Transportation Conformity Report

SETRPC JJHORTS FY 2025-2028 TIP
SETRPC JJOHRTS MTP-2050

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

30-Day Public Comment Period: April 4, 2024 through May 3, 2024

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Prepared by WSP

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SETRPC
SOUTH EAST TEXAS REGIONAL PLANNING COMMISSION

TRANSPORTATION & ENVIRONMENTAL RESOURCES

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Glossary of Abbreviations

ACS	American Community Survey
CAA	Clean Air Act Amendments
EPA	United States Environmental Protection Agency
FHWA	Federal Highway Administration
FTA	Federal Transit Administration
IAC	Inter-Agency Consultation
JJOHRTS	Jasper-Jefferson-Orange-Hardin Transportation Study
MPO	Metropolitan Planning Organization
MTP	Metropolitan Transportation Plan
NAAQS	National Ambient Air Quality Standards
NOx	Oxides of nitrogen
PPP	Public Participation Plan
SETRPC	South East Texas Regional Planning Commission
SIP	State Implementation Plan
TAZ	Traffic Analysis Zone
TCEQ	Texas Commission on Environmental Quality
TCM	Transportation Control Measure
TDC	Texas Demographic Center
TDM	Travel Demand Model
TIP	Transportation Improvement Program
TPC	Transportation Planning Committee
TxDOT TPP	Texas Department of Transportation – Transportation Planning and Programming Division
TWC	Texas Workforce Commission
USDOT	United States Department of Transportation
UTSA	University of Texas – San Antonio
VMT	Vehicle Miles Traveled
VOC	Volatile organic compounds

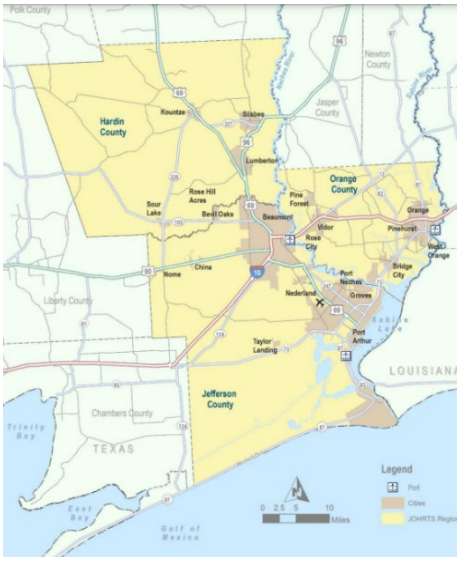
Chapter 1: Executive Summary

1.0 Conformity Overview

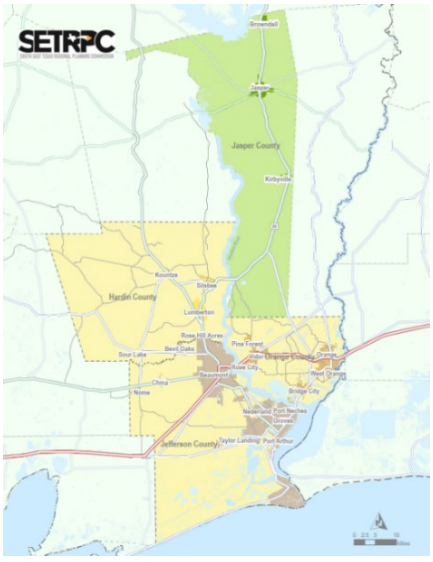
Section 176(c)(4) of the Clean Air Act Amendments (CAAA) of 1990 requires Metropolitan Planning Organizations (MPOs) for areas designated as nonattainment or maintenance for the pollutant ozone to conduct an air quality conformity analysis to ensure Metropolitan Transportation Plans (MTPs) and Transportation Improvement Programs (TIPs) are consistent with the region's air quality goals.

The South East Texas Regional Planning Commission (SETRPC) MPO serves as the Metropolitan Planning Organization (MPO) for southeast Texas, encompassing a three-county area consisting of Jefferson, Orange, and Hardin counties. Jasper County lies just north of this region. Over the past few years, SETRPC MPO has been collaborating with TxDOT's Transportation Planning and Programming Division (TPP) to extend its jurisdiction to incorporate Jasper County. To facilitate this incorporation process, updates have been made to the Jasper-Jefferson-Orange-Hardin Regional Transportation Study (JJOHRTS) 2050 Travel Demand Model. Additionally, the JJOHRTS MTP 2050 and the JJOHRTS 2025-2028 TIP are also developed to encompass this additional area. Currently, SETRPC MPO is working with TxDOT TPP to address the administrative requirements necessary to include Jasper County (**Figure 1**).

