

TENTATIVE AGENDA

TRANSPORTATION PLANNING COMMITTEE (TPC) MEETING

JEFFERSON-ORANGE-HARDIN REGIONAL TRANSPORTATION STUDY (JOHRTS) AREA

South East Texas Regional Planning Commission
Homer E. Nagel Conference Room

Thursday, July 23, 2015
10:00 a.m.

- I. ROLL CALL OF VOTING MEMBERS AND CERTIFICATION OF A QUORUM
- II. ADOPTION OF THE AGENDA
- III. MINUTES OF THE LAST MEETING (April 16, 2015)
- IV. REPORT ON THE STATUS OF TRANSPORTATION PLANNING ACTIVITIES

Bob Dickinson – Director, Transportation and Environmental Resources, SETRPC

Phillip Lujan – Director, Transportation Planning & Development, TxDOT– Beaumont District
- V. REVIEW AND APPROVAL OF THE “DRAFT” FY 2016 JOHRTS UNIFIED PLANNING WORK PROGRAM (UPWP)

Bob Dickinson – Director, Transportation and Environmental Resources, SETRPC
- VI. REVIEW AND APPROVAL OF AMENDMENTS TO THE FY 2015 JOHRTS UNIFIED PLANNING WORK PROGRAM (UPWP)

Bob Dickinson – Director, Transportation and Environmental Resources, SETRPC
- VII. REPORT ON TRANSPORTATION LEGISLATION

Bob Dickinson – Director, Transportation and Environmental Resources, SETRPC
- VIII. OTHER BUSINESS
- IX. SET NEXT MEETING DATE-OPEN
- X. ADJOURNMENT

**MULTIMODAL TRANSPORTATION PLANNING MINUTES
OF THE
JEFFERSON-ORANGE-HARDIN REGIONAL TRANSPORTATION STUDY
(JOHRTS) AREA TRANSPORTATION PLANNING COMMITTEE (TPC)**

DATE: April 16, 2015

TIME: 10:00 a.m.

PLACE: South East Texas Regional Planning Commission (SETRPC)
Homer E. Nagel Conference Room, Beaumont, TX

I. ROLL CALL OF VOTING MEMBERS AND CERTIFICATION OF A QUORUM

Commissioner Eddie Arnold, Jefferson County, called the meeting to order, welcomed guests, and certified the presence of a quorum.

II. ADOPTION OF THE AGENDA

Commissioner Eddie Arnold, Jefferson County, recommended the adoption of the agenda as presented. Taylor Shelton, Public Works Director, City of Port Neches, made the motion and L.W. Cooper, Commissioner, Hardin County, seconded the motion which carried unanimously.

III. MINUTES OF THE LAST MEETING – December 11, 2014

Commissioner Eddie Arnold, Jefferson County, called for a motion to adopt the minutes as prepared and distributed. Gerald Robinson, Public Works Director, City of Bridge City, made the motion and Mayor Ken Crawford, City of Vidor, seconded the motion which carried unanimously.

IV. REPORT ON THE STATUS OF TRANSPORTATION PLANNING ACTIVITIES

Bob Dickinson, Director, Transportation and Environmental Resources Division, SETRPC

Phillip Lujan-Director, Transportation Planning & Development, TxDOT-Beaumont District

STATUS ON SETRPC-MPO PLANNING ACTIVITIES

The South East Texas Regional Planning Commission – Metropolitan Planning Organization (SETRPC-MPO) staff continued work on the following activities:

1. The SETRPC-MPO staff held the comment period for the Draft Revised JOHRTS 2015-2018 Transportation Improvement Plan (TIP) and the Draft Revised JOHRTS Metropolitan Transportation Plan (MTP)-2040, and conducted a series of public meetings in March to gather public input on the documents.
2. The SETRPC-MPO staff attended the annual Texas Transportation Forum in Austin.
3. The SETRPC-MPO staff participated in a Sabine Neches Waterway Port of Beaumont meeting with TxDOT Austin and Beaumont District personnel on January 8, 2015.
4. The SETRPC-MPO staff participated in TxDOT's UTP update process by taking part in a statewide public meeting on January 20, 2015.
5. The SETRPC-MPO staff attended a TxDOT Transportation Alternative Workshop in Houston on February 12, 2015.
6. The SETRPC-MPO staff attended a TxDOT sponsored Neches River Bridge Study Project stakeholder meeting on February 18, 2015.
7. The SETRPC-MPO staff attended and presented at the Port Arthur Chamber of Commerce Transport Summit held on February 18, 2015.

Phillip Lujan, Director, Transportation Planning & Development, TxDOT-Beaumont District, advised that in February the TPC approved projects to be funded by Proposition I funds. Legislation was passed to move \$1.7 billion to TxDOT with the District and MPO receiving \$43.9 million. Of that, \$29.8 million falls inside the boundaries of the MPO. The Proposition I projects will be let between now and August to reverse the overpass at IH-10 and Major Drive, widen IH-10 to six lanes from Cow Bayou to FM 1442 with a combination of Proposition I and Category 2 funds, and extend Major Drive to 5 lanes across IH-10.

Mr. Lujan also advised that additional projects are in negotiations to complete 6 lanes from Winnie to Beaumont. He also informed the committee that the Texas Transportation 2040 is available on the TxDOT website.

Scott Ayers, Planning Engineer, TxDOT-Beaumont District stated that the deadline for the Transportation Alternative Program call for projects is May 4, 2015.

V. REVIEW AND APPROVAL OF UPDATES TO THE "DRAFT" JOHRTS FY 2015-2018 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

Bob Dickinson, Director, Transportation and Environmental Resources Division, SETRPC

Mr. Dickinson advised that the updates to the "Draft" Revised JOHRTS FY 2015-2018 TIP May 2015 Quarterly Revision needs to be approved. He directed the committee's attention to the documents in the meeting packet and stated that the updates, for the most part, include projects for Proposition 1 funds. To gather input and comments, notices were placed in advance on the SETRPC website, newspapers, and a series of public meetings were held. No positive or negative comments were received. The JOHRTS Revisions to MTP-2040 has also been revised since the "Draft" Revised JOHRTS FY 2015-2018 TIP May Quarterly Revision is a subset to the JOHRTS Revisions to MTP-2040.

Commissioner Eddie Arnold, Jefferson County, called for a motion to approve the updates to the "Draft" Revised JOHRTS FY 2015-2018 TIP May 2015 Quarterly Revision. L.W. Cooper, Commissioner, Hardin County, made the motion. Jody Crump, Commissioner, Orange County, seconded the motion which carried unanimously.

VI. REVIEW AND APPROVAL OF REVISIONS TO THE JOHRTS METROPOLITAN TRANSPORTATION PLAN (MTP)-2040

Bob Dickinson, Director, Transportation and Environmental Resources Division, SETRPC

Mr. Dickinson explained that due to projects added to the "Draft" Revised JOHRTS FY 2015-2018 TIP May Quarterly Revision, it is necessary to revise and approve the revisions to the JOHRTS Revisions to MTP-2040. The process for the revisions to the JOHRTS Revisions to MTP-2040 is the same as was followed for the updates to the "Draft" Revised JOHRTS FY 2015-2018 TIP May Quarterly Revision.

Commissioner Eddie Arnold, Jefferson County, called for a motion to approve the revisions to the JOHRTS Revisions to MTP-2040. Taylor Shelton, Public Works Director, City of Port Neches, made the motion. Gerald Robinson, Public Works Director, City of Bridge City, seconded the motion which carried unanimously.

VII. REVIEW AND APPROVAL OF MINOR TxDOT AND FHWA CHANGES TO THE 2010 ADJUSTED URBAN AREA BOUNDARIES FOR THE JOHRTS AREA

Bob Dickinson, Director, Transportation and Environmental Resources Division, SETRPC

Mr. Bob Dickinson referred to the memo in the packet from David Freidenfeld, AICP, District Data Support Manager, TxDOT, advising that over the last year TxDOT has been working with FHWA to review work done by the MPO's to adjust the 2010 Census Urban Area boundaries for transportation planning purposes.

During FHWA's review it was determined that changes are needed in the SETRPC region and a map was provided with the proposed changes. After committee discussion it was decided that this issue would be tabled until the next meeting in order to have Mr. Freidenfeld come and explain the adjustments so that they are fully understood and agreed upon prior to approval by the committee.

Commissioner Eddie Arnold, Jefferson County, called for a motion to table this issue. Commissioner Jody Crump, Orange County, made the motion and Taylor Shelton, Public Works Director, City of Port Neches, seconded the motion which carried unanimously.

VIII. OTHER BUSINESS

Mr. Dickinson also discussed the March Status Regional Transportation Projects map provided by TxDOT. Commissioner Jody Crump, Orange County, requested this status map be sent to all members of the committee each month and Mr. Dickinson agreed.

Mr. Phillip Lujan, Director, Transportation Planning & Development, TxDOT-Beaumont District, gave an update of the Neches River Bridge progress. It is approximately 18 months away from completion.

Mr. Dickinson also included in the meeting packet a TxDOT 2015 Evacuation Map, information on understanding transportation funding in Texas, and legislation that will make more funds available to TxDOT in the future for additional highway projects.

IX. SET NEXT MEETING DATE

The next meeting date was set for July 23, 2015

X. ADJOURNMENT

The meeting adjourned at 10:45 a.m.

MEMBERS PRESENT

Jody Crump	Commissioner, Orange County
L.W. Cooper	Commissioner, Hardin County
Lee Houghton	Public Works Supervisor, City of West Orange
Taylor Shelton	Director of Public Works, City of Port Neches
Sue Polka	Public Works Director/City Engineer, City of Port Arthur
Eddie Arnold	Commissioner, Jefferson County
Ken Crawford	Mayor, City of Vidor
Steve Hamilton	Public Works Director, City of Nederland
Mike Kunst	City Manager, City of Vidor
David Smyth	Public Works Director, City of Groves
Kelvin Knauf	Director of Planning & Community Development, City of Orange
Joe Moreno	Public Works Director, City of Silsbee
Gerald Robinson	Public Works Director, City of Bridge City

GUESTS PRESENT

Phillip Lujan	Director TP&D, TxDOT-Beaumont District
Mansour Shiraz	MPO/Rural Planning Coordinator, TxDOT
Scott Ayres	Planning Engineer, TxDOT-Beaumont District
Dee Ingram	GRACE, Inc.
Carlos Aviles	Roadway Designer, City of Beaumont

SETRPC STAFF PRESENT

Bob Dickinson	Director, Transportation and Environmental Resources
Jimmie Lewis	Transportation Planner III, Transportation and Environmental Resources
Robert Grimm	Operations Manager, Transportation and Environmental Resources
Paige Callaway	Administrative Assistant III, Transportation and Environmental Resources



July 23, 2015

STATUS ON SETRPC-MPO PLANNING ACTIVITIES

The South East Texas Regional Planning Commission – Metropolitan Planning Organization (SETRPC-MPO) staff continued work on the following activities:

1. The SETRPC-MPO staff attended a TxDOT public meeting on Thursday, April 16, 2015, on the May 2015 updates to the 2015 Unified Transportation Program (UTP).
2. The SETRPC-MPO staff completed the draft FY 2016 Unified Planning Work Program (UPWP) in June 2015.
3. The SETRPC-MPO staff attended the Texas State Data Center-Texas Demographic Data User Conference on May 19-20, 2015 in Austin.
4. The SETRPC-MPO staff participated in a Near-Nonattainment conference call on May 14, 2015.
5. The SETRPC-MPO staff attended a TxDOT sponsored Neches River Bridge Study Project stakeholder meeting on May 20, 2015.
6. The SETRPC-MPO staff attended a NHI Introduction to Transportation Conformity course in Houston on June 9-11, 2015.
7. The SETRPC-MPO staff started the process to develop a timeline for updating the JOHRTS Metropolitan Transportation Plan (MTP)-2045.

President – Fred Williams, Kountze | 1st VP - Kirk Roccaforte, Bridge City | 2nd VP - Eddie Arnold, Jefferson County
3rd VP - Chris Kirkendall, Hardin County | Treasurer - David Dubose, Orange County | Secretary – Rebecca Ford, Bevil Oaks

Executive Director - Shaun P. Davis

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Date: July 23, 2015

To: Jefferson-Orange-Hardin Regional Transportation Study
(JOHRTS) Transportation Planning Committee (TPC)

From: Bob Dickinson, Director
Transportation and Environmental Resources Division

Subject: "DRAFT" JOHRTS FY 2016 Unified Planning Work Program

Please find enclosed for your review and approval the "DRAFT" JOHRTS FY 2016 Unified Planning Work Program (UPWP) for the South East Texas Regional Planning Commission-Metropolitan Planning Organization (SETRPC-MPO).

The "DRAFT" JOHRTS FY 2016 UPWP describes the transportation planning activities to be undertaken by the SETRPC-MPO from October 1, 2015 to September 30, 2016.

If any questions arise, please do not hesitate to contact Bob Dickinson at 409-899-8444 x7520 or bdickinson@setrpc.org.

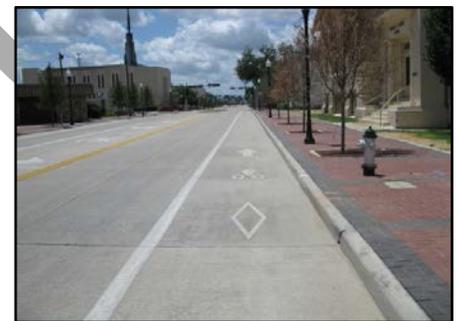
FY 2016 Unified Planning Work Program

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



Adopted by the JOHRTS Transportation
Planning Committee on:
July 23, 2015

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



Prepared in cooperation with the Texas Department of Transportation and the U.S. Department of Transportation, the Federal Highway Administration and the Federal Transit Administration.

