

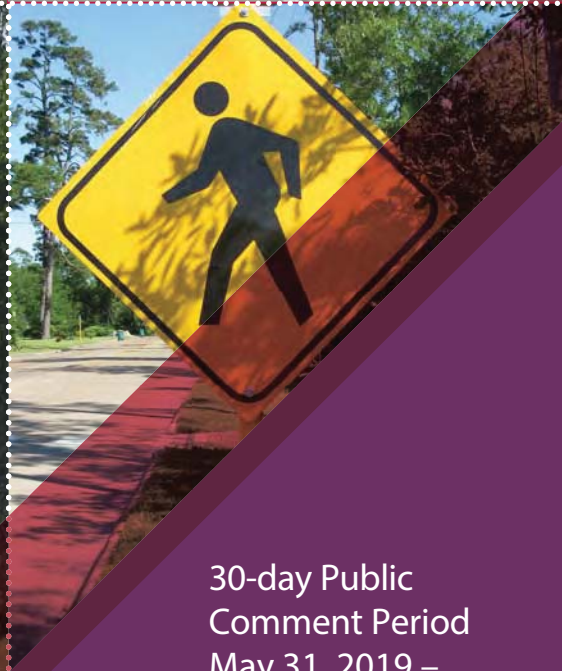
Revised JOHRTS FY 2019-2022 Amendment #1

Transportation Improvement Program

Effective from October 1, 2019 to
September 30, 2022

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

Adopted on:
July 18, 2019



30-day Public
Comment Period
May 31, 2019 –
July 1, 2019



TRANSPORTATION &
ENVIRONMENTAL
RESOURCES

SETRPC
SOUTH EAST TEXAS REGIONAL PLANNING COMMISSION

AIR QUALITY STANDARDS ATTAINMENT STATUS

Attainment Status

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 When the 1997 eight-hour ozone NAAQS was revoked by the EPA, transportation conformity requirements for that standard were also revoked (effective April 6, 2015).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

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

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

REVISED
FEDERALLY FUNDED
HIGHWAY PROJECTS
REVISED FY 2019-2022

**FY 2019-2022 TRANSPORTATION IMPROVEMENT PROGRAM
BEAUMONT DISTRICT
SETRPC METROPOLITAN PLANNING ORGANIZATION
FEDERALLY FUNDED HIGHWAY PROJECTS
FY 2020**

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
BEAUMONT	Jefferson	0200-16-020	US 69	C		TXDOT	\$70,000,000
LIMITS FROM:		At SH 73				REVISION DATE:	08/2019
LIMITS TO:						MPO PROJECT ID:	18035-F40N
DESCRIPTION:		Reconfigure Interchange and add direct connectors				FUNDING CATEGORY:	4
REMARKS:							

PROJECT HISTORY:

PRELIMINARY ENGINEERING:	\$3,385,043							
ROW PURCHASE:	\$0							
CONSTRUCTION ENGINEERING:	\$3,378,134							
CONSTRUCTION COST:	\$70,000,000		4	\$56,000,000	\$14,000,000	\$0	\$0	\$70,000,000
CONTINGENCIES:	\$780,632							
INDIRECT COSTS:	\$0							
BOND FINANCING:	\$0							
POTENTIAL CHANGE ORDER:	\$2,873,832							
TOTAL PROJECT COST:	\$79,500,143			FUNDING BY SHARE:	\$56,000,000	\$14,000,000	\$0	\$0

Authorized Funding by Category/Share:

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
BEAUMONT	Jefferson	0028-13-135	IH 10	C		TXDOT	\$300,000,000
LIMITS FROM:		Hollywood Overpass, East				REVISION DATE:	08/2019
LIMITS TO:		7th Street				MPO PROJECT ID:	18034-F40N
DESCRIPTION:		Widen freeway to 6 Main lanes and reconstruct Interchange				FUNDING CATEGORY:	12
REMARKS:							

PROJECT HISTORY:

PRELIMINARY ENGINEERING:	\$14,412,876							
ROW PURCHASE:	\$0							
CONSTRUCTION ENGINEERING:	\$12,648,034							
CONSTRUCTION COST:	\$300,000,000		12	\$240,000,000	\$60,000,000	\$0	\$0	\$300,000,000
CONTINGENCIES:	\$529,453							
INDIRECT COSTS:	\$0							
BOND FINANCING:	\$0							
POTENTIAL CHANGE ORDER:	\$13,854,009							
TOTAL PROJECT COST:	\$335,584,688			FUNDING BY SHARE:	\$240,000,000	\$60,000,000	\$0	\$0

Authorized Funding by Category/Share:

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

**FY 2019-2022 TRANSPORTATION IMPROVEMENT PROGRAM
BEAUMONT DISTRICT
SETRPC METROPOLITAN PLANNING ORGANIZATION
FEDERALLY FUNDED HIGHWAY PROJECTS
FY 2020**

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
BEAUMONT	Jefferson	0739-02-140	IH 10	C	Beaumont	TxDOT	\$200,000,000
LIMITS FROM:	CR 131 (Walden Rd), East					REVISION DATE:	08/2019
LIMITS TO:	Hollywood Overpass					MPO PROJECT ID:	06006-F40N
DESCRIPTION:	Widen freeway to 6 mainlanes and reconstruct interchange					FUNDING CATEGORY:	2, 12
REMARKS:				PROJECT HISTORY:			
PRELIMINARY ENGINEERING:		\$9,517,937		Authorized Funding by Category/Share:			
ROW PURCHASE:		\$0					
CONSTRUCTION ENGINEERING:		\$8,352,475		FEDERAL	STATE	LOCAL	LOCAL CONTRIBUTION FUNDING BY CATEGORY
CONSTRUCTION COST:		\$200,000,000		2U	\$124,000,000	\$31,000,000	\$0 \$0 \$155,000,000
CONTINGENCIES:		\$349,638		12	\$36,000,000	\$9,000,000	\$0 \$0 \$45,000,000
INDIRECT COSTS:		\$0					
BOND FINANCING:		\$0					
POTENTIAL CHANGE ORDER:		\$9,148,874					
TOTAL PROJECT COST:		\$221,612,530		FUNDING BY SHARE:	\$160,000,000	\$40,000,000	\$0 \$0 \$200,000,000

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

**REVISED
FEDERALLY FUNDED
TRANSIT PROJECTS
REVISED FY 2019-2022**

**FY 2019 TRANSIT PROJECT DESCRIPTION
JOHRTS TRANSPORTATION IMPROVEMENT PROGRAM**

<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor	PORT ARTHUR TRANSIT	Federal Funding Category	5307
MPO Project Information (reference number, etc)	18013-TXXE	Federal (FTA) Funds	\$253,483
		State Funds from TxDOT	
		Other Source	
FTA Apportionment Y	2019	Fiscal Year Cost	\$253,483
Project Phase			
Description	FACILITY ENHANCEMENTS	Total Project Cost	\$253,483
		Trans Dev Credits Requested	\$50,697
Sec 5309 ID Number		Trans Dev Credits Awarded (Date & Amount)	\$0
Amendment Date & Action			
<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor	PORT ARTHUR TRANSIT	Federal Funding Category	5307
MPO Project Information (reference number, etc)	18030-TXXE	Federal (FTA) Funds	\$190,112
		State Funds from TxDOT	
		Other Source	
FTA Apportionment Y	2019	Fiscal Year Cost	\$190,112
Project Phase			
Description	ACQUIRE SHOP EQUIPMENT	Total Project Cost	\$190,112
		Trans Dev Credits Requested	\$38,022
Sec 5309 ID Number		Trans Dev Credits Awarded (Date & Amount)	\$0
Amendment Date & Action			
<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor	PORT ARTHUR TRANSIT	Federal Funding Category	5307
MPO Project Information (reference number, etc)	19005-TXXE	Federal (FTA) Funds	\$1,650,000
		State Funds from TxDOT	
		Other Source	
FTA Apportionment Y	2019	Fiscal Year Cost	\$1,650,000
Project Phase			
Description	MAINTENANCE FACILITY CONSTRUCTION AND CHARGING INFRASTRUCTURE	Total Project Cost	\$1,650,000
		Trans Dev Credits Requested	\$330,000
Sec 5309 ID Number		Trans Dev Credits Awarded (Date & Amount)	\$0
Amendment Date & Action			

