

TENTATIVE AGENDA

TRANSPORTATION PLANNING COMMITTEE (TPC) MEETING

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

**MEMBERS CAN ATTEND THE MEETING
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**Thursday, September 24, 2020
10:00 a.m.**

- I. ROLL CALL OF VOTING MEMBERS AND CERTIFICATION OF A QUORUM
- II. ADOPTION OF THE AGENDA
- III. PUBLIC COMMENTS
- IV. MINUTES OF THE LAST MEETING (July 23, 2020)
- V. REPORT ON THE STATUS OF TRANSPORTATION PLANNING ACTIVITIES
Bob Dickinson – Director, Transportation and Environmental Resources, SETRPC
Adam Jack – Director, Transportation Planning & Development, TxDOT– Beaumont District
- VI. REVIEW AND APPROVAL OF PROPOSED AMENDMENT #1 OF THE JOHRTS PUBLIC PARTICIPATION PLAN (PPP)
Bob Dickinson – Director, Transportation and Environmental Resources, SETRPC
- VII. REVIEW AND APPROVAL OF A MINOR MODIFICATION TO THE JOHRTS TECHNICAL COMMITTEE’S RECOMMENDATION ON THE JOHRTS AREA NATIONAL HIGHWAY SYSTEM (NHS) PROPOSED REVISIONS TO ROADWAY FUNCTIONAL CLASSIFICATIONS
Bob Dickinson – Director, Transportation and Environmental Resources, SETRPC
Scott Ayers – Planning Engineer, TxDOT – Beaumont District
- VIII. REVIEW AND DISCUSSION OF ADMINISTRATIVE MODIFICATION TO THE JOHRTS METROPOLITAN PLAN – 2045 (MTP) AMENDMENT #2.
Bob Dickinson – Director, Transportation and Environmental Resources, SETRPC

IX. REVIEW AND DISCUSSION OF ADMINISTRATIVE MODIFICATION TO THE JOHRTS FY 2021-2024 TRANSPORTATION IMPROVEMENT PROGRAM, AMENDMENT #1 (TIP).

Bob Dickinson – Director, Transportation and Environmental Resources, SETRPC

X. OTHER BUSINESS

XI. SET NEXT MEETING DATE

XII. ADJOURNMENT

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

DATE: July 23, 2020

TIME: 10:00 a.m.

PLACE: South East Texas Regional Planning Commission (SETRPC)
Homer E. Nagel Conference Room, Beaumont, TX
(Call-in Live Stream Meeting)

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

Commissioner L.W. Cooper, Hardin County, called the meeting to order, welcomed guests, requested introductions, and certified the presence of a quorum.

II. ADOPTION OF THE AGENDA

Commissioner L.W. Cooper, Hardin County, called for a motion to adopt the agenda as presented. Johnny Trahan, Commissioner, Orange County, made the motion, and L.W. Cooper, Commissioner, Hardin County, seconded the motion which carried unanimously.

III. PUBLIC COMMENTS

No public comments.

IV. MINUTES OF THE LAST MEETING – May 28, 2020

Commissioner L. W. Cooper, Hardin County, called and made a motion to adopt the minutes as presented. Taylor Shelton, Public Works Director, City of Port Neches seconded the motion which carried unanimously.

V. REPORT ON THE STATUS OF TRANSPORTATION PLANNING ACTIVITIES

Bob Dickinson, Director, Transportation and Environmental Resources updated the committee:

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

1. SETRPC staff held a conference call to discuss Transportation Air Quality Conformity issues on our JOHRTS Metropolitan Transportation Plan Amendment #1 (MTP-2045) and our JOHRTS FY 2021-2024 Transportation Improvement Program (TIP) on Tuesday, June 23, 2020.
2. SETRPC staff participated in a Jasper County Workshop to join the SETRPC on July 8, 2020 in Lumberton.
3. SETRPC staff held a public meeting on Thursday, July 16, 2020 regarding the JOHRTS "Draft" Public Participation Plan Amendment #1. The public review and comment period for the "Draft" Public Participation Plan Amendment #1 is 45 days which started on July 1, 2020 and ends on August 14, 2020.

Scott Ayers, Planning Engineer, TxDOT, updated the members on their progress:

- The IH-10/US 69 project - The PS&E phase of the project has started. TxDOT is hoping to let one interchange project in 2021 and one in 2023. Environmental clearance is expected for this fall.
- US 69 Corridor project from Kountze to Warren – TxDOT is working to schedule a public hearing later this summer. The PS&E phase of the project will begin later this year.
- SH-105 widening project from Sour Lake to the Jefferson County line – There has been some delays on this project, but it is still moving forward.
- US 69/SH-73 Interchange project – This project which will reconfigure the existing interchange from a cloverleaf design to a turbine design is set to let in 2021. TxDOT is planning to hold a public meeting in early fall.
- Traffic Study on IH-10 – This is an ongoing traffic study along IH-10 in western Jefferson County that is looking at ramp and frontage road locations. This study will extend into 2021.

VI. REVIEW AND APPROVAL OF THE DRAFT JOHRTS FY 2021 UNIFIED PLANNING WORK PROGRAM (UPWP)

Mr. Bob Dickinson, Director, Transportation & Environmental Resources, SETRPC, addressed the group by explaining the FY 2021 Unified Planning Work Program (UPWP) is a document that is developed every year and lists the various Transportation Planning Activities that will be undertaken by the SETRPC-MPO

beginning in October 2020 to the end of September 2021. He goes on to explain that the approval of this document is a requirement for our region to maintain its certification as well as receive federal funding.

No questions or comments were made in regard to Mr. Dickinson's explanation of the Draft JOHRTS FY 2120 UPWP.

Commissioner L. W. Cooper, Hardin County, called and made a motion to adopt the document, Johnny Trahan, Commissioner, Orange County seconded the motion which carried unanimously.

VII. REVIEW AND APPROVAL OF REVISED RESOLUTIONS ADOPTED AT THE MAY 28, 2020 JOHRTS TRANSPORTATION PLANNING COMMITTEE (TPC) MEETING TO ADDRESS THE TRANSPORTATION AIR QUALITY CONFORMITY REQUIREMENTS ON THE JOHRTS METROPOLITAN TRANSPORTATION PLAN (MTP-2045) AMENDMENT #1 AND THE JOHRTS FY 2021-2024 TRANSPORTION IMPROVEMENT PROGRAM (TIP)

Mr. Dickinson notified the group that the Federal Highway Administration requested that he revise the previously approved, above-mentioned resolutions, and for them to be consistent with the State Implementation Plan for Air Quality. An extra paragraph was added to the resolutions to reflect the requested changes and be adopted by the committee.

Commissioner L. W. Cooper, Hardin County, called and made a motion to adopt the document, Robert Woods, Public Works Director, seconded the motion which carried unanimously.

VIII. REVIEW AND DISCUSSION OF PROPOSED AMENDMENT #1 OF THE JOHRTS PUBLIC PARTICIPATION PLAN (PPP)

Mr. Dickinson explained that the proposed amendments to the PPP were due to the recent disruptions encountered by the current public participation methods caused by the Corona Virus (COVID-19) pandemic. The new methods are to have a virtual public participation in place to maximize public participation when soliciting comments, and possibly engage different groups, as well as, expand our outreach efforts.

In order to adopt the new amendment, a 45-day comment period must be offered to the public. This comment period started on July 1st, 2020 and will end on August 14th, 2020.

A virtual public meeting was held on Thursday, July 16th, 2020 where citizens could call in and voice their comments or concerns.

IX. OTHER BUSINESS

A second roll call was made for those who joined a little later to ensure a proper count.

X. SET NEXT MEETING DATE

A proposed meeting date was set for September 24, 2020 at 10:00 a.m.

XI. ADJOURNMENT

Commissioner L.W. Cooper, Hardin County, called for a motion and made the motion to adjourn the meeting at 2:05 p.m. Robert Woods, Public Works Director, City of Nederland, seconded the motion which carried unanimously.

MEMBERS PRESENT

Robert Woods	Public Works Director, City of Nederland
L.W. Cooper	Commissioner, Hardin County
Taylor Shelton	Public Works Director, City of Port Neches
Scott Ayres	Planning Engineer, TxDOT-Beaumont District
Mike Lund	Public Works Director, City of Bridge City
Steve Stafford	County Engineer, Jefferson County
Bart Bartkowiak	Public Works Director, City of Beaumont
Alberto Elefano	Public Works Director, City of Port Arthur
D.E. Sosa	City Manager, City of Groves
Johnnie Trahan	Commissioner, Orange County

GUESTS PRESENT

Jennifer Pate	Director Community Relations, Gulf Coast
Donnie Stanton	Assistant Director of Utility Operations, City of PA
Todd Carlson	Research Scientist, Texas Transportation Institute
Brandon Belaire	Roadway Designer, City of Beaumont
Robb Starr	District Manager, Lumberton Municipal Utility District
Larry Kelly	Port Director, Port of Port Arthur
Sarah Dupre	Public Information Officer, TxDOT – Beaumont District
Karen McKinney	Citizen

SETRPC STAFF PRESENT

Bob Dickinson
Jimmie Lewis

Director, Transportation and Environmental Resources
Transportation Planner, Transportation and
Environmental Resources
Administrative Assistant, Transportation and
Environmental Resources

Lucie Michaud



September 24, 2020

STATUS ON SETRPC-MPO PLANNING ACTIVITIES

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

1. SETRPC staff held a virtual South East Texas Regional Public Transportation Coordination Steering Committee meeting on Thursday, July 30, 2020.
2. SETRPC staff participated in a virtual TEMPO meeting on Monday, August 3, 2020.
3. SETRPC staff met with Port Arthur Transit staff to discuss the process for amending or making administrative modifications to our JOHRTS Transportation Improvement Program (TIP) on Thursday, August 6, 2020.
4. SETRPC staff participated in a virtual TEMPO Executive Committee meeting on Thursday, August 20, 2020.
5. SETRPC staff will participate in a TxDOT virtual update on the US 69/SH 73 Interchange on Monday, September 14, 2020.
6. SETRPC staff will participate in a virtual TEMPO Executive Committee Meeting on Wednesday, September 16, 2020.



Date: September 24, 2020

To: JOHRTS Transportation Planning Committee (TPC)

From: Bob Dickinson, Director
Transportation and Environmental Resources Division

Subject: Review and Approval of the draft SETRPC Public Participation Plan Amendment #1 - Virtual Public Participation

The SETRPC-MPO public participation process is designed to reach out to the full spectrum of the public, including area residents, elected and appointed officials, affected public agencies, representatives of transportation agencies, freight transportation providers, media outlets, and other interested parties. Given the current Corona Virus (COVID-19) Pandemic, the SETRPC-MPO is exploring the use of virtual public participation methods. Virtual public participation methods are resilient, allowing continued engagement and outreach to the public despite disruptions that are becoming more common. The SETRPC-MPO has developed a toolbox of virtual public participation methods that serve to expand the reach of public participation and to complement in-person meeting and events.

The type of virtual public participation tool to be used depends on the desired outcome of the event. Some tools are intended to simply share information, some are more adept at facilitating interaction between staff and the community and gathering public comments.

Virtual public participation methods within the toolbox include:

- Online meetings - Live, online meetings allow for individuals to connect via their computer or smartphone.
- Interactive meeting websites - Interactive meeting websites can include online displays of poster boards presented at public meetings with or without audio recordings of staff explaining various aspects of the boards.
- Interactive mapping - Interactive mapping tools provide a tool for the public to define different layers of data for viewing.
- Virtual Walking/Driving Tours - Virtual walking and driving tours can be provided as a video recording, slideshow pictures, or 3-D animations.
- Instant Polling - Instant polling uses a smartphone app to allow the public to vote on options in real time

President – Rebecca Ford, Bevil Oaks | 1st VP – Mary Adams, Kountze | 2nd VP - Terri Gauthier, Bridge City
3rd VP – Michael Sinegal, Jefferson County | Treasurer – Wayne McDaniel, Hardin County | Secretary – Johnny Trahan, Orange County

Executive Director – Shanna Burke
2210 Eastex Freeway Beaumont, Texas 77703-4929
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- Online Surveys - Online surveys engagement tools allow staff to gather public feedback using survey responses collected through a web-based platform.
- Social Media - Outreach through social media can provide interested stakeholders with information, announcements, documents, and opportunities for input or discussion.

The draft SETRPC-MPO Public Participation Plan Amendment #1 has been amended to include these tools for virtual public participation. The public review and comment period for the draft Public Participation Plan Amendment #1 was 45 days, which began on July 1, 2020 and ended on August 14, 2020. A copy is included in the meeting packet for your review. The SETRPC-MPO has summarized and addressed any public input received. Therefore, we request your review and approval of the draft SETRPC-MPO Public Participation Plan Amendment #1.

If any questions arise, please feel free to contact me at (409) 899-8444, ext. 7520.

Sincerely,

A handwritten signature in black ink that reads "Bob Dickinson". The signature is written in a cursive, slightly slanted style.

