | $4,800,000 |

**LIMITS FROM:** MAIN C LATERAL, SOUTH **LIMITS TO:** AVE B IN NEDERLAND
**DESCRIPTION:** SH 347 – 10"CRCP, BB, CSB, LTS/ REHABILITATE EXISTING ROADWAY
**REMARKS:** **PROJECT ID:** A00029677

| DISTRICT | CSJ | COUNTY | HWY | LET Year | EST COST |
|---|---|---|---|---|---|
| Beaumont | 0306-01-073 | Jefferson | SH 73 | 2034 | $8,400,000 |

**LIMITS FROM:** @ COW BAYOU **LIMITS TO:** STR#201810030601017
**DESCRIPTION:** SH 73/SH 87 NB @ COW BAYOU-BRIDGE REPLACEMENT
**REMARKS:** **PROJECT ID:** A00214986

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# Chapter 4: Federally Funded Transit Projects

## Beaumont Transit Projects
## FY 2027

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

**25012-TXXE** | Operating Assistance for FY 2027

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

**25015-TXXE** | Paratransit Van Replacement

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## Beaumont Transit Projects
## FY 2027

| GENERAL PROJECT INFORMATION | | FUNDING INFORMATION | |
|---|---|---|---|
| URBANIZED AREA | SETRPC | APPORTIONMENT YEAR | 2025 |
| PROJECT SPONSOR | BEAUMONT TRANSIT | FISCAL YEAR | 2027 |
| MPO PROJECT NUMBER | 25012-TXXE | FEDERAL FUNDING CATEGORY | 5339 |
| MTP PREFERENCE | | FEDERAL (FTA) FUNDS | $ 875,000 |
| PROJECT TYPE | CAPITAL | STATE FUNDS | $ 0 |
| PROJECT DESCRIPTION | AVL System & Paratransit Scheduling Software Upgrades | OTHER STATE FUNDS | $ 0 |
| AMENDMENT DATE | None | OTHER SOURCE FUNDS | $ 60,000 |
| AMENDMENT REQUEST | | FISCAL YEAR COST (YOE) | $ 935,000 |
| REMARKS | | TOTAL PROJECT COST | $ 1,050,000 |
| | | TRANS. DEV. CREDS REQUESTED | $ 115,000 |
| | | TRANS. DEV. CREDS AWARDED | $ 0 |
| | | T. DEV. CREDS AWARD DATE | None |

**25012-TXXE** | AVL System & Paratransit Scheduling Software Upgrades

| GENERAL PROJECT INFORMATION | | FUNDING INFORMATION | |
|---|---|---|---|
| URBANIZED AREA | SETRPC | APPORTIONMENT YEAR | 2027 |
| PROJECT SPONSOR | BEAUMONT TRANSIT | FISCAL YEAR | 2027 |
| MPO PROJECT NUMBER | 25015-TXXE | FEDERAL FUNDING CATEGORY | 5339 |
| MTP PREFERENCE | | FEDERAL (FTA) FUNDS | $ 325,000 |
| PROJECT TYPE | CAPITAL | STATE FUNDS | $ 0 |
| PROJECT DESCRIPTION | Paratransit Van Replacement (1) Low Floor (26') & Bus Stop Improvements | OTHER STATE FUNDS | $ 0 |
| AMENDMENT DATE | None | OTHER SOURCE FUNDS | $ 81,250 |
| AMENDMENT REQUEST | | FISCAL YEAR COST (YOE) | $ 406,250 |
| REMARKS | | TOTAL PROJECT COST | $ 406,250 |
| | | TRANS. DEV. CREDS REQUESTED | $ 0 |
| | | TRANS. DEV. CREDS AWARDED | $ 0 |
| | | T. DEV. CREDS AWARD DATE | None |

**25015-TXXE** | Paratransit Van Replacement (1) Low Floor (26')& Bus Stop Improvements

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# Beaumont Transit Projects
# FY 2027

| GENERAL PROJECT INFORMATION | | FUNDING INFORMATION | |
|---|---|---|---|
| **URBANIZED AREA** | SETRPC | **APPORTIONMENT YEAR** | 2027 |
| **PROJECT SPONSOR** | BEAUMONT TRANSIT | **FISCAL YEAR** | 2027 |
| **MPO PROJECT NUMBER** | 26010-TXXE | **FEDERAL FUNDING CATEGORY** | 5339 |
| **MTP PREFERENCE** | | **FEDERAL (FTA) FUNDS** | $ 800,000 |
| **PROJECT TYPE** | CAPITAL | **STATE FUNDS** | $ 0 |
| **PROJECT DESCRIPTION** | Transit Headquarters Roof Replacement | **OTHER STATE FUNDS** | $ 0 |
| **AMENDMENT DATE** | None | **OTHER SOURCE FUNDS** | $ 200,000 |
| **AMENDMENT REQUEST** | | **FISCAL YEAR COST (YOE)** | $ 1,000,000 |
| **REMARKS** | Roof Replacement Engineering and Construction | **TOTAL PROJECT COST** | $ 1,000,000 |
| | | **TRANS. DEV. CREDS REQUESTED** | $ 0 |
| | | **TRANS. DEV. CREDS AWARDED** | $ 0 |
| | | **T. DEV. CREDS AWARD DATE** | None |

**26010-TXXE** | Transit Headquarters Roof Replacement

| GENERAL PROJECT INFORMATION | | FUNDING INFORMATION | |
|---|---|---|---|
| **URBANIZED AREA** | SETRPC | **APPORTIONMENT YEAR** | 2026 |
| **PROJECT SPONSOR** | BEAUMONT TRANSIT | **FISCAL YEAR** | 2027 |
| **MPO PROJECT NUMBER** | 26009-TXXE | **FEDERAL FUNDING CATEGORY** | 5339 |
| **MTP PREFERENCE** | | **FEDERAL (FTA) FUNDS** | $ 4,307,675 |
| **PROJECT TYPE** | CAPITAL | **STATE FUNDS** | $ 0 |
| **PROJECT DESCRIPTION** | Transit Improvements | **OTHER STATE FUNDS** | $ 0 |
| **AMENDMENT DATE** | None | **OTHER SOURCE FUNDS** | $ 950,673 |
| **AMENDMENT REQUEST** | | **FISCAL YEAR COST (YOE)** | $ 5,258,348 |
| **REMARKS** | FY 2024 NO-LO & Bus Fac Competitive Program Beaumont Transit Application | **TOTAL PROJECT COST** | $ 5,258,348 |
| | | **TRANS. DEV. CREDS REQUESTED** | $ 0 |
| | | **TRANS. DEV. CREDS AWARDED** | $ 0 |
| | | **T. DEV. CREDS AWARD DATE** | None |

**26009-TXXE** | Transit Improvements

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## Beaumont Transit Projects
## FY 2028

| GENERAL PROJECT INFORMATION | | FUNDING INFORMATION | |
|---|---|---|---|
| URBANIZED AREA | SETRPC | APPORTIONMENT YEAR | 2028 |
| PROJECT SPONSOR | BEAUMONT TRANSIT | FISCAL YEAR | 2028 |
| MPO PROJECT NUMBER | 20016-TXXE | FEDERAL FUNDING CATEGORY | 5339 |
| MTP PREFERENCE | | FEDERAL (FTA) FUNDS | $ 2,956,650 |
| PROJECT TYPE | CAPITAL | STATE FUNDS | $ 0 |
| PROJECT DESCRIPTION | Purchase 3 Replacement Low-Emissions 29' Heavy Duty Bus | OTHER STATE FUNDS | $ 0 |
| AMENDMENT DATE | None | OTHER SOURCE FUNDS | $ 739,000 |
| AMENDMENT REQUEST | | FISCAL YEAR COST (YOE) | $ 3,695,650 |
| REMARKS | Not Funded / Will Apply for FY 2027 NO-LO Emissions Grant | TOTAL PROJECT COST | $ 3,695,650 |
| | | TRANS. DEV. CREDS REQUESTED | $ 0 |
| | | TRANS. DEV. CREDS AWARDED | $ 0 |
| | | T. DEV. CREDS AWARD DATE | None |

