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September 12, 2025

In Reply Refer to:
HPP-TX

South East Texas Regional Planning Commission (SETRPC)
Jasper-Jefferson-Orange Regional Transportation Study (JJOHRTS)
Metropolitan Planning Organization (MPO)
2026 Unified Planning Work Program (UPWP)

Mr. Casey Wells, Systems Planning Director
Texas Department of Transportation
125 E. 11th Street
Austin, TX 78701-2483

Dear Mr. Wells:

We have reviewed the above referenced Unified Planning Work Program (UPWP) as first received on July 21, 2025, from the Transportation Planning and Programming Division (TPP). Based on this review, and the reviews of the August 27, 2025, and September 11, 2025, MPO edits, we concur with the TPP recommendation to approve the subject 2026 UPWP (enclosed).

This action has been coordinated with the Federal Transit Administration Region 6 (Kwasi Bosompem).

Should you have any questions or comments on the above, please do not hesitate to contact Jose Campos at Jose.Campos@dot.gov or (512) 536-5932.

Sincerely yours,

Barbara C. Maley, AICP
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Enclosure

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FY 2026

UNIFIED PLANNING WORK PROGRAM (UPWP)

**South East Texas Regional Planning Commission
(SETRPC) Jasper-Jefferson-Orange-Hardin Regional
Transportation Study (JJOHRTS) MPO**

TRANSPORTATION MANAGEMENT AREA (TMA) STATUS:

Non-Transportation Management Area (Non-TMA)

AIR QUALITY STATUS:

Attainment

The preparation of this report has been financed in part through grant(s) from the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA), U.S. Department of Transportation (USDOT), under the State Planning and Research Program, Section 505 [or Metropolitan Planning, Section 104(d)] of Title 23, U.S. Code. The contents of this report do not necessarily reflect the official views or policy of the U.S. Department of Transportation.

**This UPWP complies with federal and state requirements, is true and correct, and is approved by
Transportation Planning Committee of the JJOHRTS MPO on July 10, 2025**

Federal Approval: *Provide original FHWA approval date*

**SETRPC JJOHRTS - MPO - 2210 Eastex Freeway, Beaumont, TX 77703 - 409-899-8444 ext. 7520
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ACRONYMS

Acronym/Abbreviation	Definition
ADA	Americans with Disabilities Act
AQAC	Air Quality Advisory Committee
BMT	Beaumont Municipal Transit
CAAA	Clean Air Act Amendments
DBE	Disadvantaged Business Enterprise
EPA	Environmental Protection Agency
FAST Act	Fixing America's Surface Transportation Act
FHWA	Federal Highway Administration
FTA	Federal Transit Administration
FY	Fiscal Year
GIS	Geographical Information Systems
HB20	House Bill 20 requires performance-based planning and programming process to prioritize and finance transportation projects
HUB	Historically Underutilized Business
IIJA	Infrastructure Investment Jobs Act
JJOHRTS	Jasper-Jefferson-Orange-Hardin Regional Transportation Study
MAP-21	Moving Ahead for Progress in the 21 st Century
MPO	Metropolitan Planning Organization
MTP	Metropolitan Transportation Plan
NAAQS	National Ambient Air Quality Standard
NOx	nitrogen oxide
PAT	Port Arthur Transit
PPP	Public Participation Plan
PSP	Project Selection Process
PTASP	Public Transit Agency Safety Plan
PTN	Public Transportation Division
RFP	Request for Proposal
SETRPC	South East Texas Regional Planning Commission
SETT	South East Texas Transit
SIP	State Implementation Plan
SS4A	Safe Streets and Roads for All Grant Program
STIP	Statewide Transportation Improvement Program
TAMP	Transit Asset Management Plan
TAZ	Traffic Analysis Zones
TEMPO	Texas Association of Metropolitan Planning Organizations
TCM	transportation control measures
TIP	Transportation Improvement Program
TMA	Transportation Management Area
TPC	Transportation Planning Committee
TPF	Transportation Planning Funds
TPP	Transportation Planning and Program
TTI	Texas A&M Transportation Institute
TWG	Texas Technical Working Group for Mobile Source Emissions Committee
TxDOT	Texas Department of Transportation
UPWP	Unified Planning Work Program
USDOT	U.S. Department of Transportation
VOC	volatile organic compound

EXECUTIVE SUMMARY

The Unified Planning Work Program (UPWP) outlines the transportation planning and related priorities and activities to be carried out within the South East Texas Regional Planning Commission (SETRPC) Jasper-Jefferson-Orange-Hardin Regional Transportation Study (JJOHRTS) Metropolitan Planning Organization (MPO) region, along with associated costs and budget. The UPWP serves as a guide for how federal, state, and local planning funds will be spent in alignment with regional goals. The tasks outlined in this document fall within the time period of October 1, 2025 through September 30, 2026.

The JJOHRTS MPO area consists of Jefferson County, Orange County, Hardin County, and the recently added Jasper County. The MPO area includes the Beaumont and Port Arthur urbanized areas and is characterized by agricultural, industrial, and low-density residential and commercial land uses. The total population within the MPO area is approximately 430,545 persons.

There are five tasks listed in the UPWP: Task 1 – Administration and Management; Task 2 – Data Development and Maintenance; Task 3 – Short Range Planning; Task 4 – Metropolitan Transportation Plan; and Task 5 – Special Studies. Each of these tasks have subtasks under them. These include: 1.1 – Transportation Program Support & Administration; 1.2 – Public Information and Education; 1.3 – Staff Training and Travel; 1.4 – Title VI – Civil Rights Evaluation; 2.1 – JJOHRTS Travel Demand Model; 2.2 – Geographic Information Systems; 2.3 – Transportation Data Collection; 2.4 – JJOHRTS MTP/TIP Database; 3.1 – Transportation Improvement Program; 3.2 – Planning Assistance for Transit Planning; 3.3 – Performance Measures; 3.4 – Short Range Air Quality Planning; 4.1 – Project Selection Process; 4.2 – JJOHRTS MTP Maintenance and Development; 4.3 – Regional Transportation Modeling; 5.1 – Regional Safety Study; 5.2 – Transit Development Plan; and 5.3 – Port Arthur Transit Safety Planning Study. Key products include Title VI compliance, update and maintenance of the GIS database on the SETRPC website, updates to the JJOHRTS Metropolitan Transportation Plan (MTP)/Transportation Improvement Program (TIP) project database, development and maintenance of the TIP and MTP project selection process, update of the JJOHRTS travel demand model, completion of a safety strategy, and development of a public transit development plan for Jasper County.

The document was developed in accordance with requirements and guidelines from the Moving Ahead for Progress in the 21st Century (MAP-21), Fixing America's Surface Transportation (FAST) Act, and the Infrastructure Investment and Jobs Act (IIJA) as described in detail in this UPWP.

The funding sources listed in the document are the Transportation Planning Funds – TPF, which includes both FHWA PL-112 (including the 2.5% Safety/Complete Streets Set-Aside) and Federal Transit Administration (FTA) Section 5303 Funds. Transit funding can also include FTA 5307 (urban area), other federal funds, and local funds. The total funds included in the UPWP are as follows for a one-year period: \$1,142,737 in TPF funding; \$200,000 in other federal funds (Safe Streets and Roads for All (SS4A) Grant Program), matched with \$50,000 in local funds from Port Arthur Transit for the Port Arthur Transit Safety Planning Study. These amounts and funding sources are subject to change through amendments as the fiscal year progresses.