This report was funded in part through grants from the Federal Highway Administration and the Federal Transit Administration, U.S. Department of Transportation. The views and opinions of the SETRPC-MPO expressed herein do not necessarily state or reflect those of the U.S. Department of Transportation.

Draft

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INTRODUCTION

The Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) issue Statewide and Metropolitan Transportation Planning rules. These rules provide for state and local flexibility in administering the transportation planning process, and allow for state and metropolitan planning organization (MPO) planning process processes that comply with applicable federal laws and regulations. The FHWA, FTA, and the Texas Department of Transportation (TxDOT) require the South East Texas Regional Planning Commission-Metropolitan Planning Organization (SETRPC-MPO) to publish a Unified Planning Work Program (UPWP) that provides a statement of work with a budget identifying the planning priorities and activities that will be conducted for a given one-year period.

The FY 2016 UPWP was developed in accordance with the Metropolitan Transportation Planning rules, which were shaped by the Intermodal Surface Transportation Efficiency Act (ISTEA), the Transportation Equity Act for the 21st Century (TEA-21), and the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU). Additionally, the UPWP was developed in accordance with requirements from the most recent transportation legislation, the Moving Ahead for Progress in the 21st Century Act (MAP-21).

A. Purpose

The Unified Planning Work Program (UPWP) for the JOHRTS area is a federally required document describing the transportation planning activities to be undertaken in the JOHRTS area for a given one-year period. The FY 2016 UPWP covers the period from October 1, 2015 to September 30, 2016.

Planning of various modes of transportation by separate agencies without a common goal or without coordination of effort may result in an ineffective and inadequate transportation system. All forms of transportation are interrelated and must interact properly to provide a coordinated transportation system. Therefore, planning of coordinated, multimodal transportation systems in the southeast Texas region is an important component of the comprehensive planning process for the JOHRTS area.

This annual UPWP is prepared for the specific purpose of showing the various transportation planning activities that are expected to be accomplished in the coming year. Each activity will be integrated into the JOHRTS comprehensive transportation planning process.

The following eight planning factors, identified in MAP-21, are required to be considered in the metropolitan transportation planning process and the UPWP includes tasks that allow for continuous evaluation of community needs in relation to these factors:

- 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 non-motorized users;
- 3) Increase the security of the transportation system for motorized and non-motorized users;
- 4) Increase the accessibility and mobility of people and for freight;
- 5) Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns;
- 6) Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
- 7) Promote efficient system management and operation; and
- 8) Emphasize the preservation of the existing transportation system.

Also, MAP-21 outlined new requirements related to performance measures. The establishment of performance targets and measures at the national, state, and local levels ensure that all levels of government are being consistent in their efforts to provide transportation services. Each metropolitan planning organization must establish targets that meet the following performance measures outlined in MAP-21:

Goal Area	National Goal
Safety	To achieve a significant reduction in traffic fatalities and serious injuries on all public roads
Infrastructure Condition	To maintain the highway infrastructure asset system in a state of good repair
Congestion Reduction	To achieve a significant reduction in congestion on the National Highway System
System Reliability	To improve the efficiency of the surface transportation system
Freight Movement and Economic Vitality	To improve the national freight network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development

Environmental Sustainability	To enhance the performance of the transportation system while protecting and enhancing the natural environment
Reduced Project Delivery Delays	To reduce project costs, promote jobs and the economy, and expedite the movement of people and goods by accelerating project completion through eliminating delays in the project development and delivery process, including reducing regulatory burdens and improving agencies' work practices

By incorporating these performance measures, the MPO can track improvements towards the accomplishment of important outcomes for the area. The JOHRTS MPO, intends to develop specific performance targets in coordination with the State, in addition to the local transit providers, Beaumont Municipal Transit and Port Arthur Transit. The performance targets will be taken into account throughout the development of all plans completed by the MPO, including the Metropolitan Transportation Plan (MTP), Transportation Improvement Plan (TIP), and the UPWP; furthermore, the targets will be considered throughout the development and selection of projects.

Citizen involvement remains an important component of the transportation planning process in the JOHRTS area. The SETRPC-MPO uses the JOHRTS Public Participation Plan (PPP) and Title VI/Environmental Justice Program to enhance the planning process for citizen participation in southeast Texas. Both programs inform and educate local citizens on transportation planning issues and encourage participation in the transportation planning process. Additionally, the programs provide opportunities for the contribution of ideas and opinions in the preparation of all transportation plans and programs in the JOHRTS area. The JOHRTS PPP and the Title VI/Environmental Justice Program ensure opportunities to increase communication and dialogue between decision-makers and the public.

B. DEFINITION OF AREA

According to the 2010 Census, the JOHRTS area has an approximate population of 388,745 persons with Jefferson County having 252,273 persons, Orange County having 81,837 persons, and Hardin County having 54,635 persons. This is a slight increase in population since the 2000 Census. The JOHRTS area (shown in Appendix B) contains the Beaumont and Port Arthur urbanized areas and is characterized by agricultural, industrial, and low-density residential and commercial land uses.

The SETRPC-MPO receives Transportation Planning Funds (TPF) for the JOHRTS area, and can only use these funds for transportation planning activities occurring within the area's boundary. The following cities are located within the JOHRTS area:

- Beaumont
 - China
 - Lumberton
 - Orange
 - Port Arthur
 - Rose Hill Acres
 - Taylor Landing
 - Bevil Oaks
 - Groves
 - Nederland
 - Pine Forest
 - Port Neches
 - Silsbee
 - Vidor
 - Bridge City
 - Kountze
 - Nome
 - Pinehurst
 - Rose City
 - Sour Lake
 - West Orange
-

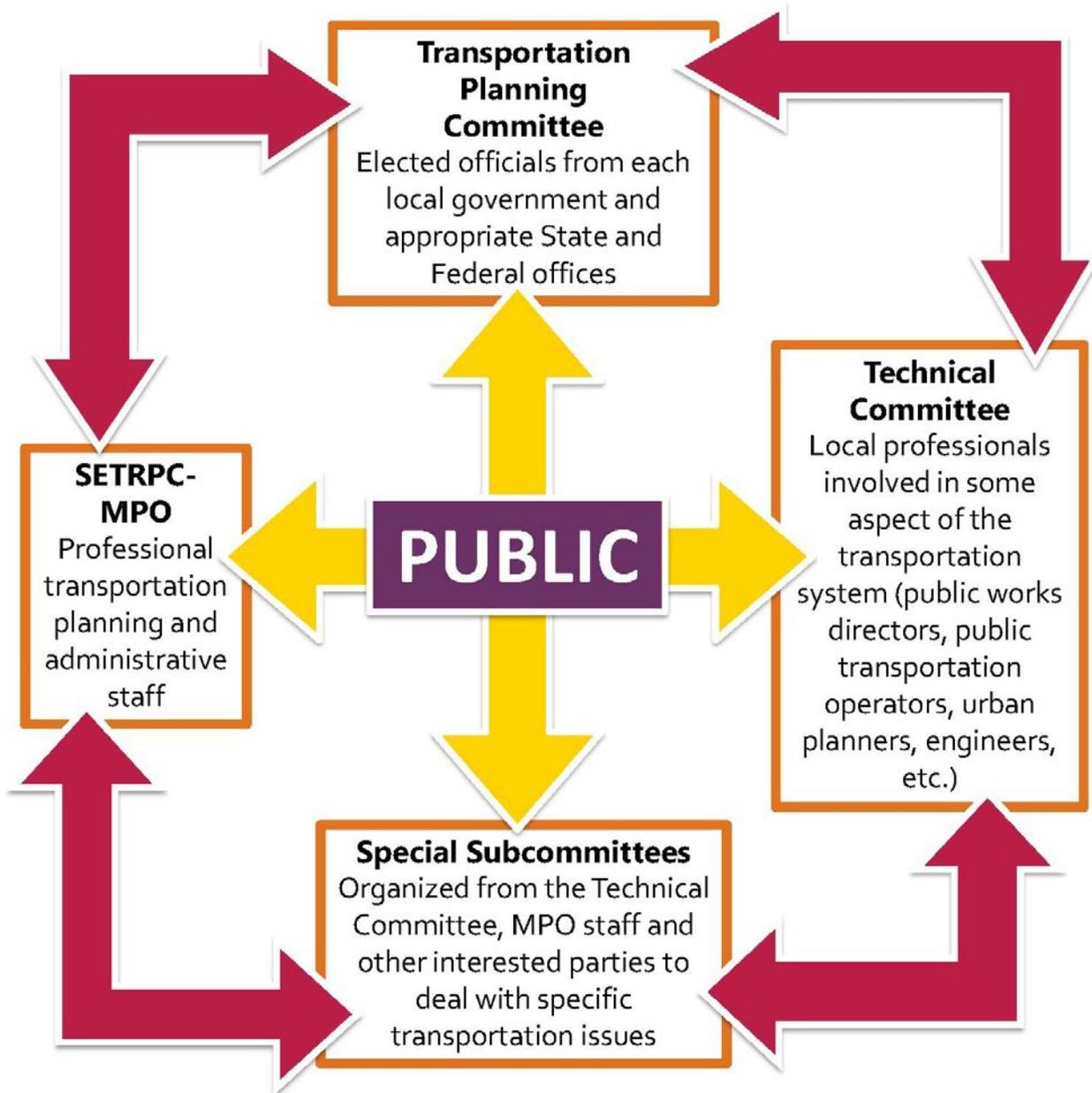
C. Organization

The SETRPC, a voluntary association of local governments, was organized in June 1970 and designated as the MPO for southeast Texas in May 1974. In cooperation with TxDOT and local governments, the SETRPC-MPO is responsible for developing and maintaining the UPWP, the Transportation Improvement Program (TIP), and the Metropolitan Transportation Plan (MTP); ensuring that all local planning efforts are compatible with comprehensive plans in the region; and providing staff support for the JOHRTS Transportation Planning Committee (TPC) and the JOHRTS Technical Committee.

The SETRPC-MPO transportation policy committees are responsible for ensuring that local concerns are incorporated into all transportation planning decisions and all regional transportation plans and programs are the result of a continuing, comprehensive, and cooperative process, as required by Section 134 of Title 23, United States Code.

The JOHRTS TPC, in coordination with the MPO staff, manages the SETRPC-MPO and directs all MPO transportation planning activities. The TPC ensures that MPO transportation plans and programs are consistent with the goals and objectives of all comprehensive plans in the JOHRTS area. Participating agencies at all levels are encouraged to cooperate and coordinate their work efforts with the JOHRTS TPC. Appendix A includes a listing of the JOHRTS TPC members.

The JOHRTS Technical Committee is an advisory committee to the JOHRTS TPC. The JOHRTS Technical Committee works with SETRPC-MPO staff in preparing planning documents, formulating policies, supervising consultants and providing technical support for transportation studies. The SETRPC-MPO subcommittees are composed of representatives of the cities, counties, and other interested parties within the JOHRTS area and meet on an ad hoc basis.



D. PRIVATE SECTOR INVOLVEMENT

The SETRPC-MPO includes private sector participation in several major tasks of the UPWP. These services are primarily used throughout the JOHRTS MTP process, and are utilized for other planning activities as necessary. The SETRPC-MPO utilizes the SETRPC’s Procurement Policy to guide the procurement process.

E. PLANNING ISSUES AND EMPHASIS

The FY 2016 UPWP's ongoing goal consists of addressing the transportation planning provisions of MAP-21. While the implementation of MAP-21 occurs at the federal and state level, the SETRPC-MPO will continue to incorporate the various components of MAP-21 into the metropolitan transportation planning process in the JOHRTS area, updating plans and programs as necessary to comply with new policies and regulations.

The JOHRTS area is now designated as in attainment and the region will continue work to maintain this status. Although the area is currently designated attainment for the 2008 ozone NAAQS and requirements for the MPO to demonstrate conformity are no longer in place, air quality issues remain significant in transportation planning for the JOHRTS area. Analysis of the air quality monitoring data for 2011, 2012, 2013 and 2014 indicates that exceedances of the 2008 ozone NAAQS have occurred. This raises concerns about the area's continued attainment status, particularly in relation to the EPA's review of the ozone standard expected to occur in 2015 and the subsequent possibility of a more stringent ozone NAAQS. As such, the SETRPC-MPO remains committed to considering air quality issues in transportation planning for the JOHRTS area. To continue improving air quality in the JOHRTS area and maintain compliance with the ozone NAAQS, the SETRPC-MPO will continue its efforts to develop new plans and programs that aid in achieving air quality goals.

The MPO will also promote viable alternatives to the automobile that decrease mobile source emissions and improve air quality for JOHRTS area residents. The SETRPC-MPO will continue its involvement in ozone awareness for citizens throughout the three-county region. Additionally, the SETRPC-MPO will continue its support for the SETRPC Air Quality Advisory Committee and the Texas Technical Working Group for Mobile Source Emissions. In FY 2014 SETRPC MPO staff requested proposals for an Area-Wide Rideshare Program. A firm was selected to begin work on the program. Work will continue on the Area-Wide Rideshare Program throughout FY 2016. Upon completion a successful program will reduce emissions through a reduction in the number of vehicle miles traveled.