**20016-TXXE** | Purchase 3 Replacement Low-Emissions 29' Heavy Duty Bus

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

**24016-TXXE** | Operating Assistance for FY 2028

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# Beaumont Transit Projects
# FY 2028

| GENERAL PROJECT INFORMATION | | FUNDING INFORMATION | |
|---|---|---|---|
| **URBANIZED AREA** | SETRPC | **APPORTIONMENT YEAR** | 2028 |
| **PROJECT SPONSOR** | BEAUMONT TRANSIT | **FISCAL YEAR** | 2028 |
| **MPO PROJECT NUMBER** | 25016-TXXE | **FEDERAL FUNDING CATEGORY** | 5339 |
| **MTP PREFERENCE** | | **FEDERAL (FTA) FUNDS** | $ 325,000 |
| **PROJECT TYPE** | CAPITAL | **STATE FUNDS** | $ 0 |
| **PROJECT DESCRIPTION** | Light Duty Low Floor Bus (28') & Bus Stop Improvements | **OTHER STATE FUNDS** | $ 0 |
| **AMENDMENT DATE** | None | **OTHER SOURCE FUNDS** | $ 81,250 |
| **AMENDMENT REQUEST** | | **FISCAL YEAR COST (YOE)** | $ 406,250 |
| **REMARKS** | Replacement of 2019 Van #1938 | **TOTAL PROJECT COST** | $ 406,250 |
| | | **TRANS. DEV. CREDS REQUESTED** | $ 0 |
| | | **TRANS. DEV. CREDS AWARDED** | $ 0 |
| | | **T. DEV. CREDS AWARD DATE** | None |

**25016-TXXE** | Light Duty Low Floor Bus (28') & Bust Stop Improvements

| GENERAL PROJECT INFORMATION | | FUNDING INFORMATION | |
|---|---|---|---|
| **URBANIZED AREA** | SETRPC | **APPORTIONMENT YEAR** | 2028 |
| **PROJECT SPONSOR** | BEAUMONT TRANSIT | **FISCAL YEAR** | 2028 |
| **MPO PROJECT NUMBER** | 26011-TXXE | **FEDERAL FUNDING CATEGORY** | 5339 |
| **MTP PREFERENCE** | | **FEDERAL (FTA) FUNDS** | $ 1,128,000 |
| **PROJECT TYPE** | CAPITAL | **STATE FUNDS** | $ 0 |
| **PROJECT DESCRIPTION** | Generator Replacement | **OTHER STATE FUNDS** | $ 0 |
| **AMENDMENT DATE** | None | **OTHER SOURCE FUNDS** | $ 282,000 |
| **AMENDMENT REQUEST** | | **FISCAL YEAR COST (YOE)** | $ 1,410,000 |
| **REMARKS** | Engineering, Purchase and Installation of Generator (CNG Fuel Station) | **TOTAL PROJECT COST** | $ 1,410,000 |
| | | **TRANS. DEV. CREDS REQUESTED** | $ 0 |
| | | **TRANS. DEV. CREDS AWARDED** | $ 0 |
| | | **T. DEV. CREDS AWARD DATE** | None |

**26011-TXXE** | Generator Replacement

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# Beaumont Transit Projects
# FY 2029

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

**25027-TXXE** | Operating Assistance for FY 2029

| GENERAL PROJECT INFORMATION | | FUNDING INFORMATION | |
|---|---|---|---|
| URBANIZED AREA | SETRPC | APPORTIONMENT YEAR | 2029 |
| PROJECT SPONSOR | BEAUMONT TRANSIT | FISCAL YEAR | 2029 |
| MPO PROJECT NUMBER | 25029-TXXE | FEDERAL FUNDING CATEGORY | 5339 |
| MTP PREFERENCE | | FEDERAL (FTA) FUNDS | $ 325,000 |
| PROJECT TYPE | CAPITAL | STATE FUNDS | $ 0 |
| PROJECT DESCRIPTION | Light Duty Low Floor Bus (28') & Bus Stop Improvements | OTHER STATE FUNDS | $ 0 |
| AMENDMENT DATE | None | OTHER SOURCE FUNDS | $ 81,250 |
| AMENDMENT REQUEST | | FISCAL YEAR COST (YOE) | $ 406,250 |
| REMARKS | Replacement of 2019 Van #1939 | TOTAL PROJECT COST | $ 406,250 |
| | | TRANS. DEV. CREDS REQUESTED | $ 0 |
| | | TRANS. DEV. CREDS AWARDED | $ 0 |
| | | T. DEV. CREDS AWARD DATE | None |

**25029-TXXE** | Light Duty Low Floor Bus (28') & Bus Stop Improvements

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## Beaumont Transit Projects
## FY 2030

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

**25028-TXXE** | Operating Assistance for FY 2030

| GENERAL PROJECT INFORMATION | | FUNDING INFORMATION | |
|---|---|---|---|
| URBANIZED AREA | SETRPC | APPORTIONMENT YEAR | 2030 |
| PROJECT SPONSOR | BEAUMONT TRANSIT | FISCAL YEAR | 2030 |
| MPO PROJECT NUMBER | 25030-TXXE | FEDERAL FUNDING CATEGORY | 5339 |
| MTP PREFERENCE | | FEDERAL (FTA) FUNDS | $ 325,000 |
| PROJECT TYPE | CAPITAL | STATE FUNDS | $ 0 |
| PROJECT DESCRIPTION | Light Duty Low Floor Bus (28') & Bus Stop Improvements | OTHER STATE FUNDS | $ 0 |
| AMENDMENT DATE | None | OTHER SOURCE FUNDS | $ 81,250 |
| AMENDMENT REQUEST | | FISCAL YEAR COST (YOE) | $ 406,250 |
| REMARKS | Replacement of 2019 Van #1940 | TOTAL PROJECT COST | $ 406,250 |
| | | TRANS. DEV. CREDS REQUESTED | $ 0 |
| | | TRANS. DEV. CREDS AWARDED | $ 0 |
| | | T. DEV. CREDS AWARD DATE | None |

**25030-TXXE** | Light Duty Low Floor Bus (28') & Bus Stop Improvements

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# Port Arthur Transit Projects
# FY 2027

| GENERAL PROJECT INFORMATION | | FUNDING INFORMATION | |
|---|---|---|---|
| URBANIZED AREA | SETRPC | APPORTIONMENT YEAR | 2022 |
| PROJECT SPONSOR | PORT ARTHUR TRANSIT | FISCAL YEAR | 2027 |
| MPO PROJECT NUMBER | 24013-TXXE | FEDERAL FUNDING CATEGORY | 5307 |
| MTP PREFERENCE | | FEDERAL (FTA) FUNDS | $ 1,500,000 |
| PROJECT TYPE | OPERATING | STATE FUNDS | $ 401,707 |
| PROJECT DESCRIPTION | Operating Assistance | OTHER STATE FUNDS | $ 0 |
| AMENDMENT DATE | None | OTHER SOURCE FUNDS | $ 1,098,293 |
| AMENDMENT REQUESTED | | FISCAL YEAR COST (YOE) | $ 3,000,000 |
| REMARKS | | TOTAL PROJECT COST | $ 3,000,000 |
| | | TRANS. DEV. CREDS REQUESTED | $ 0 |
| | | TRANS. DEV. CREDS AWARDED | $ 0 |
| | | T. DEV. CREDS AWARD DATE | None |

**22023-TXXE** | Operating Assistance

| GENERAL PROJECT INFORMATION | | FUNDING INFORMATION | |
|---|---|---|---|
| URBANIZED AREA | SETRPC | APPORTIONMENT YEAR | 2022 |
| PROJECT SPONSOR | PORT ARTHUR TRANSIT | FISCAL YEAR | 2027 |
| MPO PROJECT NUMBER | 26004-TXXE | FEDERAL FUNDING CATEGORY | 5307 |
| MTP PREFERENCE | | FEDERAL (FTA) FUNDS | $ 3,441,476 |
| PROJECT TYPE | CAPITAL | STATE FUNDS | $ 0 |
| PROJECT DESCRIPTION | Vehicles, Facilities, Bus Stops, Preventive Maintenance, Operating Assistance | OTHER STATE FUNDS | $ 0 |
| AMENDMENT DATE | None | OTHER SOURCE FUNDS | $ 0 |
| AMENDMENT REQUESTED | | FISCAL YEAR COST (YOE) | $ 3,441,476 |
| REMARKS | | TOTAL PROJECT COST | $ 3,441,476 |
| | | TRANS. DEV. CREDS REQUESTED | $ 388,296 |
| | | TRANS. DEV. CREDS AWARDED | $ 0 |
| | | T. DEV. CREDS AWARD DATE | None |