INTRODUCTION

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

The Fiscal Year (FY) 2026 UPWP was developed in accordance with the previous Metropolitan Transportation Planning acts and the recent transportation legislation, Infrastructure Investment and Jobs Act (IIJA).

A. PURPOSE

The Unified Planning Work Program (UPWP) for the JJOHRTS area is a federally required document describing the transportation planning activities to be undertaken in the JJOHRTS area for a given one-year period. The FY 2026 UPWP covers the period from October 1, 2025 to September 30, 2026.

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

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

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

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

- 6) Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
- 7) Promote efficient system management and operation;
- 8) Emphasize the preservation of the existing transportation system;
- 9) Improve the resiliency and reliability of the transportation system and reduce or mitigate storm water impacts of surface transportation;
- 10) Enhance travel and tourism.

Also, Moving Ahead for Progress in the 21st Century (MAP-21) outlined requirements related to performance measures. These measures were carried forward in the Fixing America's Surface Transportation (FAST) Act. The establishment of performance targets and measures at the National, State, and local levels ensure that all levels of government are being consistent in their efforts to provide transportation services. Each Metropolitan Planning Organization must establish targets that meet the following performance measures including:

- Transit Asset Management performance measures
- Public Transportation Agency Safety Plan (PTASP) performance measures
- PM 1 Safety performance measures
- PM2 Pavement and Bridge performance measures
- PM3 Travel Time performance measures

By incorporating these performance measures, the MPO can track improvements towards the accomplishment of important outcomes for the area. The SETRPC-MPO, intends to develop specific performance targets in coordination with the State, in addition to the local transit providers, Beaumont Municipal Transit and Port Arthur Transit. The performance targets will be taken into account throughout the development of all plans completed by the MPO, including the Metropolitan Transportation Plan (MTP), Transportation Improvement Plan (TIP), and the UPWP; furthermore, the targets will be considered throughout the development and selection of projects. The SETRPC-MPO will also work cooperatively with Beaumont Municipal Transit, Port Arthur Transit, and South East Texas Transit to determine mutual responsibilities in carrying out the transportation planning process and will be clearly outlined in written agreements between the MPO, the State, and the local transit providers.

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

B. DEFINITION OF AREA

According to the 2020 Census, the JJOHRTS area has an approximate population of 397,565 persons with Jefferson County having 256,526 persons, Orange County having 84,808 persons, and Hardin County having 56,231 persons. This is a slight increase of 0.46% in population since the 2010 Census. The JJOHRTS area (shown in Appendix B) contains the Beaumont and Port Arthur urbanized areas and is characterized by agricultural, industrial, and low-density residential and commercial land uses. With the addition of Jasper County the new total of the JJOHRTS area is now 430,545.

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

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

C. ORGANIZATION

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

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

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

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

D. NON-MPO INVOLVEMENT

The SETRPC-MPO includes participation from the university, freight industry, economic development interest, bicycle community, Texas A&M Transportation Institute (TTI), private sector, TxDOT, and local transit providers (i.e. Beaumont Municipal Transit, Port Arthur Transit, and South East Texas Transit) in the planning process.

E. PLANNING ISSUES AND EMPHASIS

The FY 2026 UPWP's was developed in accordance with the recent transportation legislation, IIJA, and to address components of the previous Transportation acts.

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

transportation projects and programs that reduce VOC and NO_x emissions, which decreases the formation of ozone, it has previously been classified as nonattainment according to the standards set forth by the EPA.

The Beaumont-Port Arthur ozone maintenance area (Hardin, Jefferson, and Orange Counties) (BPA) nonattainment area was classified as marginal under the 1997 eight-hour ozone standard with an attainment date of June 15, 2007. The area did not monitor attainment by the June date and was reclassified as moderate with a new attainment date of June 15, 2010 (73 FR 14931). Based on monitoring data from 2005-2007, the BPA area was within attainment of the 1997 standard. The BPA submitted a redesignation request and maintenance plan that demonstrated attainment of the ozone standard. EPA approved the maintenance plan on November 19, 2020 (75 FR 64675) and went on to approve the second 10-year maintenance plan for the 1997 eight-hour ozone standard on September 2, 2020 (85 FR 54504).

The EPA revised the primary and secondary eight-hour ozone standards on March 27, 2008 to 0.075 parts per million (ppm) (73 FR 16436). The Hardin, Jefferson and Orange Counties were recommended to be designated as nonattainment for the 2008 eight-hour ozone standards. It was not until May 21, 2012 that the EPA made a final ruling to revoke transportation conformity under the 1997 eight-hour standard and designated the Counties as unclassifiable/attainment under the 2008 eight-hour NAAQS (77 FR 30088). The EPA went through a second iteration of revisions of the primary and secondary eight-hour ozone standards on October 1, 2015 to 0.070 parts per million (ppm) (80 FR 65292). The Counties were designated as attainment/unclassifiable for the 2015 eight-hour ozone NAAQS on January 16, 2018 (82 FR 54232). Due to its designation as attainment/unclassifiable for the 2008 and 2016 eight-hour ozone NAAQS, the Beaumont-Port Arthur area has not been subject to transportation conformity requirements since 2015.

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

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

Based on these regulations and court ruling, the JJOHRTS area is classified as in attainment for all air quality standards.

The SETRPC-MPO staff also maintains and updates the TIP and financial summary that contains regional transportation projects to be constructed during a given four-year period. The TIP is the short-range implementation program of the MTP. Staff in conjunction, with consultant services, developed the JJOHRTS FY 2025-2028 TIP. The JJOHRTS FY 2025-2028 TIP was adopted by JJOHRTS TPC on May 23, 2024, and was also submitted to TxDOT for approval and inclusion in the FY 2025-2028 eSTIP. The SETRPC-MPO conducted the first amendment to the JJOHRTS FY 2025-2028 TIP, which is undergoing approval by the TPC.

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

The SETRPC-MPO for the JJOHRTS Area in conjunction with area jurisdictions developed the MTP – 2050. This included the utilizing of consulting services to collect and forecast transportation planning data by serial zone and to develop other components of the MTP – 2050.

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

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

I. TASK 1 – ADMINISTRATION AND MANAGEMENT

A. OBJECTIVE

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

B. EXPECTED PRODUCTS

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

C. PREVIOUS WORK

During FY 2025, the SETRPC-MPO staff provided administrative support to the JJOHRTS transportation planning process. The MPO provided technical and administrative assistance to the JJOHRTS TPC and Technical Committee. Staff members kept minutes of meetings, prepared technical presentations, and provided informational materials to the committees. Staff scheduled, prepared for, and conducted meetings of the JJOHRTS TPC, which were held in October and December 2024, and February and April 2025.