The SETRPC-MPO staff also maintains and updates the TIP and financial summary that contains regional transportation projects to be constructed during a given four year period. The TIP is the short-range implementation program of the MTP. The JOHRTS area's current TIP is the Revised FY 2015-2018 TIP May 2015 Quarterly Revision.

The SETRPC-MPO will continue to address issues relating to environmental justice in the provision of transportation services for the JOHRTS area. MPO staff will work in close cooperation with local agencies to identify minorities, low-income persons, the disabled, and other potentially disadvantaged persons in the region, and ensure that those persons are given the opportunity to participate in the transportation planning process. Efforts will also be undertaken to guarantee that these persons receive their fair share of transportation improvement dollars for their communities.

The SETRPC-MPO, in conjunction with area jurisdictions, will continue to collect and maintain socioeconomic data for transportation planning purposes. These tasks may include analyzing factors and features that affect highway, transit, and other public transportation facilities and operations, including population changes and economic development.

The provision of public transit services within the JOHRTS area remains a priority with the SETRPC-MPO. Efforts to improve operational efficiency, expand local transit service, promote financial responsibility, and improve the mobility of the transit dependent will continue.

It is important to note that all these tasks require substantial effort and dedication from local agencies throughout the JOHRTS area and often include the utilization of consulting services for specific planning activities, plans, or programs.

The SETRPC-MPO staff will address Planning and Emphasis Areas (PEAS) as defined by the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA). The objectives of the PEAs are: 1) MAP-21 implementation, more specifically a transition to performance based planning and programming; 2) Regional Models of Cooperation, planning and cooperation across transit agency, MPO and state boundaries; and 3) Ladders of Opportunity, identifying and addressing connectivity gaps in accessing essential services.

The following tasks within this document are intended to address, in part, these planning emphasis areas:

- a. Map-21 Implementation: Transition to Performance Based Planning and Programming
 - i. Subtask 2.2: Geographic Information Systems
 - ii. Subtask 3.3: Performance Measures
 - iii. Subtask 3.4: Short Range Air Quality Planning
 - iv. Subtask 4.2: JOHRTS MTP Maintenance and Development

- b. Regional Models of Cooperation
 - i. Subtask 3.2: Planning Assistance for Transit Planning
 - ii. Subtask 3.4: Short Range Air Quality Planning
 - iii. Subtask 4.2: JOHRTS MTP Maintenance and Development

- c. Ladders of Opportunity: Access to essential services – as part of the transportation planning process, identify transportation connectivity gaps in access to essential services
 - i. Subtask 1.2: Public Information and Education
 - ii. Subtask 1.4: Title VI - Civil Rights Evaluation
 - iii. Subtask 3.2: Planning Assistance for Transit Planning
 - iv. Subtask 3.3: Performance Measures
 - v. Subtask 4.2: JOHRTS MTP Maintenance and Development

TASK 1.0 – ADMINISTRATION/MANAGEMENT

A. OBJECTIVES

- To provide administrative support for developing a continuing, comprehensive, and cooperative transportation planning process for the JOHRTS region.
- To provide public information and education programs that increase participation in transportation planning activities.
- To promote public participation in the air quality planning and improvement process and disseminate air quality information.
- To ensure that all aspects relating to Title VI, including environmental justice directives and limited English proficiency guidance, are addressed in the transportation planning process.
- To enhance staff knowledge of transportation related issues and support professional development.

B. EXPECTED PRODUCTS

This task will support the administrative services necessary to operate the MPO, including general administration/management, developing annual reports, training and travel expenses for MPO staff members, and purchasing office supplies and computer resources. Task 1.0 will also provide for: public involvement in transportation plans and programs, educated and knowledgeable TPC and Technical Committee members, and compliance with the transportation planning process, the 1990 Clean Air Act Amendments (CAAA), and Title VI legislation. When necessary, consultants will be utilized to carry out task activities.

C. PREVIOUS WORK

During FY 2015, the SETRPC-MPO staff provided administrative support to the JOHRTS transportation planning process. The MPO provided technical and administrative assistance to the JOHRTS TPC and Technical Committee. Staff members kept minutes of meetings, prepared technical presentations, and provided informational materials to the committees. Staff scheduled, prepared for, and conducted meetings of the JOHRTS TPC, which were held in November and December, 2014 and April 2015. Meetings of the JOHRTS Technical Committee were held in October 2014. Staff scheduled, prepared for, and conducted each of these meetings.

The SETRPC-MPO hosted public meetings in November 2014 and held a 30-day public comment period, as defined by the JOHRTS PPP, for the JOHRTS Revised 2040 MTP and the JOHRTS February 2015 Quarterly Revision to the FY 2015-2018 TIP. Staff prepared legal notices and placed those notices in area newspapers to advertise the

public comment period and public meetings for the TIP. Additionally, staff posted information about the meetings on the SETRPC's website (www.setrpc.org) and the Transportation & Environmental Resources Division's website (www.setrpc.org/ter). The TIP document was made available on the Transportation & Environmental Resources Division's website, along with instructions on how to submit a comment electronically. The public meetings were held in locations within Jefferson, Orange, and Hardin Counties that comply with the environmental justice directive for transportation. The SETRPC-MPO again held public meetings and a 30-day comment period for the JOHRTS May Quarterly Revision to the FY 2015-2018 Revised TIP. Staff repeated the process as explained above.

Staff developed the FY 2016 Unified Planning Work Program (UPWP), the FY 2014 Annual Transportation Project Listing, and the FY 2014 Annual Performance and Expenditure Report. Additionally, staff is awaiting training in order to complete the FY 2015 Congestion Mitigation and Air Quality (CMAQ) Improvement Annual Report through the UPACS reporting tool, as required by the Federal Highway Administration.

The SETRPC-MPO staff continued to develop professional expertise necessary to carry out the transportation planning process of the JOHRTS area. Staff regularly attended the meetings of the Texas Association of Metropolitan Planning Organizations (TEMPO), as well as the annual Texas Transportation Forum. Staff also attended various other workshops and seminars, including workshops and webinars regarding performance based planning and MAP-21.

Staff continued the review of available information related to MAP-21, including the status of performance measures and their timelines at the federal and state levels. In addition, staff conducted daily and weekly surveys of online resources that pertain to transportation planning and JOHRTS area issues, such as the Federal Register, the Texas Register, agency websites, and news sources.

D. SUBTASKS

SUBTASK 1.1 Transportation Program Support & Administration

This subtask includes general coordination, communication, and management tasks essential to the development and maintenance of the transportation planning process. Overall direction of planning activities includes preparing and circulating schedules, minutes, reports, managing computer resources, office space, office furniture, and other equipment. Also, this subtask involves grant administration tasks such as purchasing, auditing, and contract development.

Products

- Administration and management of the transportation planning process
- Preparation of administrative documentation, correspondence, and special reports
- Updated Unified Planning Work Program, Annual Performance and Expenditure Report and Annual Listing of Projects
- Current minutes and records for the JOHRTS TPC and other policy meetings
- Food/beverage items for TPC/Technical Committee meetings with prior approval from TxDOT
- Arrangements for off-site meeting spaces for public meetings, workshops, and other transportation planning related activities
- Requests for Proposals (RFPs) and contract administration management
- Updated private sector list of Disadvantaged Business Enterprises (DBE) and Historically Underutilized Businesses (HUB)
- Computer resources, office equipment, and other items needed for regional planning (equipment purchases greater than \$5,000 only with prior approval by the FHWA)
- Information for staff on federal and state regulations
- Utilization of external legal services in compliance with federal and state laws, rules, and regulations, to review and develop new and revised planning grants, contracts, sub-contracts with consultants, requests for proposals, and other materials pertaining to other ongoing transportation planning activities (legal services will be utilized only with prior approval by the FHWA)

SUBTASK 1.2

Public Information and Education

The SETRPC-MPO recognizes the importance and need for providing a proactive public participation process and continues to develop public information and education programs for air quality and transportation planning. MPO staff manages the PPP and other public documents, provides transportation information using various media sources and visualization techniques, and conducts public meetings, open forums, and comment periods to receive citizen input towards multimodal transportation planning.

The SETRPC-MPO staff will begin to prepare and post on-line information including such items as; traffic counts, crash data, census data, indicators of progress, etc.

Products

- Adherence to the JOHRTS PPP, and updates to the PPP as necessary due to federal and state regulations
- Public information materials that enhance the public's understanding and perception of the MPO
- Public participation surveys and comment cards, both as hard copies and available online
- Media releases, newsletters, presentations, and other materials prepared for public and private sectors
- Appropriate MPO documents, meeting notices, highway and transit information available on website
- Maintained and updated mailing lists that identify target audiences for transportation planning issues
- Web site data base for traffic counts, project viewer, census data and pertinent maps
- Live streaming of TPC meetings as required by SB 1237
- Postings of all past TPC meeting videos

SUBTASK 1.3

Staff Training and Travel

This subtask provides continued professional development of policy committee members and MPO staff through active participation in various air quality and transportation planning meetings and training sessions including MPO staff business travel expenses.

Products

- Training for MPO staff through conference, workshop, and seminar participation
- Training and resources for TPC and Technical Committee members
- TPF reimbursement of staff travel expenses approved by the MPO leadership and TxDOT Transportation Planning and Programming Division
- All out-of-state travel requires prior TxDOT approval

SUBTASK 1.4**Title VI – Civil Rights Evaluation**

Ensure minority and low income populations have the opportunity to participate in the transportation planning process; continue to implement procedures that will analyze minority and low income areas, which have historically been underserved communities. This subtask also involves monitoring the effectiveness of the plan, with the continual development and implementation of Title VI procedures, including environmental justice directives and limited English proficiency guidance, to ensure that all Title VI aspects are addressed in the transportation planning process and the MPO policy committees are notified of any changes in Title VI topics and guidance. Public meetings will be held in conformity to the Public Participation Plan. Private sector services may be utilized during this subtask.

Products

- Transportation policies and programs that support Title VI, including environmental justice directives and limited English proficiency guidance
- Programs to ensure that minority, low-income, and/or limited English proficiency persons have the opportunity to review and comment on transportation projects and programs
- Examination of various tools for analyzing the data collected towards the Title VI/Environmental Justice directive

E. FUNDING SUMMARY**Task 1 - FY 2016**

Subtask	Responsible Agency	Transportation Planning Funds (TPF) ¹	FTA Sect. 5307	Local	Total
1.1	SETRPC	\$212,454	\$0	\$0	\$212,454
1.2	SETRPC	\$80,461	\$0	\$0	\$72,981
1.3	SETRPC	\$26,539	\$0	\$0	\$26,539
1.4	SETRPC	\$57,240	\$0	\$0	\$57,240
TOTAL		\$376,964	\$0	\$0	\$376,964

TxDOT will apply transportation development credits sufficient to provide the match for FHWA PL-112 and FTA Section 5303 programs. As the credits reflect neither cash nor man-hours, they are not reflected in the funding tables.

TASK 2.0 – DATA DEVELOPMENT AND MAINTENANCE

A. OBJECTIVES

- To develop and maintain various demographic and zonal data inputs necessary for the JOHRTS travel demand model analysis.
- To conduct network updates for each analysis year during JOHRTS MTP development and updates.
- To collect Census and other transportation-related data for transportation planning purposes.
- To maintain various datasets and tools using Geographical Information Systems (GIS) and the JOHRTS MTP/TIP project database.
- To develop and maintain demographic data that can be analyzed in GIS to ensure that Title VI requirements, including environmental justice directives and limited English proficiency guidance, are being met.

B. EXPECTED PRODUCTS

This task provides for general data collection and the comprehensive review of a travel survey, reports, and respective analyses necessary to maintain an updated inventory of socioeconomic, demographic, link attribute, and zonal data inputs for the JOHRTS travel demand model. Task 2.0 also supports the compilation and maintenance of Census demographic and other transportation data that may be used with GIS and other MPO databases. Completion of this task may require the SETRPC-MPO to utilize consultant services to collect socioeconomic and demographic data for MTP updates and travel demand model development. MPO staff may also coordinate with consultant services to continue collecting and analyzing data necessary to comply with Title VI provisions, including environmental justice directives and limited English proficiency guidance.

Data collection and analysis for various technical presentations is a continuous process because of the various scenarios and parameters requested by local agencies and public officials regarding the 2010 Census results and comparisons with the 2000 Census data.

C. PREVIOUS WORK

The SETRPC-MPO staff prepared Census dataset materials, posting them to the website and distributing them to local jurisdictions upon request. Staff utilized various GIS datasets, including Census data products, aerial imagery, and local GIS files, to provide GIS mapping services to member agencies, developing datasets as necessary for mapping application.

D. SUBTASKS

SUBTASK 2.1 JOHRTS Travel Demand Model

This subtask includes collection, analysis, and maintenance of all transportation data inputs necessary for conducting travel demand modeling during the development of the JOHRTS MTP and new travel demand model. MPO staff maintains an ongoing inventory of socioeconomic, demographic, and special generator data, and manages network updates to ensure project attributes are coded accurately on model networks. Private sector services may be utilized during this subtask.

Products

- Development and maintenance of base and horizon year networks for the travel demand model
- Collection and maintenance of Traffic Analysis Zones (TAZ) and special generator data
- Updated socioeconomic and demographic data for travel demand model analysis
- Computer software purchases and staff training specific to travel demand modeling

SUBTASK 2.2 Geographic Information Systems

This subtask involves continued development and maintenance of GIS data and products for transportation planning in the JOHRTS area. The SETRPC-MPO will continue to work with member agencies to update the GIS database and provide maps and tables upon request to these agencies. Staff will continue to coordinate GIS training opportunities and participate in agency GIS efforts. Private sector services may be utilized during this subtask.