**26004-TXXE** | Vehicles, Facilities, Bus Stops, Preventative Maintenance, Operating Assistance

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

**26003-TXXE** | Bus Stops

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## Port Arthur Transit Projects
## FY 2028

| GENERAL PROJECT INFORMATION | | FUNDING INFORMATION | |
|---|---|---|---|
| **URBANIZED AREA** | SETRPC | **APPORTIONMENT YEAR** | 2023 |
| **PROJECT SPONSOR** | PORT ARTHUR TRANSIT | **FISCAL YEAR** | 2028 |
| **MPO PROJECT NUMBER** | 24013-TXXE | **FEDERAL FUNDING CATEGORY** | 5307 |
| **MTP PREFERENCE** | | **FEDERAL (FTA) FUNDS** | $ 3,663,096 |
| **PROJECT TYPE** | OPERATING | **STATE FUNDS** | $ 0 |
| **PROJECT DESCRIPTION** | Vehicles, Facilities, Bus Stops, Preventive Maintenance, Operating Assistance | **OTHER STATE FUNDS** | $ 0 |
| **AMENDMENT DATE** | None | **OTHER SOURCE FUNDS** | $ 0 |
| **AMENDMENT REQUEST** | | **FISCAL YEAR COST (YOE)** | $ 3,663,096 |
| **REMARKS** | Pending TRAMS Approval | **TOTAL PROJECT COST** | $ 3,663,096 |
| | | **TRANS. DEV. CREDS REQUESTED** | $ 0 |
| | | **TRANS. DEV. CREDS AWARDED** | $ 0 |
| | | **T. DEV. CREDS AWARD DATE** | None |

**24013-TXXE** | Vehicles, Facilities, Bus Stops, Preventative Maintenance, Operating Assistance

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

**26002-TXXE** | Bus Stops

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## Port Arthur Transit Projects
## FY 2029

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

**24017-TXXE |** Operating Assistance

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## Port Arthur Transit Projects
## FY 2030

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

**26001-TXXE |** Operating Assistance

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## South East Texas Transit Projects
## FY 2027

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

**24014-TXXE |** Operating Assistance for FY 2027

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

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

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## South East Texas Transit Projects
## FY 2028

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

**24018-TXXE |** Operating Assistance for FY 2028

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

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

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## South East Texas Transit Projects
## FY 2029

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

**26007-TXXE |** Operating Assistance for FY 2029

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

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

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## South East Texas Transit Projects
## FY 2030

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

**26008-TXXE | Operating Assistance for FY 2030**

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

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

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# Chapter 5: Financial Summary

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

All Figures in Year of Expenditure (YOE) Dollars — Current as of 10/30/26

| | Transit Program | FY 2027 | | | FY 2028 | | | FY 2029 | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | | Federal | State/Other | Total | Federal | State/Other | Total | Federal | State/Other | Total |
| 1 | Sec. 5307 - Urbanized Formula >200K | $10,791,476 | $7,350,000 | $18,141,476 | $6,613,096 | $2,950,000 | $9,563,096 | $4,450,000 | $4,450,000 | $8,900,000 |
| 2 | Sec. 5307 - Urbanized Formula <200K | | | $0 | | | $0 | | | $0 |
| 3 | Sec. 5309 - Discretionary | | | $0 | | | $0 | | | $0 |
| 4 | Sec. 5310 - Elderly &Individuals w/Disabilities | $407,821 | $170,705 | $578,526 | $182,821 | $45,705 | $228,526 | $182,821 | $45,705 | $228,526 |
| 5 | Sec. 5311 - Nonurbanized Formula | $502,153 | $627,484 | $1,129,637 | $502,153 | $627,484 | $1,129,637 | $502,153 | $627,484 | $1,129,637 |
| 6 | Sec. 5316 - JARC >200K | | | $0 | | | $0 | | | $0 |
| 7 | Sec. 5316 - JARC <200K | | | $0 | | | $0 | | | $0 |
| 8 | Sec. 5316 - JARC Nonurbanized | | | $0 | | | $0 | | | $0 |
| 9 | Sec. 5317 - New Freedom >200K | | | $0 | | | $0 | | | $0 |
| 10 | Sec. 5317 - New Freedom <200K | | | $0 | | | $0 | | | $0 |
| 11 | Sec. 5317 - New Freedom Nonurbanized | | | $0 | | | $0 | | | $0 |
| 12 | Other FTA | $6,469,261 | $1,292,923 | $7,762,184 | $4,573,173 | $1,102,250 | $5,675,423 | $290,000 | $81,250 | $371,250 |
| 13 | Regionally Significant or Other | | | $0 | | | $0 | | | $0 |
| | Total Funds | $18,170,711 | $9,441,112 | $27,611,823 | $11,871,243 | $4,725,439 | $16,596,682 | $325,000 | $5,204,439 | $10,629,413 |
| | Transportation Development Credits | | | | | | | | | |
| | Requested | | | $760,613 | | | $32,705 | | | $0 |
| | Awarded | | | $0 | | | $0 | | | $0 |

All Figures in Year of Expenditure (YOE) Dollars

| | Transit Programs | FY 2030 | | | FY 2027-2030 Total | | |
|---|---|---|---|---|---|---|---|
| | | Federal | State/Other | Total | Federal | State/Other | Total |
| 1 | Sec. 5307 - Urbanized Formula >200K | $4,450,000 | $4,450,000 | $8,900,000 | $26,304,572 | $19,200,000 | $45,504,572 |
| 2 | Sec. 5307 - Urbanized Formula <200K | | | $0 | $0 | $0 | $0 |
| 3 | Sec. 5309 - Discretionary | | | $0 | $0 | $0 | $0 |
| 4 | Sec. 5310 - Elderly &Individuals w/Disabilities | $182,821 | $45,705 | $228,526 | $956,284 | $307,820 | $1,264,104 |
| 5 | Sec. 5311 - Nonurbanized Formula | $502,153 | $627,484 | $1,129,637 | $2,008,612 | $2,509,936 | $4,518,548 |
| 6 | Sec. 5316 - JARC >200K | | | $0 | $0 | $0 | $0 |
| 7 | Sec. 5316 - JARC <200K | | | $0 | $0 | $0 | $0 |
| 8 | Sec. 5316 - JARC Nonurbanized | | | $0 | $0 | $0 | $0 |
| 9 | Sec. 5317 - New Freedom >200K | | | $0 | $0 | $0 | $0 |
| 10 | Sec. 5317 - New Freedom <200K | | | $0 | $0 | $0 | $0 |
| 11 | Sec. 5317 - New Freedom Nonurbanized | | | $0 | $0 | $0 | $0 |
| 12 | Other FTA | $325,000 | $81,250 | $406,250 | $11,657,434 | $2,557,673 | $14,215,107 |
| 13 | Regionally Significant or Other | | | $0 | $0 | $0 | $0 |
| | Total Funds | $5,459,974 | $5,204,439 | $10,664,413 | $35,826,928 | $24,575,429 | $65,502,331 |
| | Transportation Development Credits | | | | | | |
| | Requested | | | $0 | | | $0 |
| | Awarded | | | $0 | | | $0 |

# TIP HIGHWAY FINANCIAL SUMMARY

## TIP Highway Financial Summary

District/MPO: **BMT - SETRPC** **STIP Window:** **2027 - 2030** STIP Revision: **2/1/2027**