The SETRPC-MPO hosted a series of public meetings February 2023, March 2023, and April 2024 and held a 30-day public comment period, as defined by the JJOHRTS PPP, for the JJOHRTS MTP-2050 and the JJOHRTS FY 2025-2028 TIP. Additionally, in February to March 2025, the SETRPC-MPO hosted another series of public meetings and held a 30-day public comment period for the Revised JJOHRTS MTP-2050 and the Revised JJOHRTS FY 2025-2028 TIP. For both meetings, Staff prepared legal notices and placed those notices in area newspapers to advertise the public comment period and the public meeting for the TIP and MTP. Additionally, staff posted information about the meetings on the

SETRPC's website (www.setrpc.org) and the Transportation & Environmental Resources Division's website (www.setrpc.org/ter). The TIP and MTP documents were made available on the Transportation & Environmental Resources Division's website, along with instructions on how to submit a comment electronically. The public meetings were held in multiple locations within the SETRPC-MPO region, offering both in-person and virtual options to encourage public engagement.

Staff developed the FY 2025 Unified Planning Work Program (UPWP), the FY 2024 Annual Transportation Project Listing, and the FY 2024 Annual Performance and an Expenditure Report.

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

Staff continued the review of available information related to MAP-21, IIJA and the FAST Act, including the status of performance measures and their timelines at the Federal and State levels. Staff also ensured that required performance measures were adopted as required. In addition, staff conducted daily and weekly surveys of online resources that pertain to transportation planning and JJOHRTS area issues, such as the Federal Register, the Texas Register, agency websites, and news sources.

D. SUBTASKS

Subtask 1.1: Transportation Program Support & Administration

This subtask is Required Activities and will use MPO staff to complete. This subtask includes general coordination, communication, and management tasks essential to the development and maintenance of the transportation planning process. Overall direction of planning activities includes preparing and circulating schedules, minutes, reports, managing computer resources, office space, office furniture, and other equipment. Employee vacation and sick hours are included in this subtask. Also, this subtask involves grant administration tasks such as purchasing, auditing, and contract development.

Products

- Administration and management of the transportation planning process
- Preparation of administrative documentation, correspondence, and special reports
- Updated Unified Planning Work Program, Annual Performance and Expenditure Report and Annual Listing of Projects
- Current minutes and records for the JJOHRTS TPC and other policy meetings
- Food/beverage items for TPC/Technical Committee meetings with prior approval from TxDOT
- Arrangements for off-site meeting spaces for public meetings, workshops, and other transportation planning related activities

- Requests for Proposals (RFPs) and contract administration management
- Updated private sector list of Disadvantaged Business Enterprises (DBE) and Historically Underutilized Businesses (HUB)
- Computer resources, office equipment, and other items needed for regional planning (unit cost of equipment purchases greater than \$10,000 or more have the prior written approval of the Federal agency or pass-through entity)
- Information for staff on Federal and State regulations
- Utilization of external legal services in compliance with Federal and State laws, rules, and regulations, to review and develop new and revised planning grants, contracts, sub-contracts with consultants, requests for proposals, and other materials pertaining to other ongoing transportation planning activities (legal services will be utilized only with prior approval by the FHWA)
- Development of the 2027 Unified Planning Work Program
- Development of the 2025 Annual Performance and Expenditure Report
- Development of the 2025 Annual Transportation Project Listing

Subtask 1.2: Public Information and Education

This subtask is Required Activities. It will use MPO staff and could include assistance from a consultant to complete and 2.5% budget set aside for complete street development. The SETRPC-MPO recognizes the importance and need for providing a proactive public participation process and continues to develop public information and education programs for air quality and transportation planning. MPO staff manages the PPP and other public documents, provides transportation information using various media sources and visualization techniques, and conducts public meetings, open forums, and comment periods to receive citizen input towards multimodal transportation planning.

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

Products

- Adherence to the JJOHRTS Public Participation Plan
- Updated the JJOHRTS Public Participation Plan and Title VI Plan
- Public information materials that enhance the public's understanding and perception of the MPO
- Public information/educational materials regarding Complete Streets
- Public participation surveys and comment cards, both as hard copies and available online
- Media releases, newsletters, presentations, and other materials prepared for public and private sectors

- Appropriate MPO documents, meeting notices, highway and transit information available on website
- Maintained and updated mailing lists that identify target audiences for transportation planning issues
- Web site database for traffic counts, project viewer, census data and pertinent maps
- Live streaming of TPC meetings as required by SB 1237
- Postings of all past TPC meeting videos
- Maintenance of MPO website to ensure all data and information posted is accurate and timely
- Development of the public information/educational materials regarding safety and complete streets using the 2.5% budget set aside

Subtask 1.3: Staff Training and Travel

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

Products

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

SUBTASK 1.4 Title VI – Civil Rights Evaluation

This subtask is Required Activities. It will use MPO staff and could include assistance from a consultant to complete and 2.5% budget set aside for complete street development. Ensure Title VI populations have the opportunity to participate in the transportation planning process; continue to implement procedures that will improve connectivity and accessibility to the areas, which have historically been underserved communities. This subtask also involves monitoring the effectiveness of the plan, with the continual development and implementation of Title VI procedures to ensure that all Title VI aspects are addressed in the transportation planning process and the MPO planning committee is notified of any changes in Title VI topics and guidance. Public meetings will be held in conformity to the Public Participation Plan.

The Title VI Program was developed and approved by the TPC on July 27, 2023.

The Public Participation Plan was submitted to the TPC for approval and was adopted on November 16, 2023. All of the documents have been updated in 2024 as part of the development of the JJOHRTS MTP-2050.

Products

- Transportation policies and programs that support Title VI
- Programs to ensure that Title VI persons have the opportunity to review and comment on transportation projects and programs, including the design of the transportation projects. Make sure the design of the project/program prioritize multimodal safety and accessibility (for pedestrians, cyclists, motorists, and transit users) in alignment with Complete Streets principles. This includes designing infrastructure that supports safe, equitable, and convenient travel for people of all ages and abilities.
- Examination of various tools for analyzing the data collected towards the Title VI directive
- Due to new regulations the JJOHRTS Public Participation Plan, Title VI will be updated for compliance.

E. FUNDING SUMMARY

Table 1: Task 1 – FY 2026 Funding Summary Table

Subtask	Responsible Agency	Transportation Planning Funds (TPF) ¹	FTA Section 5307 Funds	Other Federal Funds	Local Funds	Total Funds	Amount of 2.5% Safety/Complete Streets Set-Aside Funding ²
1.1	MPO	\$360,000	\$0	\$0	\$0	\$360,000	N/A
1.2	MPO/Consultant	\$80,000	\$0	\$0	\$0	\$80,000	\$9,500
1.3	MPO	\$30,000	\$0	\$0	\$0	\$30,000	N/A
1.4	MPO/Consultant	\$30,000	\$0	\$0	\$0	\$30,000	\$4,625
Total		\$500,000	\$0	\$0	\$0	\$500,000	\$14,125

¹ TPF – This includes both FHWA PL-112 (including the 2.5% Safety/Complete Streets Set-Aside) and FTA Section 5303 Funds. TxDOT will apply transportation development credits sufficient to provide the match for TPF. As the credits reflect neither cash nor work hours, they are not reflected in the funding tables.

² 2.5% Safety/Complete Streets Set-Aside – This funding must come from the PL funds within TPF.