Bob Dickinson, Director
Transportation & Environmental Resources

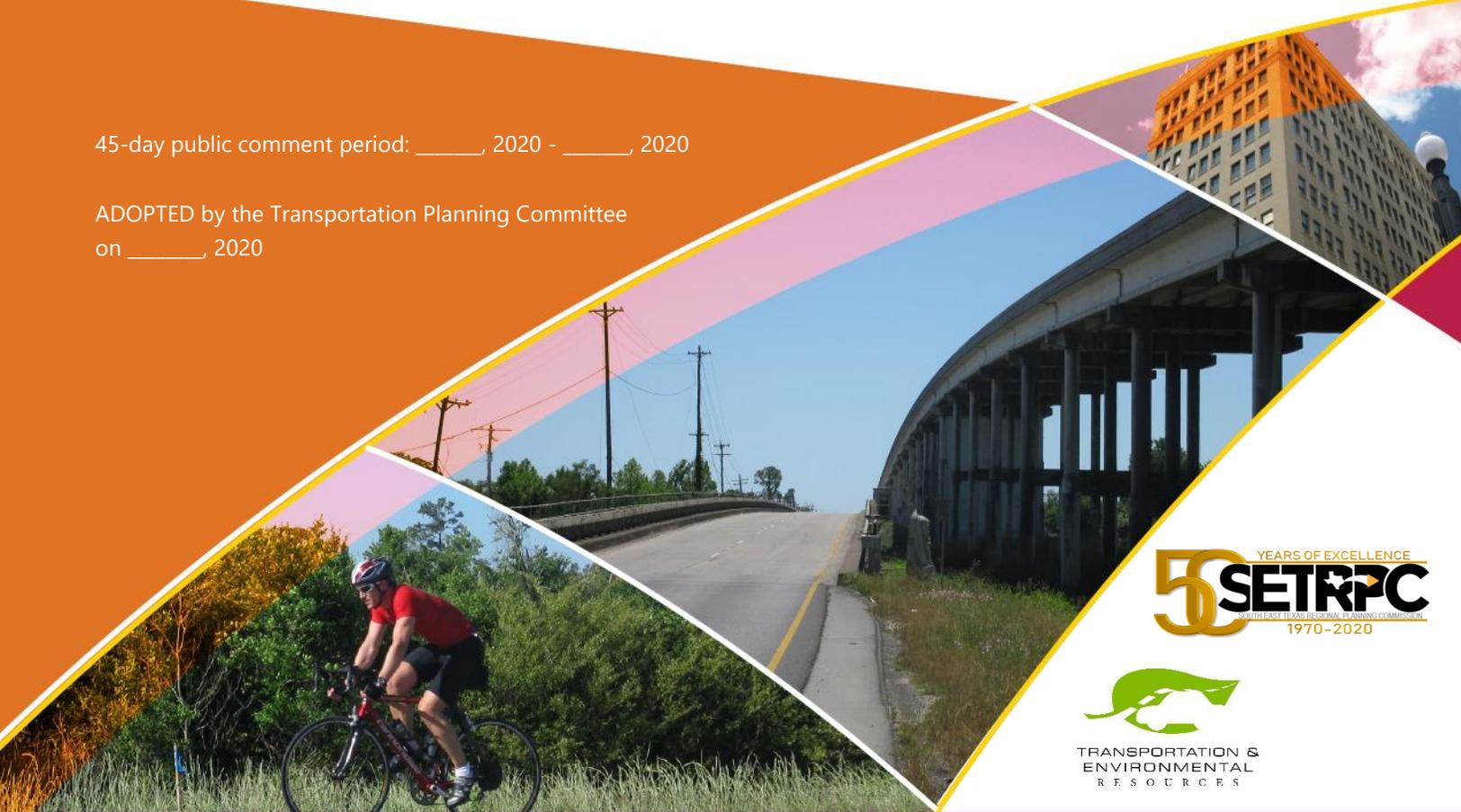


Public Participation Plan

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

45-day public comment period: _____, 2020 - _____, 2020

ADOPTED by the Transportation Planning Committee on _____, 2020



This document was prepared in cooperation with the U.S. Department of Transportation, Federal Highway Administration and the Federal Transit Administration, and the Texas Department of Transportation.



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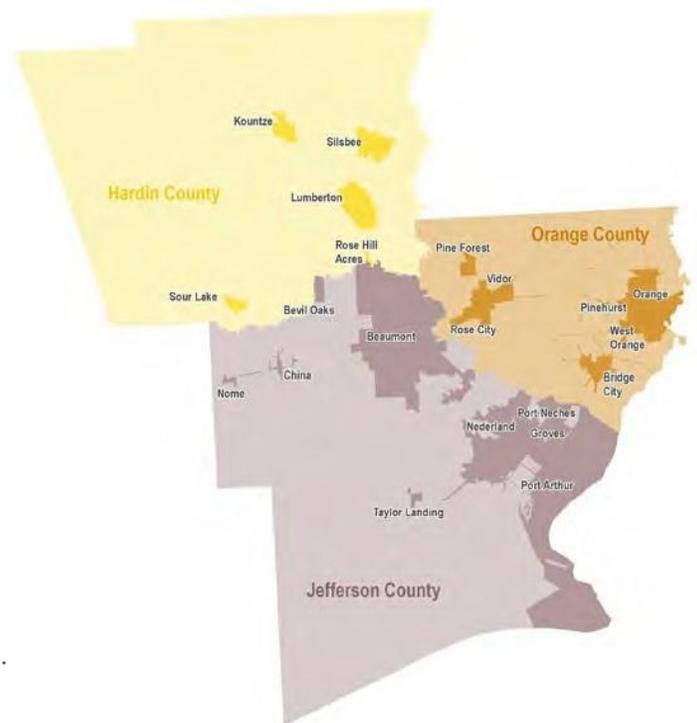
This document was prepared in cooperation with the U.S. Department of Transportation, Federal Highway Administration, the Federal Transit Administration, and the Texas Department of Transportation

Background

The South East Texas Regional Planning Commission (SETRPC) is a voluntary association of local governments that serve the area comprised of Jefferson, Orange, and Hardin counties. The SETRPC provides comprehensive planning services in community development, transportation, and environmental resources. The SETRPC, established in 1970 under the authority provided by the 1965 Texas Legislature, solves area-wide problems by promoting intergovernmental cooperation and coordination, conducting comprehensive regional planning, and providing a forum for the discussion and study of area issues.

SETRPC-MPO

In 1974, the Governor of Texas designated the SETRPC as the Metropolitan Planning Organization (MPO) for the three-county area to comply with the Federal Highway Act of 1962 and established the SETRPC-MPO for the Jefferson-Orange-Hardin Regional Transportation Study (JOHRTS) area. Per federal law, an urban area with a population of 50,000 or more is required to have a MPO. The MPO is responsible for conducting a continuing, comprehensive, and cooperative (3-C) transportation planning process that results in plans and programs that consider all transportation modes and support metropolitan community development and social goals. An MPO receives federal funding for transportation planning and may also receive state and local funds in order to carry out mandated planning activities. As the MPO, SETRPC is responsible for the 3-C long-range transportation planning process in the three-county region.



Within the SETRPC, the MPO's staff support is housed within the Transportation and Environmental Resources (TER) Division, which provides the technical support for the operations of the MPO. The TER Division administers federal and state funds for the planning and implementation of programs, projects, and policies related to various modes of transportation, air quality, solid waste management, and economic development for the three-county region. The staff of the Division works with federal, state, and local entities to:

- **Provide improved mobility, increased transportation options, and improved intermodal connections within the region**
- **Enhance the quality of life of southeast Texas citizens**
- **Support economic development and tourism**

- **Improve air quality and assist the region’s effort to maintain compliance with federal Clean Air Act standards**
- **Promote coordination of collection, transportation, and disposal of solid waste**
- **Maximize community benefit and protect the environment**
- **Maintain a variety of data and information on southeast Texas, including geographic information system (GIS) data and demographics**
- **Encourage community participation and increase awareness of individual roles and responsibilities**

TRANSPORTATION PLANNING COMMITTEE

The Transportation Planning Committee (TPC) serves as the governing board for the MPO. The TPC is comprised of 15 voting members who represent Hardin, Jefferson, and Orange counties; various cities within the three-county area; and the Texas Department of Transportation (TxDOT). The TPC ensures that MPO transportation plans and programs are consistent with the goals and objectives of all comprehensive plans in the JOHRTS area. The TPC provides regular and continuing general policy guidance to multimodal transportation planning, approves region-wide transportation plans, and promotes the adoption and implementation of such plans by the various levels of government. Typically, the TPC meets quarterly. These meetings are usually held on a Wednesday or Thursday at 10:00 a.m. as an attempt to avoid schedule conflicts with city council and commissioner’s court meetings. These meetings are open meetings and the public is welcome to attend. A list of entities that have representation on the TPC can be found in Appendix A.

TECHNICAL COMMITTEE

The Technical Committee is an advisory committee to the TPC, and works with MPO staff in preparing planning documents, formulating policies, supervising consultants, and providing technical support for transportation studies. It is comprised of 18 members who represent Hardin, Jefferson, and Orange counties; various cities within the three-county area, and TxDOT. The Technical Committee also participates in evaluating and recommending candidate projects for inclusion in the Metropolitan Transportation Plan (MTP) and Transportation Improvement Program (TIP). The Technical Committee meets quarterly, typically on Wednesday or Thursday at 10:00 a.m. Meetings are scheduled so as not to conflict with city council and commissioner’s court meetings. The Technical Committee meetings are open to the public. A list of entities that have representation on the Technical Committee can also be found in Appendix A.

PLANNING-RELATED DOCUMENTS

In addition to developing a Public Participation Plan (PPP), the SETRPC-MPO is mandated under federal and state rules to produce three other planning-related documents:

- **Unified Planning Work Program (UPWP)**
- **Metropolitan Transportation Plan (MTP)**
- **Transportation Improvement Program (TIP)**

The UPWP is a federal requirement for the SETRPC-MPO to maintain annual self-certification so that the JOHRTS region will receive planning and construction funds for transportation facilities and systems. The UPWP is prepared annually and is a statement of work that identifies the planning priorities and activities to be carried out within a metropolitan planning area for a given fiscal year (October 1 to September 30) and includes a list of the planning task descriptions and resulting products from each associated task, denotes who will perform the work tasks, provides the time frame for conducting the tasks, and identifies the sources of funds for each task.

The MTP is a federal requirement for a multimodal transportation plan addressing no less than a 20-year planning horizon for the JOHRTS region. The MTP is developed, adopted, and updated by the MPO through the metropolitan transportation planning process.

The TIP is a federal requirement for a prioritized listing of transportation projects and programs covering a period of four years. The TIP is the short-range implementation program of the MTP. For projects in the region to be eligible for federal funds provided through the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA), they must be included in the TIP. Similar to the MTP, the TIP is developed, adopted, and updated through the metropolitan transportation planning process.

The 10-year plan is a new state requirement associated with meeting the provisions of HB 20 for a 10-year plan of transportation projects, financially tied to TxDOT's funding projections and its own 10-year Unified Transportation Plan (UTP). Since the UTP is a state-sponsored document, the public participation for its development is run by the state rather than by the MPO. SETRPC's involvement is therefore limited to contributing projects to the UTP. Since those same projects are tied to the long-range MTP and the short-range TIP, changes in one planning document may trigger the need for changes in another planning document that does require public participation efforts.

Decisions made during the transportation planning process and the development of plans and programs affect both current and future citizens. As users and benefactors of the three-county regional transportation system, their participation is a crucial part of successful plans and programs. Public involvement activities involve JOHRTS area stakeholders such as the business community, elected and appointed officials, civic organizations, organizations dealing with the environment and planning for natural disasters, public and private transportation providers for all modes, freight interests, economic development and tourism interests, and members of the general public. In addressing the involvement of the general public, the JOHRTS public participation process will seek to provide fair, meaningful, and accessible opportunities for involvement for all members of the community. The public participation process helps ensure that transportation plans address community needs and also allows the SETRPC-MPO to explain the tradeoffs involved in ensuring desired outcomes, as well as the physical and financial constraints associated with various alternative improvements. Opportunities for public input are provided both in formal and informal settings. The nature of public participation is dictated by the subject matter and the development stage of a project or plan.

Public Participation Plan Components

Public Participation Plan

Federal legislation, such as the 2015 authorization of the Fixing America's Surface Transportation (FAST) Act, the Clean Air Act, and the Americans with Disabilities Act (ADA) have not only placed new demands on local governments, but have also called for new methods to engage the general public, public agencies, and special interest groups in the regional transportation planning process.

In the spirit of these opportunities, the JOHRTS Public Participation Plan (PPP) contains the guidelines and expectations for public involvement during the transportation planning and development processes. In particular, this plan outlines the procedures, tools, techniques, and expectations for public outreach and education on transportation issues. The desired outcome is a process that is both engaging and inclusive to the public. As such, the goals of the JOHRTS PPP are to:

- **Identify affected public groups**
- **Be responsive to Title VI, including Environmental Justice (EJ) directives and Limited English Proficiency (LEP) guidance**
- **Engage the community in the transportation planning process**
- **Expand consultation and stakeholder involvement to include the full range of communities and interests that are affected by transportation decisions. This includes public and private transportation providers for all modes, freight interests, organizations dealing with the environment and planning for natural disasters, economic development and tourism interests**
- **Employ a variety of public involvement approaches to garner the greatest amount of public participation**
- **Employ visualization techniques**
- **Incorporate public feedback in the decision making process**

To provide the context for metropolitan transportation planning, this document includes an overview of the public involvement process, Title VI requirements, and coordination methods associated with transportation projects in the JOHRTS area. In addition, Appendix B provides a summary of the public participation requirements of 23 CFR §450.316(a)(1) and how the SETRPC-MPO has addressed them within this plan.

The fundamental purpose of the Public Participation Plan is to provide for an inclusive approach in which citizens may participate during the continuing, comprehensive, and cooperative transportation planning process. Effective public involvement fosters an opportunity for better planning decisions and collective acceptance of transportation plans and programs.

The fundamental purpose of the Public Participation Plan is to provide for an inclusive approach in which citizens may participate during the continuing, comprehensive, and cooperative transportation planning process. Effective public involvement fosters an opportunity for better planning decisions and collective acceptance of transportation plans and programs.

The public involvement efforts associated with the Public Participation Plan are designed to be proactive in engaging the community and encouraging public input. Efforts will be made to provide timely information, an explanation of the process, a variety of venues to discuss issues and voice concerns, the opportunity to identify issues and contribute ideas, and the occasion to review and comment on plans, programs, and projects before key decisions are made.