### Funding Categories

| | | FY 2027 | | FY 2028 | | FY 2029 | | FY 2030 | | Total FY 2027 - 2030 | | Notes |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | Description | Programmed FY 2027 | Authorized FY 2027 | Programmed FY 2028 | Authorized FY 2028 | Programmed FY 2029 | Authorized FY 2029 | Programmed FY 2030 | Authorized FY 2030 | Total Programmed FY 2027 - 2030 | Total Authorized FY 2027 - 2030 | |
| 1 | Preventive Maintenance and Rehabilitation | $0 | $0 | | | $0 | $0 | $0 | $0 | $0 | $0 | |
| 2 | Metropolitan and Urban Area Corridor Projects | $0 | $0 | $35,609,999 | $35,609,999 | $81,200,000 | $81,200,000 | $0 | $0 | $116,809,999 | $116,809,999 | |
| 3 Non-Traditional | Non-Traditionally Funded Transportation Projects | $0 | $0 | $0 | $0 | $0 | $0 | $0 | $0 | $0 | $0 | |
| 3 DB | Design Build | $0 | $0 | $0 | $0 | $0 | $0 | $0 | $0 | $0 | $0 | |
| 4 | Statewide Connectivity Corridor Projects | $0 | $0 | $46,445,223 | $46,445,223 | $0 | $0 | $0 | $0 | $46,445,223 | $46,445,223 | |
| 5 | Congestion Mitigation and Air Quality Improvement | $0 | $0 | $0 | $0 | $0 | $0 | $0 | $0 | $0 | $0 | |
| 6 | Structures Replacement and Rehabilitation (Bridge) | $0 | $0 | $0 | $0 | $0 | $0 | $0 | $0 | $0 | $0 | |
| 7 | Metropolitan Mobility and Rehabilitation | $0 | $0 | $0 | $0 | $0 | $0 | $0 | $0 | $0 | $0 | |
| 8 | Safety | $0 | $0 | $0 | $0 | $0 | $0 | $0 | $0 | $0 | $0 | |
| 9 | Transportation Alternatives Set-Aside Program | $0 | $0 | $0 | $0 | $0 | $0 | $0 | $0 | $0 | $0 | |
| 10 | Supplemental Transportation Programs | $4,922,748 | $4,922,748 | | | $0 | $0 | $0 | $0 | $4,922,748 | $4,922,748 | |
| 11 | District Discretionary | $0 | $0 | $0 | $0 | $0 | $0 | $0 | $0 | $0 | $0 | |
| 12 | Strategic Priority | $11,200,001 | $11,200,001 | $34,646,001 | $34,646,001 | $46,584,000 | $46,584,000 | $0 | $0 | $92,430,002 | $92,430,002 | |
| Other | | $0 | $0 | $0 | $0 | $0 | $0 | $0 | $0 | $0 | $0 | |
| 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 | |
| | Funding Categories Total | $16,122,749 | $16,122,749 | $116,701,223 | $116,701,223 | $127,784,000 | $127,784,000 | $0 | $0 | $260,607,972 | $260,607,972 | |

*** 3 Non-Traditional funding category will include the total of all Non-Traditional funding categories except 3 TDC.Category 10 funding will include the total of all Category 10 funding except 10 TPWD.**

### Category 1- 12 Funding Source Breakdown

| | | FY 2027 | FY 2028 | FY 2029 | FY 2030 | Total FY 2027 - 2030 | Notes |
|---|---|---|---|---|---|---|---|
| Source | Description | Programmed FY 2027 | Programmed FY 2028 | Programmed FY 2029 | Programmed FY 2030 | Total Programmed FY 2027 - 2030 | |
| Federal | | $12,898,199 | $93,360,978 | | $0 | $106,259,177 | |
| State | | $3,224,550 | $23,340,245 | $127,784,000 | $0 | $154,348,795 | |
| Local Match | | $0 | $0 | $0 | $0 | $0 | |
| Regional | | $0 | $0 | $0 | $0 | $0 | |
| | Category 1- 12 Funding Source Total | $16,122,749 | $116,701,223 | $127,784,000 | $0 | $260,607,972 | |

### Non-Traditional Funding Source Breakdown

| | | FY 2027 | FY 2028 | FY 2029 | FY 2030 | Total FY 2027 - 2030 | Notes |
|---|---|---|---|---|---|---|---|
| Category | Description | Programmed FY 2027 | Programmed FY 2028 | Programmed FY 2029 | Programmed FY 2030 | Total Programmed FY 2027 - 2030 | |
| 3 LC | Local Contributions | $0 | $0 | $0 | $0 | $0 | |
| 3 RTR | Regional Toll Revenue | $0 | $0 | $0 | $0 | $0 | |
| 3 TMF | Texas Mobility Fund | $0 | $0 | $0 | $0 | $0 | |
| Other | | $0 | $0 | $0 | $0 | $0 | |
| SW PE | Statewide Budget PE | $0 | $0 | $0 | $0 | $0 | |
| SW ROW | Statewide Budget ROW | $0 | $0 | $0 | $0 | $0 | |
| | Non-Traditional Funding Source Total | $0 | $0 | $0 | $0 | $0 | |
| | Catgeory 1 - 12 and Non-Traditional Breakdown Total | $16,122,749 | $116,701,223 | $127,784,000 | $0 | $260,607,972 | |

*** Category 1 - 12 and Non-Traditional Total will include all funding categories from Category 1-12 Funding Source and Non-Traditional Funding Source Tables. 3 TDC and 10 TPWD are excluded.**

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## TIP Highway Financial Summary Continued

### 3 TDC & 10 TPWD

| Category | Description | FY 0 | FY 2028 | FY 2029 | FY 2030 | Total FY 2027 - 2030 | Notes |
|---|---|---|---|---|---|---|---|
| | | Programmed FY 0 | Programmed FY 2028 | Programmed FY 2029 | Programmed FY 2030 | Total Programmed FY | |
| 3 TDC | Transportation Development Credits | $0 | $0 | $0 | $0 | $0 | |
| 10 TPWD | Texas Parks and Wildlife Department | $0 | $0 | $0 | $0 | $0 | |
| | **Total** | $0 | $0 | $0 | $0 | $0 | |

* Programmed funding may exceed the authorized amount in a given year, as long as the total programmed funding across the four-year cycle does not surpass the overall authorized funding.

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# Chapter 6: Funding Categories

## 6.0 Texas Department of Transportation (TxDOT) Funding Categories:

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

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

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

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

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

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

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

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

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

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

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

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

## 6.1 Federal Transit Administration Funding Categories:

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

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

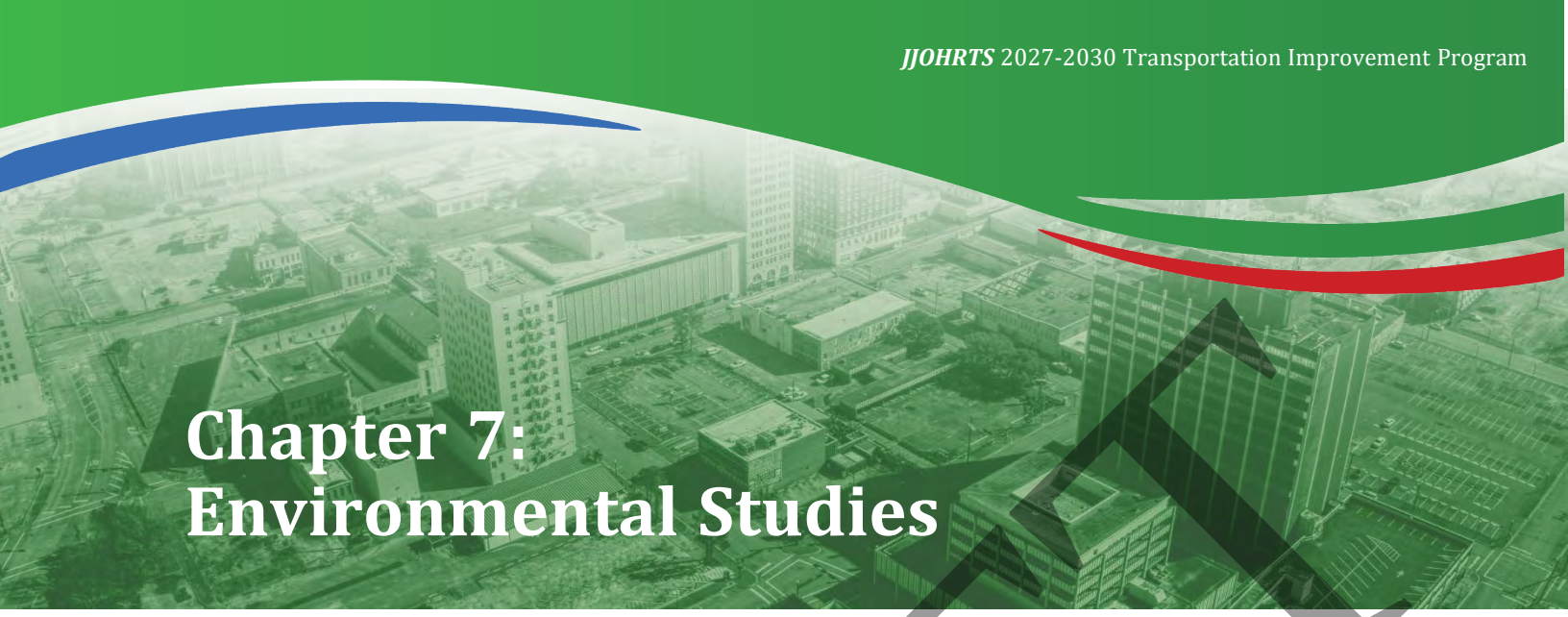
FTA 5310 Transportation for Elderly Persons and Persons with Disabilities: Capital expenses that support transportation to meet the special needs of older adults and persons with disabilities.