Figure 1: SETRPC MPO Boundary



Previous Three-County Region



Expanded Four-County Region

The November 2018 court rulings in the South Coast Air Quality Management District vs EPA (South Coast II) case have affected the status of areas such as the JJOHRTS area which was re-designated to attainment with a maintenance plan for the 1997 8-hour Ozone NAAQS in 2010 and was designated attainment/unclassifiable for the 2008 8-hour Ozone NAAQS and 2015 8-hour Ozone NAAQS.

The court rulings have resulted in such areas, known as 'orphan' areas, having to demonstrate conformity under their previous designation for the 1997 8-hour Ozone NAAQS. Based on the November 2018 EPA guidance document 'Transportation Conformity Guidance for the South Coast II Court Decision, a regional emissions analysis is not required for this conformity demonstration. This document details this effort by the SETRPC-MPO, with technical assistance from the Texas Department of Transportation – Transportation Planning and Programming Division (TxDOT TPP), to perform the air quality conformity analysis and obtain a conformity determination.

1.1 Maintenance Area

The Beaumont-Port Arthur area (Hardin, Jefferson, and Orange Counties) was re-designated from non-attainment to attainment-maintenance for the 1997 8-hour Ozone NAAQS, effective November 19, 2010. The area was initially designated attainment/ unclassifiable for the 2008 8-hour Ozone NAAQS and remains in attainment for that standard as well as the 2015 8-hour Ozone NAAQS. When the 1997 8-hour Ozone NAAQS was revoked by the US Environmental Protection Agency (EPA), transportation conformity requirements for the 1997 8-hour Ozone NAAQS were also revoked (effective 4/6/2015). The court's decision in South Coast II reinstated the conformity requirements for the area as part of maintenance for the 1997 8-hour Ozone NAAQS. The EPA's November 2018 guidance document for areas affected by the South Coast II decision includes the conformity criteria that the EPA considers applicable to 'orphan' areas.

1.2 Conformity Criteria

As per the EPA guidance referenced in Section 1.1, conformity for the 1997 8-hour Ozone NAAQS can be demonstrated by the SETRPC-MPO, with technical assistance from TxDOT-TPP, by meeting 1) use of the latest planning assumptions, 2) consultation requirements, 3) fiscal constraint requirements of MTPs and TIPs, and 4) if applicable, timely implementation of Transportation Control Measures (TCMs). As the JJOHRTS region has no TCMs, requirement 4) is not part of the conformity criteria for the region.

1.3 MTP & TIP Conformity

Results of the transportation conformity determination demonstrate that the JJOHRTS MTP-2050 and the JJOHRTS FY 2025-2028 TIP meet all transportation air quality conformity requirements of the CAAA and the South Coast II guidance. This conformity determination involved Interagency Consultation (Chapter 7) and Public Participation (Chapter 8).

Chapter 2: Air Quality

2.0 Air Pollution

Based on the CAAA, the EPA sets national standards, known as National Ambient Air Quality Standards (NAAQS), for six criteria pollutants: ozone, particulate matter, carbon monoxide, sulfur dioxide, nitrogen oxides and lead. In the JJOHRTS region, the primary pollutant issue is ozone. The Texas Commission on Environmental Quality (TCEQ), in concert with the MPO, is responsible for attributing nitrogen oxides (NOx) and volatile organic compounds (VOC) amounts to on-road vehicles. Ground level ozone is known to trigger a variety of health problems. It is particularly harmful for children, older adults and people of all ages who have lung diseases such as asthma.

2.1 Background

The Beaumont-Port Arthur area (Hardin, Jefferson, and Orange Counties) was re-designated from nonattainment to attainment-maintenance for the 1997 8-hour Ozone NAAQS, effective November 19, 2010. The area was initially designated attainment/ unclassifiable for the 2008 8-hour Ozone NAAQS and remains in attainment for that standard as well as the 2015 8-hour Ozone NAAQS. When the 1997 8-hour Ozone NAAQS was revoked by the EPA, transportation conformity requirements for the 1997 8-hour Ozone NAAQS were also revoked (effective 4/6/2015).

The court's decision in the South Coast II case reinstated the conformity requirements for the area as part of maintenance for the 1997 8-hour Ozone NAAQS. The EPA's November 2018 guidance document for areas affected by the South Coast II decision includes the conformity criteria that the EPA considers applicable to ‘orphan’ areas. As a result of a court case and subsequent rulings, it has been determined by EPA that transportation conformity applies for the revoked 1997 8-hour Ozone NAAQS and that these areas must demonstrate transportation conformity of MTPs and TIPs.