II. TASK 2 - DATA DEVELOPMENT AND MAINTENANCE

A. OBJECTIVE

- To develop and maintain various demographic and zonal data inputs necessary for the JJOHRTS travel demand model analysis
- To conduct network updates for each analysis year during JJOHRTS MTP development and updates
- To collect Census and other transportation-related data for transportation planning purposes
- To maintain various datasets and tools using Geographical Information Systems (GIS) and the JJOHRTS MTP/TIP project database

B. EXPECTED PRODUCTS

This task provides for general data collection and the comprehensive review of a travel survey, reports, and respective analyses necessary to maintain an updated inventory of socioeconomic, demographic, link attribute, and zonal data inputs for the JJOHRTS travel demand model. Task 2.0 also supports the compilation and maintenance of Census demographic and other transportation data that may be used with GIS and other MPO databases. Completion of this task may require the SETRPC-MPO to utilize consultant services to collect demographic data for MTP updates and travel demand model development.

Data collection and analysis for various technical presentations is a continuous process because of the various scenarios and parameters requested by local agencies and public officials regarding the 2020 Census results and comparisons with the 2010 Census data.

C. PREVIOUS WORK

The SETRPC-MPO staff prepared Census dataset materials, posting them to the website and distributing them to local jurisdictions upon request. Staff utilized various GIS datasets, including Census data products, aerial imagery, and local GIS files, to provide GIS mapping services to member agencies, developing datasets as necessary for mapping application. The MPO staff, in conjunction with consultant services, continued maintenance work on the JJOHRTS MTP-2050 adopted in May 23, 2024.

D. SUBTASKS

Subtask 2.1: JJOHRTS Travel Demand Model

This subtask is Required Activities. It will use MPO staff and could include assistance from a consultant and TTI to complete. This subtask includes collection, analysis, and maintenance of all transportation data inputs necessary for conducting travel demand modeling during the development and maintenance of the JJOHRTS MTP-2050. It also includes the development of demographic data and network updates for the 2026-2055 travel demand model. MPO staff maintains an ongoing inventory of socioeconomic, demographic, and special generator data, and manages network updates to ensure project attributes are coded accurately on model networks.

Products

- Development and maintenance of base and horizon year networks for the travel demand model
- Collection and maintenance of Traffic Analysis Zones (TAZ) and special generator data
- Updated socioeconomic and demographic data to support travel demand model analysis, including the development of demographic inputs for the 2026–2055 travel demand model and network updates to inform the development of the JJOHRT MTP-2055
- Computer software purchases and staff training specific to travel demand modeling
- Reports on the Texas Modeling Dashboard pertaining to all work components and progress on the development and maintenance of the JJOHRTS MTP-2050

Subtask 2.2: Geographic Information Systems

This subtask is Required Activities. It will use MPO staff and could include assistance from a consultant to complete. This subtask involves continued development and maintenance of GIS data and products for transportation planning in the JJOHRTS area. The SETRPC-MPO will continue to work with member agencies to update the GIS database and provide maps and tables upon request to these agencies. Staff will continue to coordinate GIS training opportunities and participate in agency GIS efforts. The MPO staff will ensure that, at a minimum, 2.5% of its PL funds will be used to increase safe and accessible options for multiple travel modes for people of all ages and abilities as prescribed in Section 11206 of the Bipartisan Infrastructure Law (BIL).

Products

- A comprehensive GIS database necessary to support general transportation planning purposes and provide mapping information on the SETRPC website
- Hold public outreach sessions to acquire and share information and encourage active transportation
- Coordination with public and private agencies to acquire GIS data for analysis and provide GIS services to these agencies.
- Computer software and equipment purchases (i.e., ArcGIS) and staff training specific to GIS operations (unit cost of equipment purchases greater than \$10,000 or more have the prior written approval of the Federal agency or pass-through entity)

Subtask 2.3: Transportation Data Collection

This subtask is Required Activities. It will use MPO staff and could include assistance from a consultant to complete. The SETRPC-MPO staff will continue the collection, analysis and maintenance of Census and other transportation-related data that affects the JJOHRTS region. This subtask involves collection and analysis of demographic data necessary to comply with Title VI. The MPO staff will ensure that, at a minimum, 2.5% of its PL funds will be used to increase safe and accessible options for multiple travel modes for people of all ages and abilities as prescribed in Section 11206 of the IIJA.

Products

- An accurate database containing all relevant traffic, transit, accident, roadway, intersection, bicycle, and pedestrian data
- Demographic data for compliance with Title VI
- Updated travel behavior and trip patterns for the JJOHRTS area
- TxDOT Data Collection – To conduct travel surveys and/or traffic saturation counts in the SETRPC-MPO region for use in the travel demand models and transportation analysis for pavement and geometric design
- The MPO in conjunction with the TxDOT Beaumont District periodically reviews and amends the Highway Functional Classification system and the National Highway System
- Staff will compile and share existing sidewalk and bike lane data to understand the current gaps of multimodal connectivity/accessibility. This effort will also evaluate whether streets within the MPO area align with Complete Streets principles, which emphasize designing and operating roadways to safely accommodate all users—including pedestrians, bicyclists, transit riders, and motorists—regardless of age, ability, or mode of travel. The analysis will help identify opportunities for improvements that support safe, equitable, and inclusive transportation infrastructure

Subtask 2.4: JJOHRTS MTP/TIP Project Database

This subtask is Required Activities. It will use MPO staff and could include assistance from a consultant to complete. The SETRPC-MPO staff implemented the new database developed in previous fiscal years for the MTP/TIP project listings and project status reporting. The MPO staff will update the database with new project listings for revisions and updates to the MTP and TIP. The MPO staff will ensure that, at a minimum, 2.5% of its PL funds will be used to increase safe and accessible options for multiple travel modes for people of all ages and abilities as prescribed in Section 11206 of the IIJA.

Products

- A comprehensive, flexible, and functional MTP and TIP project database has been completed and implemented
- Updates to the database with the new project listings based on updates to the MTP and TIP
- Evaluate active transportation system to understand system performance needs to identify regional activities.

- Add fields/tags in the MTP/TIP project database to track whether a project includes Complete Streets elements, such as sidewalks, bike lanes, curb ramps, transit amenities, etc and percentage of funding allocated to support Complete Streets projects.
- Work with other interested parties to advance and improve the program
- Look for innovative ways to optimize funding for active transportation projects
- Support and align statewide and regional active transportation strategies and actions

E. FUNDING SUMMARY

Table 2: Task 2 – FY 2026 Funding Summary Table

Subtask	Responsible Agency	Transportation Planning Funds (TPF) ³	FTA Section 5307 Funds	Other Federal Funds	Local Funds	Total Funds	Amount of 2.5% Safety/Complete Streets Set-Aside Funding ⁴
2.1	MPO/TTI/Consultant	\$25,000	\$0	\$0	\$0	\$25,000	N/A
2.2	MPO/Consultant	\$34,233	\$0	\$0	\$0	\$34,233	\$855
2.3	MPO/Consultant	\$40,383	\$0	\$0	\$0	\$40,383	\$1,010
2.4	MPO/Consultant	\$47,384	\$0	\$0	\$0	\$47,384	\$1,810
Total		\$147,000				\$147,000	\$3,675

³ TPF – This includes both FHWA PL-112 (including the 2.5% Safety/Complete Streets Set-Aside) and FTA Section 5303 Funds. TxDOT will apply transportation development credits sufficient to provide the match for TPF. As the credits reflect neither cash nor work hours, they are not reflected in the funding tables.

⁴ 2.5% Safety/Complete Streets Set-Aside – This funding must come from the PL funds within TPF.