Products

- A comprehensive GIS database necessary to support general transportation planning purposes and provide mapping information on the SETRPC website
- Coordination with public and private agencies to acquire GIS data for analysis and provide GIS services to these agencies
- Computer software and equipment purchases (i.e., ArcGIS) and staff training specific to GIS operations (equipment purchases greater than \$5,000 only with prior approval by the FHWA)

SUBTASK 2.3

Transportation Data Collection

The SETRPC-MPO staff will continue the collection, analysis and maintenance of Census and other transportation-related data that affects the JOHRTS region. This subtask involves collection and analysis of socioeconomic and demographic data necessary to comply with Title VI, including environmental justice directives and limited English proficiency guidance. Private sector services may be utilized during this subtask.

Products

- An accurate database containing all relevant traffic, transit, accident, roadway, intersection, bicycle, and pedestrian data
- Collection and analysis of current Census data, including the Census Transportation Planning Package (CTPP)
- Data regarding minority, low-income, and limited English proficiency persons for compliance with Title VI, including environmental justice directives and limited English proficiency guidance
- Updated travel behavior and trip patterns for the JOHRTS area

SUBTASK 2.4

JOHRTS MTP/TIP Project Database

The SETRPC-MPO staff plans to implement the new database design developed in previous fiscal years for the MTP/TIP project listings and project status reporting. The MPO staff will obtain the base data to create new project listings for revisions and updates to the MTP and TIP. Private sector services may be utilized during this subtask.

Products

- A comprehensive, flexible, and functional MTP and TIP project database

E. FUNDING SUMMARY

Task 2 – FY 2016

Subtask	Responsible Agency	Transportation Planning Funds (TPF) ¹	FTA Sect. 5307	Local	Total
2.1	SETRPC	\$35,543	\$0	\$0	\$35,543
2.2	SETRPC	\$71,086	\$0	\$0	\$71,086
2.3	SETRPC	\$59,238	\$0	\$0	\$59,238
2.4	SETRPC	\$71,086	\$0	\$0	\$71,086
TOTAL		\$236,953	\$0	\$0	\$236,953

TxDOT will apply transportation development credits sufficient to provide the match for FHWA PL-112 and FTA Section 5303 programs. As the credits reflect neither cash nor man-hours, they are not reflected in the funding tables.

(1) TPF – This includes both FHWA PL-112 and FTA Section 5303 funds.

Draft

TASK 3.0 – SHORT RANGE PLANNING

A. OBJECTIVES

- To develop and maintain the JOHRTS TIP according to federal and state regulations.
- To coordinate with TxDOT and other regional agencies on the support of the Transportation Alternatives Program.
- To promote public transportation as a safe and affordable travel alternatives with environmental benefits.
- To promote short-range transportation programs designed to improve air quality in the JOHRTS area.
- To provide assistance to state and regional committees involved in transportation and air quality issues.

B. EXPECTED PRODUCTS

The purpose of this task is to accomplish planning activities that require immediate implementation or occur within a relatively short time frame. Task 3.0 will provide for continued TIP development for submittal into the Statewide Transportation Improvement Program (STIP). This task also explores and identifies various opportunities with park-and-ride lots, including carpools, vanpools, and express bus service options. Other expected items are meeting the ADA transit requirements and participating in programs and committees that involve air quality planning and monitoring. When necessary, consultant services may be utilized by the SETRPC-MPO to carry out task activities.

C. PREVIOUS WORK

The SETRPC-MPO amended the JOHRTS FY 2015-2018 TIP twice. The first amendment was the February Quarterly Revision approved by the TPC on December 11, 2014 and the second was the May Quarterly Revision approved by the TPC on April 16, 2015. Staff coordinated with the TxDOT-Beaumont District, Port Arthur Transit, Beaumont Municipal Transit, and South East Texas Transit to receive input for the project listing for both revisions of the FY 2015-2018 TIP. Staff conducted a series of public meetings in November 2014 and March 2015 during the 30-day comment period in order to gather input on revisions to the TIP. Staff subsequently submitted both revisions to TxDOT-TPP, through the eSTIP program, for inclusion in the FY2015-2018 Statewide Transportation Improvement Program.

The SETRPC-MPO also continued to provide support for the Transportation Alternatives Program. Staff continued to promote strategies and awareness for air quality improvement. Staff attended the biannual meeting of the Technical Working Group for

Mobile Source Emissions in October 2014 and April 2, 2015. Additionally, staff attended the November 2014 and April 2015 SETRPC Air Quality Advisory Committee meetings.

Staff continued to advocate the benefits of the public transportation systems in the area and provide assistance in identifying transit service improvements.

Port Arthur Transit (PAT) continued its assessment of the route system to determine the feasibility and benefits of potential route changes intended to improve performance and ridership.

D. SUBTASKS

SUBTASK 3.1 Transportation Improvement Program

With this subtask, SETRPC-MPO staff will identify and program various transportation projects that may be accomplished within a given four year period. The MPO staff will continue development and maintenance of a TIP that complies with the current MTP.

Products

- The TIP and quarterly updates that provide an accurate project listing and financial plan

SUBTASK 3.2 Planning Assistance For Transit Planning

The efforts within this subtask provide short-range transit planning support for Beaumont Municipal Transit (BMT), Port Arthur Transit (PAT), and South East Texas Transit (SETT). The planning services expended in this task are designed to increase ridership and promote transit as an alternative means of transportation that provides air quality benefits for the JOHRTS area. The MPO staff will assist BMT and PAT in implementing recommendations/options intended to enhance service and increase ridership. Private sector services may be utilized during this subtask.

Products

- Assistance to BMT, PAT, and SETT with evaluating transit ridership and service using GIS, demographic, and other types of analyses identified
- Outreach activities for regional transit services
- Assistance to SETT with GIS support for examining their demand-response service characteristics
- Planning support for projects identified in the Regional Public

Transportation Coordination Plan that expand service and improve the effectiveness of the regional transit system

- Participation in efforts to maintain the Regional Public Transportation Coordination Plan
- Review of various transit options to enhance transit, ridership, and mobility in the area through feasibility studies, pilot project planning, and/or gap analysis to determine solutions and implementation strategies
- PAT will review and update Title VI documents pertaining to public transportation
- PAT will analyze ADA requirements for its transit vehicles and facilities
- PAT will develop training programs for maintenance personnel
- PAT will evaluate, through a ridership survey, the effectiveness of two route modifications and determine if any changes or adjustments should be made to improve efficiency in the routes

SUBTASK 3.3

Performance Measures

Staff will continue to coordinate with TxDOT, Beaumont Municipal Transit and Port Arthur Transit to develop appropriate performance measures, as required by MAP-21.

Products

- Performance measures to be incorporated into all JOHRTS MPO documents and plans

SUBTASK 3.4

Short Range Air Quality Planning

This subtask will provide for staff awareness of state and federal air quality plans and policies affecting the region, so that continued compliance with air quality regulations can be maintained. Additional efforts will include continued support to and coordination with the southeast Texas ozone awareness program, which is designed to educate and inform the public about air quality issues, including those related to transportation. MPO staff will continue to provide assistance to the SETRPC Air Quality Advisory Committee (AQAC) and the Texas Technical Working Group for Mobile Source Emissions (TWG) committee.

Products

- Awareness of and response to state and federal air quality plans and regulations affecting the region
- Continued support to and coordination with southeast Texas ozone awareness program
- Continued support for the SETRPC AQAC and TWG committee

E. FUNDING SUMMARY

Task 3 - FY 2016

Subtask	Responsible Agency	Transportation Planning Funds (TPF) ¹	FTA Sect. 5307	Local	Total
3.1	SETRPC	\$118,477	\$0	\$0	\$118,477
3.2	SETRPC	\$61,005	\$0	\$0	\$61,005
3.2	City of Port Arthur	\$0	\$200,000	\$0	\$200,000
3.3	SETRPC	\$57,472	\$0	\$0	\$57,472
TOTAL		\$236,954	\$200,000	\$0	\$436,954

TxDOT will apply transportation development credits sufficient to provide the match for FHWA PL-112 and FTA Section 5303 programs. As the credits reflect neither cash nor man-hours, they are not reflected in the funding tables.

(1) TPF – This includes both FHWA PL-112 and FTA Section 5303 funds.

TASK 4.0 – METROPOLITAN TRANSPORTATION PLAN

A. OBJECTIVES

- To develop and maintain a MTP Project Selection Process (PSP) that is based on the MAP-21 planning factors.
- To maintain a project list sufficient in design and scope that identifies proposed projects for inclusion in the MTP.
- To maintain a comprehensive MTP that is financially constrained and conforms to federal and state regulations.
- To maintain and update the JOHRTS travel demand model.

B. EXPECTED PRODUCTS

This task involves the primary activities associated with developing the JOHRTS MTP. JOHRTS MTP activities include conducting the PSP to identify transportation projects by selection criteria and developing a project listing for the JOHRTS area. Task 4.0 also includes the development of base and horizon year networks and corresponding network project listings. When necessary, consultant services may be utilized by the SETRPC-MPO to carry out task activities.

C. PREVIOUS WORK

Staff completed work on the MTP-2040 in FY 2014. The MTP-2040 was adopted by the TPC July of 2014. The conformity lapse ended on July 20, 2013 when the 1997 NAAQS was revoked. As such, a conformity determination was not required for the MTP-2040.

The SETRPC-MPO staff updated the travel demand model analyses for the MTP-2040. In conjunction with consultant services, staff developed the travel demand model networks and inputs for 2013, a 2040 no-build scenario, and a 2040 build scenario. Staff submitted the networks and inputs to TxDOT-TPP/TTI for travel demand model analysis. Staff held calls with TxDOT-TPP and TTI regarding the SETRPC-MPO travel demand model, answered inquiries regarding the model, and provided additional information as necessary. The SETRPC-MPO took delivery of the final results of the travel demand model analysis from TxDOT/TTI and incorporated those results into the MTP-2040.

D. SUBTASKS

SUBTASK 4.1 Project Selection Process

This subtask involves a review and update of the JOHRTS PSP as

necessary to incorporate appropriate TxDOT funding categories and ensure optimization of available funds for transportation projects in the JOHRTS area. Project listings will be produced for project placement into the MTP long-range planning components. Private sector services may be utilized during this subtask.

Products

- A PSP that ranks and scores transportation projects based on the MAP-21 planning factors
- Prioritized project listings using the appropriate funding categories for project placement in the MTP networks

SUBTASK 4.2 JOHRTS MTP Maintenance and Development

This subtask includes ongoing development, maintenance, and publication of the JOHRTS MTP document and financial plan according to federal and state regulations. MPO staff develops the MTP as a part of the continuing, comprehensive, and cooperative transportation planning process. Private sector services may be utilized during this subtask.

Products

- The JOHRTS MTP containing highway, transit, and other multimodal elements, including an accurate project listing and financial plan, which will be updated as necessary to incorporate revisions
- Development and incorporation of MAP-21 related performance measures into the MTP as necessary
- Development of a timeline for the upcoming MTP

SUBTASK 4.3 Regional Transportation Modeling

This subtask includes coordination with TxDOT and TTI on the development of the new JOHRTS travel demand model. MPO staff will provide assistance with TxDOT's travel surveys, saturation counts, and model calibration and validation. If required by the travel demand modeling process, alternative analyses may be developed for refining the model networks. Private sector services may be utilized during this subtask.

Products

- A maintained, calibrated, and validated travel demand model that accurately compares to observed transportation data
- Project-level alternative analyses that support network updates and model analyses (if required)
- A data base of performance based planning process documents

D. FUNDING SUMMARY

Task 4 - FY 2016

Subtask	Responsible Agency	Transportation Planning Funds (TPF) ¹	FTA Sect. 5307	Local	Total
4.1	SETRPC	\$68,800	\$0	\$0	\$68,800
4.2	SETRPC	\$123,840	\$0	\$0	\$123,840
4.3	SETRPC	\$82,560	\$0	\$0	\$82,560
TOTAL		\$275,200	\$0	\$0	\$275,200

TxDOT will apply transportation development credits sufficient to provide the match for FHWA PL-112 and FTA Section 5303 programs. As the credits reflect neither cash nor man-hours, they are not reflected in the funding tables.

(1) TPF – This includes both FHWA PL-112 and FTA Section 5303 funds.

TASK 5.0 – SPECIAL STUDIES

A. OBJECTIVES

- To conduct special studies that will provide current analysis and data on projected local and regional needs and for use in updating the JOHRTS MTP.

B. EXPECTED PRODUCTS

Vehicle classification counts, origin/destination and speed data for major travel corridors. The SETRPC-MPO may temporarily expand its staff by utilizing consultant services to help complete task activities.

C. PREVIOUS WORK

None

D. SUBTASKS

SUBTASK 5.1 Vehicle Classification Counts

Perform vehicle classification counts in areas around and travel corridors serving intermodal facilities. The purpose of the data collection is to obtain data that will serve to supplement transportation system analysis and proposed project improvement evaluations as part of the update of the JOHRTS MTP.

The classification counts collected as part of this study will be for locations in and around the region's intermodal facilities and be used to supplement classification counts performed by TxDOT on the major roadways in the region. The counts to be collected will be performed by time-of-day to offer more detailed data than is typically available. Count locations and scheduling of counts will be coordinated with TxDOT's Beaumont District and Transportation Planning & Programming Division to ensure data collected serves the supplemental purpose intended.