The current Jefferson-Orange-Hardin Regional Transportation Study (JOHRTS) MTP 2045 and the JOHRTS 2023-2026 TIP were both developed in 2019 and exclusively covered a three-county region However, with the recent expansion of the Metropolitan Planning Organization (MPO) boundary, the SETRPC MPO is now incorporating Jasper County into its jurisdiction. The SETRPC is working on the Transportation Conformity document for the JJOHRTS MTP-2050 Metropolitan Transportation Plan (MTP) and the JJOHRTS 2025-2028 TIP to encompass this additional area. The 2024 conformity document will address a 4-year Transportation Conformity time frame.

Chapter 3: Conformity

3.0 Transportation Conformity

Transportation conformity establishes the framework for improving air quality to protect public health and the environment. Specifically, the CAAA section 176(c) requires that federally funded or approved highway and transit activities are consistent with ('conform to') the purpose of the State Implementation Plan (SIP).

Conformity to the purpose of the SIP means the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) funding and approvals are given to highway and transit activities that will not cause new air quality violations, worsen existing air quality violations, or delay timely attainment of the relevant air quality standard, or any interim milestone.

3.1 Purpose

This report and its supporting appendices explain the conformity determination for the JJOHRTS MTP-2050 and the JJOHRTS FY 2025-2028 TIP with respect to the requirement of transportation conformity for 'orphan' areas such as the JOHRTS region. See Section 1.0 Conformity Overview; Section 1.2 Conformity Criteria; Section 2.1 Background; and Section 3.2 Criteria for further explanation regarding 'orphan' areas.

3.2 Criteria

As a result of the South Coast II decision, transportation conformity for the 1997 8-hour Ozone NAAQS applies in 'orphan' areas. This includes the JJOHRTS region as an Orphan Maintenance Area e.g., 1997 maintenance year 2008 attainment.

As an Orphan Maintenance Area, transportation conformity for the MTP and TIP for the 1997 8-hour Ozone NAAQS can be demonstrated without a regional emissions analysis. As no regional emissions analysis is required, there is no requirement to use the latest emissions model, or use either the emissions budget test or interim emissions test. As no regional emissions analysis is required, there is by extension no requirement to perform any emission modeling or regional travel demand modeling specifically to support a regional emissions analysis.

Based on the South Coast II decision, transportation conformity for the 1997 8-hour Ozone NAAQS can be demonstrated, without a regional emissions analysis as per guidance referenced in Section 1.0, by:

- Use of the latest planning assumptions, including TCMs;
- Meeting consultation requirements; and
- Meeting fiscal restraint requirements.

Documentation of SETRPC-MPO actions to demonstrate adherence to the three above criteria are contained in subsequent chapters of this document.

3.3 Document Format

This Transportation Conformity Report is a streamlined version of the Model Conformity Documentation outline adopted by the Technical Working Group for Mobile Source Emissions. As this conformity does not require a regional emissions analysis, the Transportation Conformity Report does not contain a section on emissions modeling. Additionally, the Travel Demand Model (TDM) section describes the status of the validated TDM and does not include discussion pertaining to use of the TDM to develop inputs to the regional emissions analysis.

3.4 Electronic Data Submittal

The MTP, TIP, and Transportation Conformity Report are available in PDF format on SETRPCs website: https://www.setrpc.org/divisions/ter/transportation/ or by calling (409) 899.8444 x7520.

Chapter 4: MTP & TIP Conformity

4.0 Overview

The MTP is the official multimodal transportation plan for the JJOHRTS area and addresses a 25 year planning horizon. The MTP includes goals and objectives that reflect regional values and long-term regional transportation needs. The MTP underscores the vital role transportation plays in the social, environmental, and economic health of the area. The fiscally constrained MTP is the Jasper-Jefferson-Orange-Hardin Regional Transportation Study Metropolitan Transportation Plan-2050 (JJOHRTS MTP-2050).

The JJOHRTS FY 2025-2028 TIP presents the various roadway and transit projects that are expected to be let for construction or implementation within the next four years. Regional transportation projects and programs are identified and prioritized in JJOHRTS FY 2025-2028 TIP.

4.1 Submittal Frequency

For non-attainment and maintenance areas subject to conformity requirements, regional transportation conformity analysis is required to be performed on a 4-year cycle. This conformity determination of the JJOHRTS MTP-2050 and the JJOHRTS FY 2025-2028 TIP would cover the 4-year cycle.

4.2 Regionally Significant Projects

The networks used in the TDM consist of existing and planned future roadways. Functionally classified roadways (collector and above) or projects seeking federal funding are considered regionally significant. Most of the roadways contained in the model networks are regionally significant. Some roadways are included that are not regionally significant but are necessary to define the traffic analysis zone (TAZ) structure used in the TDM. Networks for the 2021, 2026, 2031, 2036, 2040 and Forecast Year 2050 were developed to support the JJOHRTS MTP-2050 and JJOHRTS FY 2025-2028 TIP.