**FY 2020 TRANSIT PROJECT DESCRIPTION
JOHRTS TRANSPORTATION IMPROVEMENT PROGRAM**

<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor	PORT ARTHUR TRANSIT	Federal Funding Category	5307
MPO Project Information (reference number, etc)	18033-TXXE	Federal (FTA) Funds	\$2,243,301
		State Funds from TxDOT	
		Other Source	
FTA Apportionment Y	2020	Fiscal Year Cost	\$2,243,301
Project Phase			
Description	ELECTRIC VEHICLE (LoNo) PROJECT; REHAB BUS ENGINES/PREV. MAINTENANCE	Total Project Cost	\$2,243,301
		Trans Dev Credits Requested	\$0
Sec 5309 ID Number		Trans Dev Credits Awarded (Date & Amount)	\$448,660
Amendment Date & Action			
<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor	PORT ARTHUR TRANSIT	Federal Funding Category	5324
MPO Project Information (reference number, etc)	19002-TXXE	Federal (FTA) Funds	\$723,800
		State Funds from TxDOT	
		Other Source	\$180,950
FTA Apportionment Y	2020	Fiscal Year Cost	\$904,750
Project Phase			
Description	PORT ARTHUR TRANSIT FLOOD RESILIENCY FOR CRITICAL SUPPORT FACILITIES	Total Project Cost	\$904,750
		Trans Dev Credits Requested	\$0
Sec 5309 ID Number		Trans Dev Credits Awarded (Date & Amount)	\$0
Amendment Date & Action			
<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor	PORT ARTHUR TRANSIT	Federal Funding Category	5339
MPO Project Information (reference number, etc)	19001-TXXE	Federal (FTA) Funds	\$2,250,000
		State Funds from TxDOT	
		Other Source	
FTA Apportionment Y	2020	Fiscal Year Cost	\$2,250,000
Project Phase			
Description	ELECTRIC VEHICLE LONO PROJECT	Total Project Cost	\$2,250,000
		Trans Dev Credits Requested	\$0
Sec 5309 ID Number		Trans Dev Credits Awarded (Date & Amount)	\$0
Amendment Date & Action			

FY 2020 TRANSIT PROJECT DESCRIPTION
JOHRTS TRANSPORTATION IMPROVEMENT PROGRAM

<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor	PORT ARTHUR TRANSIT	Federal Funding Category	5339
MPO Project Information (reference number, etc)	19003-TXXE	Federal (FTA) Funds	\$159,706
		State Funds from TxDOT	
		Other Source	
FTA Apportionment Y	2020	Fiscal Year Cost	\$159,706
Project Phase			
Description	SMALL URBAN & BUS FACILITIES PROGRAM - FY 2018	Total Project Cost	\$159,706
		Trans Dev Credits Requested	\$0
Sec 5309 ID Number		Trans Dev Credits Awarded (Date & Amount)	\$31,941
Amendment Date & Action			

FY 2022 TRANSIT PROJECT DESCRIPTION
JOHRTS TRANSPORTATION IMPROVEMENT PROGRAM

<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor	PORT ARTHUR TRANSIT	Federal Funding Category	5339
MPO Project Information (reference number, etc)	19004-TXXE	Federal (FTA) Funds	\$225,059
		State Funds from TxDOT	
		Other Source	
FTA Apportionment Y	2022	Fiscal Year Cost	\$225,059
Project Phase			
Description	SMALL URBAN & BUS FACILITIES PROGRAM - FY 2017	Total Project Cost	\$225,059
		Trans Dev Credits Requested	\$0
Sec 5309 ID Number		Trans Dev Credits Awarded (Date & Amount)	\$45,012
Amendment Date & Action			

REVISED
FINANCIAL SUMMARY
REVISED FY 2019 -2022



TEXAS DEPARTMENT OF TRANSPORTATION

Highway Financial Summary – Year of Expenditure Cost

SETRPC Metropolitan Planning Organization Revised FY 2019-2022 Transportation Improvement Program

Funding by Category

Category	Description	FY 2019		FY 2020		FY 2021		FY 2022		Total FY 2019 - 2022	
		Programmed	Authorized	Programmed	Authorized	Programmed	Authorized	Programmed	Authorized	Programmed	Authorized
1	Preventative Maintenance and Rehabilitation	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2M or 2U	Urban Area (Non-TMA) Corridor Projects	\$23,971,460	\$23,971,460	\$186,670,000	\$186,670,000	\$38,200,000	\$38,200,000	\$0	\$0	\$248,841,460	\$248,841,460
3	Non-Traditionally Funded Transportation Project	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
4	Statewide Connectivity Corridor Projects	\$0	\$0	\$70,000,000	\$70,000,000	\$25,000,000	\$25,000,000	\$0	\$0	\$95,000,000	\$95,000,000
5	CMAQ	\$1,200,000	\$1,200,000	\$0	\$0	\$0	\$0	\$0	\$0	\$1,200,000	\$1,200,000
5 Flex	MAP21 Flex	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
6	Structures	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
7	Metro Mobility & Rehab	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
8	Safety	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
9	Transportation Enhancements	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
9 Flex	TAP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
10	Supplemental Transportation	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
10 CBI	Corridor Border	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
11	District Discretionary	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
12	Strategic Priority	\$0	\$0	\$363,400,000	\$363,400,000	\$45,000,000	\$45,000,000	\$0	\$0	\$408,400,000	\$408,400,000
12C	Strategic Priority RECON	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
12S	Strategic Priority RECON	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
SBPE	Strategy Budget PE	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
SB 102	Strategy 102	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total		\$25,171,460	\$25,171,460	\$620,070,000	\$620,070,000	\$108,200,000	\$108,200,000	\$0	\$0	\$753,441,460	\$753,441,460



SETRPC Metropolitan Planning Organization
Revised FY 2019-2022 Transportation Improvement Program

Funding by Participation Source

Source	FY 2019	FY 2020	FY 2021	FY 2022	Total
Federal	\$20,377,168	\$496,056,000	\$86,560,000	\$0	\$602,993,168
State	\$4,794,292	\$124,014,000	\$21,640,000	\$0	\$150,448,292
Local	\$0	\$0	\$0	\$0	\$0
CAT 3 - Local Contributions (LC)	\$0	\$0	\$0	\$0	\$0
CAT 3 - Prop 1	\$0	\$0	\$0	\$0	\$0
CAT 3 - Prop 7	\$0	\$0	\$0	\$0	\$0
CAT - Prop 12	\$0	\$0	\$0	\$0	\$0
CAT 3 - Prop 14 Bonds	\$0	\$0	\$0	\$0	\$0
CAT 3 - Texas Mobility Fund	\$0	\$0	\$0	\$0	\$0
CAT 3 - TxDOT Port Grant	\$0	\$0	\$0	\$0	\$0
CAT 3 - Vehical Registration Fees -VTR	\$0	\$0	\$0	\$0	\$0
CAT 3 - RTR	\$0	\$0	\$0	\$0	\$0
CAT 3 - SH 121 Toll Revenue	\$0	\$0	\$0	\$0	\$0
CAT 3 - SH 161 Toll Revenue	\$0	\$0	\$0	\$0	\$0
CAT 3 - SH 130 Concession Revenue	\$0	\$0	\$0	\$0	\$0
CAT 3 - PTF	\$0	\$0	\$0	\$0	\$0
CAT 3 - Unique Federal Program - Tiger II	\$0	\$0	\$0	\$0	\$0
CAT 3 - TDC	\$0	\$0	\$0	\$0	\$0
Other - Section 5306	\$0	\$0	\$0	\$0	\$0
Other - Strategy PE Budget	\$0	\$0	\$0	\$0	\$0
Other - Strategy 102 Budget	\$0	\$0	\$0	\$0	\$0
Total	\$25,171,460	\$620,070,000	\$108,200,000	\$0	\$753,441,460