III. TASK 3 - SHORT RANGE PLANNING

A. OBJECTIVE

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

B. EXPECTED PRODUCTS

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

C. PREVIOUS WORK

Staff hired consultant services for the development of the JJOHRTS FY 2025-2028 TIP. The new TIP was adopted by the TPC on May 23, 2024. The new TIP was made in line with the JJOHRTS MTP-2050. Staff coordinated with the TxDOT-Beaumont District, Port Arthur Transit, Beaumont Municipal Transit, and Southeast Texas Transit to receive input for the project listing for the JJOHRTS FY 2025-2028 TIP. Staff conducted a series of public meetings in April 2024 during the 30-day comment period in order to gather input on the new TIP. Staff subsequently submitted the TIP to TxDOT Transportation Planning and Program (TPP) Division, through the eSTIP program, for inclusion in the FY2025-2028 Statewide Transportation Improvement Program.

The SETRPC-MPO amended the JJOHRTS FY 2025-2028 TIP, once in FY 2025. The amendment was adopted by the TPC on April 17, 2025.. The amendment was made in line with the MTP-2050 update. Staff coordinated with the TxDOT-Beaumont District, Port Arthur Transit, Beaumont Municipal Transit, and South East Texas Transit to receive input for the project listing for the revision of the JJOHRTS FY

2025-2028 TIP. Staff conducted a series of public meetings in February to March 2025 during the 30-day comment period in order to gather input on revisions to the TIP.

The MPO due to the result of South Coast Air Quality Management District vs. EPA lawsuit continues to work with Consultative Partners to determine the potential impact on planning and programming of added capacity projects in the region. It was determined that no regional emissions analysis would not be required, however the MPO would have to go through a Transportation Conformity Process in which it would have to demonstrate the following:

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

Based on these regulations and court ruling, the JJOHRTS area is classified as attainment for all air quality standards.

The SETRPC-MPO also continued to provide support for the Transportation Alternatives Program. Staff continued to promote strategies and awareness for air quality improvement.

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

Staff, along with consultant services, prepared performance measures for safety, bridges, pavement and PM3.

D. SUBTASKS

Subtask 3.1: Transportation Improvement Program

This subtask is Required Activities. It will use MPO staff and could include assistance from a consultant to complete. With this subtask, SETRPC-MPO staff will identify and program various transportation projects that may be accomplished within a given four year period. The MPO staff will continue development and maintenance of a TIP that complies with the current MTP.

Products

- The TIP and quarterly updates that provide an accurate project listing and financial plan
- All TIP projects were submitted to TxDOT for review/approval and inclusion in the eSTIP

Subtask 3.2: Planning Assistance for Transit Planning

Activities under Subtask 3.2 are not Required Activities. It will use MPO staff and could include assistance from a consultant to complete and 2.5% budget set aside for complete street development. The efforts within this subtask provide short-range transit planning support for Beaumont Municipal Transit (BMT), Port Arthur Transit (PAT), and South East Texas Transit (SETT). The planning services expended in this task are designed to increase ridership and promote transit as an alternative means

of transportation that provides air quality benefits for the JJOHRTS area. The MPO staff will assist BMT, PAT and SETT in implementing recommendations/ options intended to enhance service and increase ridership.

Products

- Assistance to BMT, PAT, and SETT with evaluating transit ridership and service using GIS, demographic, and other types of analyses identified
- Outreach activities for regional transit services
- Assistance to SETT with GIS support for examining their demand-response service characteristics
- Planning support for projects identified in the 2022 South East Texas Regional Public Transportation Coordination Plan that expand service and improve the effectiveness of the regional transit system
- Updating of a Public Transit Agency Safety Plan (PTASP) for Port Arthur Transit
- Updating of the Title VI Plan for South East Texas Transit
- SETRP-MPO continues the development of materials for City of Jasper pilot transit project
- Review of various transit options to enhance transit, ridership, and mobility in the area through feasibility studies, pilot project planning, and/or gap analysis to determine solutions and implementation strategies
- Updating of Transit Asset Management Plan (TAMP) that were developed by the MPO for Beaumont Municipal Transit, South East Texas Transit and Port Arthur Transit
- Universal accessibility pertaining to the transit stops/station.
- Integrate Complete Streets principles into transit planning by ensuring that transit corridors and stops are designed for safe, comfortable, and convenient access for all users. This includes evaluating pedestrian sheds within a ½-mile radius of each stop to identify and address barriers to access; upgrading bus stops to include ADA-compliant pathways, lighting, seating, and shelters; and enhancing first/last-mile connectivity through improved sidewalks, crosswalks, bike facilities, and traffic calming measures

Subtask 3.3: Performance Measures

This subtask is Required Activities. It will use MPO staff and could include assistance from a consultant and TTI to complete. Staff will continue to coordinate with TxDOT, Beaumont Municipal Transit and Port Arthur Transit to develop and refine appropriate performance measures including safety performance measures and transit asset management performance measures, as required by the FAST Act and House Bill 20 (HB20).

Products

- Performance measures to be updated in all JJOHRTS MPO documents and plans. Staff will provide reports as necessary on all performance measures to TxDOT.
- Staff will update and maintain the JJOHRTS 10-Year Plan as required by HB20

Subtask 3.4: Short Range Air Quality Planning

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

Products

- Awareness of and response to State and Federal air quality plans and regulations affecting the region
- Continued support to and coordination with Southeast Texas Ozone Awareness Program
- Continued support for the SETRPC AQAC and TWG committees.

E. FUNDING SUMMARY

Table 3: Task 3 – FY 2026 Funding Summary Table

Subtask	Responsible Agency	Transportation Planning Funds (TPF) ⁵	FTA Section 5307 Funds	Other Federal Funds	Local Funds	Total Funds	Amount of 2.5% Safety/Complete Streets Set-Aside Funding ⁶
3.1	MPO/Consultant	\$50,000	\$0	\$0	\$0	\$50,000	N/A
3.2	MPO/Consultant	\$76,000	\$0	\$0	\$0	\$76,000	\$5,150
3.3	MPO/TTI/Consultant	\$50,000	\$0	\$0	\$0	\$50,000	N/A
3.4	MPO	\$30,000	\$0	\$0	\$0	\$30,000	N/A
Total		\$206,000				\$206,000	\$5,150

⁵ TPF – This includes both FHWA PL-112 (including the 2.5% Safety/Complete Streets Set-Aside) and FTA Section 5303 Funds. TxDOT will apply transportation development credits sufficient to provide the match for TPF. As the credits reflect neither cash nor work hours, they are not reflected in the funding tables.

⁶ 2.5% Safety/Complete Streets Set-Aside – This funding must come from the PL funds within TPF.

IV. TASK 4 - METROPOLITAN TRANSPORTATION PLAN

A. OBJECTIVE

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

B. EXPECTED PRODUCTS

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

C. PREVIOUS WORK

Staff hired consultant services for the development of the JJOHRTS MTP-2050 including updating the JJOHRTS travel demand model to horizon year 2050. The new MTP was adopted by the TPC on May 23, 2024. The new MTP was made in line with the new three-year (FY2025-2028) TIP. Staff coordinated with the TxDOT-Beaumont District, Port Arthur Transit, Beaumont Municipal Transit, and Southeast Texas Transit to receive input for the project listing for the JJOHRTS MTP-2050. Staff conducted a series of public meetings in February to March 2023 and April 2024 during the 30-day comment period in order to gather input on the new MTP.