Funding specifics for projects are noted in the annotations for each project. The funding is identified as Federal, State or Local.

While the cities in the JJOHRTS region have public transit systems and while there are rural transit systems in the lesser populated portions of the Jefferson, Orange and Hardin area; these systems do not represent a significant portion of the Vehicle Miles Traveled (VMT). Therefore, mode choice was not used in this TDM.

See JJOHRTS MTP-2050 and JJOHRTS FY2025-2028 TIP for area's project listing.

4.3 Latest Planning Assumptions

The JJOHRTS MTP-2050 was developed using the latest demographic and roadway activity assumptions at the time of its development in 2021 and 2022. As the JJOHRTS FY 2025-2028 TIP is drawn from the

JJOHRTS MTP-2050, the JJOHRTS FY 2025-2028 TIP is based on these same planning assumptions. Details of the development of these planning assumptions are provided in the context of discussion of the regional TDM (Chapter 5).

4.4 Non-Federal Projects

The MTP must include the design concept and descriptions for all existing and proposed regionally significant transportation projects, regardless of funding source (23 CFR 450.324(f)(9)). Further, it must also identify all necessary financial resources from public and private sources that are reasonably expected to be available to carry out the plan. Such regionally significant projects are included within the conformity determination of the MTP.

Non-federal projects funded by sources such as local governments and local transportation authorities, such as signal improvements, intersection improvements and local roadway widening, may be of insufficient scale or scope to require inclusion within a transportation conformity regional emissions analysis. These 'non-regionally significant' projects that do not require any federal project approval actions (i.e., environmental clearance or permit approvals) are not individually listed within the MTP or TIP.

4.5 Exempt Projects/Programs

Highway and transit projects characterized as Safety, Mass Transit, Air Quality or Other are exempt from the requirement to determine conformity in accordance with (40 CFR 93.126 and 40 CFR 93.128). Absent Consultative Partner consensus that such projects have the potential for adverse emissions impacts, these projects may proceed to the project development process even in the absence of a conforming MTP and TIP.

Projects exempt from Regional Emission Analysis (40 CFR 93.127) include: intersection channelization projects; intersection signalization projects at individual intersections; interchange reconfiguration projects; changes in vertical and horizontal alignment; truck size and weight inspection stations and bus terminals and transfer points. Absent Consultative Partner consensus that such projects have the potential for regional impacts, these projects may also proceed to the project development process even in the absence of a conforming MTP and TIP.

For SETRPC projects, as described above, see JJOHRTS MTP-2050 and JJOHRTS FY 2025-2028 TIP.

4.6 Constraints

One of the key requirements of the MTP and TIP is financial constraint, which is intended to ensure that the total estimated cost of projects included in the MTP does not exceed reasonably available estimated revenues. A conformity determination on financially constrained plans ensures that conformity findings are based on realistic plans and programs and that any TCMs and other projects that may be beneficial to air quality are funded.

4.7 Long-Range Financial Constraint (MTP)

The JJOHRTS MTP-2050 financial element identifies all sources of funds reasonably expected to be available and any innovative financial strategies that may be necessary to implement the MTP. The financial element of the MTP is documented in JJOHRTS MTP-2050.

4.8 Short-Range Financial Constraint (TIP)

Financial constraint is also required for a conforming TIP, with funds programmed being equal to the total funds available. The JJOHRTS FY 2025-2028 TIP comprises the first four years of transportation activities in the JJOHRTS MTP-2050 and the requirement of financial constraint ensures that those activities committed to be funded in that timeframe have the financial resources available for implementation.

4.9 Summary Statement

The JJOHRTS MTP-2050 and the JJOHRTS FY 2025-2028 TIP adhere to the conformity requirements as described in EPA's November 2018 guidance. The JJOHRTS MTP-2050 and the JOHRTS FY2025-2028 TIP were developed based on the latest planning assumptions at the time of MTP development in 2023. The JJOHRTS MTP-2050 and JJOHRTS FY 2025-2028 TIP meet the fiscal constraint requirements. The conformity process was completed for the JJOHRTS MTP-2050 and JJOHRTS FY 2025-2028 TIP following the required consultative process described in the Texas Conformity SIP.

Chapter 5: Travel Demand Model

5.0 Overview

The JJOHRTS regional TDM is used to estimate and forecast vehicular traffic patterns and roadway volumes in the Jasper-Jefferson-Orange-Hardin County region. This model is a Trans CAD-based model cooperatively developed by TxDOT-TPP, the SETRPC-MPO and the TxDOT-Beaumont District.