Transit Financial Summary

SETRPC Metropolitan Planning Organization
Revised FY 2019-2022 Transportation Improvement Program

All Figures in Year of Expenditure (YOE) Dollars

Transit Program		2019			2020			2021		
		Federal	Match	Total	Federal	Match	Total	Federal	Match	Total
1	Sec. 5307 - Urbanized Formula >200K	\$12,494,888	\$8,217,768	\$20,712,656	\$9,108,952	\$8,242,768	\$17,351,720	\$3,244,855	\$4,281,384	\$7,526,239
2	Sec. 5307 - Urbanized Formula <200K	\$599,718	\$365,637	\$965,355	\$0	\$0	\$0	\$0	\$0	\$0
3	Sec. 5309 - Fixed Guideway Investment	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
4	Sec. 5337 - State of Good repair	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
5	Sec. 5339 - Bus & Bus Facilities >200K	\$0	\$0	\$0	\$2,409,706	\$0	\$2,409,706	\$0	\$0	\$0
6	Sec. 5310 - Seniors & People w/Disabilities >200K	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
9	Sec. 5324 - Emergency Relief	\$0	\$0	\$0	\$723,800	\$180,950	\$904,750	\$0	\$0	\$0
10	Sec. 5310 - Seniors & People w/Disabilities <200K	\$365,642	\$91,410	\$457,052	\$365,642	\$91,410	\$457,052	\$182,821	\$45,705	\$228,526
11	Sec. 5311	\$1,004,306	\$1,254,968	\$2,259,274	\$1,004,306	\$1,254,968	\$2,259,274	\$502,153	\$627,484	\$1,129,637
12	Regionally Significant or Other (incl FHWA transfers)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total Funds		\$14,464,554	\$9,929,783	\$24,394,337	\$13,612,406	\$9,770,096	\$23,382,502	\$3,929,829	\$4,954,573	\$8,884,402
Transit Development Credits										
Requested		\$787,814	\$0	\$787,814	\$0	\$0	\$0	\$0	\$0	\$0
Awarded		\$154,936	\$0	\$154,936	\$601,789	\$0	\$601,789	\$0	\$0	\$0

All Figures in Year of Expenditure (YOE) Dollars

2022		Total		
Federal	Match	Total	Federal	Total
\$3,294,855	\$4,331,384	\$7,626,239	\$28,143,550	\$25,073,304
\$0	\$0	\$0	\$599,718	\$365,637
\$0	\$0	\$0	\$0	\$0
\$0	\$0	\$0	\$0	\$0
\$225,059	\$0	\$225,059	\$2,634,765	\$0
\$0	\$0	\$0	\$0	\$0
\$0	\$0	\$0	\$723,800	\$180,950
\$182,821	\$45,705	\$228,526	\$1,096,926	\$274,230
\$502,153	\$627,484	\$1,129,637	\$3,012,918	\$3,764,904
\$0	\$0	\$0	\$0	\$0
\$4,204,888	\$5,004,573	\$9,209,461	\$36,211,677	\$29,659,025
\$0	\$0	\$0	\$0	\$787,814
\$45,012	\$0	\$45,012	\$0	\$801,737

REVISED

**Integration of Performance Measures into
the SETRPC-MPO**

**Revised FY 2019-2022 Transportation
Improvement Program**

Introduction

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

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

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

Pursuant with The Planning Rule, the Texas Department of Transportation (TxDOT) and each Texas MPO, including the SETRPC-MPO, must publish a System Performance Report for applicable performance measures in their respective statewide and metropolitan transportation plans and programs. The System Performance Report presents the condition and performance of the transportation system with respect to required performance measures, documents performance targets and progress achieved in meeting the targets in comparison with previous reports. Per the Planning Rule, the System Performance Report for the SETRPC-MPO REVISED FY 2019-2022 TIP is included for the required Safety (PM1), Bridge and Pavement Condition (PM2), Travel Time Reliability (PM3), and Transit Asset Management (TAM) performance measures and targets.

Safety (PM1)

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

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

Safety performance targets are provided annually by the States to FHWA for each safety performance measure. Current statewide safety targets address calendar year 2019 and are based on an anticipated

five-year rolling average (2015-2019). Texas statewide safety performance targets for 2019 are included in **Table 1**. The SETRPC-MPO adopted the Texas statewide safety performance targets on November 29, 2018.

Table 1: Safety (PM1) Conditions and Performance

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

The SETRPC-MPO recognizes the importance of linking goals, objectives, and investment priorities to stated performance objectives, and that establishing this link is critical to the achievement of national transportation goals and statewide and regional performance targets. As such, the JOHRTS FY 2019-2022 TIP planning process directly reflects the goals, objectives, performance measures, and targets as they are available and described in other State and public transportation plans and processes, the Texas Strategic Highway Safety Plan (SHSP), the Texas Highway Safety Improvement Program (HSIP), the current statewide Texas Transportation Plan 2040 (TTP), and the current JOHRTS Metropolitan Transportation Plan – 2040.

- The Texas Strategic Highway Safety Plan (SHSP) is intended to reduce the number of fatalities and serious injuries resulting from motor vehicle crashes on public roads in Texas. Existing highway safety plans are aligned and coordinated with the SHSP, including the Texas Highway Safety Improvement Program (HSIP), MPO and local agencies' safety plans. The SHSP guides TxDOT, Texas MPOs, and other safety partners in addressing safety and defines a framework for implementation activities to be carried out across Texas.
- The TxDOT Highway Safety Improvement Program (HSIP) annual report provides for a continuous and systematic process that identifies and reviews traffic safety issues around the state. The goal of the HSIP process is to reduce the number of crashes, injuries and fatalities

through the implementation of strategies and countermeasures structured around seven emphasis areas.

- The statewide Texas Transportation Plan 2040 (TTP) summarizes transportation needs across the state and identifies future funding projections for projects across transportation modes over the 25-year plan horizon.
- The SETRPC-MPO JOHRTS MTP-2045 increases the safety of the transportation system for motorized and non-motorized users as required by the Planning Rule. The MTP identifies safety needs within the metropolitan planning area and provides funding for targeted safety improvements.

To support progress towards approved highway safety targets, the Revised JOHRTS FY 2019-2022 Transportation Improvement Program (TIP) includes safety investments.

Pavement and Bridge Condition (PM2)

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

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

Pavement Condition Measures

The pavement condition measures represent the percentage of lane-miles on the Interstate or non-Interstate NHS that are in good condition or poor condition. FHWA established five metrics to assess pavement condition: International Roughness Index (IRI); cracking percent; rutting; faulting; and Present Serviceability Rating (PSR). For each metric, a threshold is used to establish good, fair, or poor condition.

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

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

Bridge Condition Measures

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

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

Pavement and Bridge Targets

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

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

States establish targets as follows:

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

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

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

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

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

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

The SETRPC-MPO recognizes the importance of linking goals, objectives, and investment priorities to stated performance objectives, and that establishing this link is critical to the achievement of national transportation goals and statewide and regional performance targets. As such, the JOHRTS FY 2019-2022 TIP planning process directly reflects the goals, objectives, performance measures, and targets as they are available and described in other State and public transportation plans and processes; specifically, the current statewide Texas Transportation Plan 2040 (TTP) and the SETRPC-MPO JOHRTS MTP-2045.

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

To support progress towards TxDOT's statewide PM2 targets, the Revised JOHRTS FY 2019-2022 TIP investments that will maintain pavement and bridge condition performance. Investments in pavement and bridge condition could include pavement replacement and reconstruction, bridge replacement and reconstruction, new bridge and pavement capacity, and system resiliency projects that improve NHS bridge components.