SUBTASK 5.2 Origin/Destination & Travel Times

Perform origin/destination and travel time data collection in major travel corridors. The purpose of this data collection is to establish a mid-decade profile of regional trip patterns and travel times to

assist in the development and update of the JOHRTS MTP, to guide full-scale data collection later in the decade. The travel time data will serve the purpose of providing a mid-decade benchmark and a dataset of known content that can be used to validate any other available third-party datasets. Additionally, the O/D and travel time data can be used as “before” data for “before and after” corridor improvement evaluations and to support congestion management activities. Data collection locations and schedule will be coordinated with TxDOT’s Beaumont District and Transportation Planning and Programming Division.

E. FUNDING SUMMARY

Task 5 - FY 2016

Subtask	Responsible Agency	Transportation Planning Funds (TPF) ¹	FTA Sect. 5307	Local	Total
5.1	SETRPC	\$66,964	\$0	\$0	\$66,964
5.2	SETRPC	\$66,964	\$0	\$0	\$66,964
TOTAL		\$133,928	\$0	\$0	\$103,928

TxDOT will apply transportation development credits sufficient to provide the match for FHWA PL-112 and FTA Section 5303 programs. As the credits reflect neither cash nor man-hours, they are not reflected in the funding tables.

(1) TPF – This includes both FHWA PL-112 and FTA Section 5303 funds.

BUDGET SUMMARY

TABLE 1 – JOHRTS – FY 2016

UPWP Task	FTA Task	Description	TPF ¹ Funds	FTA Sect. 5307	Local Funds	Total Funds
1.0	44.21.00	Administration - Management	\$376,694	\$0	\$0	\$331,734
2.0	44.22.00 44.23.01	Data Development and Maintenance	\$236,953	\$0	\$0	\$236,953
3.0	44.24.00 44.25.00	Short Range Planning	\$236,954	\$200,000	\$0	\$436,954
4.0	44.23.02	Metropolitan Transportation Plan	\$275,200	\$0	\$0	\$275,200
5.0	44.27.00	Special Studies	\$133,928	\$0	\$0	\$103,928
Total			\$1,259,729	\$200,000	\$0	\$1,384,769

¹ TRANSPORTATION PLANNING FUNDS

TPF	\$ 538,962
Estimated Unexpended Carryover	<u>\$ 720,767</u>
TOTAL TPF	\$ 1,259,729

² ***Estimate based on prior years authorizations and TPF includes FHWA (PL-112) and FTA 5303***

By minute order, the Texas Transportation Commission authorizes the use of transportation development credits as TxDOT's non-Federal share for FHWA (PL-112) and FTA 5303 funds. As the credits reflect neither cash nor man-hours, they are not reflected in the funding tables.

APPENDIX A

POLICY COMMITTEE MEMBERSHIP

Draft

**JEFFERSON-ORANGE-HARDIN REGIONAL TRANSPORTATION STUDY
TRANSPROTATION PLANNING COMMITTEE**

VOTING MEMBERSHIP

Honorable Becky Ames
City of Beaumont

Honorable Robert Viator
City of Vidor

Honorable Kirk Roccaforte
City of Bridge City

Honorable Roy McDonald
City of West Orange

Honorable Brad Bailey
City of Groves

Honorable Herbert Muckleroy
City of Silsbee

Honorable R. A. "Dick" Nugent
City of Nederland

Commissioner L.W. Cooper, Jr.
Hardin County

Honorable Jimmy Sims
City of Orange

Commissioner Eddie Arnold Vice-Chairman
Jefferson County

Honorable Deloris "Bobbie" Prince
City of Port Arthur

Commissioner Jody Crump
Orange County

Honorable Glenn Johnson
City of Port Neches

Tucker Ferguson, P.E. –Secretary
TxDOT- District Engineer

Honorable Don Surratt –Chairman
City of Lumberton

NON-VOTING EX-OFFICIO MEMBERSHIP

Honorable Rebecca M. Ford
City of Bevil Oaks

Honorable John Walker
City of China

Honorable Pete Runnels
City of Pinehurst

Honorable Joey Peno
City of Pine Forest

Honorable Rick Thomisee
City of Rose Hill Acres

Honorable Bonnie Stephenson
City of Rose City

Honorable Kerry Abney
City of Nome

Honorable Fred Williams
City of Kountze

Honorable John Durkay
City of Taylor Landing

Honorable Bruce Robinson
City of Sour Lake

Honorable Randy Weber
U.S. Representative, Dist. 14

Brandon Creighton
State Senator, Dist. 4

Honorable Joseph "Joe" Deshotel
State Representative, Dist. 22

Honorable Dade Phelan
State Representative, Dist. 21

Melanie Rousseau
Texas Commission on Environmental Quality

Travis Milner
TxDOT – Transportation, Planning & Programming

Mansour Shiraz
TxDOT – Transportation Planning & Programming

Honorable Brian Babin
U.S. Representative, Dist. 36

Honorable Robert Nichols
State Senator, Dist. 3

Honorable James White
State Representative, Dist. 19

Vacant
Governor's Office

Kirk D. Fauver
Federal Highway Administration

Vacant
U.S. Coast Guard

Shaun Davis
SETRPC – Executive Director

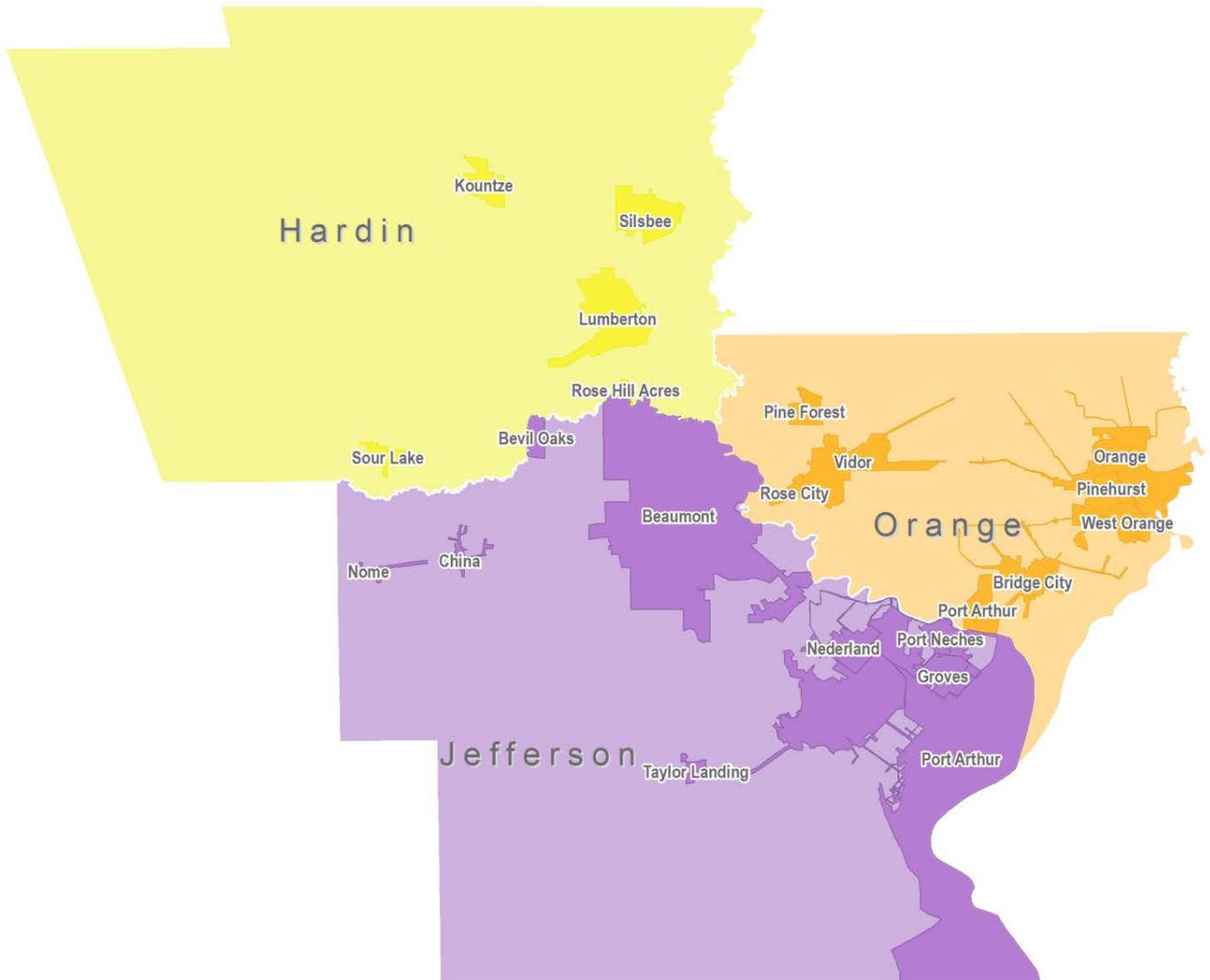
Draft

APPENDIX B

METROPOLITAN PLANNING AREA BOUNDARY MAP

(GOVERNOR OR GOVERNOR'S DESIGNEE APPROVED)

Draft



APPENDIX C

DEBARMENT CERTIFICATION

Draft

**DEBARMENT CERTIFICATION
(Negotiated Contracts)**

- (1) The **South East Texas Regional Planning Commission-Metropolitan Planning Organization for the Jefferson-Orange-Hardin Regional Transportation Study (JOHRTS) area** as **CONTRACTOR** certifies to the best of its knowledge and belief, that it and its principals:
- (a) Are not presently debarred, suspended, proposed for debarment, declared ineligible or voluntarily excluded from covered transactions by any federal department or agency;
 - (b) Have not within a three-year period preceding this proposal been convicted of or had a civil judgment rendered against them for commission of fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a public* transaction or contract under a public transaction; violation of federal or state antitrust statutes or commission of embezzlement, theft, forgery, bribery, falsification or destruction of records, making false statements, or receiving stolen property;
 - (c) Are not presently indicted for or otherwise criminally or civilly charged by a governmental entity* with commission of any of the offenses enumerated in paragraph (1)(b) of this certification; and
 - (d) Have not within a three-year period preceding this application/proposal had one or more public transactions* terminated for cause or default.
- (2) Where the **CONTRACTOR** is unable to certify to any of the statements in this certification, such **CONTRACTOR** shall attach an explanation to this certification.

*federal, state or local

Signature – Chairman, MPO Policy Committee

Title

Date

APPENDIX D
LOBBYING CERTIFICATION

Draft

CERTIFICATION FOR CONTRACTS, GRANTS, LOANS AND COOPERATIVE AGREEMENTS

The undersigned certifies to the best of his or her knowledge and belief, that:

(1) No federal appropriated funds have been paid or will be paid by or on behalf of the undersigned, to any person for influencing or attempting to influence an officer or employee of any federal agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with the awarding of any federal contract, the making of any federal grant, the making of any federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any federal contract, grant, loan, or cooperative agreement.

(2) If any funds other than federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this federal contract, grant, loan, or cooperative agreement, the undersigned shall complete and submit Standard Form - LLL, "Disclosure Form to Report Lobbying," in accordance with its instructions.

(3) The undersigned shall require that the language of this certification be included in the award documents for all sub-awards at all tiers (including subcontracts, sub-grants, and contracts under grants, loans, and cooperative agreements) and that all sub-recipients shall certify and disclosure accordingly.

This certification is a material representation of fact upon which reliance was placed when this transaction was made or entered into. Submission of this certification is a prerequisite for making or entering into this transaction imposed by Section 1352, Title 31, U.S. Code. Any person who fails to file the required certification shall be subject to a civil penalty of not less than \$10,000 and not more than \$100,000 for each such failure.

Signature – Chairman, MPO Policy Committee

Title

Agency

Date

APPENDIX E

CERTIFICATION OF COMPLIANCE

Draft

Certification of Compliance

I, _____,
(Name and Position, Typed or Printed)

a duly authorized officer/representative of the:

South East Texas Regional Planning Commission – Metropolitan
Planning Organization (SETRPC-MPO) For the Jefferson-
Orange-Hardin Regional Transportation Study area

do hereby certify that the contract and procurement procedures that are in effect and used by the forenamed MPO are in compliance with 49 CFR 18, “Uniform Administrative Requirements for Grants and Cooperative Agreements with State and Local Governments,” as it may be revised or superseded.

Date

Signature - Chairman, MPO Policy Committee

Attest:

Name

Title

APPENDIX F

ETHICAL STANDARDS AFFIDAVIT

Draft

ETHICAL STANDARDS POLICY AFFIDAVIT

I acknowledge having received a copy of the Ethical Standards Policy (the “Policy”) of the Transportation Planning Committee Multimodal Transportation Planning Jefferson-Orange-Hardin County Urban Planning Region (“Transportation Planning Committee”).

I further understand that SB 585 requires me to notify the Jefferson County District Attorney’s Office and Jefferson-Orange-Hardin Regional Transportation Study (JOHRTS) - Metropolitan Planning Organization (MPO) Director in a timely manner should I have personal knowledge of any violations of the Policy by any Member or employee of the Transportation Planning Committee.

I also understand that failure to report violations of these standards by a Member or employee of the Transportation Planning Committee may subject me to possible removal/termination from the Transportation Planning Committee and possible prosecution by a County District Attorney having jurisdiction over such matter.

I swear or affirm that I have read the entire Policy and that I understand and agree to its contents.