The SETRPC–MPO will ensure that during the public involvement process, groups that have historically been “underserved” will be encouraged to participate in the transportation planning process. This includes persons from minority, elderly, disabled, low-income, and limited English proficiency populations.

The Public Participation Plan will be executed at all levels with an effective mix of opportunities, venues, and tools. Specifically, the components of the SETRPC–MPO’s public involvement process shall include:

- **Community Dialogue**
- **Formal Public Meetings**
- **Review and Comment**
- **Title VI, including Environmental Justice directives and Limited English Proficiency guidance**
- **Measures of Effectiveness (MOEs) to ensure that protected populations are included in public participation**



Community Dialogue

The SETRPC–MPO public participation process is designed to reach out to the full spectrum of the public: citizens, elected and appointed officials, affected public agencies, representatives of transportation agencies, freight transportation providers, media outlets, and other interested parties. In addition to these efforts, the SETRPC–MPO makes every effort to include federal, state, and local agencies in the execution of its public participation process.

The SETRPC–MPO will utilize a variety of methods of enhancing and broadening community involvement in the planning process and providing timely information about transportation issues, meetings, and planning processes. Public participation tools include in-person participation and virtual participation and are based on a variety of platforms. The SETRPC–MPO will develop the appropriate mix of public participation tools to be used for each public participation event based on the transportation planning program and type of event.

Specific examples of such dialogue efforts are discussed in the paragraphs that follow.

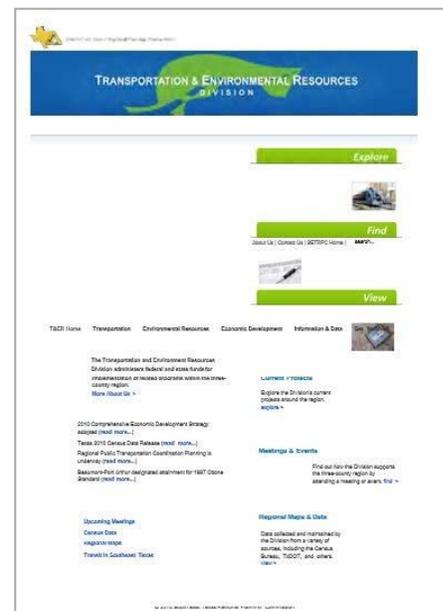
PUBLIC PARTICIPATION CONTACTS DATABASE

A database of persons, groups, and agencies interested in notification of updated information and public meetings is maintained by the MPO. The MPO will utilize this database to distribute information on upcoming activities and meetings. All addressees remain in the database until removal is requested or the US Postal Service returns mail to the MPO as undeliverable. E-mail addresses are also maintained within this database for message notification via electronic communication. A component of the mailing database is a separate spreadsheet of organizational contacts. This list compiles contact information for organizations by category so that the appropriate stakeholders may be contacted whenever necessary. The categories of contacts include:

- Voting and non-voting Transportation Planning Committee members
- Elected officials at the federal, state, county, and city levels
- Newspapers, radio stations, civic organizations, and government agencies who focus specifically on Title VI targeted populations
- Public and private transportation interests including government agencies, representatives of public transportation employees, bicycle and pedestrian advocates, representatives of public transit riders, freight transportation providers, public ports and airports, public transit providers, intercity bus, taxi and rideshare services, and representatives of disabled populations
- Media contacts including general circulation newspapers, FM and AM radio stations, and television stations
- Major employers
- Civic organizations
- Universities
- Regulatory and disaster preparedness organizations
- Tourism and economic development agencies

WEBSITE

SETRPC maintains a website (www.setrpc.org) that provides an overview of the agency, a listing of departments, and the background on various programs. The TER Division maintains its own webpage (www.setrpc.org/ter), which includes information on metropolitan transportation planning. The SETRPC-MPO uses this webpage to provide the public with easy access to transportation-related documents, a calendar of events, transportation surveys, lists and maps of transportation projects, and a list of MPO Transportation Planning Committee and Technical Committee members and staff. The webpage also allows the public to send e-mails to the SETRPC-MPO. The webpage is updated regularly to include the latest postings of meeting agendas and minutes, as well as information related to ongoing and new planning activities.



The SETRPC-MPO will use their website as the base and reference point for all in-person and virtual public participation. The website will be a repository for all information related to public participation and serve as the starting point for members of the public to learn more about transportation planning programs and projects.

The SETRPC-MPO website will also provide a “how-to” guide for virtual public participation for each event, which will include an explanation of the platform being used to host the event, how to access the event, and how to provide comments or ask questions.

Recordings of any online meetings or other types of live event will be made available on the SETRPC-MPO website so that members of the public who were unable to attend live can review the information at their convenience.

Notifications for virtual public meetings and events will be the same as traditional formal public meetings. In addition, virtual meetings and event notices will be shared on the SETRPC-MPO website, via social media, and in community spaces such as local libraries, etc. All notifications for virtual events will provide a hyperlink to the main project page on the SETRPC-MPO website.

MEDIA

The SETRPC-MPO maintains a list of media contacts from the radio, television, and print media. MPO staff facilitate regular communication with the local media regarding transportation issues and activities in order to keep the public engaged and apprised of agency activities. The SETRPC-MPO will prepare and submit news releases, as appropriate, on transportation planning activities in the three-county region. Specialized media for specific cultural and language groups will be used when possible and appropriate.

DOCUMENT AVAILABILITY

Copies of transportation-related documents, such as this Public Participation Plan, the Metropolitan Transportation Plan, and the Transportation Improvement Program, are available for review at the MPO office. They are also available for download, at no cost, on the SETRPC website at www.setrpc.org/ter by selecting “Transportation & Environmental Resources” from the “Departments” drop-down menu.

STAFF PRESENTATIONS

The SETRPC-MPO staff is available to make presentations to neighborhood groups, civic organizations, government agencies, and other special interest groups to discuss transportation planning related topics. MPO staff will actively seek these opportunities as well as respond to speaker requests. Schedules and presentation content will be coordinated through the MPO office.

VISUALIZATION TECHNIQUES

A number of visualization techniques will be utilized for in-person participation and virtual participation to enhance the understanding of topics and provide a frame of reference, with the goal of leaving a clear and lasting impression of program initiatives. An appropriate mix of visualization techniques will be selected for each event based on the transportation planning program and type of event, and may include:

- **Geographic Information Systems (GIS) to depict information in map form**
- **Use of appropriate software to produce other exhibits such as sketches, graphs, charts, photographs, and posters**
- **Live or recorded slideshows or videos**

- **Handouts**
- **Virtual public participation visualization tools such as virtual tours and instant polling charts**

INFORMAL/OPEN HOUSE MEETINGS

Meetings for presenting general information pertaining to transportation planning-related issues, programs, and documents that have been adopted by the TPC are considered informal meetings. An appropriate mix of public participation tools will be selected for each event based on the transportation planning program and type of event and may include in-person and virtual public participation tools.

The SETRPC website will serve as the base and reference point to provide meeting information. For every event, information will be sent to the Public Participation Contacts Database using an e-mail blast, supplemented by a traditional mail-out for those who do not have an e-mail address. Additional tools for providing information on events may include mailings to community groups and social service agencies, radio and TV news releases, various community calendars, and advertisements through local print media.

SETRPC-MPO will seek creative opportunities to increase the public's awareness of existing services and to robust and meaningful promote public participation. Potential activities include:

Mobile Information/Promotional Activities – SETRPC-MPO will look for opportunities to bring information to the community by equipping a van or bus with a mobile exhibit and traveling around the three-county region. The vehicle will include materials such as flyers, brochures, comment forms, and visual aids that describe the transportation planning process. Staff will solicit input on transportation needs from persons who visit the mobile exhibit. With permission, the van or bus can be stationed at a variety of locations including shopping malls, universities, and local public buildings as well as at events such as county fairs and festivals, parades, school sporting events, and neighborhood functions.

Event Planning - SETRPC-MPO will look for partnering opportunities with community and business groups and identify opportunities to participate in activities that will afford exposure of the transportation planning process and create an opportunity to receive comments and solicit input from the public. Displays or mini-meetings may be held in conjunction with career fairs, community festivals, bus trips, church bazaars, and health fairs.

Focus Groups - SETRPC-MPO will look for key opportunities to involve targeted focus groups that are demographically inclusive (race, age, socio-economic status, educational levels, and LEP status). Sessions with these focus groups will be facilitated in such a way as to develop an understanding of opinion regarding transportation experiences, expectations, and needs.

VIRTUAL PUBLIC PARTICIPATION

Virtual public participation options provide additional tools to expand the reach of public participation and complement in-person meetings and events. Virtual public participation options are intended to complement traditional engagement efforts and are not a permanent replacement for in-person meetings and events. An appropriate mix of public participation tools will be selected for each event based on the transportation planning program and type of event and may include in-person and virtual public participation tools.



Public Participation Plan Components

Virtual public participation options can broaden the reach of public participation by providing a convenient platform to engage members of the public who traditionally do not attend in-person events. Virtual public participation also provides people who attended an in-person event with an opportunity to follow up the event in case they want to review the information provided or would like to provide additional feedback.

The type of virtual public participation tool to be used depends on the desired outcome of the event. Some tools are intended to simply share information, some are more adept at facilitating interaction between staff and the community and gathering public comments. The SETRPC-MPO will chose the online tool or tools used on a case-by-case basis, to ensure that the optimum mix of tools is used for each virtual public participation event. Virtual public participation tools and their appropriateness for different types of public participation events are shown in **Table 1**.

Table 1: Virtual Public Participation Tools and Event Types

	Public Meeting Public Hearing	Open House	Focus Group	Stakeholder Meeting	Transportation Planning Committee
Online Meeting	✓	✓	✓	✓	✓
Interactive Meeting Websites	✓	✓	✓		✓
Interactive Mapping	✓	✓	✓		✓
Virtual Walking / Driving Tours		✓	✓	✓	✓
Instant Polling	✓	✓	✓		✓
Online Surveys	✓	✓	✓	✓	✓
Social Media	✓	✓			✓

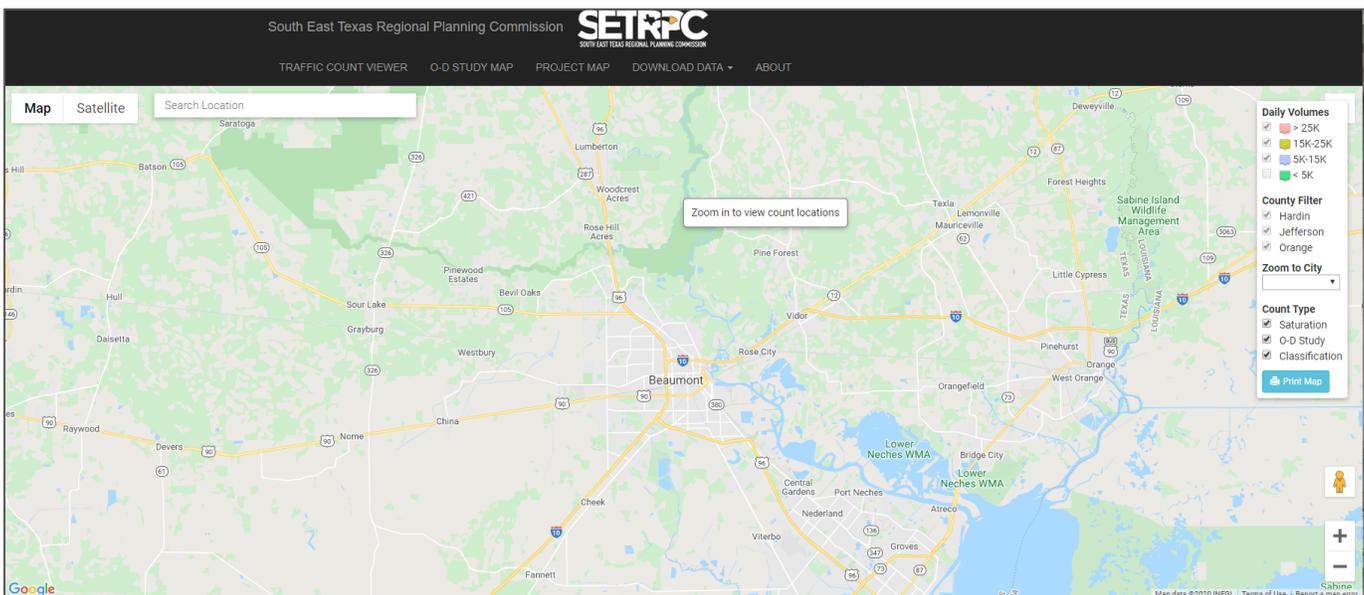
Online Meetings – Live, online meetings allow for individuals to connect via their computer or smartphone. The specific capabilities of the interaction depend on the chosen online platform, but the platform must at a minimum include a feature for making comments. Typically, the event host can share their computer screen to present on the meeting material. Webinars and “telephone town halls” are common forms of online meetings.

The choice of the online meeting platform depends on the purpose of the online event. Some online meeting platforms are more suited for larger meetings or presentations, while some are better suited for smaller groups since they allow for more collaboration. When choosing an online meeting platform tool, the SETRPC-MPO will take into consideration the number of participants that the meeting can host, the extent of interaction allowed through the platform, recordability features, accessibility, and data privacy considerations.



Interactive Meeting Websites - Interactive meeting websites can include online displays of poster boards presented at public meetings with or without audio recordings of staff explaining various aspects of the boards.