Travel Time Reliability (PM3)

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

National Highway System Performance:

1. Percent of person-miles on the Interstate system that are reliable
2. Percent of person-miles on the non-Interstate NHS that are reliable

Freight Movement on the Interstate:

3. Truck Travel Time Reliability Index (TTTR)

System Performance Measures

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

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

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

Freight Movement Performance Measures

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

P3 Performance Targets

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

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

States establish targets as follows:

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

MPOs establish four-year targets for the System Performance and Freight Movement by establishing targets by either agreeing to programs and projects that will support the statewide targets or setting quantifiable targets for the MPO's planning area that differ from the state targets.

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

TxDOT will provide FHWA on or before October 1, 2020 a detailed report of PM3 performance covering the period of January 1, 2018 to December 31, 2019. TxDOT and the SETRPC-MPO will have the opportunity at that time to revisit the four-year PM3 targets.

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

PERFORMANCE MEASURE	2017 BASE	2020 TARGET	2022 TARGET RECOMMENDATION
Percent of Person-Miles Traveled on the Interstate System that are Reliable	100%	97%	95%
Percent of Person-Miles Traveled on the Non-Interstate NHS that are Reliable	90%	75%	70%
Truck Travel Time Reliability Index	1.35	1.45	1.50

The SETRPC-MPO recognizes the importance of linking goals, objectives, and investment priorities to stated performance objectives, and that establishing this link is critical to the achievement of national transportation goals and statewide and regional performance targets. As such, the JOHRTS FY 2019-2022 TIP planning process directly reflects the goals, objectives, performance measures, and targets as they are available and described in other State and public transportation plans and processes; specifically, the Texas Freight Mobility Plan, the current statewide Texas Transportation Plan 2040 (TTP), and the JOHRTS MTP-2045.

- The Texas Freight Mobility Plan defines the conditions and performance of the state freight system and identifies the policies and investments that will enhance Texas highway freight mobility well into the future. The Plan identifies freight needs and the criteria Texas will use to determine investments in freight and prioritizes freight investments across modes.
- The TTP 2040 summarizes transportation needs across the state and identifies future funding projections for projects across transportation modes over the 25-year plan horizon.

- The JOHRTS MTP-2045 addresses reliability, freight movement, congestion, and identifies needs for each of these issues within the metropolitan planning area and allocates funding for targeted improvements.

To support progress towards TxDOT's statewide PM3 targets, the Revised JOHRTS FY 2019-2022 TIP devotes resources to projects that will address passenger and highway freight reliability and delay.

Transit Asset Management Performance Measures and Targets (TAM)

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

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

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

Table 4: Transit Asset Management Performance Measures and Targets

ASSET CATEGORY	SERVICE AREA	ASSET CLASS	2018 TARGET FOR EXCEEDING USEFUL LIFE BENCHMARK
Rolling Stock	Urban	Buses	25%
		Vans	0%
		Minivans	0%
		Automobiles	0%
		Service Vehicles	50%
	Rural	Cutaway Vans	25%
		Vans	0%
		Automobiles	0%
		Service Vehicles	0%
	Urban	Non-Revenue Utility Vehicles	50%
		Non-Revenue Supervisor Vehicle	50%
	Rural	Non-Revenue Supervisor Vehicle	50%
		Non-Revenue Utility Vehicles	50%
Facility	Urban	Transit Administration & Maintenance Building	25%
		Transit Intermodal Terminal	25%
	Rural	Transit Administration & Maintenance Building	25%
		Transit Intermodal Terminal	25%
Equipment	Urban	Equipment	50%
	Rural	Equipment	50%

The SETRPC-MPO recognizes the importance of linking goals, objectives, and investment priorities to stated performance objectives, and that establishing this link is critical to the achievement of national transportation goals and statewide and regional performance targets. As such, the JOHRTS FY 2019-2022 TIP planning process directly reflects the goals, objectives, performance measures, and targets as they are available and described in other State and public transportation plans and processes; specifically, the current statewide Texas Transportation Plan (TTP) 2040 and the JOHRTS Metropolitan Transportation Plan 2045 (MTP).

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

To support progress towards the TAM targets, the Revised JOHRTS FY 2019-2022 TIP devotes resources to projects that will address transit asset management.

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

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

An asset is deemed to be in good repair if it has a rating of 3, 4, or 5 on this scale. Likewise, a facility is deemed to not be in good repair if it has a rating of 1 or 2. Using this scale, BMT, PAT, and SETT examined revenue vehicles, non-revenue vehicles and facilities. Based on the rating, BMT, PAT, and SETT developed investment priorities. The SETRPC-MPO incorporated these investment priorities into the TAM performance targets which the Transportation Planning Committee adopted on August 30, 2018.

Upon adoption of the FAST Act, a direct correlation between safety targets and TAM plans needed to be established through project selection as reflected in the Transportation Improvement Programs (TIPs). By rule, TIPs amended or updated on or after 5/27/2018 must meet the Performance-Based Planning and Programming (PBPP) planning requirements [81 FR 34050] for the safety performance measures. TIPs amended or updated on or after 10/1/2018 must meet the PBPP planning requirements for FTA's Transit Asset Management Final Rule. A narrative must be developed to show how projects included in the SETRPC-MPO JOHRTS FY 2019-2022 TIP help achieve safety, bridge, pavement, travel time reliability targets, and TAM plan requirements.

The JOHRTS FY 2019 – FY 2022 Transportation Improvement Program

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

THE “DRAFT” REVISED JOHRTS FY 2019-2022 TRANSPORTATION IMPROVEMENT PROGRAM

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

- US 69 between Tram Road south and the LNVA Canal – widen from 4 to 6 lanes. The facility will be upgraded to current design and safety standards which will improve driver comfort level and mobility. Instances of stopped or slowed vehicles due to multiple access points will be greatly reduced with the added new lanes. The merging and diverging operations near on or off ramps between frontage roads and US 69 will be greatly improved with a strengthened median barrier.
- US 69 at SH 73. The facility will be upgraded to current design and safety standards which will improve driver comfort level and mobility. A reduction in instances of stopped or slowed vehicles at connection points inside the interchange is expected as a result of the improved merging operations. The constructed flyovers are expected to result in a reduction in vehicle collisions.
- US 69, Tyler County line to 0.75 miles south of FM 1003. The facility will be upgraded to current design and safety standards which will improve driver comfort level and mobility. Current instances of stopped or slowed vehicles on the main lanes is expected to be reduced, thus lessening chances of rear-end collisions. In addition, the proposed improvements are expected to increase mobility along a route that delivers military vehicles and equipment to the Port of Beaumont for transport and provides hurricane evacuation for south Jefferson County. This improvement is a new 4 lane divided facility with a median barrier.
- US 69 from FM 421, south to US 96. Widen existing highway to 4 lanes with a continuous left turn lane. The facility will be upgraded to current design and safety standards.
- IH-10 from the Hollywood overpass, east to 7th Street. Widen the freeway to 6 main lanes and reconstruct Interchange. The facility will be upgraded to current design and safety standards which will improve driver comfort level and mobility. Current instances of stopped or slowed vehicles on the main lanes is expected to be reduced, therefore occurrence of rear-end collisions is expected to be reduced.

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

Based on the Beaumont Municipal Transit (BMT) Transit Asset Management (TAM) plan and the available budget, projects included in the FY 2019 – FY 2022 Transportation Improvement Program that address TAM requirements include:

- Combined funds totaling \$5,300,000 in FY 2019 for operations and maintenance to maintain the existing transit assets in a State of Good Repair (SGR);
- Combined funds totaling \$5,350,000 in FY 2020 for operations and maintenance to maintain the existing transit assets in a SGR;
- Combined funds totaling \$5,450,000 in FY 2021 for operations and maintenance to maintain the existing transit assets in a SGR;
- Combined funds totaling \$5,550,000 in FY 2022 for operations and maintenance to maintain the existing transit assets in a SGR.