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

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

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

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# Chapter 7: Environmental Studies

**BEAUMONT DISTRICT**
**SETRPC METROPOLITAN PLANNING ORGANIZATION**
**ENVIRONMENTAL STUDIES PROJECTS**

| DISTRICT | CSJ | COUNTY | HWY | LET Year | EST COST |
|---|---|---|---|---|---|
| Beaumont | 0064-07-044 | Jasper | US 96 | 2032 | $73,360,001.00 |
| **LIMITS FROM:** | SABINE CO/L, SOUTH | | **LIMITS TO:** | 0.8 MILES NORTH OF RE 255 | |
| **DESCRIPTION:** | WIDEN FROM 2 TO 4 LANES DIVIDED | | | | |
| **REMARKS:** | | | **PROJECT ID:** | A00061730 | |

| DISTRICT | CSJ | COUNTY | HWY | LET Year | EST COST |
|---|---|---|---|---|---|
| Beaumont | 0064-08-062 | Jasper | US 96 | 2032 | $5,816,001.00 |
| **LIMITS FROM:** | 0.8 MILES NORTH OF RE 255 SOUTH | | **LIMITS TO:** | RE 255 | |
| **DESCRIPTION:** | WIDEN FROM 2 TO 4 LANES DIVIDED | | | | |
| **REMARKS:** | | | **PROJECT ID:** | A00061733 | |

| DISTRICT | CSJ | COUNTY | HWY | LET Year | EST COST |
|---|---|---|---|---|---|
| Beaumont | 0200-10-060 | Hardin | US 69 | 2032 | $290,000,001.00 |
| **LIMITS FROM:** | 0.75 MI S OF FM 1003 | | **LIMITS TO:** | MITCHELL ROAD | |
| **DESCRIPTION:** | PHASE 1: CONSTRUCT NEW LOCATION 4 LANE DIVIDED FACILITY - FR ONLY | | | | |
| **REMARKS:** | | | **PROJECT ID:** | A00018299 | |

| DISTRICT | CSJ | COUNTY | HWY | LET Year | EST COST |
|---|---|---|---|---|---|
| Beaumont | 0200-14-060 | Jefferson | US 69 | 2032 | $91,680,001.00 |
| **LIMITS FROM:** | IH 10 south | | **LIMITS TO:** | SH 347 | |
| **DESCRIPTION:** | WIDEN FROM 4 TO 6 MAIN LANES | | | | |
| **REMARKS:** | | | **PROJECT ID:** | A00018579 | |

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# Chapter 8: Exempt Project Criteria

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

§93.126 Exempt Projects

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

***Table 1: Exempt Projects***

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

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- Emergency truck pullovers

**MASS TRANSIT**

- Operating assistance to transit agencies
- Purchase of support vehicles
- Rehabilitation of transit vehicles1
- Purchase of office, shop, and operating equipment for existing facilities
- Purchase of operating equipment for vehicles (e.g., radios, fireboxes, lifts, etc.)
- Construction or renovation of power, signal, and communications systems
- Construction of small passenger shelters and information kiosks
- Reconstruction or renovation of transit buildings and structures (e.g., rail or bus buildings, storage and maintenance facilities, stations, terminals, and ancillary structures)
- Rehabilitation or reconstruction of track structures, track, and tracked in existing rights-of-way
- Purchase of new buses and rail cars to replace existing vehicles or for minor expansions of the fleet
- Construction of new bus or rail storage/maintenance facilities categorically excluded in 23 CFR 771

**AIR QUALITY**

- Continuation of ride-sharing and vanpooling promotion activities at current levels
- Bicycle and pedestrian facilities

**OTHER**

- Specific activities which do not involve or lead directly to construction, such as:
  - Planning and technical studies
  - Grants for training and research programs
  - Planning activities conducted pursuant to titles 23 and 49 U.S.C.
  - Federal-aid systems revisions
- Engineering to assess social, economic, and environmental effects of the proposed action or alternatives to the action
- Noise attenuation
- Advance land acquisition (23 CFR 712 or 23 CFR 771)
- Acquisition of scenic easements
- Plantings, landscaping, etc.
- Sign removal
- Directional and informational signs
- Transportation enhancement activities (except rehabilitation and operation of historic transportation buildings, structures, or facilities)
- Repair of damage caused by natural disasters, civil unrest, or terrorist acts except projects involving substantial functional, locational or capacity changes

§93.127 Projects Exempt from Regional Emissions Analysis

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

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

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

***Table 2: Projects Exempt from Regional Emissions Analysis***

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

§93.128 Traffic Signal Synchronization Projects

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

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# Chapter 9: Integration of Performance Measures

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## 9.0 Introduction

Initiated as part of the 2012 Moving Ahead for Progress in the 21st Century (MAP-21) and continued in the 2015 Fixing America's Surface Transportation (FAST) Act, State Departments of Transportation (DOTs) and Metropolitan Planning Organizations (MPOs) are required to move towards a performance-based planning process with an emphasis on project selection based on specific planning factors. In the JJOHRTS Metropolitan Transportation Plan (MTP) 2050 developed under FAST Act, the SETRPC-MPO focused on the following factors for selection of projects in its Fiscally Constrained Project List:

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

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

Pursuant with The Planning Rule, the Texas Department of Transportation (TxDOT) and each Texas MPO, including the SETRPC-MPO, must publish a System Performance Report for applicable performance measures in their respective statewide and metropolitan transportation plans and programs. The System Performance Report presents the condition and performance of the transportation system with respect to required performance measures, documents performance targets and progress achieved in meeting the targets in comparison with previous reports. Per the Planning Rule, the System Performance Report for the SETRPC-MPO JJOHRTS FY 2027-2030 TIP is included for the required Safety (PM1), Bridge and Pavement Condition (PM2), Travel Time Reliability (PM3), and Transit Asset Management (TAM) performance measures and targets.

## 9.1 Roadway Performance Measures and Targets

The SETRPC-MPO coordinates with the Texas Department of Transportation (TxDOT) and the Federal Highway Administration (FHWA) to establish and adopt performance measures and targets for the

following performance areas: safety (PM1), pavement and bridge condition (PM2), and system performance (PM3).

### 9.1.1 Safety (PM1)

TxDOT has adopted its Strategic Highway Safety Plan, a data-driven statewide-coordinated safety plan to help reduce fatalities and serious injuries on all public roads. TxDOT established safety performance measures in the Highway Safety Improvement Program (HSIP) 2025 annual report. These performance measures are:

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

Safety performance targets are provided annually by the States to FHWA for each safety performance measure. Current statewide safety targets address fiscal year 2024 and are based on an anticipated five-year rolling average (2022-2026). Texas statewide safety performance targets for 2024 are included in The SETRPC adopted the Texas statewide safety performance targets on February 5, 2026.

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

| 2026 Safety Targets | Number of Fatalities (FARS/CRIS/ARF DATA) | Rate of Fatalities (FARS/CRIS/ARF DATA) | Number of Serious Injuries (FARS/CRIS DATA) | Serious Injury Rate (CRIS DATA) | Total Number of Non-Motorized Fatalities and Serious Injuries (FARS/CRIS DATA) |
|---|---|---|---|---|---|
| **2020** | 3,898 | 1.496 | 14,669 | 5.629 | 2,237 |
| **2021** | 4,456 | 1.563 | 19,456 | 6.493 | 2,620 |
| **2022** | 4,410 | 1.516 | 18,887 | 6.493 | 2,678 |
| **2023** | 4,291 | 1.424 | 18,766 | 6.229 | 2,760 |
| **2024** | 4,152 | 1.350 | 18,216 | 5.924 | 2,726 |
| **2026 Target** | 4,506 | 1.440 | 18,884 | 6.300 | 2,802 |

The SETRPC-MPO recognizes the importance of linking goals, objectives, and investment priorities to stated performance objectives, and that establishing this link is critical to the achievement of national transportation goals and statewide and regional performance targets. As such, the SETRPC JJOHRTS 2027-2030 TIP planning process directly reflects the goals, objectives, performance measures, and targets as they are available and described in other State and public transportation plans and processes, the Texas Strategic Highway Safety Plan (SHSP), the Texas Highway Safety Improvement Program (HSIP), the current statewide Texas Transportation Plan 2050 (TTP), and the SETRPC JJOHRTS Metropolitan Transportation Plan 2050 (MTP).