Interactive Mapping - Interactive mapping tools provide a tool for the public to define different layers of data for viewing. The SETRPC-MPO online GIS provides examples of an interactive map. Like the SETRPC-MPO online GIS maps, the interactive map platform may be configured to provide information only. However, to be most useful for virtual public participation, the interactive mapping platform should allow members of the public to provide their comments on the map, which may also be linked to specific locations.



Public Participation Plan Components

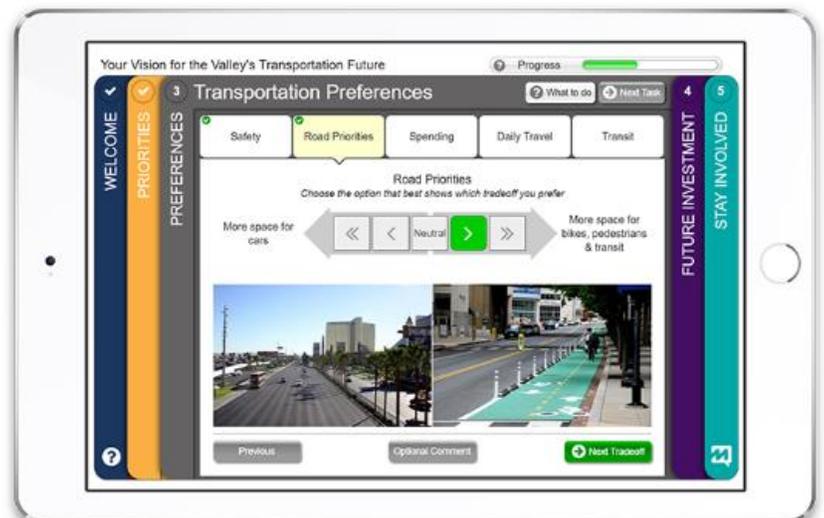
Virtual Walking/Driving Tours - Virtual walking and driving tours can be provided as a video recording, slideshow pictures, or 3-D animations. Animations can visualize the “before” and “after” configuration of projects alternatives.

Instant Polling - Instant polling uses a smartphone app to allow the public to vote on options in real time. Results of their voting can be instantly displayed in a variety of different ways such as bar charts, pie charts, or word clouds.

Instant polling is typically set up for live events with a pre-designed set of questions and a set number of choices for answering, rather than allowing for free-form comments

Online Surveys - Online surveys engagement tools allow staff to gather public feedback in different ways. Online surveys allow staff to collect specific information on certain aspects of a project or plan and may be configured with multiple tabs or sections. While traditional paper surveys are often limited in order to encourage participation, the interactive nature of an online survey more readily captures public attention, can provide more extensive supporting graphics, and may allow for longer surveys.

Social Media - Outreach through social media can provide interested stakeholders with information, announcements, documents, and opportunities for input or discussion. Social media allows for the use of a wide variety of media formats, including text, images, and video. Popular social media platforms include Twitter, Facebook, and Instagram. Social media allows stakeholders to share and obtain information in a manner that is quick, effective, and low cost. Social media platforms provide the opportunity for the MPO to reach a broad range of the public to provide information regarding MPO topics of interest and the invite users to become involved with MPO activities and events. Social media platforms provide opportunity for greater involvement of stakeholders and should be used to compliment other outreach activities. Not all stakeholders have access to the internet, and this consideration must be taken into account when using social media.



OUTREACH TO SPECIAL GROUPS

As the intent of the SETRPC-MPO public participation process is to provide timely and meaningful opportunities for participation to all persons and interests, the process is designed to reach out to a wide range of stakeholders, interest groups, and organizations in order to provide robust opportunities for public participation and to publicize those opportunities to the affected populations.

The primary method for consulting with these groups is the SETRPC-MPO public participation contacts database. This list compiles contact information for organizations by category so that the appropriate stakeholders may be contacted whenever necessary and provides contact information for the interest groups referenced in 23 CFR 450.316(a) and 23 CFR 450.316(b).

In addition to the outreach to referenced special interest groups that are conducted during the public participation program for individual plans and projects, SETRPC-MPO will contact the listed groups on a rotating basis at least once per year to ensure that the contact information is current and to maintain their interest and involvement in the transportation planning process.

Formal Public Meetings

In addition to the informal public meetings previously discussed, the SETRPC-MPO may also hold formal public meetings guided by federal and state transportation planning requirements and in compliance with formal open public meeting regulations.

For virtual formal public meetings, the necessary quorum must be documented, and any online voting should follow local legal requirements. Any modifications to necessary quorum or voting procedures required to make a virtual meeting possible must follow FHWA guidance.

For every formal public meeting, including virtual public meetings, a summary including public comments and responses is prepared. Where a published report is involved, the summary of the public meeting is incorporated into the document as an appendix. The MPO will also hold formal public meetings. A public meeting summary, including public comments and responses, is prepared following formal public meetings and is incorporated into the respective document as an Appendix.

MEETING NOTIFICATIONS

Public notification of formal public meetings will be provided at least 10 days prior to the first meeting and will be consistent with public meeting notification requirements outlined in the next section (Planning Documents: Update and Revision Procedures). Meeting announcements will be provided to media outlets in all three counties, and formal notice to elected/appointed officials and the County Clerk will be made.

Notification of all formal public meetings will be made in area newspapers to ensure adequate regional coverage. Notices will also be posted in the SETRPC offices, on the SETRPC website, and on the Transportation and Environmental Resources webpage. Radio or TV news media releases and postings on various community calendars will also be made, as necessary. In addition, notifications via e-mail and regular mail (for those without e-mail) will be made to those persons and groups within the MPO's formal contact database. A second round of press releases may be issued closer to the public meeting date, as deemed necessary by SETRPC-MPO staff.

Notification for TPC meetings will be provided 14 days in advance as a posting to the webpage calendar of events and formal notice to committee members and interested parties. However, due to their regularity, the TPC meetings, while open to the public, will not be announced in newspaper advertisements.

MEETING LOCATIONS

All meetings of the MPO are open to the public. The MPO will host public meetings at appropriate times and locations within the JOHRTS area to present technical findings and solicit public input on the TIP, MTP, the conformity determination on the MTP, and other transportation planning issues, as necessary. For meetings scheduled by the MPO, efforts will be made to accommodate traditionally underserved audiences including low-income, minority, and limited English proficiency persons, and individuals with disabilities. Efforts will be made to host meetings at public buildings and other highly visible public areas such as shopping

We Value Your Input

Please join us for a meeting about Southeast Texas' Transportation Programs!

Learn about the road, transit, bicycle, pedestrian, and safety projects that are proposed through Year 2040, how much they will cost, and when they will happen.

Share your opinion on the proposed projects and provide input on what you want to see in the future. The public review and comment period will be held November 1 – November 30, 2017.

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

Please attend any meeting to provide input or submit written comments by 5:00 PM, November 30, 2017 to: Bob Dickinson, 2210 Eastex Freeway, Beaumont, Texas 77703. All comments received will be addressed and provided to the Transportation Planning Committee for consideration.

For special needs requests, please contact Bob Dickinson at least 48 hours in advance at 409-899-8444 x 7520 or bdickinson@setrpc.org.

SETRPC
SOUTH EAST TEXAS REGIONAL PLANNING COMMISSION
www.setrpc.org/ter

Monday
November 13
Post Office Annex
338 Proctor Street
Port Arthur, TX
3:00 PM

Tuesday
November 14
Lumberton City Hall
838 N. Main Street
Lumberton, TX
3:00 PM

Wednesday
November 15
Orange Public Library
228 5th Street
Orange, TX
3:00 PM

Thursday
November 16
Transportation
Committee Room
2210 Eastex Freeway
Beaumont, TX
3:00 PM

centers or health and human service agencies that are accessible by public transportation for increased public access. All MPO meetings are accessible to individuals with disabilities. Arrangements for special assistance or a language interpreter can be made by calling the MPO at least 48 hours in advance. All meeting notifications provide the appropriate contact name and number to facilitate these types of special requests, and every reasonable effort will be made to accommodate them.

Review and Comment

Effective public involvement requires open communication. Information should be readily available to the public, and they should be free to comment and receive feedback on their comments.

PUBLIC COMMENT

The public is encouraged to provide comments on any transportation related issue that falls under the MPO area of responsibility. These comments may be made in writing, including email. Persons making the comments are encouraged to provide their name and contact information so the MPO may follow up for clarification as necessary to properly address the comment. Comment and survey forms are also available at public meetings hosted by the MPO.

FORMALLY ADOPTED PROGRAMS/DOCUMENTS

During the preparation of a new MTP, UPWP, or TIP, or during a major amendment to these documents, there will be a 30-day comment period. This comment period begins with the posting of the availability of the document on the SETRPC website and simultaneous e-mail notification to the TPC about the commencement of the comment period. The review and comment period is normally scheduled as early in the planning process as possible. Comments received during the preparation of the new or amended document are published in the document along with responses to the comments.

MPO staff will conduct a 45-day review and comment period on the Public Participation Plan. Comments received during this period and the responses to those comments will be included in the PPP presented to the TPC. The PPP will also be reviewed on an ongoing basis in an effort to maintain an efficient and effective public information exchange and dialogue.

Title VI

The PPP supports Title VI of the Civil Rights Act of 1964, Executive Order #12898 (Federal Actions To Address Environmental Justice in Minority Populations and Low-Income Populations), and the three principles of environmental justice as defined in Federal Highway Administration/Federal Transit Administration publication FHWA-EP-00-013, "An Overview of Transportation and Environmental Justice." Those principles are:

- **To avoid, minimize, or mitigate disproportionately high and adverse human health and environmental effects, including social and economic effects on minority and low-income populations.**



- **To ensure the full and fair participation by all potentially affected communities in the transportation decision- making process.**
- **To prevent the denial of, reduction of, or significant delay in the receipt of benefits by minority and low- income populations.**

In addition, the PPP supports Executive Order #13166 (Improving Access to Services for Persons with Limited English Proficiency). Using US Census Bureau data and federal government definitions, the MPO has identified those areas with high concentrations of minority, low-income, and limited English proficiency populations and will make special efforts to encourage participation in the transportation planning process by citizens in these areas. The SETRPC-MPO will periodically review the areas with high concentrations of minority, low-income, and limited English proficiency as new or additional information becomes available.

Detailed documentation of the methods used by SETRPC in addressing Title VI issues is provided in the separate [Title VI /Environmental Justice Program Plan](#). That plan details the formal policy statements on Title VI and Environmental Justice, documents compliance with federal requirements, and describes the analytical methodologies used to identify and map the regional demographic profiles for the targeted populations. A [Limited English Proficiency Plan](#) provides supplemental data and procedures to provide meaningful public participation opportunities to populations who are self-described in the Census Category of "Speaks English less than very well".

The analytical procedure for identifying protected populations in the SETRPC area is based on a Geographic Information System (GIS) populated with Census data. The methodology is based on a GIS analysis that identifies Census tracts with a proportion of the protected population that is greater than the proportion for the region as a whole. Additional details in each plan are used to comply with all federal guidelines, to ensure full identification of component populations, and to define the public participation program to provide meaningful opportunities for involvement for all protected populations.

While virtual public participation strategies can widen the reach of community engagement efforts, it is important to recognize that virtual tools will not be accessible to everyone. While access to the internet and smartphones are commonplace, there are still some households in the SETRPC region without access to the internet. The appropriate mix of public participation tools to be used for each public participation event, including in-person participation and virtual public participation, will consider the special needs and abilities of minority, low-income, and limited English proficiency populations.

Measures of Effectiveness

Measures of Effectiveness (MOEs) have been developed to gauge how well the SETRPC-MPOs public participation program provides meaningful and convenient access to its transportation planning decision making. While participation opportunities for protected populations are a particular focus of the plan, the MOEs are designed to measure the effectiveness of public participation for all persons and organizations. The ten MOE targets established for the SETRPC-MPOs public participation program are:

- **75% of inquiries received through any outreach opportunity, meeting, or media receive a response within three working days**
- **100% of media inquiries receive a response within two working days**



Public Participation Plan Components

- **100% of requests for SETRPC-MPO staff to make a presentation to a neighborhood group, civic organization, government agency, or other special interest group receives a response within three working days**
- **100% of all formal public meetings are publicized at least ten days prior to the first meeting and comply with the public meeting notice requirements**
- **100% of all formal public meetings, project meetings, and committee meetings are accessible to individuals with disabilities and are located on a fixed-route public transit system or demand response service**
- **100% of comments or requests for information received through any outreach opportunity, meeting, or media are documented in the relevant meeting material and receive a response within three working days**
- **100% of attendees at a public meeting or committee meeting who provide contact information for themselves or a representative organization are enrolled in the SETRPC- MPO mailing database**
- **100% of requests for translations of planning materials that are requested by LEP populations meeting the four-factor criteria receive responses within three working days. The translation of the documents may take longer, depending on their length and complexity, and the four-factor criteria in some cases allows a translation request to be denied for non-vital or costly requests**
- **100% of special interest groups, organizations, or governments listed in the public participation contacts database are contacted once per year to verify their information and maintain their interest in the process**
- **50% of individual persons listed in the public participation contacts database are contacted once per year to verify their information and their desire to remain on the database**
- **100% of all virtual public participation events are referenced on the SETRPC website**

Since these ten Measures of Effectiveness (MOEs) are designed to measure the effectiveness of public participation in the transportation planning process, they will be measured and reviewed annually. The review of the public participation MOEs will be part of the discussion raised with the special interest groups, organizations, and governments listed in the public participation contacts database during their annual contact to consult with those groups on the effectiveness of the outreach to groups and individuals, and the methodologies and processes used in the outreach efforts. The consultation review will ensure that transportation planning has an open public participation process that provides meaningful and timely public participation opportunities, and that all public input is received, documented, addressed, and incorporated into the planning process.