Based on the Port Arthur Transit (PAT) TAM plan and the available budget, projects included in the FY 2019 – FY 2022 Transportation Improvement Program that address TAM requirements include:

- Combined funds totaling \$2,076,239 in FY 2019 for operations and maintenance to maintain the existing transit assets in a SGR;
- Bus replacements in FY 2019 totaling \$883,413 to retire 8 paratransit buses and 2 support vehicles from PAT fleet;
- \$50,697 in FY 2019 for facility enhancements and terminal upgrade;
- \$1,668,000 in FY 2019 to upgrade facilities with route charger;
- Combined funds totaling \$2,076,239 in FY 2020 for operations and maintenance to maintain the existing transit assets in a SGR;
- Bus replacements in FY 2020 totaling \$2,292,834 to replace 4 transit buses with electric buses;
- Combined funds totaling \$2,076,239 in FY 2021 for operations and maintenance to maintain the existing transit assets in a SGR;
- Combined funds totaling \$2,076,239 in FY 2022 for operations and maintenance to maintain the existing transit assets in a SGR.

Revised JOHRTS FY 2019-2022 Transportation Improvement Program Amendment 1

These projects address the Port Arthur Transit (PAT) Asset Management Plan (TAM) requirements include;

- \$253,483 in FY 2019 for facility enhancements and terminal upgrades to maintain the existing transit assets in a SGR;
- \$190,112 in FY 2019 to acquire shop equipment to maintain the existing transit assets in a SGR;
- \$1,650,000 in FY 2019 for construction of a new maintenance facility to maintain the existing transit assets in a SGR;
- Bus replacements in FY 2020 totaling \$2,243,000 to purchase 4 electric buses, charging equipment, and facility modifications to maintain the existing transit assets in a SGR;
- \$904,750 in FY 2020 to repair/replace storm water liners adjacent to downtown transit facilities to help mitigate future flooding events to maintain the existing transit assets in a SGR.

Based on the South East Texas Transit (SETT) TAM plan and the available budget, projects included in the FY 2019 – FY 2022 Transportation Improvement Program that address TAM requirements include:

- Combined funds totaling \$1,129,637 in FY 2019 for operations and maintenance to maintain the existing transit assets in a SGR;
- Bus replacements in FY 2019 totaling \$1,200,000 to replace 15 transit buses with alternatively fueled vehicles;
- Combined funds totaling \$1,129,637 in FY 2020 for operations and maintenance to maintain the existing transit assets in a SGR;
- Combined funds totaling \$1,129,637 in FY 2021 for operations and maintenance to maintain the existing transit assets in a SGR;
- Combined funds totaling \$1,129,637 in FY 2022 for operations and maintenance to maintain the existing transit assets in a SGR.

Project Contribution to Performance Targets

The table below shows the projects programmed in the JOHRTS FY 2019-2022 TIP, the Draft Revised JOHRTS FY 2019-2022 TIP Amendment 1, and the targets that they are anticipated to positively affect. By agreeing to support the TxDOT performance targets in the area of safety (PM1), pavement and bridge condition (PM2), travel time reliability (PM3), and TA requirements, the SETRPC-MPO has agreed to coordinate with TxDOT to program projects that will contribute to the accomplishment of those goals, measures, and targets.

Project Contribution to Performance Targets

MPO ID	Hwy No	Limits From	Limits To	Description	PM1	PM2	PM3	TAM
02002-F40N	US 69	Tram Rd, South	LNVA Canal	Widen freeway from 4 to 6 lanes	X	X	X	
17001-F40N	VA	South East Texas Transit		Replace 15 transit buses with alternately fueled vehicles				X
06006-F40N	IH 10	CR 131 (Walden Rd), East	Hollywood Overpass	Widen freeway to 6 mainlanes and reconstruct interchange	X	X	X	
18001-F40N	SH 105	.10 miles east of SH 326	Pine island Bayou	Widen to four lanes with CTL	X	X	X	
17002-F40N	IH 10	0.54 miles east of FM 3247	Sabine river bridge	Widen existing mainlanes from 4 to 6 lanes	X	X	X	
17003-F40N	US 69	FM 421, South	US 96	Widen existing highway to 4 lanes with a continuous left turn lane	X	X	X	
18002-F40E	US 69	Tyler county line	0.75 miles south of FM 1003	Construct new location 4 lane divided facility	X		X	
18034-F40N	IH 10	Hollywood Overpass, East	7th Street	Widen freeway to 6 mainlanes and reconstruct Interchange	X	X	X	
18035-F40N	US 69	At SH 73		Reconfigure Interchange and add direct connectors	X		X	
18029-TXXE	NA	NA	NA	Improve bus stops for ADA compliance, i.e. concrete pads, sidewalk, curb ramp				X
18030-TXXE	NA	NA	NA	Acquire shop equipment				X
18031-TXXE	NA	NA	NA	Staff project planning/management				X
18032-TXXE	NA	NA	NA	Preventative maintenance				X
18033-TXXE	NA	NA	NA	Electric vehicle (LoNo) project; rehab bus engines/prev. maintenance				X

MPO ID	Hwy No	Limits From	Limits To	Description	PM1	PM2	PM3	TAM
18027-TXXE	NA	NA	NA	Capital assistance to replace 8 paratransit buses, 2 support vehicles				X
19001-TXXE	NA	NA	NA	Electric vehicle LONO Project				X
19002-TXXE	NA	NA	NA	Port Arthur Transit flood resiliency for critical support facilities				X
19003-TXXE	NA	NA	NA	Small urban & bus facilities program - FY 2018				X
19004-TXXE	NA	NA	NA	Small urban & bus facilities program - FY 2017				X
19005-TXXE	NA	NA	NA	Maintenance facility construction and charging infrastructure				X
16003-TXXE	NA	NA	NA	Operating assistance for FY 2019				X
16006-TXXE	NA	NA	NA	Administration and operation of a rural transportation program (2019)				X
16007-TXXE	NA	NA	NA	Operating assistance for FY 2020				X
16008-TXXE	NA	NA	NA	Operating assistance for FY 2020				X
16009-TXXE	NA	NA	NA	Operating assistance for FY 2020				X
16010-TXXE	NA	NA	NA	Administration and operation of a rural transportation program (2020)				X
18028-TXXE	NA	NA	NA	Security (fencing)				X
18003-TXXE	NA	NA	NA	Operating assistance for FY 2019				X
18004-TXXE	NA	NA	NA	Operating assistance for FY 2020				X
18005-TXXE	NA	NA	NA	Operating assistance for FY 2021				X
18006-TXXE	NA	NA	NA	Operating assistance for FY 2022				X
18007-TXXE	NA	NA	NA	Facilities upgrade depot chargers, construction/install charger, route A & E services, facility upgrade, facility upgrade depot charge, depot construction/install				X

MPO ID	Hwy No	Limits From	Limits To	Description	PM1	PM2	PM3	TAM
18008-TXXE	NA	NA	NA	Fare boxes for new electric buses				X
18009-TXXE	NA	NA	NA	Upgrade bus stops, shelters, bench's other amenities				X
18010-TXXE	NA	NA	NA	Video camera surveillance, for new buses				X
18011-TXXE	NA	NA	NA	Dispatch and scheduling software				X
18012-TXXE	NA	NA	NA	Upgrade bus stops, shelters, bench's other amenities				X
18013-TXXE	NA	NA	NA	Facility enhancements				X
18014-TXXE	NA	NA	NA	Support vehicle				X
18015-TXXE	NA	NA	NA	Operating assistance for FY 2019				X
18016-TXXE	NA	NA	NA	Operating assistance for FY 2020				X
18017-TXXE	NA	NA	NA	Operating assistance for FY 2021				X
18018-TXXE	NA	NA	NA	Operating assistance for FY 2022				X
18019-TXXE	NA	NA	NA	Operating assistance for FY 2019				X
18020-TXXE	NA	NA	NA	Operating assistance for FY 2020				X
18021-TXXE	NA	NA	NA	Operating assistance for FY 2021				X
18022-TXXE	NA	NA	NA	Operating assistance for FY 2022				X
18023-TXXE	NA	NA	NA	Administration and operation of a rural transportation program (2019)				X
18024-TXXE	NA	NA	NA	Administration and operation of a rural transportation program (2020)				X
18025-TXXE	NA	NA	NA	Administration and operation of a rural transportation program (2021)				X
18026-TXXE	NA	NA	NA	Administration and operation of a rural transportation program (2022)				X
16001-TXXE	NA	NA	NA	Operating assistance for FY 2019				X