- The Texas Strategic Highway Safety Plan (SHSP) is intended to reduce the number of fatalities and serious injuries resulting from motor vehicle crashes on public roads in Texas. Existing highway safety plans are aligned and coordinated with the SHSP, including the Texas Highway Safety Improvement Program (HSIP), MPO and local agencies' safety plans. The SHSP guides TxDOT, Texas MPOs, and other safety partners in addressing safety and defines a framework for implementation activities to be carried out across Texas.
- The TxDOT Highway Safety Improvement Program (HSIP) annual report provides for a continuous and systematic process that identifies and reviews traffic safety issues around the state. The goal of the HSIP process is to reduce the number of crashes, injuries and fatalities through the implementation of strategies and countermeasures structured around seven emphasis areas.
- The statewide Texas Transportation Plan 2050 (TTP) summarizes transportation needs across the state and identifies future funding projections for projects across transportation modes over the 25-year plan horizon.
- To support progress towards approved highway safety targets, the SETRPC JJOHRTS MTP-2050 increases the safety of the transportation system for motorized and non-motorized users as required by the Planning Rule through programming projects to help achieve the safety targets.

To support progress towards approved highway safety targets, the SETRPC JJOHRTS 2027-2030 TIP includes investments for safety improvements. These funded safety projects are expected to contribute to the achievement of the safety performance targets.

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## 9.1.2 Pavement and Bridge Condition (PM2)

The Pavement and Bridge Condition Rule (PM2) establishes performance requirements to assess conditions on the National Highway System (NHS) and outlines the process for State DOTs and MPOs to establish targets and report conditions. TxDOT adopted new pavement and bridge condition targets on October 1, 2024 which consist of the following six (6) performance measures for PM2:

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

MPOs have 180 days from the adoption of performance measure targets by a state department of transportation to adopt those measures for the MPO or adopt their own targets. The SETRPC-MPO adopted the performance measures established by TxDOT for PM2 on February 6, 2025. These performance targets are shown in Table 8-2.

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*Table 8-2: TxDOT Established (PM2) Pavement and Bridge performance Measure Targets*

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

The SETRPC-MPO recognizes the importance of linking goals, objectives, and investment priorities to stated performance objectives, and that establishing this link is critical to the achievement of national transportation goals and statewide and regional performance targets. As such, the SETRPC JJOHRTS 2027-2030 TIP planning process directly reflects the goals, objectives, performance measures, and targets as they are available and described in other State and public transportation plans and processes; specifically, the current statewide Texas Transportation Plan 2050 (TTP) and the SETRPC JJOHRTS MTP-2050.

- The TTP 2050 summarizes transportation needs across the state and identifies future funding projections for projects across transportation modes over the 25-year plan horizon.
- The SETRPC JJOHRTS MTP-2050 addresses infrastructure preservation and identifies pavement and bridge infrastructure needs within the metropolitan planning area and allocates funding for targeted infrastructure improvements.

To support progress towards TxDOT's statewide PM2 targets, the SETRPC JJOHRTS 2027-2030 TIP includes investments that will maintain pavement and bridge condition performance. Investments in pavement and bridge condition could include pavement replacement and reconstruction, bridge replacement and reconstruction, new bridge and pavement capacity, and system resiliency projects that improve NHS bridge components.

The fiscally constrained SETRPC JJOHRTS 2027-2030 TIP recommends investments for pavement and bridge condition through Category 1 Preventative Maintenance and Rehabilitation and Category 6 Bridges funds allocated to the TxDOT Beaumont District. These projects are expected to contribute toward achieving pavement and bridge condition performance targets.

## 9.1.3 System Performance (PM3)

The System Performance rule (PM3) establishes performance measure requirements to assess the performance of the National Highway System (NHS) and to assess freight movement on the Interstate System. These measures focus on evaluating travel time reliability and travel delays on interstate, freeway, and principal arterial class facilities to determine whether the magnitude of travel time variability is considered unreasonable. The objective of the rule is to ensure efforts to improve unreasonable travel

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delays and expedite the movement of people and goods, furthering the national goal of improving the efficiency of the surface transportation system.

Each MPO and state department of transportation must establish 2- and 4-year performance targets to assess the travel time reliability of all traffic on the National Highway System (NHS) and the travel reliability of national freight movement on the Interstate System. On February 9, 2023, the Texas Department of Transportation adopted revised travel time reliability targets for three performance measures. The MPO can either adopt a separate set of travel time reliability targets or support the targets approved by TxDOT. The SETRPC-MPO adopted the performance measures established by TxDOT for PM3 on June 15, 2023. These performance targets are shown in Table 8-3.

*Table 8-3: System Performance (PM3) Measures and Targets*

| Performance Measure | Statewide Baseline | 2 Year Target | 4 Year Target |
|---|---|---|---|
| **National Highway System Travel Time Reliability** | | | |
| 1) Percentage of the Person-Miles Traveled on the Interstate that are Reliable | 84.6% | 97% | 95% |
| 2) Percent of the Person-Miles Traveled on the Non-Interstate NHS that are Reliable | 90.3% | 70% | 70% |
| 3) Truck Travel Time Reliability (TTTR) Index | 1.39 | 1.55 | 1.55 |

The SETRPC-MPO recognizes the importance of linking goals, objectives, and investment priorities to stated performance objectives, and that establishing this link is critical to the achievement of national transportation goals and statewide and regional performance targets. As such, the SETRPC JJOHRTS 2027-2030 TIP planning process directly reflects the goals, objectives, performance measures, and targets as they are available and described in other State and public transportation plans and processes; specifically, the Texas Freight Mobility Plan, the current statewide Texas Transportation Plan 2050 (TTP), and the SETRPC JJOHRTS MTP-2050.

- The Texas Freight Mobility Plan defines the conditions and performance of the state freight system and identifies the policies and investments that will enhance Texas highway freight mobility well into the future. The Plan identifies freight needs and the criteria Texas will use to determine investments in freight and prioritizes freight investments across modes.
- The TTP 2050 summarizes transportation needs across the state and identifies future funding projections for projects across transportation modes over the 25-year plan horizon.
- The JJOHRTS MTP-2050 addresses reliability, freight movement, and congestion within the metropolitan planning area and allocates funding for targeted improvements.

To support progress towards TxDOT's statewide PM3 targets, the SETRPC JJOHRTS 2027-2030 TIP devotes resources to projects that will address passenger and highway freight reliability and delay. The fiscally constrained SETRPC JJOHRTS 2027-2030 TIP programs $107,639,998 of investments for travel time reliability improvements through Category 2 Metropolitan and Urban Area Corridor Projects and Category 4 Statewide Connectivity Corridor Projects funds allocated to the TxDOT Beaumont District. The funded projects are expected to contribute toward achieving travel time reliability performance targets.

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# 9.2 Public Transportation/Transit Performance Measures and Targets

The SETRPC-MPO coordinates with the Beaumont Municipal Transit (BMT), Port Arthur Transit (PAT), South East Texas Transit (SETT), and the Federal Transit Authority (FTA) to establish and adopt performance measures and targets for the following performance areas: transit asset management (TAM) and Public Transportation Agency Safety Plans (PTASP).

## 9.2.1 Transit Asset Management Performance Measures and Targets (TAM)

The Federal Transit Administration (FTA) Transit Asset Management (TAM) Final Rule requires public transit providers to establish and implement TAM plans. The TAM plans for tier II providers must include a transit asset inventory, condition assessment of the inventoried assets, documentation of the provider's decision support tools/process, and a list of investment priorities to improve the state of good repair (SGR) of the provider's capital assets. SGR is defined as the condition in which a capital asset is able to operate at a full level of performance. The premise of the rule is the condition of assets should guide funding prioritization. The rule also outlines the process for State departments of transportation, MPOs, and transit providers to establish and report their transit asset performance targets, and the process FTA will use to assess whether transit providers have met or made significant progress toward meeting their performance targets.

FTA requires public transit providers to review and update their TAM plans at least once every four years. In 2018, Beaumont Municipal Transit, Port Arthur Transit, and South East Texas Transit developed their own TAM plans in accordance with the TAM Final Rule. The TAM plans were updated in 2024, which account for each transit provider's recent asset inventories, condition assessment, and expectations for asset procurement and improvements along with performance targets.

Beaumont Municipal Transit, Port Arthur Transit, and South East Texas Transit have approved the proposed updates to the transit asset performance targets for the federally required transit asset types. The MPO can either adopt a separate set of targets for the transit assets or support the targets approved by the transit agencies. The SETRPC-MPO adopted the performance measures established by Beaumont Municipal Transit, Port Arthur Transit, and South East Texas Transit for TAM on February 6, 2025. These performance targets are shown in Table 8-4.