Printed Name

Signature

Title

Representing (if member)

Sworn and subscribed before me by _____ on this _____ day
of _____, 20____.

Notary Public, State of Texas

Notary’s Printed Name: _____

My Commission Expires: _____



Date: July 23, 2015

To: Jefferson-Orange-Hardin Regional Transportation Study (JOHRTS)
Transportation Planning Committee (TPC)

From: Bob Dickinson, Director
Transportation and Environmental Resources Division

Subject: Amendment One to the FY 2015 Unified Planning Work Program

Please find enclosed for your review and approval DRAFT amendments to the FY 2015 Unified Planning Work Program (UPWP) for the South East Texas Regional Planning Commission-Metropolitan Planning Organization (SETRPC-MPO).

The FY 2015 UPWP describes the transportation planning activities to be undertaken by the SETRPC-MPO from October 1, 2014 to September 30, 2015. The FY 2015 UPWP was adopted by the JOHRTS TPC on July 31, 2014. The highlighted portions on the attached pages reflect the proposed amendments to the FY 2015 UPWP. These modifications include:

The modifications of the budget table for Task 3 and Task 5 FY 2015 UPWP budget summary to reflect TxDOT's final allocation \$1,165,851.00 for the Transportation Planning Funds of the SETRPC-MPO. This is \$18,917 less than expected due to increased personnel cost during the fiscal year.

If any questions arise, please do not hesitate to contact Bob Dickinson at 409-899-8444 x7520 or bdickinson@setrpc.org.

FY 2015 UPWP Amendment One

TASK 3.0 – SHORT RANGE PLANNING

A. OBJECTIVES

- To develop and maintain the JOHRTS TIP according to federal and state regulations.
- To coordinate with TxDOT and other regional agencies on the support of the Transportation Alternatives Program.
- To promote public transportation as a safe and affordable travel alternative with environmental benefits.
- To promote short-range transportation programs designed to improve air quality in the JOHRTS area.
- To provide assistance to state and regional committees involved in transportation and air quality issues.

B. EXPECTED PRODUCTS

The purpose of this task is to accomplish planning activities that require immediate implementation or occur within a relatively short time frame. Task 3.0 will provide for continued TIP development for submittal into the Statewide Transportation Improvement Program (STIP). This task also explores and identifies various opportunities with park-and-ride lots, including carpools, vanpools, and express bus service options. Other expected items are meeting the ADA transit requirements and participating in programs and committees that involve air quality planning and monitoring. When necessary, consultant services may be utilized by the SETRPC-MPO to carry out task activities.

C. PREVIOUS WORK

The SETRPC-MPO developed the Exempt Project JOHRTS FY 2015-2018 TIP, including a complete project listing and a financial plan for the entire TIP. Staff coordinated with the TxDOT-Beaumont District, Port Arthur Transit, Beaumont Municipal Transit, and South East Texas Transit to receive input for the project listing for the FY 2015-2018 TIP. Staff conducted a series of public meetings in March and April 2014 during the 30-day comment period in order to gather input on revisions to the TIP. Staff presented the

Exempt Project JOHRTS FY 2015-2018 TIP to the JOHRTS TPC in May 2014, where it was approved, and subsequently submitted the TIP to TxDOT-TPP, including the project excel sheets for highway and transit, for inclusion in the FY 2015-2018 Statewide Transportation Improvement Program.

The SETRPC-MPO also continued to provide support for the Transportation Alternatives Program.

Staff continued to promote strategies and awareness for air quality improvement. Staff attended the biannual meeting of the Technical Working Group for Mobile Source Emissions in October 2013. Additionally, staff attended the December 2013 and March 2014 SETRPC Air Quality Advisory Committee Meetings.

Staff continued to advocate the benefits of the public transportation systems in the area and provide assistance in identifying transit service improvements.

Port Arthur Transit (PAT) continued its assessment of the route system to determine the feasibility and benefits of potential route changes intended to improve performance and ridership.

D. SUBTASKS

SUBTASK 3.1 Transportation Improvement Program

With this subtask, SETRPC-MPO staff will identify and program various transportation projects that may be accomplished within a given four year period. The MPO staff will continue development and maintenance of a TIP that complies with the current MTP.

Products

- The TIP and quarterly updates that provide an accurate project listing and financial plan

SUBTASK 3.2 Short Range Public Transportation Planning

The efforts within this subtask provide short-range transit planning support for Beaumont Municipal Transit (BMT), Port Arthur Transit (PAT), and South East Texas Transit (SETT). The planning services expended in this task are designed to increase ridership and promote transit as an alternative means of transportation that provides air quality benefits for the JOHRTS area. The MPO staff will assist BMT

and PAT in implementing recommendations/options intended to enhance service and increase ridership. Private sector services may be utilized during this subtask.

Products

- Assistance to BMT, PAT, and SETT with evaluating transit ridership and service using GIS, demographic, and other types of analyses identified
- Outreach activities for regional transit services
- Assistance to SETT with GIS support for examining their demand-response service characteristics
- Planning support for projects identified in the Regional Public Transportation Coordination Plan that expand service and improve the effectiveness of the regional transit system
- Participation in efforts to maintain the Regional Public Transportation Coordination Plan
- Review of transit in southeast Texas to identify transportation connectivity gaps in access to essential services
- Review of various transit options to enhance transit, ridership, and mobility in the area through feasibility studies, pilot project planning, and/or gap analysis to determine solutions and implementation strategies
- PAT to develop partnerships with non-profit agencies
- PAT to conduct ride-checks and on-board surveys to evaluate system performance
- PAT to provide technical assistance and expertise to support regional coordination of services
- PAT to conduct contingency planning for emergencies and disaster recovery

SUBTASK 3.3 Short Range Air Quality Planning

This subtask will provide for staff awareness of state and federal air quality plans and policies affecting the region, so that continued compliance with air quality regulations can be maintained. Additional efforts will include continued support to and coordination with the southeast Texas ozone awareness program, which is designed to educate and inform the public about air quality issues, including those related to transportation. MPO staff will continue to provide assistance to the SETRPC Air Quality Advisory Committee (AQAC) and the Texas Technical Working Group for Mobile Source Emissions (TWG) committee.

Products

- Awareness of and response to state and federal air quality plans and regulations affecting the region
- Continued support to and coordination with southeast Texas ozone awareness program
- Continued support for the SETRPC AQAC and TWG committee

E. FUNDING SUMMARY

Task 3 - FY 2015

Subtask	Responsible Agency	Transportation Planning Funds (TPF) ¹	FTA Sect. 5307	Local	Total
3.1	SETRPC	\$137,559	\$0	\$0	\$137,559
3.2	SETRPC	\$61,005	\$0	\$0	\$61,005
3.2	City of Port Arthur	\$0	\$292,000	\$58,400	\$350,400
3.3	SETRPC	\$57,472	\$0	\$0	\$57,472
TOTAL		\$256,036	\$292,000	\$58,400	\$606,436

TxDOT will apply transportation development credits sufficient to provide the match for FHWA PL-112 and FTA Section 5303 programs. As the credits reflect neither cash nor man-hours, they are not reflected in the funding tables.

(1) TPF – This includes both FHWA PL-112 and FTA Section 5303 funds.

BUDGET SUMMARY

TABLE 1 – JOHRTS – FY 2015

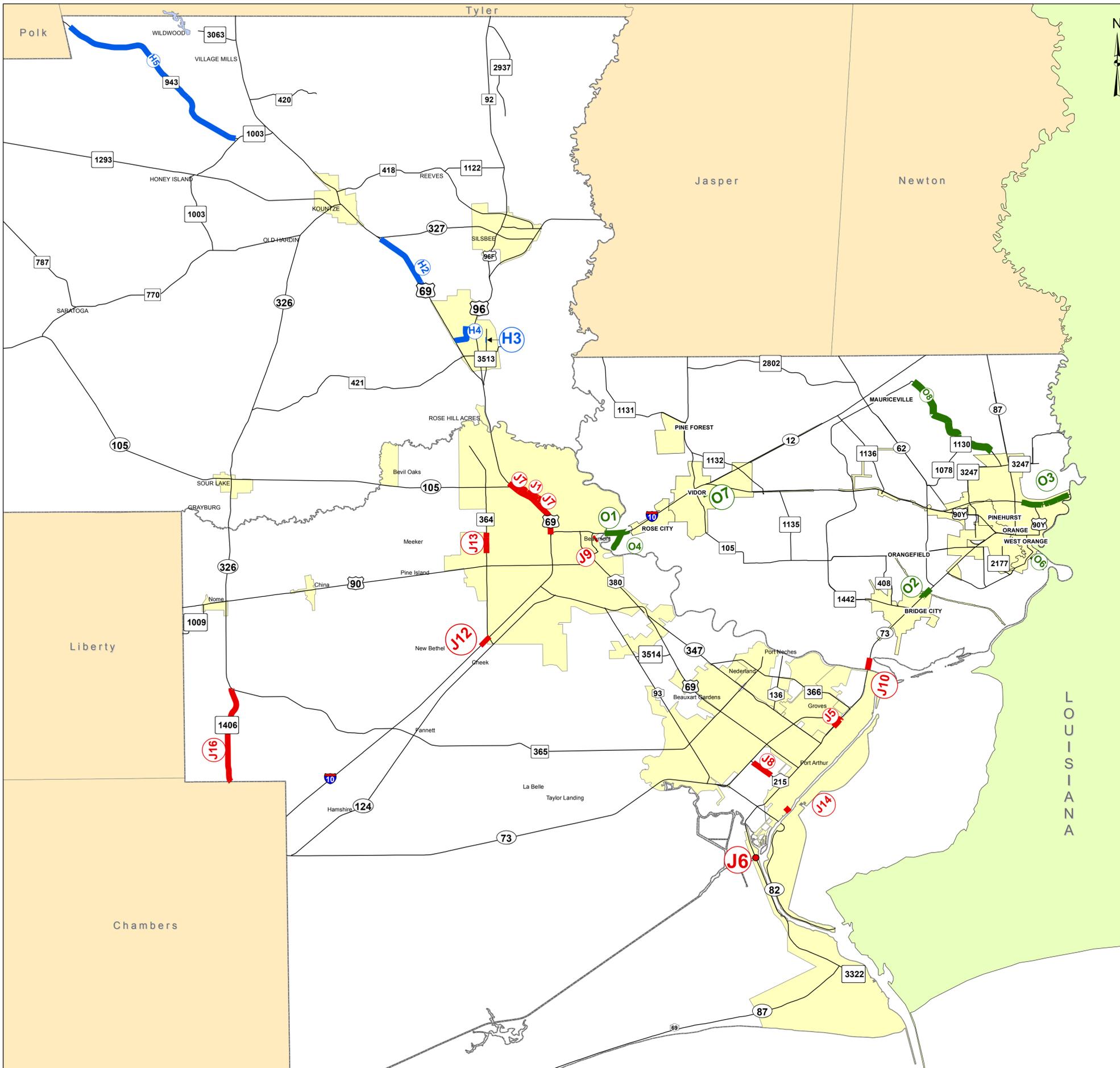
UPWP Task	FTA Task	Description	TPF ¹ Funds	FTA Sect. 5307	Local Funds	Total Funds
1.0	44.21.00	Administration - Management	\$331,734	\$0	\$0	\$331,734
2.0	44.22.00 44.23.01	Data Development and Maintenance	\$236,954	\$0	\$0	\$236,954
3.0	44.24.00 44.25.00	Short Range Planning	\$256,036	\$292,000	\$58,400	\$606,436
4.0	44.23.02	Metropolitan Transportation Plan	\$275,199	\$0	\$0	\$275,199
5.0	44.27.00	Special Studies	\$65,928	\$0	\$0	\$65,928
Total			\$1,165,851	\$292,000	\$58,400	\$1,512,251

¹ TRANSPORTATION PLANNING FUNDS

Transportation Planning Funds	\$ 543,758
Estimated Unexpended Carryover	<u>\$ 622,093</u>
TOTAL TPF	\$ 1,165,851

² *Estimate based on prior years authorizations*

By minute order, the Texas Transportation Commission authorizes the use of transportation development credits as TxDOT's non-Federal share for FHWA (PL-112) and FTA 5303 funds. As the credits reflect neither cash nor man-hours, they are not reflected in the funding tables.