To establish that the JJOHRTS model is suitable for forecasting future traffic, the model is validated to match observed conditions in a current year. In the case of the version of the JJOHRTS model used in development of the JJOHRTS MTP-2050, the validation year is the year 2021 as it was the year for which the most current set of non-state roadway and state roadway traffic counts that are critical to a robust validation were available.

5.1 Modeling Process

The JJOHRTS TDM uses the traditional three-step process of trip generation, trip distribution and traffic assignment to estimate and forecast travel patterns and traffic volumes. The 'mode-choice' step of the process is excluded in the JJOHRTS model given the very small amount of transit demand in the region. The critical inputs to the three-step process are TAZ demographics and the model networks. Both inputs are developed locally in cooperative fashion by the SETRPC-MPO and the TxDOT-Beaumont District.

5.2 Demographic Development

Demographic data inputs to the development of JJOHRTS MTP-2050 involved creation of population and employment estimates for the year 2021 and forecasts for the years 2026, 2031, 2036, 2040, 2045 and 2050. The demographic inputs were submitted to TxDOT-TPP, who developed and validated the model for use in MTP development.

The year 2021 population demographics were based on two sources of Census data. The block-level 2020 Census data were used and supplemented by 2019 Census American Community Survey (ACS) 5-year block group data to establish TAZ level population and households. Targeted review of aerial photos, previous data sources along with internet searches, and phone calls were performed to obtain information on group quarters, schools, and special generators.

Year 2021 employment demographics were developed based on data from Data Axle (previously known as InfoUSA). SETRPC then performed review of aerial photos, Census data, and previous model data to determine areas of growth and developed growth rates by employment category based on observed growth areas. The growth rates were applied to each category of employment to develop the 2021 data and reviewed the resultant data for reasonableness in numeric growth and in its relationships to other TAZs and to adjacent residential growth.

Both the population and employment demographics were adjusted to match the county-level control totals which were provided by the TDC through TxDOT. The control totals provided both numeric targets for each category and established the relationships between the demographic elements which were followed.

Forecasts of population, households and employment were developed by SETRPC at the TAZ level to serve as inputs for travel model forecasting to support development of the JJOHRTS MTP-2050. Using county-level control totals for population, households and employment provided by the TDC, SETRPC developed TAZ level demographics through allocation of county totals informed by the 2021 base year data, local knowledge of development since 2021, and planned future development and development constraints. The TAZ-level demographics for 2026, 2031, 2040, 2045 and 2050 were provided to TxDOT-TPP for review and use in application in the JJOHRTS travel model that was validated to the year 2021.

5.3 Network Development

Along with TAZ demographics for the base and future years, SETRPC developed model networks for the base year 2021 and future years 2026, 2031, 2040, 2045 and 2050. Starting with a modeling network representing the year 2016, SETRPC added completed roadway projects on regionally significant facilities to bring the network up to a representation of the year 2021.

The future year networks were created by adding projects from the JJOHRTS FY 2025-2028 TIP and JJOHRTS MTP-2050 to the base year 2021 network in the future years as projects became operational. These networks are used in the JJOHRTS TDM to develop estimated and forecasted travel patterns and traffic volumes.