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

| Asset Category | Asset Class | Asset Type | FY 25 Target for Exceeding Useful Life Benchmark* (%) | FY 25 Target for Below 3** on TERM*** Scale (%) |
|---|---|---|---|---|
| Rolling Stock | Revenue Vehicle | Bus | 20% | |
| | | Cutaway Bus | 10% | |
| | | Van | 10% | |
| Equipment | Non-Revenue Vehicle | Automobile | 80% | |
| | | Trucks and Other Rubber Tire Vehicles | 40% | |
| Facility | Maintenance or Administrative Facility | Administrative Offices and Maintenance Shop/Yard | | 10% |
| | Passenger or Parking Facility | Station/Transit Terminal | | 10% |

*Useful Life Benchmark (ULB): defined by FTA as the expected amount of time in years that a vehicle type is estimated to function, when acquired new and assuming routine maintenance is practiced.
** Based on the TERM scale, an asset is in a state of good repair if it has a rating of 3 or over on the TERM scale
*** FTA's Transit Economic Requirements Model (TERM). The TERM scale assigns numerical ratings from 1.0 (poor) to 5.0 (excellent) based on condition.

The SETRPC-MPO recognizes the importance of linking goals, objectives, and investment priorities to stated performance objectives, and that establishing this link is critical to the achievement of national transportation goals and statewide and regional performance targets. As such, the SETRPC JJOHRTS 2027-2030 TIP planning process directly reflects the goals, objectives, performance measures, and targets as they are available and described in other State and public transportation plans and processes, specifically, the current statewide Texas Transportation Plan (TTP) 2050 and SETRPC JJOHRTS MTP-2050.

- The TTP 2050 summarizes transportation needs across the state and identifies future funding projections for projects across transportation modes over the 25-year plan horizon.
- The SETRPC JJOHRTS MTP-2050 addresses and identifies transit needs within the metropolitan planning area and allocates funding for targeted improvements.

To support progress towards the TAM targets, the SETRPC MTP-2050 devotes resources to projects that will address transit asset management.

## 9.2.2 Public Transportation Agency Safety Plan (PTASP)

Under the Federal Transit Administration's (FTA) Public Transportation Agency Safety Plan (PTASP) Rule, applicable transit agencies are required to develop safety plans that define how these agencies will implement Safety Management Systems (SMS). These transit plans are required to include targets for

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performance measures defined in the National Public Transportation Safety Plan, which relate to fatalities, injuries, safety events, and system reliability. MPOs are federally required to set performance targets for these transit safety performance measures for their regions, in coordination with transit and state agencies. These requirements acknowledge the collaborative relationships needed to manage safety risks on transit systems.

Beaumont Municipal Transit and Port Arthur Transit are the only transit agencies within the metropolitan area utilizing FTA's Urbanized Area Formula Grants federal funds. Beaumont Municipal Transit and Port Arthur Transit have adopted transit safety performance targets for each performance measure. The SETRPC-MPO adopted the performance measures established by Beaumont Municipal Transit and Port Arthur Transit for PTASP on December 4, 2024. These performance targets are shown in Table 8-5.

*Table 8-5: Public Transportation Agency Safety Plan (PTASP) Performance Measures and Targets*

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

The SETRPC-MPO recognizes the importance of linking goals, objectives, and investment priorities to stated performance objectives, and that establishing this link is critical to the achievement of national transportation goals and statewide and regional performance targets. As such, the SETRPC JJOHRTS 2027-2030 TIP planning process directly reflects the goals, objectives, performance measures, and targets as they are available and described in other State and public transportation plans and processes, specifically, the current statewide Texas Transportation Plan (TTP) 2050 and the SETRPC JJOHRTS MTP-2050.

- The TTP 2050 summarizes transportation needs across the state and identifies future funding projections for projects across transportation modes over the 25-year plan horizon.
- The SETRPC JJOHRTS MTP-2050 addresses and identifies transit needs within the metropolitan planning area and allocates funding for targeted improvements.

To support progress towards the PTASP targets, the SETRPC MTP-2050 devotes resources to projects that will transit safety.

## 9.3 The JOHRTS FY 2027 – FY 2030 Transportation Improvement Program

The SETRPC MPO staff have reviewed projects in the TIP for compliance with four performance measures as mandated by federal law. The three performance measures are safety (PM1), pavement and bridge condition (PM2), and system performance (PM3). The TIP and any amendments to the TIP were also reviewed to determine their relevance to the Transit Asset Management Plan developed for Beaumont Municipal Transit (BMT), Port Arthur Transit (PAT), and South East Texas Transit (SETT). In addition, the TIP and any amendments to the TIP were reviewed to determine their relevance to the Public

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

Table 8-6 below shows the projects programmed within the fiscally constrained JJOHRTS 2027-2030 TIP and the performance targets that each project is anticipated to positively affect. By agreeing to support the TxDOT performance targets in the area of safety (PM1), pavement and bridge condition (PM2), and travel time reliability (PM3), the SETRPC-MPO has agreed to coordinate with TxDOT to program projects that will contribute to the accomplishment of those goals, measures, and targets.

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*Table 8-6: Project Contribution to Performance Targets*

| CSJ | MPO ID | Highway | Limits From | Limits To | Project Name | Project Description | PM1 | PM2 | PM3 | TAM |
|---|---|---|---|---|---|---|---|---|---|---|
| 0920-38-288 | 24001-F50N | Houston | Corner of Houston Ave and 4th Street | 4th Street | Port / Port Arthur Truck Queuing and Laydown | Port of Port Arthur Truck Queuing Area and Laydown Yard Project - Construction of a Truck Queuing Area at the corner of Houston Avenue and 4th St-Rider 37 | ☑ | ☐ | ☐ | ☐ |
| 0920-38-291 | 24002-F50N | Austin | Corner of Rev Dr Ransom Howard Drive | 4th Street | Port / Port Arthur Truck Queuing and Staging | Port of Port Arthur- Construct a Queuing Area at the corner of Rev Dr Ransom Howard Drive and Austin Avenue | ☑ | ☐ | ☐ | ☐ |
| 0920-00-149 | 24029-F50N | Various | Districtwide | | FY 24 Districtwide ADA Project | FY 24 Districtwide ADA Project. Along College St- From Pinchback Rd to IH 10 | ☑ | ☐ | ☐ | ☐ |
| 0920-00-171 | 24031-F50N | IH 10 | Districtwide | | Transportation Non-Roadway | Truck Parking (FY 25) - approximately 18 truck parking spots | ☑ | ☐ | ☐ | ☐ |
| 5000-00-272 | 25001-F50P | IH 10 | 17160 I-10, Vidor, TX 77663 | | Electric Car Charging Location | Install 4 Direct Current Fast Charge ports along the Electric Alt Fuel Corridors plus 5 years of Operations and Maintenance | ☐ | ☐ | ☑ | ☐ |
| 5000-00-447 | 26002-F50P | South Wheeler Rd | 331 South Wheeler St, Jasper, TX 75951 | | Electric Car Charging Location | Construct a Direct Current Fast Charge station plus 5 years of operations and maintenance. | ☐ | ☐ | ☑ | ☐ |
| 5000-00-494 | 26003-F50P | Smith Rd | 7495 Smith Rd, Beaumont, TX 77713 | | Electric Car Charging Location | Construct a Direct Current Fast Charge station plus 5 years of operations and maintenance. | ☐ | ☐ | ☑ | ☐ |
| 5000-00-525 | 26004-F50P | IH 10 | 17457 IH 10, Vidor, TX 77662 | | Electric Car Charging Location | Construct a Direct Current Fast Charge station plus 5 years of operations and maintenance. | ☐ | ☐ | ☑ | ☐ |
| 5000-00-602 | 26005-F50P | IH 10 | 3745 IH 10 Access Rd, Beaumont, TX 77705 | | Electric Car Charging Location | Construct a Direct Current Fast Charge station plus 5 years of operations and maintenance. | ☐ | ☐ | ☑ | ☐ |
| 5000-00-603 | 26006-F50P | HWY 12 | 1400 Hwy 12, Vidor, TX 77662 | | Electric Car Charging Location | Construct a Direct Current Fast Charge station plus 5 years of operations and maintenance. | ☐ | ☐ | ☑ | ☐ |
| 0065-06-067 | 19095-F45N | US 69 | US 96, South | Jefferson C/L | Construct New Road | Widen Freeway from 4 to 6 Lanes | ☐ | ☐ | ☑ | ☐ |
| 0065-07-065 | 19084-F45N | US 69 | Hardin C/L, South | Tram Road | Construct New Road | Widen Freeway from 4 to 6 Lanes | ☐ | ☐ | ☑ | ☐ |
| 0920-00-172 | 24032-F50N | Various | Districtwide | | Bicycle and Pedestrian Improvements | Districtwide Pedestrian Upgrades | ☑ | ☐ | ☑ | ☐ |