July Status Regional Transportation Projects



Jefferson, Hardin, Orange

JEFFERSON COUNTY

- J1 - Concord Road, Beaumont
Widen city street to 4 lanes
Total Cost \$11,284,746.71
34.40% complete
- J5 - SH 87 at Craine Bayou
Replace Bridge
Total Cost \$2,487,698.29
76.6% complete
- J5 - SH 73 at 25th St
Replace Bridge
Total Cost \$308,554.08
99.9% complete
- J6 - SH 87
Intracoastal Bridge
Rehab Bridge
Total Cost \$3,454,612.26
0% Complete
- J7 - US 69-Eastex Fwy
From SH 105 to IH 10
Ramp relocation & FR
Total Cost \$27,390,861.67
48.49% complete
- J8 - SS 215, Port Arthur
SH 73 to Railroad xing
Rehabilitate Roadway
Total Cost \$1,979,708.80
95.99% complete
- J9 - CR - Trinity Island Bridge
Replace Bridge to
Trinity Island
Total Cost \$2,984,343.40
0% complete
- J10 - SH 73 at Rainbow Bridge
Clean & repaint
Total Cost \$26,599,824.20
49.64% complete
- J11 - US 69 WB, Eastex Fwy
construct sidewalks
Total Cost \$383,353.35
100% complete
- J12 - IH 10 at FM 364
Reconstruct Interchange
Total Cost \$
0% complete

- J13 - FM 364, Major Drive
Construct sidewalks
Total Cost \$647,657.70
88.05% Complete
- J14 - Port of Port Arthur
install RR tracks
Total Cost \$4,297,854.65
68.09% Complete
- J16 - FM 1406
From FM 365 to
Chambers Co
Restore Roadway
Total Cost \$1,793,581.61
42.78% Complete

HARDIN COUNTY

- H2 - US 69
SH 327 to Ellis Dr.
Widen/overlay
Add Cont Left Turn Lane
Total Cost \$7,502,185.05
0.83% Complete
- H3 - East Candlestick at FM 3513
install Rt turn Lane
Total Cost \$76,999.35
100% Complete
- H4 - On Forest Rd in Lumberton
construct sidewalks
Total Cost \$504,663.79
81.20% Complete
- H5 - FM 943
Additional Surface Width
Total Cost \$2,607,577.21
6.49% complete

ORANGE COUNTY

- O1 - IH 10 at Neches River
Replace Bridge
Total Cost \$58,877,950.00
57.1% complete
- O2 - SH 73 at Cow Bayou
Rehab Historical Swing Bridge
Total Cost \$9,509,229.88
96.11% complete
- O3 - IH 10
Adams Bayou to Sabine River
Reconstruct & replace Bridges
Extend Frontage Roads
Total Cost \$68,441,218.70
30.2% complete

- O4 - RR Tracks Near Old Hwy 90
Construct Grade Separated
of railroad tracks To Port
Total Cost \$8,977,087.38
0% Complete
- O6 - Port Of Orange
Upgrade Rail
within Port
Total Cost \$677,866.15
0% complete
- O7 - Old Hwy 90 East
at Vidor Elementary
Total Cost \$158,456.78
42.04% complete
- O8 - FM 1130
KCS RR to Little Cypress Dr
Widen Paved Surface
Total Cost \$
0% Complete

DISTRICT WIDE PROJECTS Not shown on Map

- IH 10 Landscape Projects
Various location
Total Cost \$432,659.00
90.19% complete
- Districtwide
8 location
Jefferson, Hardin, Orange
Landscaping
Total Cost \$832,522.01
88.43% complete
- IH 10, US 69 & US 90
various locations
install Dynamic Message Signs
Total Cost \$319,467.08
89.58% Complete
- 2014 Seal Coat
Districtwide
Total Cost \$7,124,099.83
89.23% Complete
- US 69 Landscaping
6-locations-Jefferson
Total Cost \$718,877.79
0% Complete



REPORT ON TRANSPORTATION LEGISLATION

84th Texas Legislature-State Budget

House Bill 1-Two year, \$209.4B State Budget

Article VII-\$23.1B in Transportation Funding, Includes Additional \$3.7B Over Two Years

- Ends Diversions-\$1.3B
- Prop 1-\$2.4B, Funding Allocation Changed, Higher Percentage for Mobility and Capacity in Urban Areas

84th Texas Legislature

Transportation Revenue

SJR 5 (Nichols)

- Must be Approved by Voters in November 2015
- \$2.5B of Sales Tax to State Highway Fund Per Year, Exceeding \$28B, Beginning September 2017
- 35% of Motor Vehicle Sales Tax Per Year, Exceeding \$5B, Beginning September 2019
- Revenue for Non-tolled Roadways

84th Texas Legislature-Legislation Important to MPOs

HB 20 (Simmons)

- Commission/TxDOT to Develop and Implement a Performance-Based Planning Process
- Develop Performance Metrics and Measures, Project Prioritization with Scoring System
- MPOs to Develop 10-Year Plan, Project Recommendation Criteria
- Lt. Governor and Speaker to Appoint a Legislative Committee for Oversight
- Amends Design-Build Terms



Date: July 23, 2015

To: Jefferson-Orange-Hardin Regional Transportation Study (JOHRTS)
Transportation Planning Committee (TPC)

From: Bob Dickinson, Director
Transportation and Environmental Resources Division

Subject: Senate Bill 1237-Live Streaming

Enclosed for your review is a summary of S.B. 1237 that relates to Internet broadcasts of open meetings held by the governing bodies of certain Metropolitan Planning Organizations.

This new State law will affect the future meetings of our JOHRTS Transportation Planning Committee. Effective September 1, 2015, our JOHRTS TPC meetings will have live video and audio of each open meeting and the live stream must be posted on an Internet site available to the public and whose address is displayed on the public meeting materials.

If any questions arise, please do not hesitate to contact Bob Dickinson at 409-899-8444 x7520 or bdickinson@setrpc.org.

From: Ruthe, Hans-Michael

Subject: SB 1237 - MPO Livestreaming

Good morning,

This email is to share information between related MPOs regarding the [Governor's signing of SB 1237](#), which requires MPOs to livestream and archive their policy committee meetings. I am aware that some of you already do this but H-GAC, for one, will have to procure outside services to comply with this bill's final language (attached).

H-GAC is currently looking at the cost of streaming the "policy board" meetings only, which is the equivalent of our Transportation Policy Council. I looked up the relevant Local Government Code, and the only statute worth mentioning is that which requires the Internet site for viewing the livestream and previous meeting archives be displayed on the public meeting materials. We are not expecting any further rules regarding audio/visual quality or length of archiving time.

Below, for reference, is our legislative bill analysis for this piece of legislation, which we will be sharing with the TPC in our session wrap-up.

SB 1237	Taylor	Relating to Internet broadcasts of open meetings held by the policy board of certain metropolitan planning organizations.	Live video and audio of each open meeting held by the policy board of an MPO that serves a population of more than 350,000 people. Effective date: September 1, 2015. This applies to the Houston, DFW, Beaumont, Austin, San Antonio, El Paso, Hidalgo Co., Corpus Christi, Brownsville, and Killeen-Temple metro areas. The livestream must be posted on an Internet site available to public and whose address is displayed on the public meeting materials.
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AN ACT

relating to Internet broadcasts of open meetings held by the policy board of certain metropolitan planning organizations.

BE IT ENACTED BY THE LEGISLATURE OF THE STATE OF TEXAS:

SECTION 1. Subchapter D, Chapter 472, Transportation Code, is amended by adding Section 472.036 to read as follows:

Sec. 472.036. INTERNET BROADCAST AND ARCHIVE OF OPEN MEETINGS. In a manner that complies with Section 551.128(c), Government Code, a metropolitan planning organization that serves one or more counties with a population of 350,000 or more shall broadcast over the Internet live video and audio of each open meeting held by the policy board. Subsequently, the organization shall make available through the organization's Internet website archived video and audio for each meeting for which live video and audio was provided under this section.

SECTION 2. The changes in law made by this Act apply only to an open meeting held on or after the effective date of this Act.

SECTION 3. This Act takes effect September 1, 2015.

S.B. No. 1237

President of the Senate

Speaker of the House

I hereby certify that S.B. No. 1237 passed the Senate on April 14, 2015, by the following vote: Yeas 31, Nays 0.

Secretary of the Senate

I hereby certify that S.B. No. 1237 passed the House on May 27, 2015, by the following vote: Yeas 143, Nays 1, two present not voting.

Chief Clerk of the House

Approved:

Date

Governor

Congress must act on Highway Trust Fund

Revenue that will continue to help states maintain, improve transportation infrastructure a top priority.

By Scott Haywood

Our transportation infrastructure is critical to our economy, to our businesses and to our families.

At the end of May, the House voted to extend federal transportation funding for two months in an attempt to prevent an interruption in the nation's infrastructure funding.

While this is a commendable step forward, representatives in Washington must continue to press forward and find a long-term, sustainable solution to extend the Highway Trust Fund. Unless Congress acts, funding for transportation projects will run out by the end of July.

In the final days of the 84th Texas legislative session, lawmakers made a long overdue, multibillion-dollar commitment to the importance of transportation, with sources of road money approaching the \$5 billion-per-year goal lawmakers had for roadway funding in Texas.

It is time for Congress to follow suit on the federal level.

Why does the Highway Trust Fund matter?

The fund reimburses states for the cost of highway improvements and mass transit projects. This is paramount, as a special transportation committee of Texas business and civic leaders, working with the Texas Transportation Institute, recently calculated Texas' unmet transportation needs at \$5 billion annually.

Why does the failure to extend the fund matter?

There are four primary reasons:

- Transportation projects boost local economies.
- Poor transportation infrastructure hurts our global competitiveness.
- Congestion raises the cost of doing business.
- As a result, good jobs are not created.

The average Texan loses \$1,000 and 44 hours every year due to congestion. The booming growth that Texas is experiencing further necessitates the need for this investment in infrastructure.

This economic growth is good for our families and communities, but it also strains our roads and other critical infrastructure as the state continues to grow.

This economic growth is good for our families and communities, but it also strains our roads as the state continues to grow. Our organization estimates another 18 million Texas vehicles by 2040. Without the proper investments, gridlock and roadway safety will worsen and our economy and quality of life will suffer.

Our organization estimates another 18 million Texas vehicles by 2040. Without the proper investments, gridlock and roadway safety will worsen and our economy and quality of life will suffer.

At least five states have already delayed the construction of transportation projects because of the uncertainty of federal funding. The Trust Fund faces a shortfall of \$169 billion over the next 10 years, according to the Congressional Budget Office.

The current law, which was passed in 2012 and funded construction for two years at a total cost of \$109 billion, was extended last summer for eight months. But patchwork extensions make it difficult for states to budget for these long-term, multi-year construction projects.

The Obama administration has proposed a six-year extension at a cost of \$478 billion, but mostly pays for it by taxing corporate profits currently stored overseas, which is likely a nonstarter for many Republicans.

Solutions for funding the Trust Fund, like raising the gasoline tax, are politically tough, even with gasoline prices down near \$2 a gallon.

The gasoline tax hasn't been raised since 1993, and greater fuel efficiency means cars drive farther for less gasoline tax revenue, which puts a strain on our highway system.

A negotiated solution is urgently needed.

I was encouraged to hear House Speaker John Boehner, R-Ohio, say earlier this year that funding highway improvements is "critically important."

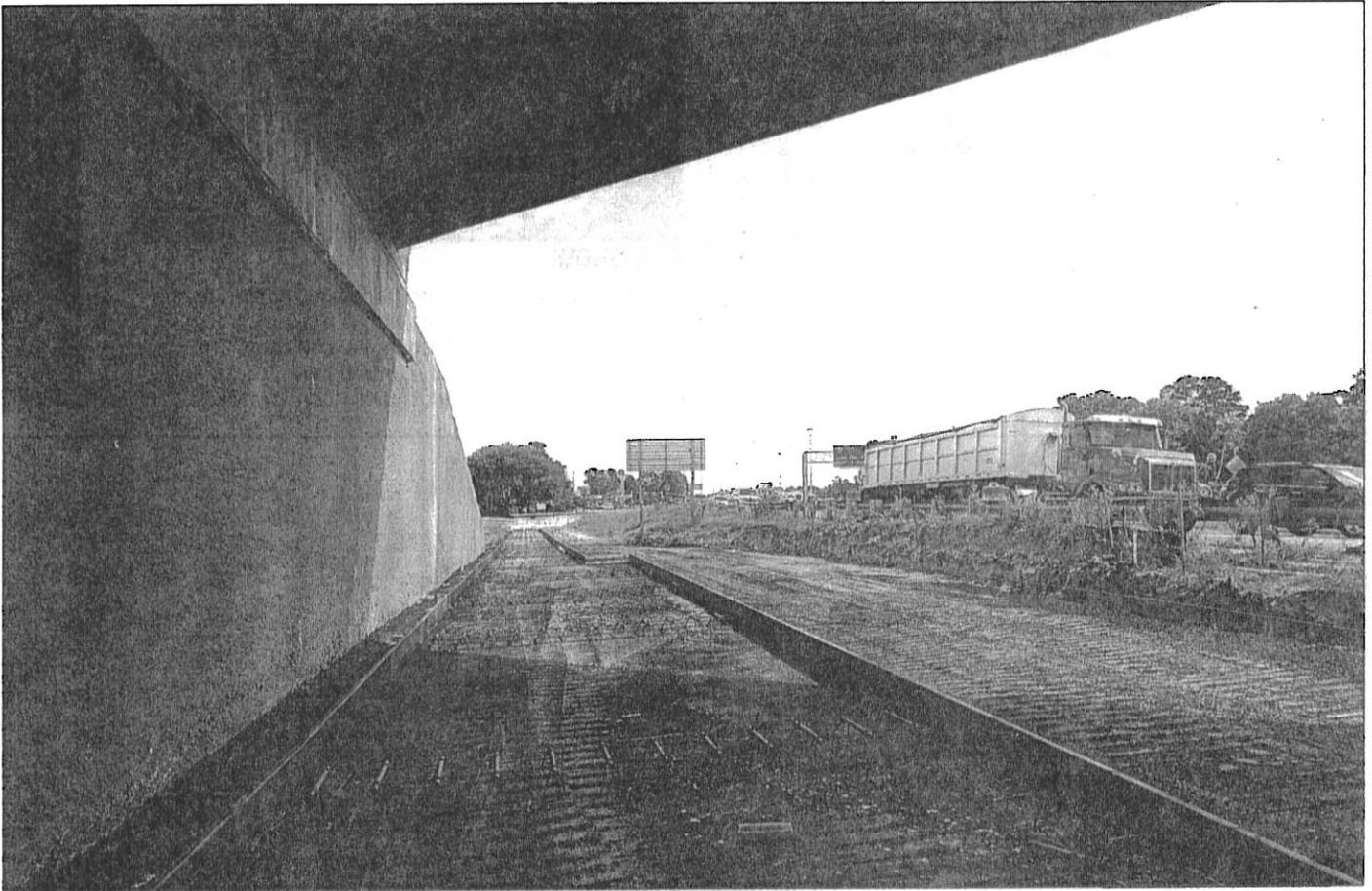
Our transportation infrastructure should be a top priority because responsible investment in transportation infrastructure will lead to stronger economic growth, providing Americans with easier access to jobs.