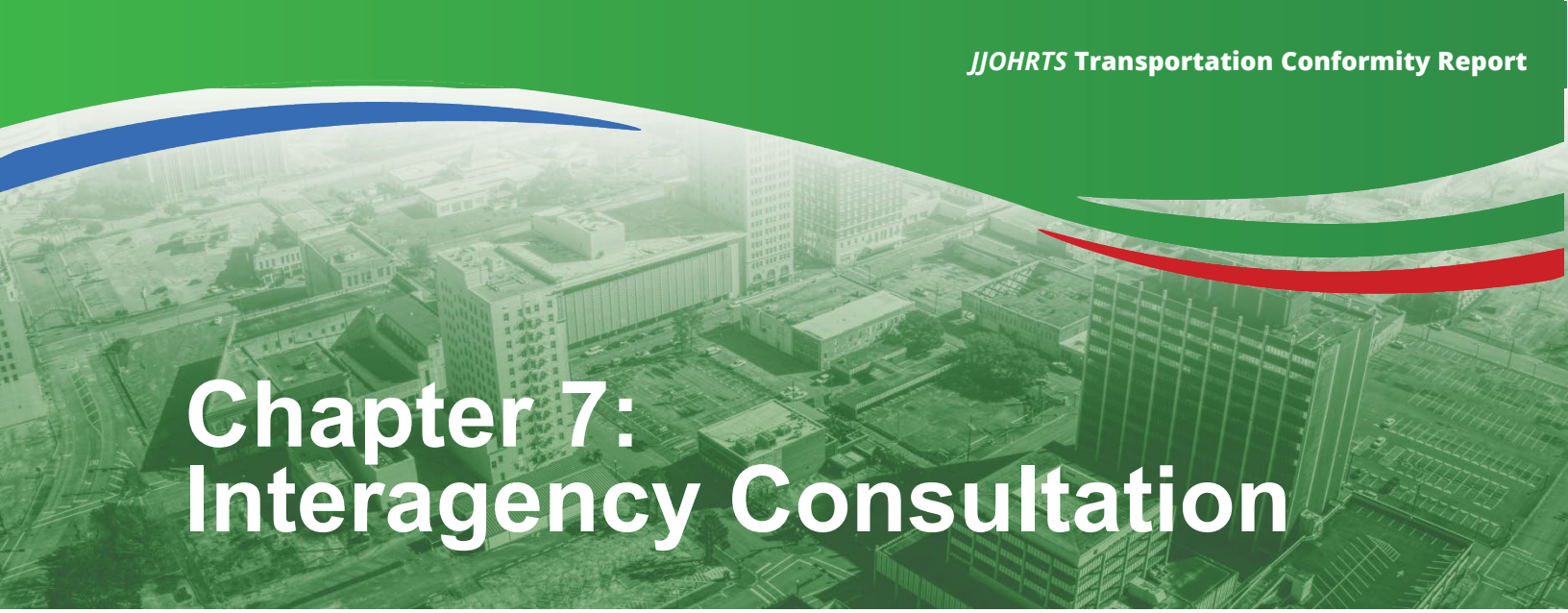
5.4 Model Validation

The model was validated by TxDOT-TPP to within 1.5% of observed traffic counts at the regional level for the year 2021. As the model is validated to recently observed conditions and in keeping with traditional use of regional travel models, the JJOHRTS TDM is applied to the forecast future travel demand in the JJOHRTS region for the MTP year of 2050.

Chapter 6: TCMs

6.0 Description of TCM status

The JJOHRTS region is not required to have, nor has TCMs.



Chapter 7: Interagency Consultation

7.0 Description of Interagency Consultation Including Process

Interagency review and comments on the conformity finding is conducted in accordance with the consultative process identified in the Conformity SIP and as required by 40 CFR 93.112. Local, state, and federal transportation and air quality agencies affected by this conformity analysis were consulted on the aspects and scope of the conformity finding.

A group of Interagency Consultation (IAC) partners composed of representatives of each of the following agencies is consulted regularly during the conformity process:

- South East Texas Regional Planning Commission-MPO (SETRPC)
- U.S. Environmental Protection Agency (EPA)
- Texas Commission on Environmental Quality (TCEQ)
- Texas Department of Transportation – Transportation Planning and Programming Division (TxDOT-TPP)
- Federal Highway Administration (FHWA)
- Federal Transit Administration (FTA)
- Texas A&M Transportation Institute (TTI)

The purpose of this group is to ensure that the modeling methodology utilized in this conformity analysis is consistent with the on-road modeling utilized in the SIP and that the most recent planning assumptions are used. Emission modeling is not required for this conformity determination. The IAC partners were consulted regularly during the conformity process, and **Table 1** summarizes the meetings that occurred before local determination of this conformity document by the MPO Transportation Planning Committee (TPC). The SETRPC-MPO committee structure helps to ensure that the consultative requirements are met during the transportation conformity determination development process.

The consultative procedures require that copies of the conformity determination to be submitted by the SETRPC-MPO to the IAC partners for a ninety-day review period, including a copy of all comments received during the public comment period and, a summary of any action which is taken to address the comments received. After addressing IAC partner comments and, if necessary, revising the Transportation Conformity Report, the SETRPC-MPO then resubmits the report to the IAC partners.

Table 1: Interagency Consultation Meetings

Date	MPO	TxDOT	TCEQ	FHWA	EPA	Subject
January 23, 2024	X	X	X	X	X	Transportation Conformity – Pre-Analysis Consensus Plan on JJOHRTS MTP-2050 and JJOHRTS 2025-2028 TIP

At the conclusion of the MTP, TIP and Transportation Conformity Report public involvement period, the three documents are provided to the IAC partners for an iterative 90-day review and comment period. Following FHWA, EPA, TxDOT-TPP and TCEQ concurrence, US Department of Transportation (USDOT) issues a Transportation Conformity Determination letter.

Chapter 8: Public Participation

8.0 Process Description

Public participation is an important (and required) part of the conformity process for SETRPC. The JJOHRTS Public Participation Plan (PPP), last amended on November 16, 2023, establishes the methods and structures to be followed when engaging and informing the community of SETRPC activities. SETRPC followed the PPP for the development of the JJOHRTS MTP-2050, the JJOHRTS FY 2025-2028 TIP and the associated Transportation Conformity Report.