Planning Documents: Update and Revision Procedures

As previously described, the following plans and programs are the state and federally mandated planning documents the MPO must produce:

- **Public Participation Plan**
- **Unified Planning Work Program**
- **Metropolitan Transportation Plan**
- **Transportation Improvement Program**

The SETRPC-MPO is required to maintain most of these documents at regular intervals but may also be required to do so on an as-needed basis. This maintenance takes the form of periodic formal updates, as well as amendments and administrative modifications as necessary.

Formal Updates

The SETRPC-MPO is required to formally update each of these planning documents, with most documents requiring an update at prescribed intervals. By definition, a formal update involves a comprehensive review and republication of the document. For the PPP, this means developing a refreshed version as determined necessary by the MPO. For the UPWP, this means developing a new work program for each fiscal year. For the MTP, this means developing a new MTP every five years based upon updated planning assumptions and compliance with the air quality transportation conformity regulations. For the TIP, this means developing a new improvement program at regular two-year intervals.

During preparation of a new or updated MTP or TIP, at least one formal meeting will be held in each county within the JOHRTS area. The meetings will occur within the 30-day public comment period. Additional formal meetings may be held at locations that enhance the participation of minority, low- income, and limited English proficiency neighborhoods or groups. The public comment period for both of these planning documents will be 30 days, beginning on the date of the website posting regarding the availability of the document for public comment.

Within seven days after the 30-day public comment period closes, the SETRPC-MPO staff will address public comments received, append documentation to the document, and forward to the TPC.

Planning Documents: Update and Revision Procedures

During the preparation of a new or updated PPP or UPWP, no public meetings will be conducted. Per federal guidelines, the PPP will be available for a 45-day public review and comment period prior to its adoption by the TPC. Notification of the availability of the PPP for public review will be made via posting on the SETRPC website and by e-mail to interested persons in the SETRPC-MPO mailing database. Since the UPWP is updated annually, public participation opportunities are covered through routine MPO meetings, and no additional outreach is necessary.

Other Revisions

All MPO planning documents are designed to be “living” documents, and, as such, they can and do change based upon changing priorities, assumptions, and application of state and federal laws and guidelines. The MPO may need to revise one of its primary planning documents at any time during a particular document’s lifecycle. However, the extent to which public involvement occurs varies depending upon the nature of the revision. Per federal guidelines, revisions are categorized as either “Amendments” or “Administrative Modifications.”

AMENDMENTS

The UPWP, TIP, MTP, and PPP can each be amended at any time between formal update time periods. For example, TIP amendments are typically conducted on a quarterly basis by either modifying or adding projects. Amendments are conducted for “significant” changes. **Table 2** provides examples of “significant” changes to MPO planning documents that require a formal amendment. Public comment periods for amendments to the PPP will be 45 days, while the comment period for amendments to the MTP and TIP will be 30 days.

Planning Documents: Update and Revision Procedures

Table 2 - Changes Requiring an Amendment

DOCUMENT	EXAMPLES OF "SIGNIFICANT" CHANGES REQUIRING AMENDMENT
Public Participation Plan (PPP)	<ul style="list-style-type: none"> Deleting a public involvement activity that would significantly reduce the opportunity for public comment and review
Unified Planning Work Program (UPWP)	<ul style="list-style-type: none"> Adding or deleting a task Changing the overall total budget by more than 25%*
Metropolitan Transportation Plan (MTP) and Transportation Improvement Program (TIP)	<ul style="list-style-type: none"> Adding or deleting a non-exempt project, i.e. one which requires an air quality transportation conformity determination. (Refer to Appendix C for a list of projects that are exempt from the requirement to determine conformity. Projects not on this list are considered non-exempt and require a formal amendment.) Re-determining air quality/transportation conformity due to change in the State Implementation Plan requiring redetermination of conformity Changing the estimated cost of a project that results in a 50% increase in cost and a cost that exceeds \$1.5 million* Changing the design concept or scope of a project Changing the funding sources for a project from non-federal to federal funds

* Metropolitan Planning Funds Administration (Texas Department of Transportation, Revised July 2010)

Steps in the AMENDMENT process are as follows:

- SETRPC-MPO will notify the TPC during their regular meetings of a necessary Amendment.
- SETRPC-MPO's TPC will initiate the Amendment as required by SAFETEA-LU and subsequent federal regulations. Elements of the Amendment will meet current FHWA, FTA, Environmental Protection Agency (EPA), and TxDOT requirements.
- The MPO will post a legal notice in various local newspapers in the 3-county area and also issue a press release to other local media outlets indicating that a draft Amendment is available for public review on the agency's website (www.setrpc.org) and at the SETRPC office. Public meetings are required for Amendments to the MTP and Amendments to the TIP.
- Other community involvement techniques may be used, as outlined in the Community Dialogue section of this PPP.
- The public review and comment period is 45 days for the PPP and 30 days for the MTP and TIP, and begins on the day the availability notification of the draft document is posted on the website. E-mail notifications of the commencement of the public comment period will be sent to the TPC as well as to interested persons in the SETRPC-MPO mailing database.
- MPO staff will have seven days after the closing of the comment period to summarize and address any public input received.

Planning Documents: Update and Revision Procedures

- The TPC will consider the public input prior to their adoption of the Amendment.
- All public input and comments received will be documented with responses by the MPO in the adopted document of the Amendment.
- The MPO will submit the adopted Amendment to the required parties (TxDOT, FHWA, FTA, etc.) for approval.

ADMINISTRATIVE MODIFICATION

Administrative Modifications are minor modifications that do not require public review and comment, re-demonstration of fiscal constraint, or a conformity determination.

Administrative Modifications to the contents of the MPO's planning documents are documented by the MPO staff, discussed at regular TPC meetings, and formalized in subsequent updates to the necessary documents. A public review and comment period is not required for Administrative Modifications to any MPO planning document.

Table 3 provides examples of "minor" changes to MPO planning documents that can be handled by Administrative Modification.

Table 3 - Administrative Modifications

DOCUMENT	EXAMPLES OF "MINOR" CHANGES WITHIN ADMINISTRATIVE MODIFICATIONS
Public Participation Plan (PPP)	<ul style="list-style-type: none"> • Expanding or refining public outreach techniques
Unified Planning Work Program (UPWP)	<ul style="list-style-type: none"> • Refining the scope of a task • Changes to the overall total budget of less than 25%*
Metropolitan Transportation Plan (MTP) and Transportation Improvement Program (TIP)	<ul style="list-style-type: none"> • Adding or deleting an exempt project, i.e. one which does not require an air quality transportation conformity determination. (Refer to Appendix C for a list of projects that are exempt from the requirement to determine conformity. Projects on this list can be added or deleted via Administrative Modification.) • Change in the estimated cost of a project that does one, but not both, of the following: a) exceeds 50% and b) results in a cost exceeding \$1.5 million* • Moving a project from one fiscal year to another fiscal year, without affecting fiscal constraint • Moving a project from one federal funding category to another • Changing a project's funding source from federal to state funding • Splitting or combining projects without modification to original project design concept and scope • Changes to projects within the "grouped" category • Changes to project identification numbers (such as Control-Section-Job (CSJ) numbers)

* Metropolitan Planning Funds Administration (Texas Department of Transportation, Revised July 2010)

Update and Revision Process Summary

Table 4 summarizes the development milestones and public participation activities for updates and amendments of the four prescribed SETRPC-MPO planning documents. Administrative modifications, which occur on an as-needed basis, do not require public meetings, nor do they have a public comment period. However, Administrative Modifications will be presented at TPC meetings, which are open to the public.

Table 4 - Administrative Modifications

DOCUMENT	ALTERATION TYPE	FREQUENCY	PUBLIC MEETINGS	PUBLIC MEETING NOTIFICATION	COMMENT PERIOD
PPP	Update	As needed	Use focus groups rather than organized open house meetings	Variable, depending on focus group(s)	45 days
	Amendment	As needed	n/a	n/a	45 days
UPWP	Update	Every year	n/a	n/a	n/a
	Amendment	As needed	n/a	n/a	n/a
MTP	Update	Every 5 years	3, one in each county, with an optional additional meeting in Jefferson County	10 days prior to first public meeting	30 days
	Amendment	As needed	3, one in each county, with an optional additional meeting in Jefferson County	10 days prior to first public meeting	30 days
	Administrative Modification	As needed	n/a	n/a	n/a
TIP	Update	Every 2 years	3, one in each county, with an optional additional meeting in Jefferson County	10 days prior to first public meeting	30 days
	Amendment	Quarterly, if needed, or otherwise*	3, one in each county, with an optional additional meeting in Jefferson County	10 days prior to first public meeting	30 days
	Administrative Modification	As needed	n/a	n/a	n/a

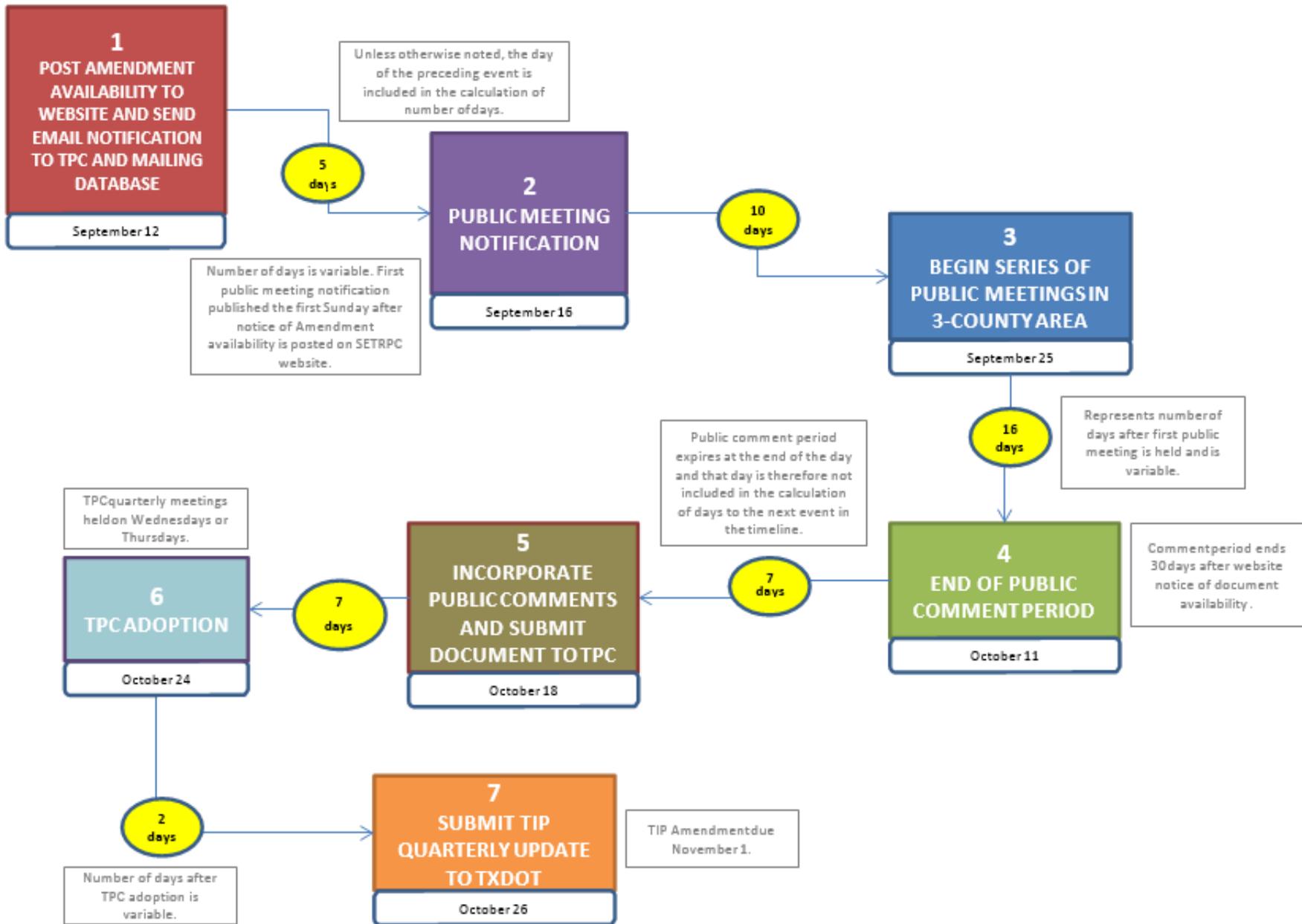


Planning Documents: Update and Revision Procedures

**Quarterly TIP Amendments are due November 1, February 1, May 1, and August 1. Public comment period begins with the website notification of the availability of the planning document to be revised. The MPO has seven days after the closing of the public comment period to address public comments and will provide the document to the TPC at least seven days prior to the meeting in which adoption of the document will be requested by the SETRPC-MPO. There is therefore a minimum of at least 14 days between the end of the public comment period and TPC action on the document.*

PUBLIC PARTICIPATION TIMELINE EXAMPLE

The diagram on the following page illustrates the events and timeline for the SETRPC-MPO to conduct the public participation process for a Quarterly TIP Amendment due November 1.



Public Participation Plan Evaluation and Future Updates

The SETRPC-MPO will continually evaluate the techniques and strategies it uses during the public involvement process in order to determine the effectiveness of this Public Participation Plan. The evaluation of the plan will help to assess the need for new public outreach activities and/or the need to discontinue ineffective activities to receive meaningful public input during the transportation plan development and update process. Should the MPO determine that changes to its Public Participation Plan efforts are required, the MPO will execute those changes via Amendment and will make the revised document available for public review during a 45-day comment period.