MPO ID	Hwy No	Limits From	Limits To	Description	PM1	PM2	PM3	TAM
16002-TXXE	NA	NA	NA	Operating assistance for FY 2019				X

PUBLIC INVOLVEMENT DOCUMENTATION

REVISED FY 2019 -2022

We Value Your Input

Metropolitan Transportation Plan 2045 Jefferson-Orange-Hardin Transportation Study (JOHRTS) Area



Please join us for a meeting on the metropolitan transportation plan, the transportation improvement program and transportation conformity for Southeast Texas!

Learn about the *planning process*, identify *transportation issues* in the region, and provide your input on *what you want to see in the future*.

The public review and comment period will be held **May 31 - July 1, 2019**.

The South East Texas Regional Planning Commission - Metropolitan Planning Organization is responsible for planning transportation improvements in Hardin, Jefferson, and Orange Counties, and we hope to hear from you.

Please attend any meeting to provide your input or submit written comments by 5:00 PM on July 1, 2019 to:

Bob Dickinson

bdickinson@setrpc.org

2210 Eastex Freeway, Beaumont, Texas 77703

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

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

MONDAY

June 3, 3 - 5 PM

City of Orange Library
220 5th Street Orange,
TX

TUESDAY

June 4, 3 - 5 PM

Lumberton City Hall 836
North Main Street
Lumberton, TX

WEDNESDAY

June 5, 3 - 5 PM

Bowers Convention Center
3401 Cultural Center Drive
Port Arthur, TX

THURSDAY

June 6, 3 - 5 PM

South East Texas
Planning Commission
2210 Eastex Freeway
Beaumont, TX



FOR IMMEDIATE RELEASE

May 30, 2019

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

**Public Encouraged to Provide Comments on the “draft” JOHRTS MTP-2045
and the “draft” JOHRTS FY 2019-2022 TIP, Amendment #1**

“SETRPC to Host Series of Public Meetings beginning Monday, June 3rd”

(Beaumont) --- The South East Texas Regional Planning Commission (SETRPC) will host a series of public meetings beginning **Monday, June 3, 2019**, providing citizens in Jefferson, Orange and Hardin Counties the opportunity to learn about and comment on the “draft” **JOHRTS MTP-2045, the “draft” JOHRTS FY 2019-2022 TIP, Amendment #1, and Transportation Conformity**. “This is an opportunity for the public to be directly involved in the process and have their voices heard as we make recommendations to address transportation-related issues that are affecting the southeast Texas region. Public input is an essential part of this process and we want to make sure the needs of our region are properly addressed,” says Bob Dickinson, Director of Transportation and Environmental Resources for SETRPC.

The 32-day public comment period is being held May 31 through July 1, 2019. The public is encouraged to attend a meeting or provide written comments by 5:00 PM, July 1, 2019. Four public meetings will be held in **Orange, Lumberton, Port Arthur, and Beaumont** at the following locations:

Monday, June 3, 2019 - 3:00 PM

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

Tuesday, June 4, 2019 - 3:00 PM

Lumberton City Hall, 836 North Main Street, Lumberton, TX

Wednesday, June 5, 2019 - 3:00 PM

Bowers Civic Center, 3401 Cultural Drive, Port Arthur, TX

Thursday, June 6, 2019 - 3:00 PM

South East Texas Regional Planning Commission, 2210 Eastex Freeway, Beaumont, TX

These meetings are designed to solicit the public’s ideas and input on the “draft” JOHRTS MTP-2045, the “draft” JOHRTS FY 2019-2022 TIP, Amendment #1, and Transportation Conformity for the southeast Texas area. All meetings are the same and are not restricted to a specific area. The public is strongly encouraged to be an active part of this process by selecting a meeting day and time that fits their schedule. For more information or for special needs requests (48 hours), please contact **Bob Dickinson** at (409) 899-8444 extension 7520 or bdickinson@setrpc.org.

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

We Value Your Input!

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

As part of the continuing, cooperative, and comprehensive transportation planning process, the SETRPC-MPO will be hosting a series of public meetings to provide the public an overview of and an opportunity to comment on the “draft” JOHRTS MTP-2045, the “draft” JOHRTS FY 2019-2022 TIP, Amendment #1, and Transportation Conformity, which contains projects and programs scheduled for implementation in the future.

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3:00 PM
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220 5th Street
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Lumberton City Hall
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2210 Eastex Freeway
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The “draft” JOHRTS MTP-2045 and the “draft” JOHRTS FY 2019-2022 TIP, Amendment #1, can be downloaded at www.setrpc.org/ter. The 32-day public comment period ends on Monday, July 1, 2019. Please attend any meeting to provide input, or submit written comments by 5:00 PM, July 1, 2019 to Bob Dickinson at the South East Texas Regional Planning Commission, 2210 Eastex Freeway, Beaumont, Texas 77703. For more information or for special needs requests (48 Hours), please contact Bob Dickinson at (409) 899-8444 extension 7520 or bdickinson@setrpc.org.

not discriminate on the basis of race, color, national origin, religion, gender, age, veteran status, pension affiliation, sexual orientation, marital status or disability in compliance with the Americans with Disabilities Act with respect to

TENNIS

Nadal gets his revenge over Tsitsipas; Djokovic up next

BY JEFFREY PETER

ROME — After losing in the semifinals of three straight clay-court tournaments, Rafael Nadal looked more like his old, dominant self when he beat Stefanos Tsitsipas 6-3, 6-4 to reach the Italian Open final on Saturday.

It was a measure of revenge for Nadal after losing to Tsitsipas in three sets at this stage in Madrid last week. This victory should also restore Nadal's confidence as he seeks a record-extending win at the French Open starting next week.

The main thing is I am playing better. If I play better, I know I'm going to have chances to be in the final and to win semifinal matches," Nadal said. "If you are not playing well, beating the best players of the world is much more difficult. ... I have margin to keep improving. But I am doing the right steps to be there."

In Sunday's final, Nadal will resume his rivalry with top-ranked Novak Djokovic, who faced an unusually high number of drop shots from Diego Schwartzman before winning 6-3, 6-7 (2), 6-3.

Djokovic also required three sets to eliminate Juan Martin del Potro in the quarterfinals, meaning he has been in court for more than 3 1/2 hours over the last two days.

It will be the fourth career meeting between Djokovic and Nadal, with Djokovic leading the series 3-1. The pair has split the four Italian Open finals they've played. They last met in the Australian Open final won by Djokovic in straight sets.

"He's my greatest rival of all time," Djokovic said. "Every time we get to play each other it's a thrill. It's the ultimate challenge."

Nadal is aiming for a record-extending ninth trophy in Rome while Djokovic is seeking his fifth title at the Foro Italico.

Nadal is in the middle of his longest title drought to begin a season since he came onto the scene in 2004. His last trophy came



Getty Images

Rafael Nadal of Spain celebrates after winning against Greece's Stefanos Tsitsipas during their ATP Masters tournament semifinal tennis match at the Foro Italico camp in Rome, on Saturday

last August in Toronto. The crowd attempted to encourage Tsitsipas with chants of "Tsai-Tsai, Tsai-Tsai" but the 30-year-old Greek player couldn't keep up with Nadal on the long rallies — even though he didn't play a day earlier after Roger Federer withdrew injured from their quarterfinal.