Five air quality conformity public meetings were held to further seek public feedbacks on the JJOHRTS MTP-2050, the JJOHRTS FY 2025-2028 TIP, and the associated Transportation Conformity Report. For each meeting, a notice was sent to the four newspaper editors (Beaumont Enterprise, Port Arthur News, Orange Leader, and The Examiner) in the JJOHRTS region for public posting. Also, the meetings and comment periods were advertised in the retail sections of several daily and weekend issues of the area newspapers.

Locations of public meetings, as well as MTP and TIP public involvement periods, were evaluated as steps toward enhancing public involvement under environmental justice directives. The public meetings were increased to four in-person meetings and one hybird during the public involvement period, and public access was enhanced by relocating meetings in the major cities throughout the JJOHRTS region. **Table 2** lists the dates and locations of the five public meetings.

The Transportation Conformity Report, including the MTP and the TIP, were made available to the public and local governmental agencies, at all public meetings. The Report was also posted on the SETRPC-MPO website during the 30-day public comment period. The public comment time frame was April 4, 2024, to May 3, 2024.

Table 3 provides a list of public comments received and SETRPC's responses during our 5 public meetings.

Table 4 provides a list of the JOHRTS TPC meetings. The TPC meetings ensure a transportation planning process that is comprehensive, cooperative and continuing in nature by providing a forum for both the public and city/county officials to decide on the shape and scope of transportation plans, programs and projects in the JJOHRTS region. Notices for the TPC meetings were sent to city clerks (Beaumont, Orange and Port Arthur), county clerks (Jasper, Jefferson, Orange and Hardin), and the regional newspapers.

Table 5 provides a list of the JOHRTS Technical Committee meetings.

More detailed information on our Public Participation Process is available in Appendix G.

Table 2: JJOHRTS MTP-2050 & JJOHRTS FY 2025-2028 TIP & Conformity Public Involvement Meetings

DATE	LOCATION	FORMAT	TOPICS
April 11, 2024	Hardin County Courthouse - Red Room 300 W. Monroe Street Kountze, TX 77625	In Person	JJOHRTS MTP-2050, JJOHRTS 2025-2028 TIP & Transportation Conformity
April 15, 2024	City of Port Arthur - Public Library 4615 9th Avenue Port Arthur, TX 44642	In Person	JJOHRTS MTP-2050, JJOHRTS 2025-2028 TIP & Transportation Conformity
April 16, 2024	City of Orange - Public Library 220 5th Street Orange, TX 77630	In Person	JJOHRTS MTP-2050, JJOHRTS 2025-2028 TIP & Transportation Conformity
April 18, 2024	SETRPC 2210 Eastex Freeway Beaumont, TX 77703	Hybrid Meeting	JJOHRTS MTP-2050, JJOHRTS 2025-2028 TIP & Transportation Conformity
April 22, 2024	Jasper County Courthouse, Annex Building 271 E. Lamar Street, Jasper, TX	In Person	JJOHRTS MTP-2050, JJOHRTS 2025-2028 TIP & Transportation Conformity