The SETRPC-MPO amended the JJOHRTS MTP-2050, once in FY 2025. The amendment was adopted by the TPC on April 17, 2025. The amendment was made in line with the quarterly TIP update. Staff coordinated with the TxDOT-Beaumont District, Port Arthur Transit, Beaumont Municipal Transit, and South East Texas Transit to receive input for the project listing for the revision of the JJOHRTS MTP-2050 amendment. Staff conducted a series of public meetings in February to March 2025 during the 30-day comment period in order to gather input on revisions to the MTP.

D. SUBTASKS

Subtask 4.1: Project Selection Process

This subtask is Required Activities. It will use MPO staff and could include assistance from a consultant to complete and 2.5% budget set aside for complete street development. This subtask involves the review and update of the JJOHRTS PSP as necessary to incorporate appropriate FAST Act planning factors, TxDOT funding categories, and ensure optimization of available funds for transportation projects in the JJOHRTS area. Project listings will be produced for project placement into the MTP long-range planning components.

Products

- A PSP that ranks and scores transportation projects based on the MAP-21, FAST Act planning factors and additional requirements from IIJA
- Prioritized project listings using the appropriate funding categories for project placement in the MTP networks
- Integrate Complete Streets criteria into the project selection process by updating the evaluation framework and revising project selection criteria to award points for projects that incorporate strong multimodal elements. This includes the presence of sidewalks, bike lanes, transit access, traffic calming features, and ADA-compliant infrastructure that enhance safety, connectivity, and accessibility for all users.

Subtask 4.2: JJOHRTS MTP Maintenance and Development

This subtask is Required Activities. It will use MPO staff and could include assistance from a consultant to complete. This subtask includes ongoing development, maintenance, and publication of the JJOHRTS MTP document and financial plan according to Federal and State regulations. MPO staff develops the MTP as a part of the continuing, comprehensive, and cooperative transportation planning process.

Products

- The JJOHRTS MTP-2050 containing highway, transit, freight mobility and other multimodal elements, including an accurate project listing and financial plan, which will be updated as necessary to incorporate any revisions
- Development and incorporation of FAST Act and House Bill 20 related performance measures into the MTP as necessary including highway safety and public transit safety related performance measures
- Maintaining the JJOHRTS MTP-2050

Subtask 4.3: Regional Transportation Modeling

This task is Required Activities. It will use MPO staff and could include assistance from a consultant and TTI to complete. This subtask includes coordination with TxDOT and TTI on the development of the new JJOHRTS travel demand model. MPO staff will provide assistance with TxDOT's travel surveys, saturation counts, and model calibration and validation. If required by the travel demand modeling

process, alternative analyses may be developed for refining the model networks. Additional traffic model years will be developed to meet conformity requirements.

Products

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

E. FUNDING SUMMARY

Table 4: Task 4 – FY 2026 Funding Summary Table

Subtask	Responsible Agency	Transportation Planning Funds (TPF) ⁷	FTA Section 5307 Funds	Other Federal Funds	Local Funds	Total Funds	Amount of 2.5% Safety/Complete Streets Set-Aside Funding ⁸
4.1	MPO/Consultant	\$33,000	\$0	\$0	\$0	\$33,000	\$3,450
4.2	MPO/Consultant	\$70,000	\$0	\$0	\$0	\$70,000	N/A
4.3	MPO/Consultant/ TTI	\$35,000	\$0	\$0	\$0	\$35,000	N/A
Total		\$138,000	\$0	\$0	\$0	\$138,000	\$3,450

⁷ TPF – This includes both FHWA PL-112 (including the 2.5% Safety/Complete Streets Set-Aside) and FTA Section 5303 Funds. TxDOT will apply transportation development credits sufficient to provide the match for TPF. As the credits reflect neither cash nor work hours, they are not reflected in the funding tables.

⁸ 2.5% Safety/Complete Streets Set-Aside – This funding must come from the PL funds within TPF.

V. TASK 5 - SPECIAL STUDIES

A. OBJECTIVE

- To develop a safety strategy for the JJOHRTS region
- To complete MPO planning studies for enhancing intermodal transportation and providing environmental benefits to the JJOHRTS region

B. EXPECTED PRODUCTS

- Potential strategies to reduce fatalities and serious injuries on our streets and highways
- Potential strategies to establish public transportation in Jasper County

C. PREVIOUS WORK

Staff continues to work with TTI on its Resiliency Improvement Plan by hosting several workshops to assist in the development of this plan.

Staff over the past years have identified and collected data on travel and tourism in the MPO region. Staff worked with the SETRPC information technology staff and developed a travel and tourism webpage.

D. SUBTASKS

Subtask 5.1: Regional Safety Study

This subtask is not Required Activities. It will use MPO staff and 2.5% budget set aside for complete street development. The subtask could include assistance from a consultant and TTI to develop a safety strategy which will identify potential tasks to help reduce traffic fatalities and injuries on our streets and highways. This includes ensuring that roadway planning and design incorporate Complete Streets principles to enhance safety, accessibility, and mobility for all users—including pedestrians, bicyclists, transit riders, and motorists.

Subtask 5.2: Transit Development Plan

This subtask is not Required Activities. It will use MPO staff and could include assistance from the TxDOT Public Transportation Division (PTN), university or a consultant to develop a public transit development plan for Jasper County and to update the South East Texas Regional Public Transportation Coordination Plan to FY 2027.

Subtask 5.3: Port Arthur Transit Safety Planning Study

This subtask is not Required Activities. It will use Port Arthur Transit staff and could include assistance from a consultant to complete. Port Arthur Transit will develop a transit safety action plan to improve the safety, comfort, and convenience of the walking environment for those who utilize the transit

system. The study area will encompass all streets and sidewalks served by buses with a focus on bus stops with high boarding counts and pedestrian safety issues.

E. FUNDING SUMMARY

Table 5: Task 5 – FY 2026 Funding Summary Table

Subtask	Responsible Agency	Transportation Planning Funds (TPF) ⁹	FTA Section 5307 Funds	Other Federal Funds	Local Funds	Total Funds	Amount of 2.5% Safety/Complete Streets Set-Aside Funding ¹⁰
5.1	MPO/TTI/Consultant	\$75,868	\$0	\$0	\$0	\$75,868	\$5,000
5.2	MPO/TxDOT PTN/Consultant/University	\$75,869	\$0	\$0	\$0	\$75,869	N/A
5.3	Port Arthur Transit/Consultant	\$0	\$0	\$200,000*	\$50,000	\$250,000	N/A
Total		\$151,737	\$0	\$200,000	\$50,000	\$401,737	\$5,000

*Subtask 5.3 includes \$200,000 in federal funds received from the Safe Streets and Roads for All (SS4A) Grant Program.

** FY 25 UPWP amendment on August 14, 2025; FY 26 UPWP entry reflects ongoing efforts.

⁹ TPF – This includes both FHWA PL-112 (including the 2.5% Safety/Complete Streets Set-Aside) and FTA Section 5303 Funds. TxDOT will apply transportation development credits sufficient to provide the match for TPF. As the credits reflect neither cash nor work hours, they are not reflected in the funding tables.