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*Table 8-6.1: Project Contribution to Performance Targets*

| CSJ | MPO ID | Highway | Limits From | Limits To | Project Name | Project Description | PM1 | PM2 | PM3 | TAM |
|---|---|---|---|---|---|---|---|---|---|---|
| 0920-00-133 | 24028-F50N | Various | Districtwide | | IH-10 Drainage Improvements | IH-10 Drainage Improvements | ☐ | ☑ | ☑ | ☐ |
| 0339-04-036 | 24027-F50N | SH 105 | 0.10 Miles East of SH 326 | Pine Island Bayou | Widen Road - Add Lanes | Widen from 2 to 4 Lanes with CLTL | ☐ | ☑ | ☑ | ☐ |
| 0200-04-020 | 24025-F50N | US 69 | Angelina County Line | Tyler County Line | Widen Road - Add Lanes and Shoulders | Widen Existing 2 Lane Highway to 4 Lanes Divided | ☐ | ☑ | ☑ | ☐ |
| 0028-13-142 | N/A | IH 10 | US 90, East | At UPRR | Bridge Replacement | IH 10-UPRR Overpass - Replace Bridge and Approaches | ☐ | ☑ | ☐ | ☐ |
| 0920-00-150 | 24030-F50N | Various | Districtwide | | Traffic Surveillance | District Wide - ITS Upgrade to Install 40 CCTV Cameras and 8 DMSs | ☑ | ☑ | ☑ | ☐ |
| 0064-07-044 | 24023-F50N | US 96 | Sabine C/L, South | 0.8 Miles North of RE 255 | Widen Road - Add Lanes | Widen from 2 to 4 Lanes Divided | ☐ | ☐ | ☑ | ☐ |
| 0200-10-060 | N/A | US 69 | 0.75 Miles South of FM 1003 | Mitchell Road | Construct Frontage Roads | Construct Frontage Roads Only For New Location 4 Lane Divided Facility (Future Interstate) | ☐ | ☐ | ☑ | ☐ |
| 0200-14-060 | 24026-F50N | US 69 | IH 10, South | SH 347 | US 69 Widening - IH-10 to SH 347 | Widen from 4 to 6 Main Lanes | ☐ | ☐ | ☑ | ☐ |
| 0064-08-062 | 24024-F50N | US 96 | 0.8 Miles North of RE 255, South | RE 255 | US 96 (N of RE 255 to RE 255) - Widen | Widen from 2 to 4 Lanes Divided | ☐ | ☐ | ☑ | ☐ |
| 0200-15-025 | N/A | US 69 | Nederland Ave, South | Jimmy Johnson Blvd. | Highway Improvements | Ramp Reversal, Bridge Widening, and Intersection Improvements | ☑ | ☑ | ☑ | ☐ |
| 0920-00-173 | 24033-F50N | Various | Districtwide | | Hazard Elimination & Safety | Hazard Elimination & Safety | ☑ | ☐ | ☐ | ☐ |
| 0306-01-073 | 26000-F50N | SH 73 | At Cow Bayou | STR#201810030601017 | SH 73/SH 87 NB @Cow Bayou-Bridge Replace | SH 73/SH 87 NB @ Cow Bayou-Bridge Replacement | ☐ | ☑ | ☐ | ☐ |
| 0307-01-159 | 26001-F50N | SH 87 | 3.8 Miles NORTH of SH 82 | 3 Miles SOUTH of SH 82 | SH 87 (@SH 82) Widen & RR Grade Separation | SH 87 (3.8 Miles NORTH of SH 82 to 3 Miles SOUTH of SH 82) Widening for Shoulder and Turning Bay and RR Grade Separation | ☐ | ☐ | ☑ | ☑ |
| Multiple | N/A | N/A | N/A | N/A | Transit Operations and Maintenance | Transit Operations and Maintenance | ☐ | ☐ | ☐ | ☑ |

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In addition, by agreeing to support regional transit agency performance targets in the areas of transit asset management (TAM) and Public Transportation Agency Safety Plans (PTASP), the SETRPC-MPO has agreed to coordinate with Beaumont Municipal Transit (BMT), Port Arthur Transit (PAT), and South East Texas Transit (SETT) to program projects that will contribute to the accomplishment of those goals, measures, and targets. See Table 8-7 below.

*Table 8-7: Project Contribution to Transit Performance Targets*

| MPO ID | Project Sponsor | FY Year | Description | TAM | PTASP |
|---|---|---|---|---|---|
| 22023-TXXE | Port Arthur Transit | 2027 | Operating Assistance | X | X |
| 24012-TXXE | Beaumont Municipal Transit | 2027 | Operating Assistance for FY 2027 | X | X |
| 26004-TXXE | Port Arthur Transit | 2027 | Vehicles, Facilities, Bus Stops, Preventive Maintenance | X | X |
| 24014-TXXE | South East Texas Transit | 2027 | Operating Assistance for FY 2027 | X | X |
| 25013-TXXE | Beaumont Municipal Transit | 2027 | Paratransit Vehicle Replacement | X | X |
| 24015-TXXE | South East Texas Transit | 2027 | Administration and Operation of a Rural Transportation Program (2027) | X | X |
| 25012-TXXE | Beaumont Municipal Transit | 2027 | AVL System & Paratransit Scheduling Software Upgrades | X | X |
| 25015-TXXE | Beaumont Municipal Transit | 2027 | Paratransit Van Replacement (1) Low Floor 26' | X | X |
| 26003-TXXE | Port Arthur Transit | 2027 | Bus Stops | X | X |
| 26010-TXXE | Beaumont Municipal Transit | 2027 | Transit Headquarters Roof Replacement | X | X |
| 20016-TXXE | Beaumont Municipal Transit | 2027 | Transit Improvements | X | X |
| 26009-TXXE | Beaumont Municipal Transit | 2028 | Purchase 3 Replacement Low-Emissions 29' Heavy Duty Bus | X | X |
| 24013-TXXE | Port Arthur Transit | 2028 | Operating Assistance | X | X |
| 24016-TXXE | Beaumont Municipal Transit | 2028 | Operating Assistance for FY2028 | X | X |

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| MPO ID | Project Sponsor | FY Year | Description | TAM | PTASP |
|---|---|---|---|---|---|
| 24018-TXXE | South East Texas Transit | 2028 | Operating Assistance for FY 2028 | X | X |
| 24019-TXXE | South East Texas Transit | 2028 | Administration and Operation of a Rural Transportation Program | X | X |
| 25016-TXXE | Beaumont Municipal Transit | 2028 | Light Duty Low Floor Bus (28') | X | X |
| 26011-TXXE | Beaumont Municipal Transit | 2028 | Generator Replacement | X | X |
| 26002-TXXE | Port Arthur Transit | 2028 | Bus Stops | X | X |
| 24017-TXXE | Port Arthur Transit | 2029 | Operating Assistance | X | X |
| 25027-TXXE | Beaumont Municipal Transit | 2029 | Operating Assistance for FY 2029 | X | X |
| 26007-TXXE | South East Texas Transit | 2029 | Operating Assistance for FY 2029 | X | X |
| 26005-TXXE | South East Texas Transit | 2029 | Administration and Operation of a Rural Transportation Program | X | X |
| 25029-TXXE | Beaumont Municipal Transit | 2029 | Light Duty Low Floor Bus (28') | X | X |
| 25028-TXXE | Beaumont Municipal Transit | 2030 | Operating Assistance for FY 2030 | X | X |
| 26001-TXXE | Port Arthur Transit | 2030 | Operating Assistance | X | X |
| 26008-TXXE | South East Texas Transit | 2030 | Operating Assistance for FY 2030 | X | X |
| 26006-TXXE | South East Texas Transit | 2030 | Administration and Operation of a Rural Transportation Program | X | X |
| 25030-TXXE | Beaumont Municipal Transit | 2030 | Light Duty Low Floor Bus (28') | X | X |

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# Chapter 10: Public Involvement Documentation

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# Chapter 11: Resolution

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# Chapter 12: MPO Self-Certification

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# Chapter 13: Revisions

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