Table 3: Public Comments Received

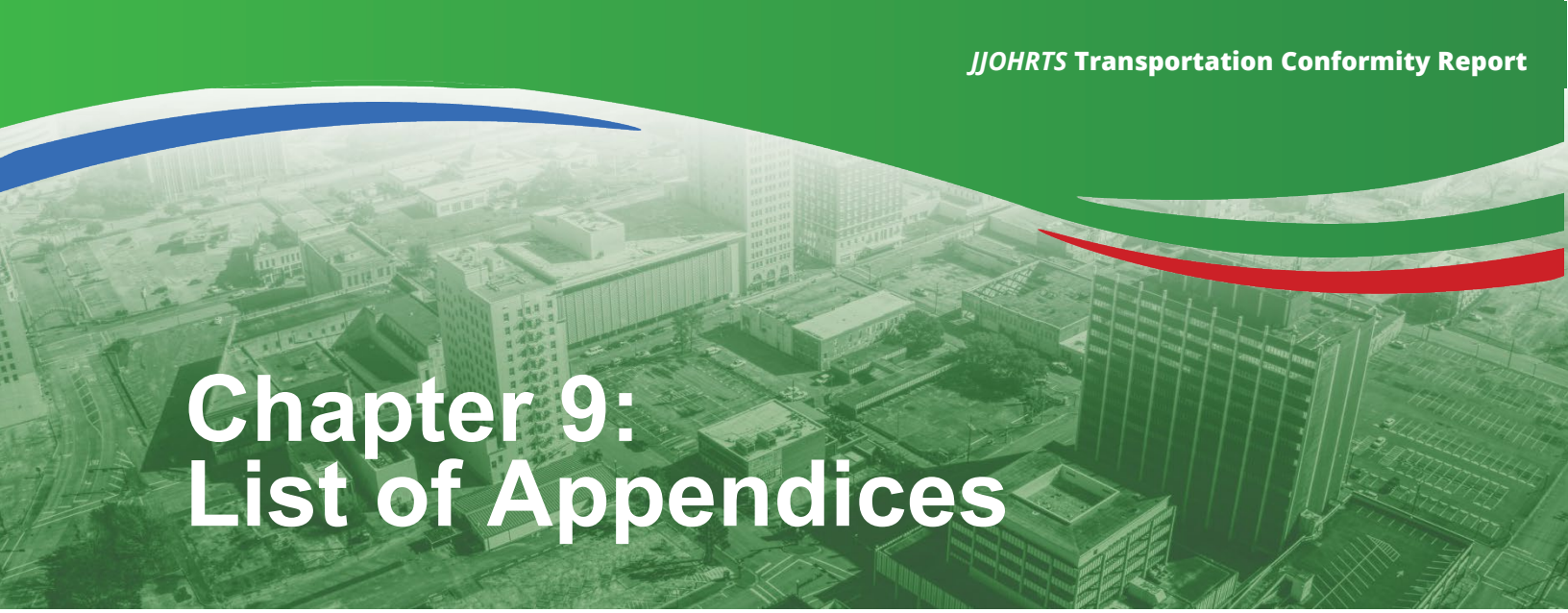
DATE	DOCUMENT	SOURCE	COMMENT	SETRPC RESPONSE
April 11, 2024	JJOHRTS MTP-2050	Public Meeting	When will the US 69 Lumberton-Kountze bypass project start?	The proposed LET date for this project to start is 3/1/2032.
April 15, 2024	JJOHRTS MTP-2050	Public Meeting	Why is there so much construction going on in the area?	TxDOT has made funding available for all of these projects and it is essential to our area
April 16, 2024	JJOHRTS MTP-2050	Public Meeting	When will the widening of IH10 be completed through Orange?	This project is still in Active Construction phase and currently there isn't a completion date.
April 22, 2024	JJOHRTS MTP-2050	Public Meeting	When will the widening of US 96 North of Jasper be completed?	Construction on the project has not begun; therefore, a completion date has not been announced.

Table 4: JOHRTS Transportation Planning Committee Activities

DATE	MEETING TOPICS
March 23, 2022	Overall process and timeline of the JJOHRTS 2050 Travel Demand Model updates
July 28, 2022	Population and Employment Control Totals for of the JJOHRTS 2050 Travel Demand Model updates
November 3, 2022	Updates on the development of the JJOHRTS MTP-2050
January 26, 2023	Updates on the development of the JJOHRTS MTP-2050
March 16, 2023	Updates on the development of the JJOHRTS MTP-2050
June 15, 2023	Updates on the development of the JJOHRTS MTP-2050
July 27, 2023	Updates on the development of the JJOHRTS MTP-2050
August 24, 2023	Updates on the development of the JJOHRTS MTP-2050
September 28, 2023	Updates on the development of the JJOHRTS MTP-2050
November 16, 2023	Updates on the development of the JJOHRTS MTP-2050
February 1, 2024	Updates on the development of the JJOHRTS MTP-2050
May 23, 2024	Review and Approval of MTP-2050, FY 2025-20258 TIP and the 2024 Transportation Conformity Document

Table 5: JOHRTS Technical Committee Activities

DATE	MEETING TOPICS
May 26, 2022	Overall process and timeline of the JJOHRTS 2050 Travel Demand Model updates
July 14, 2022	Development of demographic data for the JJOHRTS 2050 Travel Demand Model updates
February 16, 2023	Project selection process for the development of JJOHRTS MTP-2050
April 6, 2023	Call for projects process for the development of JJOHRTS MTP-2050
October 26, 2023	Project scoring results for the JJOHRTS MTP-2050



Chapter 9: List of Appendices

Appendix A: Link to Resolution

Appendix B: Click on JJOHRTS MTP-2050

Appendix C: Click on JJOHRTS FY 2025-2028 TIP

Appendix D: Link to JOHRTS Transportation Planning Committee Agenda and Minutes

Appendix E: Link to JOHRTS Technical Committee Agenda and Minutes

Appendix F: Link to Interagency Consultative Process Meetings Summaries

Appendix G: Link to Public Participation Process Documents