¹⁰ 2.5% Safety/Complete Streets Set-Aside – This funding must come from the PL funds within TPF.

BUDGET SUMMARY

Table 6: 1-Year Funding Summary - FY 2026

UPWP Task	Description	TPF ¹¹	FTA Sect. 5307 Funds	Other Federal Funds	Local Funds	Total Funds	Amount of 2.5% Safety/Complete Streets Set-Aside Funding ¹²
1.0	Administration – Management	\$500,000	\$0	\$0	\$0	\$500,000	\$14,125
2.0	Data Development and Maintenance	\$147,000	\$0	\$0	\$0	\$147,000	\$3,675
3.0	Short Range Planning	\$206,000	\$0	\$0	\$0	\$206,000	\$5,150
4.0	Metropolitan Transportation Plan	\$138,000	\$0	\$0	\$0	\$138,000	\$3,450
5.0	Special Studies	\$151,737	\$0	\$200,000*	\$50,000	\$401,737	\$5,000
Total		\$1,142,737	\$0	\$200,000	\$50,000	\$1,392,737	\$31,400

*Task 5 includes \$200,000 in federal funds from the SS4A Grant Program.

Combined Authorized TPF (WO 1 and WO 2) for FY 2026	\$ 642,737
Estimated Unexpended TPF Carryover (WO 3) from Previous FYs	\$ 500,000
TOTAL TPF AVAILABLE for FY 2026	\$1,142,737

The carryover funds will be used to backfill two MPO staff positions and to initiate the development of demographic data for the JJOHRTS 2026–2055 Travel Demand Model.

¹¹ TPF – This includes both FHWA PL-112 (including the 2.5% Safety/Complete Streets Set-Aside) and FTA Section 5303 Funds. TxDOT will apply transportation development credits sufficient to provide the match for TPF. As the credits reflect neither cash nor work hours, they are not reflected in the funding tables.

¹² 2.5% Safety/Complete Streets Set-Aside – This funding must come from the PL funds within TPF.

APPENDIX A

Jasper-Jefferson-Orange-Hardin Regional Transportation Study Transportation Planning Committee

