

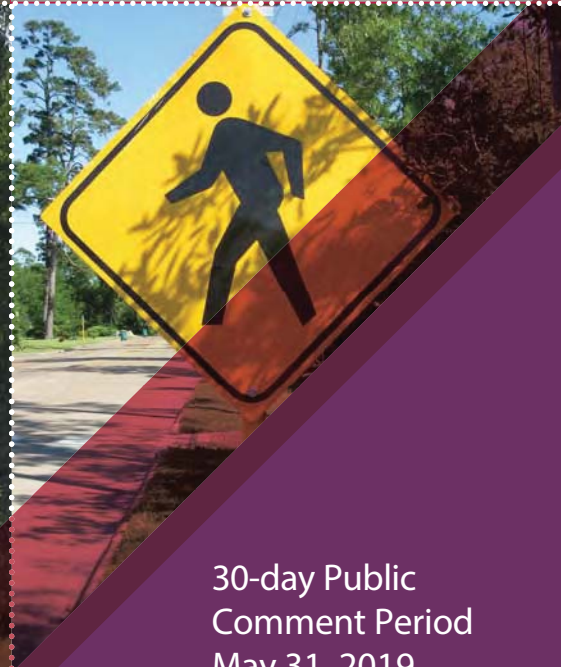
Revised JOHRTS FY 2019-2022 Amendment #1

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

Draft for
Public Review



30-day Public
Comment Period
May 31, 2019 –
June 3, 2019



TRANSPORTATION &
ENVIRONMENTAL
RESOURCES

SETRPC
SOUTH EAST TEXAS REGIONAL PLANNING COMMISSION

AIR QUALITY STANDARDS

ATTAINMENT STATUS

Draft For Public Review

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 When the 1997 eight-hour ozone NAAQS was revoked by the EPA, transportation conformity requirements for that standard were also revoked (effective April 6, 2015).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**

Draft For Public Review

**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:	10/2018
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	Authorized Funding by Category/Share:						
ROW PURCHASE:	\$0							
CONSTRUCTION ENGINEERING:	\$3,378,134			FEDERAL	STATE	LOCAL	LOCAL CONTRIBUTION	FUNDING BY CATEGORY
CONSTRUCTION COST:	\$69,082,502		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	\$70,000,000

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:	10/2018
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	Authorized Funding by Category/Share:						
ROW PURCHASE:	\$0							
CONSTRUCTION ENGINEERING:	\$12,648,034			FEDERAL	STATE	LOCAL	LOCAL CONTRIBUTION	FUNDING BY CATEGORY
CONSTRUCTION COST:	\$294,140,317		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	\$300,000,000

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:	10/2018
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							
ROW PURCHASE: \$0							
CONSTRUCTION ENGINEERING: \$8,352,475							
CONSTRUCTION COST: \$194,243,606							
CONTINGENCIES: \$349,638							
INDIRECT COSTS: \$0							
BOND FINANCING: \$0							
POTENTIAL CHANGE ORDER: \$9,148,874							
TOTAL PROJECT COST: \$221,612,530							
FUNDING BY SHARE:							
FEDERAL STATE LOCAL LOCAL CONTRIBUTION FUNDING BY CATEGORY							
\$124,000,000 \$31,000,000 \$0 \$0 \$155,000,000							
\$36,000,000 \$9,000,000 \$0 \$0 \$45,000,000							
\$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**

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**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
Sec 5309 ID Number		Trans Dev Credits Requested	\$0
		Trans Dev Credits Awarded (Date & Amount)	\$31,941
Amendment Date & Action			

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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
Sec 5309 ID Number		Trans Dev Credits Requested	\$0
		Trans Dev Credits Awarded (Date & Amount)	\$45,012
Amendment Date & Action			

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REVISED
FINANCIAL SUMMARY
REVISED FY 2019 -2022

Draft For Public Review



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	Match	Total
\$3,294,855	\$4,331,384	\$7,626,239	\$28,143,550	\$25,073,304	\$53,216,854
\$0	\$0	\$0	\$599,718	\$365,637	\$965,355
\$0	\$0	\$0	\$0	\$0	\$0
\$0	\$0	\$0	\$0	\$0	\$0
\$225,059	\$0	\$225,059	\$2,634,765	\$0	\$2,634,765
\$0	\$0	\$0	\$0	\$0	\$0
\$0	\$0	\$0	\$723,800	\$180,950	\$904,750
\$182,821	\$45,705	\$228,526	\$1,096,926	\$274,230	\$1,371,156
\$502,153	\$627,484	\$1,129,637	\$3,012,918	\$3,764,904	\$6,777,822
\$0	\$0	\$0	\$0	\$0	\$0
\$4,204,888	\$5,004,573	\$9,209,461	\$36,211,677	\$29,659,025	\$65,870,702
\$0	\$0	\$0	\$0	\$0	\$787,814
\$45,012	\$0	\$45,012	\$0	\$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) 2040 developed under MAP-21, 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-2040 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-20.

- 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-2040 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-2040.

- 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-2040 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 2040 (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-2040 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.

Project Contribution to Performance Targets

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

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	

MPO ID	Hwy No	Limits From	Limits To	Description	PM1	PM2	PM3	TAM
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
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

MPO ID	Hwy No	Limits From	Limits To	Description	PM1	PM2	PM3	TAM
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
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

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

PUBLIC INVOLVEMENT DOCUMENTATION

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