Evaluation of the Public Participation Plan will include consultation with individuals and with groups during the course of specific projects and at least once a year as outlined in the MOEs. The review of the public participation MOEs will be part of the discussion raised with the groups listed in the public participation contacts database during their annual contact to consult with those groups on the effectiveness of the outreach to groups and individuals, and the methodologies and processes used in the outreach efforts. The consultation review will ensure that transportation planning has an open public participation process that provides meaningful and timely public participation opportunities, and that all public input is received, documented, addressed, and incorporated into the planning process.

Appendix A: Transportation Planning Committee and Technical Committee Membership

JOHRTS Transportation Planning Committee and Technical Committee

Purpose: The JOHRTS Transportation Planning Committee (TPC) is designated with the responsibility of directing the “continuous phase” of the JOHRTS area and all other transportation planning activities in the region. The JOHRTS TPC assures that transportation plans and programs are consistent with the objectives and goals of regional comprehensive planning. The TPC is comprised of both voting and non-voting members from a variety of government entities within the Hardin, Jefferson, and Orange counties.

VOTING MEMBERSHIP

<i>City of Beaumont</i>	<i>City of Orange</i>	<i>City of West Orange</i>
<i>City of Bridge City</i>	<i>City of Port Arthur</i>	<i>Hardin County</i>
<i>City of Groves</i>	<i>City of Port Neches</i>	<i>Jefferson County</i>
<i>City of Lumberton</i>	<i>City of Silsbee</i>	<i>Orange County</i>
<i>City of Nederland</i>	<i>City of Vidor</i>	<i>TxDOT District Engineer</i>

NON-VOTING EX-OFFICIO MEMBERSHIP

<i>City of Bevil Oaks</i>	<i>State Representative, District 22</i>
<i>City of China</i>	<i>State Senator, District 3</i>
<i>City of Kountze</i>	<i>State Senator, District 4</i>
<i>City of Nome</i>	<i>SETRPC Executive Director</i>
<i>City of Pinehurst</i>	<i>Texas Commission on Environmental Quality</i>
<i>City of Pine Forest</i>	<i>Governor’s Office</i>
<i>City of Rose City</i>	<i>U.S. Representative, District 14</i>
<i>City of Rose Hill Acres</i>	<i>U.S. Representative, District 36</i>
<i>City of Sour Lake</i>	<i>Federal Highway Administration</i>
<i>City of Taylor Landing</i>	<i>U.S. Coast Guard</i>
<i>State Representative, District 21</i>	

Appendix B: FAST ACT MPO Public Involvement Requirements

The following table presents public involvement requirements from 23 CFR §450.316(a)(1) and how the SETRPC-MPO has addressed them within this Public Participation Plan.

REQUIREMENT	SETRPC-MPO ACTION
(i) Provide adequate public notice of public participation activities and time for public review and comment at key decision points, including but not limited to, a reasonable opportunity to comment on the proposed Metropolitan Transportation Plan and the TIP	Public meeting notices are sent to newspapers throughout the three-county area to ensure adequate geographic coverage. Notification may also be made via radio and/or TV news media releases, and by sending notification directly to individuals and entities within the MPO's contact database. All such notification will be made at least 10 days in advance of public participation activities
(ii) Provide timely notice and reasonable access to information about transportation issues and processes	Information regarding transportation issues and processes is disseminated via the SETRPC website, outreach meetings, and formal publications
(iii) Employ visualization techniques to describe Metropolitan Transportation Plan and TIP	Maps, charts, pictures, and electronic media will be used at public involvement activities
(iv) Make public information (technical information and meeting notices) available in electronically accessible formats and means, such as the World Wide Web	MPO documents and meeting notices are available on the SETRPC's website at www.setrpc.org
(v) Hold any public meetings at convenient and accessible locations and times	Public meetings are held in diverse locations throughout the region, which are accessible to individuals with disabilities, accessible to transit stops, at both day and evening times
(vi) Demonstrate explicit consideration and response to public input received during the development of the Metropolitan Transportation Plan and the TIP	All public comments will be published in the document upon which the comments were made. In addition, responses to each comment will be included in the final document
(vii) Seek out and consider the needs of those traditionally underserved by existing transportation systems, such as low-income and minority households, who may face challenges accessing employment and other services	Public meetings will be held in diverse locations to ensure geographic coverage. As appropriate, efforts will be made to accommodate traditionally underserved audiences, including low-income and minority households, limited English proficiency persons and individuals with disabilities

Appendix B: FAST ACT MPO Public Involvement Requirements

REQUIREMENT	SETRPC-MPO ACTION
<p>(viii) Provide an additional opportunity for public comment if the final Metropolitan Transportation Plan or TIP differs significantly from the version that was made available for public comment by the MPO and raises new material issues which interested parties could not have reasonably foreseen from the public involvement efforts</p>	<p>If the MTP or TIP requires “significant” changes based upon public comment, there will be an additional opportunity for public comment</p>
<p>(ix) Coordinate with the statewide transportation planning, public involvement, and consultation processes</p>	<p>When possible, public meetings will be coordinated with outreach activities by the Texas Department of Transportation. SETRPC offices will be made available to TxDOT for its outreach efforts</p>
<p>(x) Periodically reviewing the effectiveness of the procedures and strategies contained in the participation plan to ensure a full and open participation process</p>	<p>The SETRPC-MPO regularly reviews this PPP and the effectiveness of its overall outreach efforts</p>

Appendix C: Selected Regulations Regarding Exempt Projects

The SETRPC region has been declared to be in attainment with air quality regulations. For regions declared to be nonattainment, special rules apply: federal regulations require that transportation plan revisions in nonattainment areas be found to conform to air quality standards before they can be approved by the MPO or accepted by TxDOT. Some projects, however, are exempt from this requirement and as such do not require a determination of conformity. This provision is not applicable while the SETRPC region is declared to be in attainment, but are listed in the Table below for reference. As previously mentioned in this PPP, changes to the MTP or TIP involving such exempt projects may be made via Administrative Modification. The applicable federal regulation pertaining to exempt projects is 40 CFR Part 93: Transportation Conformity Rule, § 93.126 Exempt Projects.

Notwithstanding the other requirements of this subpart, highway and transit projects of the types listed in the Table are exempt from the requirement to determine conformity. Such projects may proceed toward implementation even in the absence of a conforming transportation plan and TIP. A particular action of the type listed is not exempt if the MPO in consultation with other agencies (see § 93.105 (c) (1) (iii)), the EPA, and the FHWA (in the case of a highway project) or the FTA (in case of a transit project) concur that it has potentially adverse emissions impacts for any reason. States and MPOs must ensure that exempt projects do not interfere with Transportation Control Measure implementation.

SAFETY

- | | |
|---|---|
| <ul style="list-style-type: none"> • Railroad/highway crossing • Hazard elimination program • Safer non-federal-aid system roads • Shoulder improvements • Increasing sight distance • Safety improvement program • Traffic control devices and operating assistance other than signalization projects • Railroad/highway crossing warning devices • Guardrails, median barriers, crash cushions • Pavement resurfacing and/or rehabilitation | <ul style="list-style-type: none"> • Pavement marking demonstration • Emergency relief (23 U.S.C. 125) • Fencing • Skid treatments • Safety roadside rest areas • Adding medians • Truck climbing lanes outside the urbanized area • Lighting improvements • Widening narrow pavements or reconstructing bridges (no additional travel lanes) • Emergency truck pullovers |
|---|---|

AIR QUALITY

- | | |
|--|---|
| <ul style="list-style-type: none"> • Continuation of ride-sharing and vanpooling promotion activities at current levels | <ul style="list-style-type: none"> • Bicycle and pedestrian facilities |
|--|---|

Appendix C: Selected Regulations Regarding Exempt Projects

MASS TRANSIT	
<ul style="list-style-type: none"> • Operating assistance to transit agencies • Purchase of support vehicles • Rehabilitation of transit vehicles ¹ • Purchase of office, shop, and operating equipment for existing facilities • Purchase of operating equipment for vehicles (e.g., radios, fireboxes, lifts, etc.) • Construction or renovation of power, signal, and communications systems 	<ul style="list-style-type: none"> • Construction of small passenger shelters and information kiosks • Reconstruction or renovation of transit buildings and structures • Rehabilitation or reconstruction of track structures, track, and track bed in existing rights-of-way • Purchase of new buses and rail cars to replace existing vehicles or for minor expansions of the fleet ¹ • Construction of new bus or rail storage/maintenance facilities categorically excluded in 23 CFR part 771
OTHER	
<ul style="list-style-type: none"> • Specific activities which do not involve or lead directly to construction, such as: • Planning and technical studies • Grants for training and research programs • Planning activities conducted pursuant to Titles 23 and 49 U.S.C. • Federal-aid systems revisions • Engineering to assess social, economic, and environmental effects of the proposed action or alternatives to the action • Noise attenuation • Emergency or hardship advance land acquisition (23 CFR 712.204(d)) 	<ul style="list-style-type: none"> • Acquisition of scenic easements • Plantings, landscaping, etc. • Sign removal • Directional and informational signs • Transportation enhancement activities (except rehabilitation and operation of historic transportation buildings, structures, or facilities) • Repair of damage caused by natural disasters, civil unrest, or terrorist acts, except projects involving substantial functional, locational or capacity changes

¹ In PM10 nonattainment or maintenance areas, such projects are exempt only if they are in compliance with control measures in the applicable implementation plan

Since the SETRPC region has been declared to be in attainment with air quality regulations, the special rules to document conformance with air quality standards for projects in the MTP or TIP, and the category of exempt projects, are not applicable at this time. This section detailing public participation requirements for these special rules is retained to maintain the necessary public participation procedures in the plan and to ensure that those procedures remain consistent with other elements of the plan.

Appendix D: Glossary of Transportation Planning Terminology

Americans with Disabilities Act of 1990 (ADA) - ADA requires public transportation to provide equal access to those with one or more disabilities.

Attainment Area - A metropolitan area which is in compliance with the National Ambient Air Quality Standards identified in the Clean Air Act Amendments of 1990. The JOHRTS area was formerly a nonattainment area, but has progressed in conformity to an attainment status.

Bicycle Rack - A small, fixed framework designed to secure bicycles.

Bike Lane - A portion of a roadway designated by striping, signing, and pavement markings for the preferential or exclusive use of bicycles.

Bike Path - A bikeway physically separated from motorized vehicular traffic by an open space or barrier and either within the highway right-of-way or within its own right-of-way.

Bike Route - A segment of a system of bikeways designated by the jurisdiction having authority with appropriate directional and informational markers. Bike routes are shared with vehicular traffic.

Bikeway - An all-inclusive classification of any road, path, or way which in some manner is specifically designated as being open to bicycle travel, regardless of whether such facilities are designated for the exclusive use of bicycles or are to be shared with other modes of transportation.

Clean Air Act Amendments of 1990 (CAAA) – Legislation that identified vehicles as one of the primary sources of pollution and called for stringent new requirements in metropolitan areas and states where attainment of National Ambient Air Quality Standards (NAAQS) is a potential problem.

Conformity - A process defined in the Clean Air Act Amendments and required for nonattainment areas which involves assessing the compliance of a transportation plan, program, or project with the State Implementation Plan (SIP).

Congestion Mitigation and Air Quality Improvement Program (CMAQ) - The CMAQ Improvement Program provides funding for transportation-related projects that help attainment of clean air standards under the CAAA.

Environmental Justice (EJ) – The fair treatment and meaningful involvement of all people in the development, implementation, and enforcement of programs regardless of race, color, national origin, or income. Compliance with EJ regulations requires that SETRPC track access to and impacts of its activities for Census Tracts with high concentrations of the populations of interest.

Fixing America's Surface Transportation Act (FAST Act) – The current federal transportation authorization and funding bill, signed into law on December 4, 2015 as the successor to ISTEA LU. The FAST Act provides transportation funding totaling \$305 billion for fiscal years 2016 through 2020.

Appendix D: Glossary of Transportation Planning Terminology

Four-Factor LEP Guidelines - Guidelines provided to determine reasonable accommodations for persons with limited English proficiency. The four factors consider the number or proportion of LEP persons in the region, the frequency of their contact with SETRPC, the nature and importance of the services provided by SETRPC to the LEP population, and the resources available to provide LEP assistance.

High-Occupancy Vehicle (HOV) - A High-Occupancy Vehicle is a vehicle containing multiple persons.

Intelligent Transportation Systems (ITS) - ITS are advanced technologies used to improve the safety, security and efficiency of the surface transportation system.

Intermodal - The interaction of various modes of transportation, particularly as it relates to connections, choices, coordination, and cooperation.

Intermodal Surface Transportation Efficiency Act (ISTEA) - The Act was signed into law on December 18, 1991, and was effective for a six-year period (federal fiscal year 1992 through 1997). ISTEA resulted in broad changes to the way transportation decisions are made by emphasizing diversity and balance of modes and preservation of existing systems over construction of new transportation facilities.

Jefferson- Orange-Hardin Regional Transportation Study (JOHRTS) – The JOHRTS area is the 3-county area for which SETRPC is the MPO.

Level of Service (LOS) - A measure used in transportation planning and traffic engineering often used to measure the level of congestion. The Highway Capacity Manual defines six levels of service, ranging from LOS A (best) to LOS F (worst).

Limited English Proficiency (LEP) - Recognizes that a person's treatment as influenced by their inability to speak, read, write, or understand English can be a form of discrimination based on national origin. SETRPC uses the "four-factor LEP guidelines" to ensure that it accommodates its LEP populations.

Metropolitan Planning Organization (MPO) - The agency designated by the governor of each state to carry out long range transportation planning for a designated metropolitan area. The SETRPC serves as the MPO for the JOHRTS area.

Metropolitan Transportation Plan (MTP) - A 20-year Plan (minimum horizon required by ISTEA) which is required for both metropolitan areas (greater than 50,000 population) and states. The Plan must consider social, environmental, energy, and economic factors in determining overall regional and state goals.