Honorable Roy West
City of Beaumont

Honorable David Rutledge
City of Bridge City

Honorable Chris Borne
City of Groves

Cheryl Dowden
City of Nederland

Adam Jack
City of Orange

Honorable Charlotte Moses
City of Port Arthur

Honorable Clark McLane
City of Jasper

Honorable Glenn Johnson
City of Port Neches

Honorable Don Surratt
City of Lumberton

Honorable Barbara Emmons
City of Bevil Oaks

Honorable Pauline Brown
City of Pinehurst

NON-VOTING EX-OFFICIO MEMBERSHIP

Honorable Kate Osburn
City of China

Honorable Cathy Nagel
City of Pine Forest

Honorable Bonnie Stephenson
City of Rose City

Honorable Fred Williams
City of Kountze

Honorable David Lang
City of Rose Hill Acres

Honorable Kerry Abney
City of Nome

Mark Allen
Jasper County Judge

VOTING MEMBERSHIP

Honorable Misty Songe Hart
City of Vidor

Jon Sherwin
City of West Orange

Honorable Danny Reneau
City of Silsbee

Commissioner L.W. Cooper, Jr.
Hardin County

Commissioner Johnny Trahan
Orange County

Vacant, P.E. – Secretary
TxDOT- Beaumont District Engineer

Commissioner Brandon Willis
Jefferson County

Honorable Bruce Robinson
City of Sour Lake

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

Honorable Brian Babin
Representative, Dist.36

Honorable Brandon Creighton
State Senator, Dist. 4

Honorable Robert Nichols
State Senator, Dist. 3

Honorable Christian Emanuel
State Representative, Dist.22

Honorable Janis Holt
State Representative, Dist.18

Honorable Dade Phelan
Governor's Office State Representative, Dist.21

Barbara Maley
Federal Highway Administration

Kwasi Bosompem
Federal Transit Administration

Melanie Rousseau
Texas Commission on Environmental Quality

Mansour Shiraz
TxDOT – Transportation Planning & Programming

Vacant
U.S. Coast Guard

Shanna Burke
SETRPC – Executive Director

Technical Advisory Committee (TAC) Membership

Nancy Peron
TxDOT – Advanced Transportation Plan Director

Flozelle Alexander
City of Port Arthur

Steve Clark
City of Lumberton

L. W. Cooper
Hardin County

Vacant
City of Vidor

Vacant
TxDOT- Beaumont District Engineer

Brandon Bellaire
City of Beaumont – Traffic Engineer

Robert Woods
City of Nederland

Jon Sherwin
City of West Orange

Adam Jack
City of Orange

Lisa Collins
TxDOT – Transportation Planning & Development Director

Roger Martin
City of Silsbee

Michael Falgout
Jefferson County

Mike Lund
City of Bridge City

Clint Fore
City of Port Neches

Vacant
Orange County

Troy Foxworth
City of Groves

Julie Hammond
City of Beaumont – Roadway Designer

Mark Allen
Jasper County Judge

Barbara Maley
Federal Highway Administration – Texas Division

Greg Kelley
City of Jasper

JJOHRTS SETRPC MPO Staff

Bob Dickinson –Director, Transportation and Environmental Resources

Misti Bell – Administrative Assistant

Casey Nguyen – Planner I

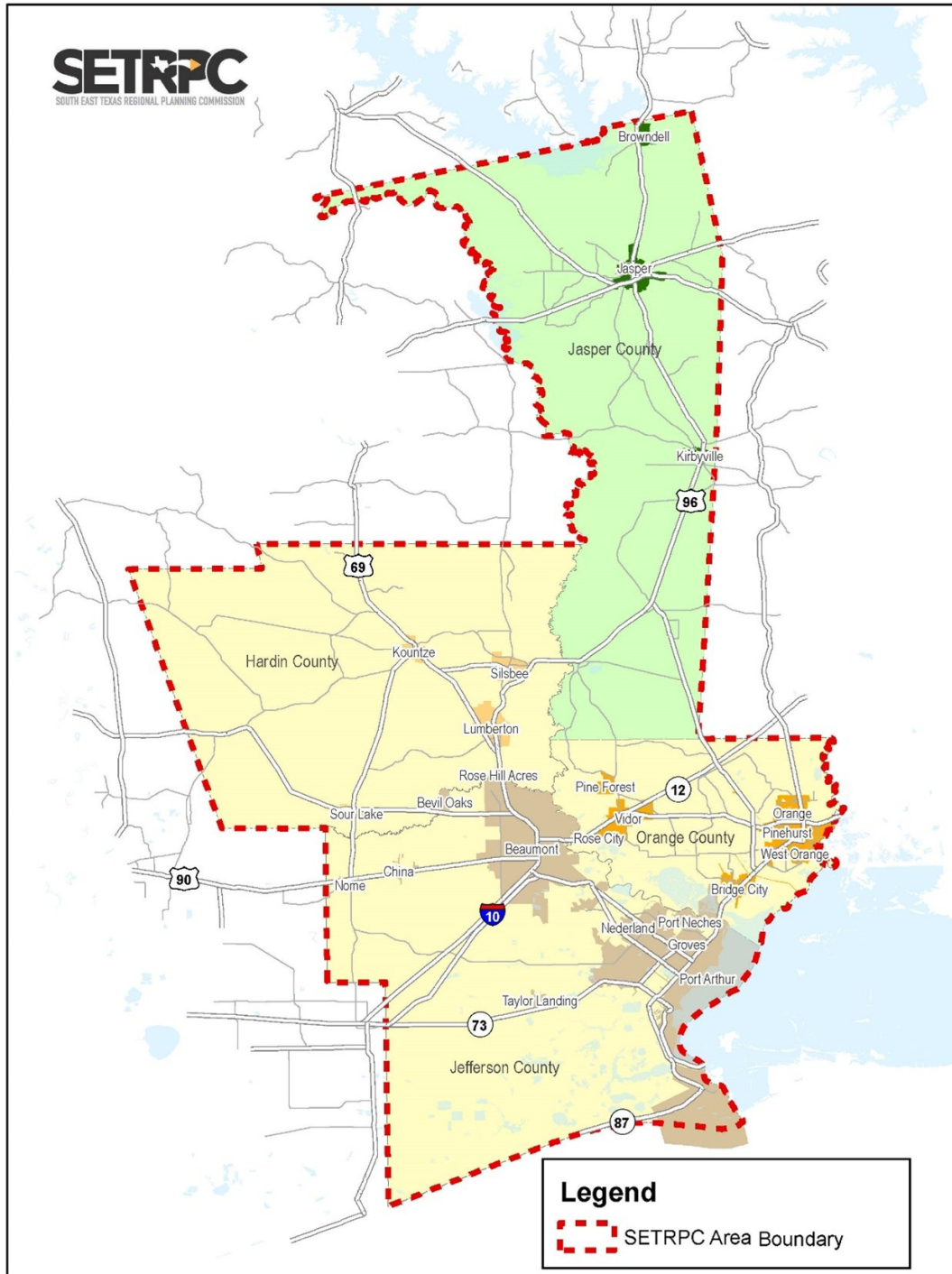
Connie Grimm – Accountant V

Anna Papoutsis – Transportation Program Manager

James Moore – Senior Transportation GIS Analyst

APPENDIX B

Metropolitan Planning Area Boundary Map



Boundary effective as of October 10, 2024

APPENDIX C

For Appendix C-F, fill in the blank spaces with the appropriate information. Click to add text within the certifications and fill in MPO information and date at the bottom.

Debarment Certification

(Negotiated Contracts)

(1) The South East Texas Regional Planning Commission-Metropolitan Planning Organization for the Jasper-Jefferson-Orange-Hardin Regional Transportation Study (JJOHRTS) Area as **CONTRACTOR** certifies to the best of its knowledge and belief that it and its principals:

- (a) Are not presently debarred, suspended, proposed for debarment, declared ineligible or voluntarily excluded from covered transactions by any federal department or agency;
- (b) Have not within a three-year period preceding this proposal been convicted of or had a civil judgment rendered against them for commission of fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a public* transaction or contract under a public transaction; violation of federal or state antitrust statutes or commission of embezzlement, theft, forgery, bribery, falsification or destruction of records, making false statements, or receiving stolen property;
- (c) Are not presently indicted for or otherwise criminally or civilly charged by a governmental entity* with commission of any of the offenses enumerated in paragraph (1)(b) of this certification; and
- (d) Have not within a three-year period preceding this application/proposal had one or more public transactions* terminated for cause or default.

(2) Where the **CONTRACTOR** is unable to certify to any of the statements in this certification, such **CONTRACTOR** shall attach an explanation to this certification.

**federal, state or local*

County Commissioner, LW Cooper, Hardin County
Title of elected official / Name / Entity or Agency

July 10, 2025
Date

LW Cooper, JN Cooper
Name of MPO Policy Committee - Chair

SETRPC - MPO
Name of MPO

APPENDIX D

Lobbying Certification

The undersigned certifies to the best of their knowledge and belief, that:

- (1) No federal appropriated funds have been paid or will be paid by or on behalf of the undersigned, to any person for influencing or attempting to influence an officer or employee of any federal agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with the awarding of any federal contract, the making of any federal grant, the making of any federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any federal contract, grant, loan, or cooperative agreement.
- (2) If any funds other than federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this federal contract, grant, loan, or cooperative agreement, the undersigned shall complete and submit Standard Form - LLL, "Disclosure Form to Report Lobbying," in accordance with its instructions.
- (3) The undersigned shall require that the language of this certification be included in the award documents for all subawards at all tiers (including subcontracts, subgrants, and contracts under grants, loans, and cooperative agreements) and that all subrecipients shall certify and disclose accordingly.

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

County Commissioner, LW Cooper, Hardin County July 10, 2025
Title of elected official / Name / Entity or Agency Date
LW Cooper [Signature]
Name of MPO Policy Committee - Chair
SETRPC - MPO
Name of MPO

APPENDIX E

Certification of Contract and Procurement Procedures Compliance

I, click to insert Name and Position,

a duly authorized officer/representative of South East Texas Regional Planning Commission – Metropolitan Planning Organization (SETRPC-MPO) For the Jasper-Jefferson- Orange-Hardin Regional Transportation Study Area

do hereby certify that the contract and procurement procedures that are in effect and used by the forenamed MPO are in compliance with 2 CFR §200, "Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards," as it may be revised or superseded.

County Commissioner, L.W. Cooper, Hardin County
Title of elected official / Name / Entity or Agency

July 10, 2025
Date

L.W. Cooper
Name of MPO Policy Committee - Chair
SETRPC - MPO
Name of MPO

Attest:

Bob D.
Name

SETRPC - MPO Director
Title

APPENDIX F

Certification of Internal Ethics and Compliance Program

I, click to insert Name and Position

a duly authorized officer/representative of South East Texas Regional Planning Commission – Metropolitan Planning Organization (SETRPC-MPO) For the Jasper-Jefferson- Orange-Hardin Regional Transportation Study Area

do hereby certify that the forenamed MPO has adopted and does enforce an internal ethics and compliance program that is designed to detect and prevent violations of law, including regulations and ethical standards applicable to this entity or its officers or employees and that the internal ethics and compliance program satisfies the requirements of 43 TAC § 31.39 "Required Internal Ethics and Compliance Program" and 43 TAC § 10.51 "Internal Ethics and Compliance Program" as it may be revised or superseded.

County Commissioner L.W. Cooper, Hardin County
Title of elected official / Name / Entity or Agency
L.W. Cooper
Name of MPO Policy Committee / Chair
SETRPC-MPO
Name of MPO

July 10, 2025
Date

Attest:

[Signature]
Name

SETRPC-MPO Director
Title

APPENDIX G

For UPWPs that have NOT been approved by the governing body, leave this blank.

For amendments to UPWPs that HAVE been approved by the governing body, keep this appendix, and fill out accordingly.

Amendment Summary

MPO Name

FY 20XX (and 20XX) UPWP Amendment Summary

(Optional)

Policy Board Action DATE	Federal Approval DATE	UPWP Amendment Resolution Number	UPWP Page #(s)	CIV Reporting- DBE Goal	UPWP Amendment Summary
6/15/20XX	10/1/20XX	20XX.001	pg. 58-60	9/9/20XX	Amend FY 20XX funds to Task 5.2 Project Prioritization from \$35,000 to \$100,000

APPENDIX H

Completed UPWP Checklist (Optional)

DRAFT