If you are tired of being stuck in traffic, keep in mind Congress can help ease your commute if it acts to extend and fund this federal road construction effort.

This should not be a partisan issue. Texans need to encourage their representatives to support funding our transportation infrastructure.

I hope the entire Texas congressional delegation votes to support responsible investment in highway improvements.

Haywood is president of Move Texas Forward, a nonpartisan organization that works to educate and inform Texans about the importance of funding transportation infrastructure.



Photos by Kim Brent/The Enterprise

The 11th Street overpass and new frontage road lanes along northbound Eastex Freeway are taking shape on the project which began in early 2014. Ultimately, new exit and on ramps will be completed in the Delaware Avenue/Lucas Road sections of the freeway, helping to alleviate the bottleneck that occurs in heavy travel times at the current Delaware Avenue on-ramp.

DRIVING EASTEX

On-ramp bottleneck soon will be uncorked

Easier entrance to Eastex should open by the end of the month

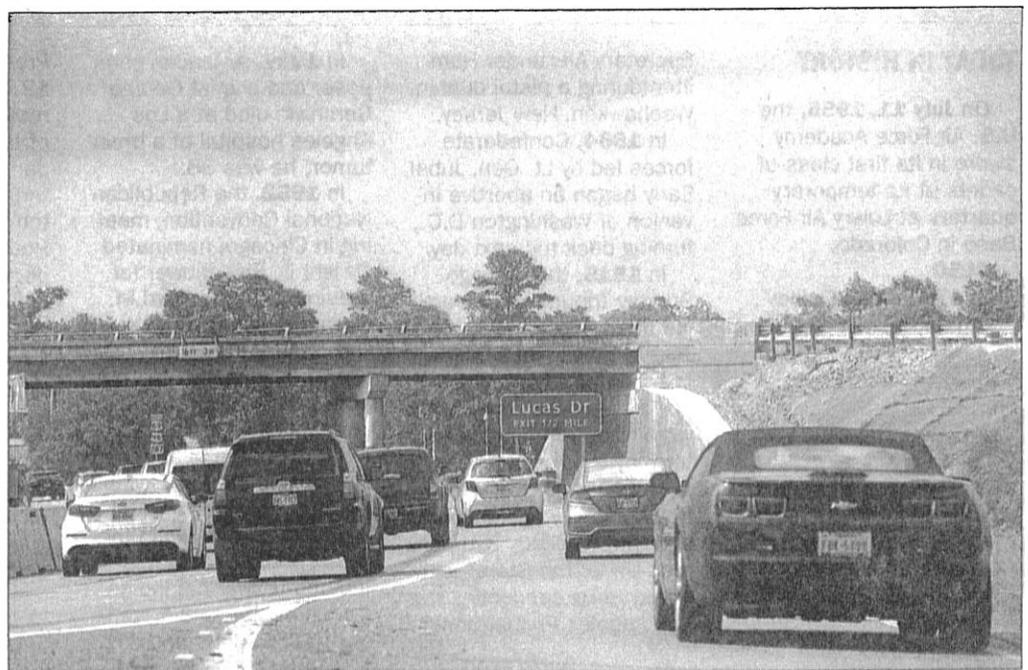
By Dan Wallach

Get ready, those of you merging onto Eastex Freeway northbound, for the new sensation of driving beneath the 11th Street overpass.

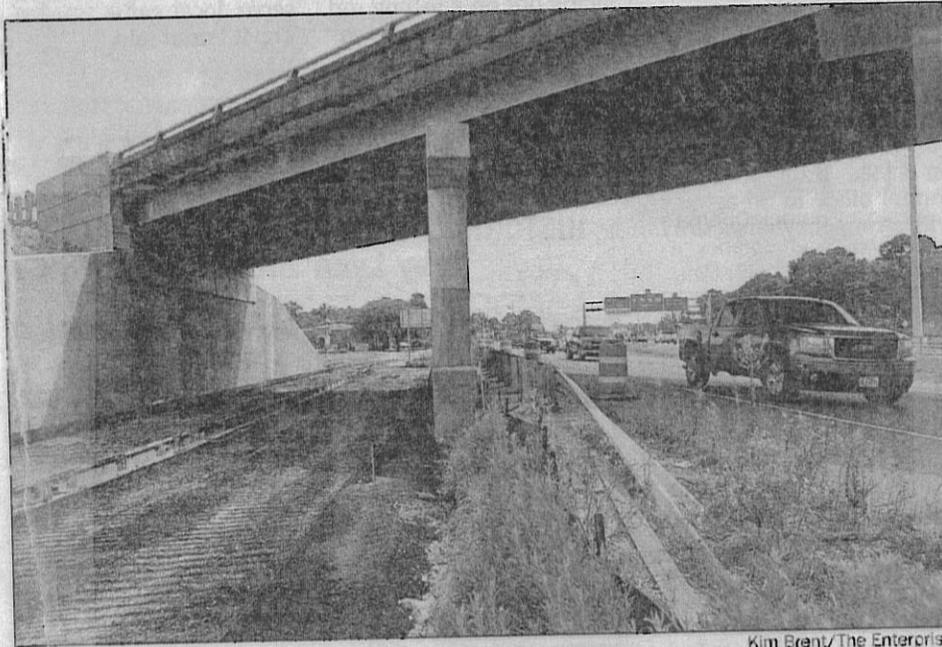
By the end of July, in about two to three weeks, the Eastex ramp-reversal project will close the existing Delaware on-ramp — that steep, short vault onto the Eastex main lanes that causes so much braking, merging and crawling.

A temporary on-ramp will be fashioned on the northbound side of the 11th Street overpass, which will give main-lane drivers better visibility of merging traffic.

That's all a lead-up to making the current Lucas Drive exit the new on-ramp



Traffic slows as vehicles merge onto northbound Eastex Freeway from the Delaware on-ramp.



Kim Brent/The Enterprise

The completed frontage road will pass beneath the 11th Street overpass.

EASTEX On-ramp will move north

Continued from page 1A

to Eastex. The new Lucas off-ramp will replace the soon-to-be-closed Delaware on-ramp.

On Friday, before the main afternoon northbound commuters started to stack up on Eastex northbound, an observer could see the tight space that merging motorists have to navigate and the resulting brake lights shining on main-lane motorists.

The simple act of tapping on one's brakes causes a chain reaction of vehicles behind it to do likewise, which slows down the whole parade, according to TxDOT's Marc Shepherd.

It takes longer for the cars in the back to get moving again than it does for the cars in the front who slowed down to let the merging motorists in.

That's why the northbound commute in the evening is so slow, according to Shepherd.

TxDOT planned the ramp-reversal project to help untangle the Eastex traffic tie-ups.

The wall that supported the 11th Street overpass was reconfigured to eliminate its rounded concrete cap.

That provided space to make two 12-foot-wide lanes, the concrete for which will be poured within the next couple of weeks, said Sarah Dupre, spokeswoman for TxDOT.

Once that is done, TxDOT's contractor, APAC-Texas, will place a new, but temporary, northbound on-ramp onto Eastex north of the 11th Street overpass.

The new traffic lanes under the 11th Street overpass will connect to the Eastex frontage road that passes by engineering firm Mark Whiteley and Associates and the American Red Cross building.

Once the new temporary on-ramp is built, APAC-Texas can close the old

short and steep on-ramp from Delaware Street, which causes the bottleneck for main-lane motorists.

The overall project began Jan. 12, 2014, at a contract price of \$27 million. The first new ramp opened in May 2014, the new Delaware off-ramp that veers off from Interstate 10 alongside the Eastex off-ramp.

The project includes several other on- and off-ramp changes from the Interstate 10-U.S. 69 split to Dowlen Road on the north- and southbound sides.

The Dowlen, Lucas and Delaware overpasses also will be widened during the project. The Delaware overpass is completed, and the Lucas and Dowlen Road overpasses are under construction.

DWallach@BeaumontEnterprise.com
Twitter.com/dwallach



Timeline

October 1, 2015	Consent decree deadline for final NAAQS
October 2016	State designation recommendations due to the EPA
June 2017	EPA sends letter to states with proposed nonattainment area designations
October 2017	EPA to sign (finalize) designations and classifications
October 2017	EPA to finalize implementation rule
October 2020-2021	State Implementation Plans (SIP) due

SOUTH EAST TEXAS REGIONAL PLANNING COMMISSION

CONFLICT OF INTEREST POLICY - 2015

South East Texas Regional Planning Commission (SETRPC) Executive Committee Voting Members, Advisory Group Members and Staff Members [hereafter referred to as Representative(s)] must avoid any conflict of interest as relates to business conducted by the SETRPC. A “conflict of interest” occurs when a Representative’s private interest interferes in any way with the interests of the SETRPC as a whole. In addition to avoiding conflicts of interest, Representatives should also avoid the appearance of a conflict. High standards, ethical behavior, personal integrity, and impartiality are critical to the reputation and ultimate success of the SETRPC. In keeping with these norms, Representatives should refrain from engaging in any behavior that might be construed as self-dealing or in conflict with the mission, goals, and fundamental purpose of the SETRPC.

SETRPC acknowledges that the appearance of a conflict of interest does not always imply actual conflict. Policy requires, therefore, that all potential conflicts of interest – including memberships in or affiliation with non-profit or proprietary organizations, business affiliations with possible vendor implications, elected office at any level, outside employment, and involvement in any other activity - that may reasonably be construed as a conflict of interest should be disclosed. This policy does not attempt to describe all potential conflicts of interest that could develop. A situation of conflict can arise when a Representative or a member of his or her family takes actions or has interests that may make it difficult for the Representative to make decisions on behalf of the SETRPC objectively and effectively. A conflict of interest can also arise when a Representative or a member of his or her family receives improper personal benefits as a result of the Representatives position. Some of the more common conflicts that Representatives must resolve or avoid are as follows:

- Serving on boards of organizations that are in direct programmatic competition with the SETRPC.
- Using equipment or other resources of the SETRPC for personal use or gain or to secure outside personal gain.
- Citing participation in the SETRPC to advance personal, political or profit-motivated activities.
- Marketing services or products to the SETRPC on a non-competitive basis.
- Disclosing to outside parties plans and other information about the SETRPC when such information is not readily available to the public.
- Leveraging involvement with the SETRPC to secure favorable rates, discounts or other preferential treatment.
- Profiting materially through counseling or other instructional activities predicated on skills and knowledge gained through association with the SETRPC.
- Taking part in and deliberation, discussion, decision, or vote where a Representative or his or her family member stands to receive material financial benefit.

PROCEDURES RELATED TO CONFLICT OF INTERESTS

1. Disclosure Prior to a Decision/Vote Being Made

If a Representative believes he or she has an actual or potential conflict of interest prior to a decision or vote being made, he or she should notify the Committee Chairperson (if a Committee Meeting) or the President of the SETRPC Executive Committee (if an SETRPC Executive Committee Meeting) and SETRPC Executive Director as promptly as feasible and shall not participate in any deliberation, discussion, decision, or vote that in any way relates to the matter that gives rise to the conflict.

2. Disclosure After a Decision/Vote Has Been Made

If a Representative believes he or she has an actual or potential conflict of interest after a decision or vote has been made, he or she should notify the Executive Director of the SETRPC immediately. The SETRPC Executive Director will notify the SETRPC Executive Committee President and provide him or her with any pertinent information related to the issue. The SETRPC Executive Committee President may make an immediate decision or request a review and vote from the SETRPC Executive Committee.

3. Addressing the Conflict of Interest

If a conflict of interest is found to exist, immediate action will be taken to resolve the issue as quickly as possible.

4. Violations of the Conflict of Interest Policy

If there is reasonable cause to believe that a Representative has failed to disclose a conflict of interest, the Representative shall be informed of the basis for such belief by the SETRPC Executive Director and afforded an opportunity to explain the alleged failure to disclose. After hearing the Representative's response, the SETRPC Executive Director may further investigate or a decision on the matter can be made. If it is determined a Representative has failed to disclose a conflict of interest, appropriate disciplinary or corrective action shall be taken.

5. Record of Proceedings

Any actual or potential conflicts of interest disclosed or identified during committee meetings or Executive Committee meetings should be noted in the meeting minutes. The minutes shall contain the name(s) of the person(s) who disclosed or otherwise were found to have a conflict of interest or potential conflict of interest, the nature of the conflict of interest, and a statement that such person(s) abstained from participating in any deliberation, discussion, decision, or vote related thereto.

Any decisions made by the SETRPC Executive Director (Violations of Conflict of Interest Policy) or the SETRPC Executive Committee President (Disclosure After a Decision/Vote has Been Made) shall be fully documented in writing.

6. Annual Adoption

Annually this statement will be presented and adopted by the SETRPC Executive Committee. Upon adoption, it will be presented to all staff and posted on the SETRPC website.

7. Periodic Reviews

To ensure that the SETRPC operates in a manner consistent with its purposes, periodic reviews of this policy and its enforcement may be conducted.