Model - A mathematical representation of relationships within a system that is used to analyze various conditions based on changes in the relationships. For example, in transportation, future travel demand can be forecast based on changes or projections in socio-economic data.

Multimodal - Involves more than one type of transportation for moving goods and/or persons.

Appendix D: Glossary of Transportation Planning Terminology

Nonattainment Area - A metropolitan area which is not in compliance with the National Ambient Air Quality Standards. Areas can be considered nonattainment for one or more pollutants including carbon monoxide (CO), ozone, and particulate matter (PM). In nonattainment areas, long range plans and Transportation Improvement Programs (TIPs) must demonstrate conformity with the State Implementation Plan (SIP) before receiving approval, and thus, federal funding for transportation improvements. JOHRTS was formerly classed a nonattainment area for the 2008 eight-hour ozone and 1997 eight-hour and one-hour ozone standards. The region has been reclassified as in attainment with the 1997 standards effective November 19, 2010, and as Unclassifiable/Attainment for the 2008 standards effective July 20, 2012.

Park-n-Ride - A transit access mode, in which people drive their private vehicles to a transit stop, park in a designated area, and then ride the transit system.

Right-of-Way (ROW) - ROW is a strip of land or property acquired or designated for transportation purposes.

Roundabout - A circular intersection with yield control of all entering traffic, channelized approaches, and appropriate geometric curvature to ensure circulatory travel speeds of less than 30 mph.

Safe, Accountable, Flexible, Efficient Transportation Equality Act: A Legacy for Users (SAFETEA-LU) - An act was signed into law on August 10, 2005, authorizing expenditure of \$286 billion for a six-year period (federal fiscal year 2004 through 2009). On March 18, 2010 an extension was signed through December 31, 2010. SAFETEA-LU was designed to address challenges such as improving safety, reducing traffic congestion, improving efficiency in freight movement, increasing intermodal connectivity, and protecting the environment.

South East Texas Regional Planning Commission (SETRPC) - SETRPC is the MPO for the JOHRTS area.

State Implementation Plan (SIP) - A plan developed by the state to ensure attainment of National Ambient Air Quality Standards.

Statewide Transportation Improvement Program (STIP) - The STIP includes projects to be implemented throughout Texas consistent with the Statewide Transportation Plan.

Surface Transportation Program (STP) - A funding category which provides flexibility in the expenditure of "road" funds for non-motorized and transit modes, and for a category of activities known as transportation enhancement, which could be used to enhance the historic, environmental, and multimodal characteristics of the transportation system.

Title VI - Federal legislation providing that no person shall be denied benefits or excluded from participation in any program receiving federal assistance on the grounds of race, color, or national origin. The SETRPC's drive to comply with Title VI in letter and in spirit is the basis for its programs in public participation, Environmental Justice, and Limited English Proficiency.

Transportation Enhancement Activities (TEAs) - A range of ten projects with an objective that extends beyond that of providing a transportation function (e.g. bicycle facilities).

Appendix D: Glossary of Transportation Planning Terminology

Transportation Alternative Program Funds - A sub-allocation of the STP to be used for transportation projects that represent efforts over and above what would normally be undertaken.

Transportation Improvement Program (TIP) - The TIP is a financially constrained short-range document that lists specific projects to be implemented within the JOHRTS area. Projects included in the TIP must be consistent with the long-range plan, and inclusion of projects in the TIP is a requirement for the use of federal transportation funding.

Transportation Management Area (TMA) - Urbanized areas with over 200,000 population are designated as TMAs. Within each TMA, plans and programs must be based on a continuing and comprehensive transportation planning process carried out by the MPO in cooperation with the state and local transit operators. Despite having a current population of over 200,000 the SETRPC-MPO area has not been designated a TMA because its two urbanized areas are considered to be separate, and individually both have populations less than 200,000.

Transportation Mode - A means of transporting people and goods that includes automobiles, transit (i.e. buses, carpooling, HOV lanes, fixed guideway), bicycling, walking, air travel, railroads, waterways, and trucking.

Transportation System Management (TSM) - TSM includes relatively low cost expenditures used to improve the efficiency and safety of the existing transportation system (i.e. intersection modification, traffic signalization, and signal timing coordination).

Urbanized Area (UZA) - A statistical geographic entity consisting of a densely settled core created from census tracts or blocks and contiguous qualifying territory that together have a minimum population of at least 50,000 persons.

Vehicle Hours Traveled (VHT) – Vehicle Hours Traveled, a measure of time spent travelling in a vehicle, often summed up for all vehicles over all roads for a given time period.

Vehicle Miles Traveled (VMT) – Vehicle Miles Traveled, a measure of the distance travelled by a vehicle, often summed up for all vehicles over all roads for a given time period.

Volume to Capacity Ratio (V/C Ratio) - Volume (V) to Capacity (C) Ratio representing demand over supply. Demand is expressed as vehicles per hour per lane, or volume, and capacity is maximum number of vehicles that can traverse a given section of roadway during a specific timeframe.

Appendix E: Public Participation Contacts Database

The Public Participation Contacts Database is a key component to maintaining meaningful public participation opportunities in the SETRPC region. The database provides the data for individuals who attend public meetings and choose to provide their contact information for participation in future outreach efforts. Additionally, the database lists contact information for special interest groups, organizations, and governments affected by transportation decisions. The data for individuals and groups is the mechanism for ongoing consultation with the public.

The first part of the Public Participation Contacts Database is the listings for individuals. This is sourced from the individuals who attend public meetings or provide their contact information to SETRPC or project-specific websites, comment boards, or other venues provided by the public participation process. One MOE for the public participation process is to contact at least 50% of the individuals listed in the database each year. Individuals will remain on the database until the updates reveal that their contact information is no longer valid or until they request to be removed.

The second part of the Public Participation Contacts Database is the listings for special interest groups, organizations, and governments. This portion of the database provides contact information and consultation opportunities for groups referenced in 23 CFR 450.32(a) and 23 CFR 450.32(b), along with other groups representing industries or individuals with an interest in regional transportation planning. The categories of contacts in this portion of the database include:

- Voting and non-voting Transportation Planning Committee (TPC) members, which includes city and county governments, TxDOT, State and US Representatives, TCEQ, FHWA, and the Coast Guard.
- Elected officials and government contacts at the federal, state, county, and city levels are also listed on the database, with some overlap with the TPC. The expanded list includes County Commissioners, County Clerks, and City Council members.
- Newspapers, radio stations, civic organizations, and government agencies who focus specifically on Title VI targeted populations. This category also includes advocates for various disabled populations and a listing of local American Sign Language interpreters.
- Public and private transportation interests including government agencies, representatives of public transportation operators, bicycle and pedestrian advocates, representatives of public transit riders, freight transportation providers, public ports and airports, public transit providers, intercity bus, taxi and rideshare services.
- Media contacts including general circulation newspapers, FM and AM radio stations, and television stations.
- The listing for major employers is cross-referenced to the list of special generators defined by the SETRPC-MPO for its demographics database. It includes major regional hospitals, refineries, malls, prisons, universities, and representatives of public transit operators.
- Civic organizations listed in the database include Main Street organizations and Chambers of



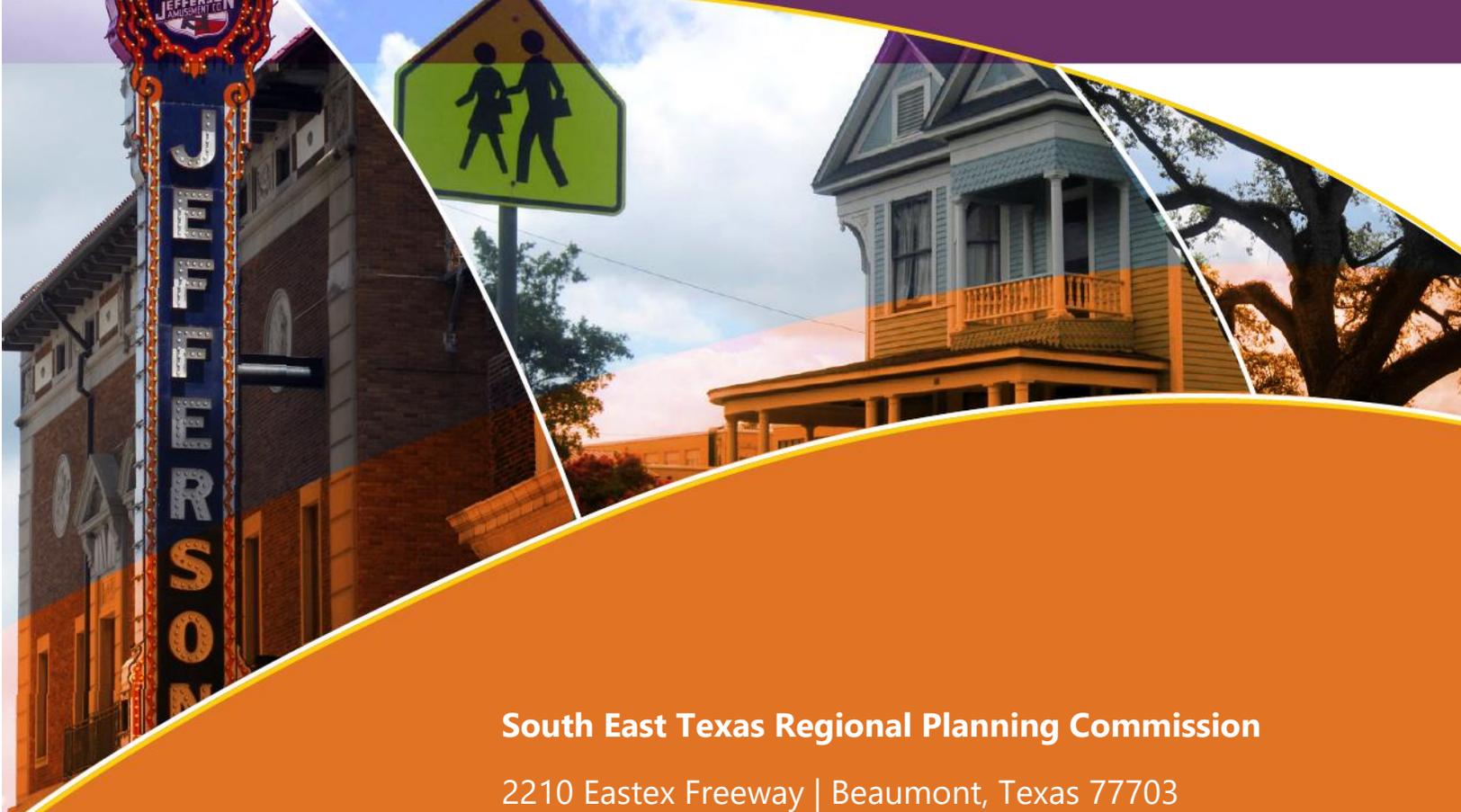
Appendix E: Public Participation Contacts Database

Commerce from regional cities.

- Universities are cross-referenced and listed in a separate tab.
- Regulatory and disaster preparedness organizations include air quality regulatory agencies and natural disaster risk managements groups such as the American Red Cross, County Offices of Emergency Management, county Local Emergency Planning Committees, and the Texas Department of Public Safety's Division of Emergency Management.
- Tourism and economic development agencies listed in the database are cross-referenced to include Chambers of Commerce from regional cities and city Convention & Visitor's Bureaus.

Appendix F: Public Participation Documentation

THIS PAGE IS A PLACEHOLDER FOR PUBLIC PARTICIPATION DOCUMENTATION FOR THIS PUBLIC PARTICIPATION PLAN



South East Texas Regional Planning Commission

2210 Eastex Freeway | Beaumont, Texas 77703

409-899-8444 ext. 7520

www.setrpc.org



TRANSPORTATION &
ENVIRONMENTAL
RESOURCES

FOR IMMEDIATE RELEASE

July 1, 2020

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

**Public Encouraged to Provide Comments on the JOHRTS
“Draft” Public Participation Plan, Amendment #1
“SETRPC to Host a Public Meeting on Thursday, July 16th”**

(Beaumont) --- The South East Texas Regional Planning Commission (SETRPC) will host a public meeting on **Thursday, July 16, 2020**, providing citizens in Jefferson, Orange and Hardin Counties the opportunity to learn about and comment on the **JOHRTS “Draft” Public Participation Plan, Amendment #1**. “This is an opportunity for the public to be directly involved in the process and have their voices heard as we make recommendations to the public input process to ensure that all citizens of the JOHRTS region can participate and comment on activities performed by this agency. Public input is an essential part of all activities undertaken by our agency and we want to make sure the needs of our region are properly addressed,” says Bob Dickinson, Director of Transportation and Environmental Resources for SETRPC. To view a summary of the proposed Amendment #1 go to <https://www.setrpc.org/divisions/ter/> and scroll down to Latest News. A copy of the complete “draft” Public Participation Plan is also included in Latest News.

The 45-day public comment period is being held July 1 through August 14, 2020. The public is encouraged to attend the meeting or provide written comments by 5:00 PM, August 14, 2020. The public meeting will be held in **Beaumont** at the following location:

Thursday, July 16, 2020 - 3:00 PM
Transportation Conference Room
South East Texas Regional Planning Commission
2210 Eastex Freeway, Beaumont, Texas

The public meeting also has a GoToMeeting option:

Please join my meeting from your computer, tablet or smartphone. <https://www.gotomeet.me/SETRPC/ter>
You can also dial in using your phone. United States (Toll Free): [1 877 309 2073](tel:18773092073) **Access Code:** 499-824-429. New to GoToMeeting? Get the app now and be ready when your first meeting starts:
<https://global.gotomeeting.com/install/499824429>

This meeting is designed to solicit the public’s ideas and input on public participation issues for the agency. The public is strongly encouraged to be an active part of this process by attending the meeting. For more information or for special needs requests (48 hours), please contact **Bob Dickinson** at (409) 899-8444 extension 7520 or bdickinson@setrpc.org.