Conditions were much slower than on the high-altitude court in Madrid, which favored Nadal and made it tougher for Tsitsipas to execute his attack.

"The shots that I played today, I played similar shots last week," Tsitsipas said. "Today those shots felt really slow and he had plenty of time to pass me where I was approaching to the net. The court speed was the difference."

Midway through the first set, Nadal produced a blistering forehand winner up the line on the run, drawing a loud roar from the packed Campo Centrale crowd.

Nadal broke Tsitsipas' serve early in both sets. In the women's tournament, Johanna Konta rallied past sixth-seeded Kiki

Bertens 5-7, 7-5, 6-3 in nearly three hours to reach the highest clay-court final of her career.

Kontina Pliskova beat Greek qualifier Maria Sakkan in the other semifinal, 6-1, 6-4.

Pliskova didn't immediately realize she won because she lost track of the score.

"I thought it was 1-3," she said. "I felt had about it."

Pliskova is having a solid year, having reached the Australian Open semifinals and the Miami Open final after opening the season with a title in Brisbane, Australia.

The Czech player recently announced she promoted four-time Italian Open champion Concetta Martinez as her head coach.

Konta's only previous final on clay came recently in Rabat, Morocco, where she lost to Sakkan. "I've never really doubted my ability on the surface," Konta said. "I won a lot of my first junior titles on clay. I've always felt that I have a game that has the ability to do well on this surface."

SOCCER

Man City completes sweep of English trophies

BY JEFFREY PETER

LONDON — Manchester City swept aside Watford to complete the first clean sweep of English men's football trophies.

The fourth piece of silverware of the season was sealed by four different scorers in the FA Cup final at Wembley Stadium on Saturday.

Raheem Sterling and Gabriel Jesus netted twice and David Silva and Kevin De Bruyne also scored as Watford was humiliated 4-0.

Victory for Pep Guardiola's side came a week after the Premier League trophy was retained by Manchester City.

What a season," City captain Vincent Kompany said. "What a tremendous club."

But the unprecedented achievement by football's costliest squad comes against the backdrop of investigations into City's compliance into football's spending rules that could lead to the Abu Dhabi-owned team being limited from the Champions League.

More than \$1 billion has been spent on transfers alone since 2011 when Sheikh Mansour bought the team that was more accustomed to playing in lower leagues than lifting trophies.

It wasn't until 2014 that



Associated Press

Manchester City's Gabriel Jesus celebrates with the trophy after the English FA Cup Final soccer match.

the FA Cup. Now City is the undisputed power of English football — a status it claimed from neighbor Manchester United.

"It's one of the best years I have experienced as a manager," said Guardiola, who won titles previously at Barcelona and Bayern Munich.

Watford was contesting its first cup final in 35 years and never had a look in after Roberto Perez was denied by goalkeeper Ederson of the chance to match a shock lead in the 10th minute. Not long after, Watford fans were made to endure City players celebrating in front of them.

After Abdulaye Doucoure gave the ball away, City broke forward and Sterling headed through for David Silva to strike on the net.

City's other Silva — Bernardo — was the new face of the second in the 30th, whipping to the far post where Gabriel Jesus di-

rected it crossed the line but his Brazilian teammate was credited with the goal.

The onslaught came in the second half with De Bruyne exerting his influence after coming off the bench.

The Belgian netted in the 61st, receiving the ball from Gabriel Jesus, who had combined with Sterling.

Gabriel Jesus found the net seven minutes later, after being released by De Bruyne's throughball, sliding past Heurelho Gomes after the goalkeeper came off his line.

Then the record-equating final victory margin came from a double inside six minutes from Sterling, who grew up near Wembley and has a tattoo of the stadium's arch.

The Football Writers' Association player of the year trophy in 1997 was handed to Sterling. "At the start of the season he said, 'Let's try and get the mentality right and go for the Premier League again, and we've done that again, and we've done that again,'" he said.

It just shows what the manager's building here," Sterling said. "At the start of the season he said, 'Let's try and get the mentality right and go for the Premier League again, and we've done that again, and we've done that again,'" he said.

It's a credit to all the boys, being mutually switched on throughout the season which has been

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Legal Notices

Construction Invitation for Bid

The City of China will receive bids for LA Station No. 2 improvements until 10:00 A.M. on June 5, 2019 at the City of China, City Hall Council Room, 717 North Broadway, China, Texas 77113. The bids will be publicly opened and read aloud at 10:00 A.M. on June 5, 2019 at the City of China, City Hall Council Room, 717 North Broadway, China, Texas 77113. A Mandatory pre-bid conference will be held at the City of China, City Hall Council Room, 717 North Broadway, China, Texas 77113 on May 20, 2019 at 10:00 A.M. Bids are invited for several items and quantities of work as follows:

Remove and Replace Existing

Three (3) Pumps, install new control panel with variable drive controls, install new SCADA system to control all station, and new control rack.

Bid/Closed Documents, including Drawings and Technical Specifications, are at the City of China, City Hall Council Room, 717 North Broadway, China, Texas 77113. (409-731-1620) at which time questions can be obtained.

Seals of the bid documents are available for a non-refundable \$ 75.00 charge with the answer for each set of documents obtained.

A bid bond in the amount of 5 percent of the bid amount by an acceptable surety shall be submitted with each bid for those contracts that exceed \$100,000. A certified check or bank draft payable to the City of China or negotiable U.S. Government Bonds (or actual) may be submitted in lieu of the bid bond.

Attention is called to the fact that not less than the federally determined prevailing Davis-Bacon and Related Acts wage rate, as issued by the Texas Department of Agriculture Office of Rural Affairs and contained in the contract documents, must be paid on the project. In addition, the successful bidder must ensure that employees and independent contractors are not overpaid wages and benefits because of local, state, federal, state, or federal gender equity or national origin.

Plans for the project's construction are under Section 1 of the Housing and Urban Development Act of 1916. All eligible bidders must comply with Section 1 requirements in regards to pricing or receiving the award subsequent to both pricing and subsequent in accordance with these rules. Contractors are required to direct their newly obtained employment under various existing opportunities to Section 3 (National Low Income) areas.

The City of China reserves the right to void any bid or bids in SETRP (S) a responsible for an overall plan that affects the final schedule and all means of receiving transportation needs for the next winter years.

As part of the continuing, ongoing, and comprehensive transportation planning process, the SETRP (S) will be holding a series of public meetings to provide the public an opportunity to be heard and to comment on the draft JTRTS 2019-2024, the JTRTS FY 2019-2024, TIP Amendment #1, and Transportation Conference. The public is encouraged to provide input and comments for implementation in the future.

Monday, June 3, 2019 3:00 PM
Orange Public Library 225 5th Street Orange, Texas

Tuesday, June 4, 2019 3:00 PM
Wesleyan City Hall 335 North Main Street Waco, Texas

Wednesday, June 5, 2019 3:00 PM
Bowling Cave Center 3111 Cultural Center Fort Worth, Texas

Thursday, June 6, 2019 3:00 PM
South East Texas Regional Planning Commission 2210 East 11th Street Beaumont, Texas

The "new" JTRTS 2019-2024 and the "new" JTRTS FY 2019-2024, TIP Amendment #1, and Transportation Conference. The public is encouraged to provide input and comments for implementation in the future.

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Legal Notices

Notice of Solicitation

NOTICE OF SOLICITATION (TREATMENT SERVICES FOR SUBSTANCE ABUSE, MENTAL HEALTH, AND SEX OFFENSES FOR FEDERAL DEFENDANTS AND PERSONS UNDER SUPERVISION)

The United States Probation Office for the Eastern District of Texas intends to procure treatment services for persons under supervision and defendants in various treatment areas located throughout the district. These treatment areas will be identified specifically in the Request for Proposals (RFP) on June 14, 2019. Once the solicitations are formally announced by this Office, the required treatment services may include Sex Offender Treatment Services, Mental Health Treatment Services, Substance Abuse Treatment Services, and University Inpatient.

Once the Request for Proposals (RFP) is posted to the district's website, potential vendors will be required to download the RFP. Bids will be accepted until 10:00 a.m. on June 14, 2019. The RFP will include a detailed set of instructions for completion and submission of proposals. If a vendor is interested in providing services, they must read the RFP and submit a proposal to the district by the deadline.

Interested vendors who would like to be added to the vendor list and notified once the solicitations are posted on the district's website, will need to email Financial Services, Eastern District of Texas, at FinancialServices@edtx.usdoj.gov.

For more information, please contact the Eastern District of Texas Probation Office at (409) 731-1620.

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South East Texas Regional
Planning Commission
2210 Eastex Freeway
Beaumont, Texas

The "draft" JOHRTS MTP-2045 and the "draft" JOHRTS FY 2019-2022 TIP, Amendment #1, can be downloaded at www.setrpc.org/ter. The 32-day public comment period ends on Monday, July 1, 2019. Please attend any meeting to provide input, or submit written comments by 5:00 PM, July 1, 2019 to Bob Dickinson at the South East Texas Regional Planning Commission, 2210 Eastex Freeway, Beaumont, Texas 77703. For more information or for special needs requests (48 Hours), please contact Bob Dickinson at (409) 899-8444 extension 7520 or bdickinson@setrpc.org.

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Public Comment Period and Public Hearings

The Transportation and Environmental Resources Division is announcing a public comment period to be held from May 31, 2019 – July 1, 2019 so that the public can comment on the “draft” JOHRTS MTP-2045, the “draft” JOHRTS FY 2019-2022 TIP, Amendment #1 and the “draft” Transportation Conformity Report. A series of public meetings will be held June 3, 2019 – June 6, 2019 for the public to learn and comment on these documents. For more information visit the SETRPC Transportation and Environmental Resources website at <http://www.setrpc.org/ter/>.



TRANSPORTATION &
ENVIRONMENTAL
RESOURCES

REGISTRATION
PLEASE PRINT

MEETING: MTP-2045, 2019-2022 TIP Amendment #1, and
Transportation Conformity Public Meetings

LOCATION: South East Texas Regional Planning Commission

DATE: Thursday, June 6, 2019 - 3:00 PM

NAME	TITLE	AGENCY	PHONE	EMAIL
1. Bob Dickinson	MPO Director	SETRPC	409-899-5444	bdickinson@setrpc.org
2. Scott Ayres	Planning Engineer	TxDOT - BMT	409-898-5743	scott.ayres@txdot.gov
3. Jennifer Ruter	Dir. Community Relations	Gulf Coast - CRH	409-866-1444	jennifer.ruter@gc-texas.com
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TRANSPORTATION &
ENVIRONMENTAL
RESOURCES

REGISTRATION PLEASE PRINT

MEETING: MTP-2045, 2019-2022 TIP Amendment #1, and
Transportation Conformity Public Meetings

LOCATION: Orange Public Library

DATE: Monday, June 3, 2019 - 3:00 PM

NAME	TITLE	AGENCY	PHONE	EMAIL
1. Bob Dickinson	MPO Director	SETRPC	409-899-8444	bdickinson@setrpc.org
2. Matthew Volkmann		TxDOT	409-898-5761	matthew.volkmann@txdot.gov
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TRANSPORTATION &
ENVIRONMENTAL
RESOURCES

REGISTRATION

PLEASE PRINT

MEETING: MTP-2045, 2019-2022 TIP Amendment #1, and
Transportation Conformity Public Meetings

LOCATION: Lumberton City Hall

DATE: Tuesday, June 4, 2019 - 3:00 PM

NAME	TITLE	AGENCY	PHONE	EMAIL
1. Bob Dickinson	NPO Director	SETRPC	401-899-8444	bdickinson@setrpc.org
2. Brent Rawlinson	PROJECT CONTROLLER	TXDOT		brent.rawlinson@txdot.gov
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TRANSPORTATION &
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RESOURCES

REGISTRATION PLEASE PRINT

MEETING: MTP-2045, 2019-2022 TIP Amendment #1, and
Transportation Conformity Public Meetings

LOCATION: Bowers Convention Center

DATE: Wednesday, June 5, 2019 - 3:00 PM

NAME	TITLE	AGENCY	PHONE	EMAIL
1. Bob Dickinson	MPO Director	SETRPC	409-899-8444 9520	bdickinson@setrpc.org
2. Brent Rawlinson	CONTRACTOR	TXDOT		brent.rawlinson@txdot.gov brent.rawlinson@txdot.gov
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RESOLUTION

REVISED FY 2019 -2022

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

A Resolution Adopting the JOHRTS FY 2019-2022 Transportation Improvement Program (TIP),
Amendment #1

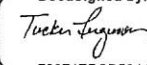
- WHEREAS, the SETRPC-MPO for the JOHRTS area is the designated agency for transportation planning in Jefferson, Orange, and Hardin Counties in southeast Texas; and
- WHEREAS, the SETRPC-MPO is responsible for preparing and submitting the JOHRTS FY 2019-2022 TIP, Amendment #1 to the Texas Department of Transportation (TxDOT) for inclusion in Texas' FY 2019-2022 Statewide Transportation Improvement Program (STIP); and
- WHEREAS, the JOHRTS Transportation Planning Committee approved the adoption of the JOHRTS FY 2019-2022 TIP, Amendment #1.

NOW, THEREFORE, BE IT RESOLVED that the revisions to the JOHRTS 2019-2022 TIP, Amendment #1 is hereby adopted and may be submitted to TxDOT for inclusion in Texas' FY 2019-2022 STIP.

Approved this the 18th day of July, 2019



Don Surratt, Vice-Chairman
JOHRTS Transportation Planning Committee
Mayor, City of Lumberton

DocuSigned by:

70974EB0B5244DE...
Tucker Ferguson, P.E.
JOHRTS Transportation Planning Committee
TxDOT-Beaumont District Engineer

MPO SELF-CERTIFICATION

REVISED FY 2019 -2022

TEXAS DEPARTMENT OF TRANSPORTATION
MPO SELF-CERTIFICATION

In accordance with 23 CFR Part 450.336 and 450.220 of the Fixing America's Surface Transportation Act (FAST Act); the Texas Department of Transportation, and the Beaumont-Port Arthur Metropolitan Planning Organization for the Beaumont-Port Arthur urbanized area(s) hereby certify that the transportation planning process is addressing the major issues in the metropolitan planning area and is being conducted in accordance with all applicable requirements of:

1. [23 U.S.C. 134](#), [49 U.S.C. 5303](#), and this subpart;
2. Title VI of the Civil Rights Act of 1964, as amended ([42 U.S.C. 2000d-1](#)) and [49 CFR part 21](#);
3. [49 U.S.C. 5332](#), prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
4. Section 1101(b) of the FAST Act ([Pub. L. 114-357](#)) and [49 CFR part 26](#) regarding the involvement of disadvantaged business enterprises in DOT funded projects;
5. [23 CFR part 230](#), regarding the implementation of an [equal employment opportunity program](#) on Federal and Federal-aid [highway](#) construction contracts;
6. The provisions of the Americans with Disabilities Act of 1990 ([42 U.S.C. 12101 et seq.](#)) and [49 CFR parts 27, 37, and 38](#) ;
7. The Older Americans Act, as amended ([42 U.S.C. 6101](#)), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
8. Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender; and
9. Section 504 of the Rehabilitation Act of 1973 ([29 U.S.C. 794](#)) and [49 CFR part 27](#) regarding discrimination against individuals with disabilities.

Beaumont
District
Texas Department of Transportation

Tucker
District Engineer

7-18-2019
Date

L W Cooper Jr.
Metropolitan Planning Organization
Policy Board Chairperson

[Signature]
Chairperson

7-18-2019
Date