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

**Public Encouraged to
Provide Comments on the
JOHRTS "Draft" Public
Participation Plan**

*"SETRPC to Host a Public
Meeting on Thursday, July
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(Beaumont) --- The South
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Public Participation Plan.
"This is an opportunity for the

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their voices heard as we
make recommendations to the

public input process to
ensure that all citizens of
the JOHRTS region can
participate and comment on

activities performed by this
agency. Public input is an
essential part of all activities
undertaken by our agency

and we want to make sure
the needs of our region are
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Bob Dickinson, Director of
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**Thursday, July 16, 2020 -
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Conference Room
South East Texas
Regional Planning
Commission
2210 Eastex Freeway,
Beaumont, Texas**

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more

information or for special
needs requests (48 hours),
please contact Bob
Dickinson at (409) 899-8444
extension 7520 or
bdickinson@setrpc.org.

*SETRPC is designated as
the Metropolitan Planning
Organization (MPO) for the
Jefferson-Orange-Hardin
Regional Transportation
Study (JOHRTS)*

*area. SETRPC, in
conjunction with the Texas
Department of
Transportation, local
governments and other
interested parties, facilitates
the regional multi-model
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We Value Your Input

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

As part of the continuing, cooperative and comprehensive transportation planning process, the SETRPC-MPO will be hosting a public meeting to provide the public an overview of, and an opportunity to comment on the JOHRTS "Draft" Public Participation Plan, Amendment #1. The plan outlines the process this agency uses to ensure that all of the citizens in the JOHRTS region are included in the public participation process.

Thursday, July 16, 2020
3:00 PM
Transportation Conference Room
South East Texas Regional Planning Commission
2210 Eastex Freeway
Beaumont, Texas 77703

The JOHRTS "Draft" Public Participation Plan, Amendment #1 can be downloaded at www.setrpc.org/ter. The 45-day public comment period ends on Friday, August 14, 2020. Please attend this meeting to provide input, or submit written comments by 5:00 PM, August 14, 2020 to Bob Dickinson at the South East Texas Regional Planning Commission, 2210 Eastex Freeway, Beaumont, Texas 77703. For more information or for special needs requests (48 Hours), please contact Bob Dickinson at (409) 899-8444 extension 7520 or bdickinson@setrpc.org.

NOTICE TO CREDITORS

Notice is hereby given that original Letters Testamentary for the Estate of CHARLES DEAN CARRIER, Deceased, were issued on June 1, 2020, in Cause No. 123,219, pending in the County Court of Jefferson County, Texas, to: MARY ANN CARRIER.

The address of such Independent Executor is:

Mary Ann Carrier
c/o Bradley & Steele
3120 Central Mall Drive
Port Arthur, TX 77642

All persons having claims against this Estate which is currently being administered are required to present them within the time and in the manner prescribed by law.

DATED the 22nd day of June, 2020.

BRADLEY & STEELE,
PLLC

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ATHONY MALEEY, III
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(409) (409) 724-7979

TO CREDITORS

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TO CREDITORS

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Beaumont, Texas 77701.

DATED the 24th day of June, 2020.

Morgan Jeanette Hawley
Independent Executrix
of the Estate of
Fara Newton, Deceased

CITATION BY PUBLICATION PERSON

Case No. A-205465

58th JUDICIAL DISTRICT
COURT OF JEFFERSON
COUNTY, TEXAS

PAMELA HORN DANNA
AND ARLIE RAY HORN,
JR.

VS.
THE UNKNOWN
TRUSTEES AND THE
UNKNOWN
BENEFICIARIES OF THE
LADENE D. HORN
CARING TRUST, THE
ARLIE R. HORN CARING
TRUST, THE ARLIE R.
HORN AND LADENE D.
HORN JOINT CARING
TRUST, AND THE ARLIE
R. HORN AND LADENE
D. HORN COMMUNITY
CARING TRUST

To: The Unknown
Trustees and the
Unknown Beneficiaries
of the above-named
trusts
Defendant

You have been sued. You may employ an attorney. If you or your attorney do not file a written answer with the clerk who issued this citation by 10:00 a.m. on the Monday next following the expiration of 42 days after the date this citation was issued, a default judgment may be taken against you, the answer date being at or before 10 o'clock A.M. on Monday, July 20, 2020. Said answer may be filed by mailing same to: District Clerk's Office, 1085 Pearl, Room 203, Beaumont, Texas 77701, or by bringing it to the office. The case is presently pending before the 58th District Court of Jefferson County sitting in Beaumont, Texas, and was filed on the 5th day of March, 2020. It bears cause number EA-205465 and is styled:

PAMELA HORN DANNA
AND ARLIE RAY HORN,
JR.

VS.
THE UNKNOWN
TRUSTEES AND THE
UNKNOWN
BENEFICIARIES OF THE
LADENE D. HORN
CARING TRUST, THE
ARLIE R. HORN CARING
TRUST, THE ARLIE R.
HORN AND LADENE D.
HORN JOINT CARING
TRUST, AND THE ARLIE
R. HORN AND LADENE D.
HORN COMMUNITY
CARING TRUST
Defendants

The name and address of the attorney for the Plaintiff (or Plaintiffs if pro se) is:
Frank A. Adams
3280 Delaware Street
Beaumont, TX 77703

The nature of the demands of said Plaintiffs is shown by a true and correct copy of Plaintiff's ORDER (SUBSTITUTE SERVICE) accompanying this citation and made a part thereof.

Issued under my hand and the seal of said court at Beaumont, Texas, this the 4th day of June, 2020.

JAMIE SMITH,
DISTRICT CLERK
JEFFERSON COUNTY.

by the City Clerk of the City of Beaumont, City Hall, 801 Main Street, Room 125, Beaumont, Texas 77701, until 2:00 P.M. (CST) THURSDAY, JULY 9, 2020 and all bids will be opened and publicly read in the City Council Chambers on that date for:

EMERGENCY SERVICES - RENTAL OF PORTABLE TOILETS

Bids shall be submitted to the City Clerk's Office, 801 Main, Room 125, Beaumont, Texas 77701, prior to the above stated time.

Bidding forms, specifications and all necessary information may be obtained from the Purchasing Division, City Hall, 801 Main, Room 315, Beaumont, Texas 77701. Vendors requesting bid packets should call the Purchasing Division at (409) 880-3720 or you may download the specifications from our website at:

<https://beaumonttexas.gov/departments/purchasing/bid-information/>

The City reserves the right to reject any or all bids, or to accept any bid or combination of bids deemed advantageous to it.

Please make reference to Bid Number: PF0620-16

Bid Closing Date: July 9, 2020

Tina Broussard, TRMC
City Clerk

NOTICE OF SALE

THE STATE OF TEXAS
COUNTY OF JEFFERSON

BY VIRTUE OF AN ORDER OF SALE

and issued pursuant to judgment decree(s) of the 136th District Court of Jefferson County, Texas, by the Clerk of said Court on said date, in the hereinafter numbered and styled suit(s) and to me directed and delivered as Sheriff or Constable of said County, I have on June 10, 2020, seized, levied upon, and will, on the first Tuesday in July, 2020, the same being the 7th day of said month, inside the Courthouse at 1085 Pearl Street, in the City of Beaumont, Texas, between the hours of 10 o'clock a.m. and 4 o'clock p.m., on said day, proceed to sell for cash to the highest bidder all the right, title, and interest of the defendants in such suit(s) in and to the following described real estate levied upon as the property of said defendants, the same lying and being situated in the County of Jefferson and the State of Texas, to-wit:

SALE #1

Cause #
052600-000-004800-00000-3

Judgment Date:
February 18, 2020

Style of Case:
OVATION SERVICES, LLC
v. GARY RICHARD
KELLOGG

Public Participation Plan Amendment # 1



Presentation to the
JOHRTS Public Meeting
Thursday, July 16, 2020

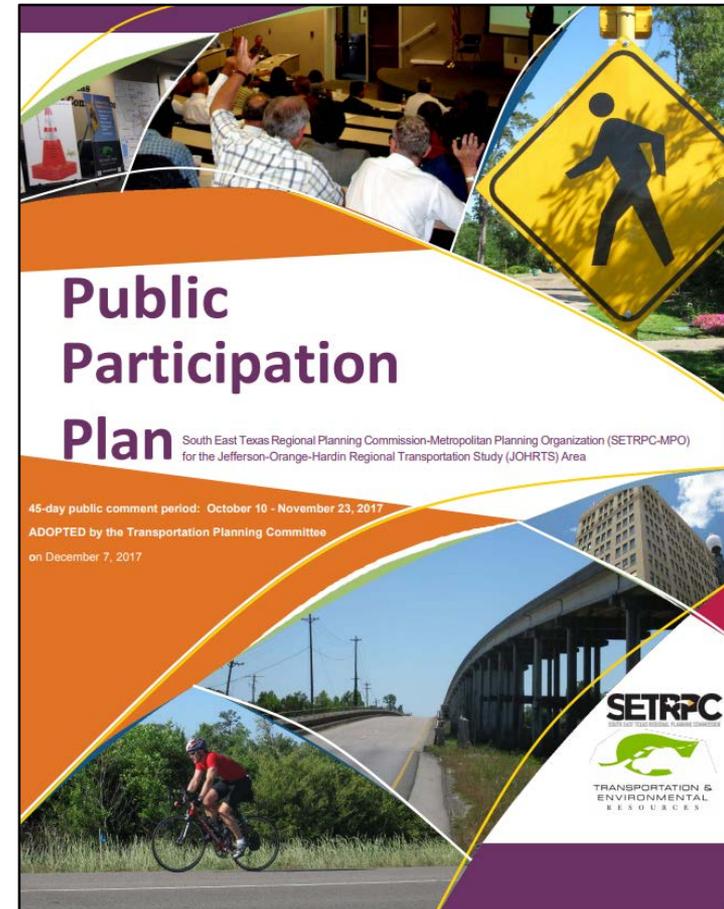


Overview

- Background
- Purpose of Amendment
- Virtual Public Participation Toolbox
 - Online Meetings
 - Interactive Meeting Websites
 - Interactive Mapping
 - Virtual Walking/Driving Tours
 - Instant Polling
 - Online Surveys
- Matching the Right Tool to the Right Activity
- SETRPC Website
- Title VI
- Measures of Effectiveness
- Next Steps
- Comments and Questions

Background

- The Public Participation Plan (PPP) outlines procedures to support citizen participation.
- Federal legislation calls for methods that engage the general public, public agencies, and stakeholders.
- Public involvement fosters an opportunity for better decision-making and collective acceptance of transportation plans and programs.
- The current PPP was adopted by the Transportation Planning Committee on December 7, 2017.



Purpose of Amendment

- Given recent disruptions to traditional public participation methods, there is a clear need to have procedures in place for the use of virtual public participation methods.
- Virtual public participation methods are resilient, allowing continued engagement and outreach to the public despite disruptions. This helps ensure projects are not delayed.
- Virtual public participation can supplement traditional methods and engage different groups, expanding outreach efforts.
- This amendment outlines what virtual tools are available, what benefits each tool provides, and how they will be used.

Virtual Public Participation Toolbox

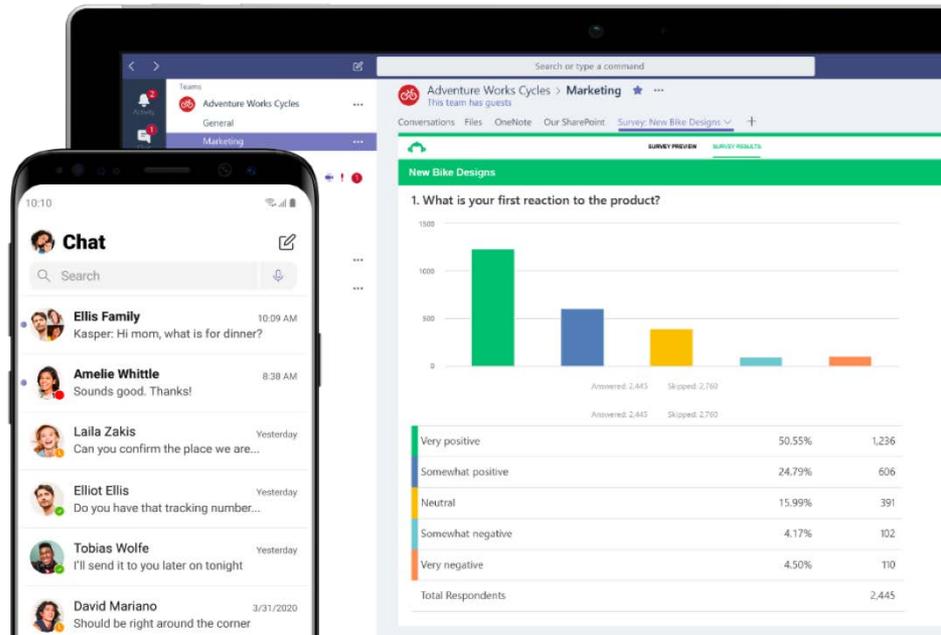
- The Virtual Public Participation Toolbox serves to expand the reach of public participation efforts and to complement in-person meetings and events.
- These tools can also broaden the reach of public participation by providing a convenient platform to engage members of the public who traditionally do not attend in-person events.

Tools:

- Online Meetings
- Interactive Meeting Websites
- Interactive Mapping
- Virtual Walking/Driving Tours
- Instant Polling
- Online Surveys

Online Meetings

- Live, online meetings allow for individuals to connect via their computer or smartphone.



Above: Microsoft Teams online meeting platform example

Interactive Meeting Websites

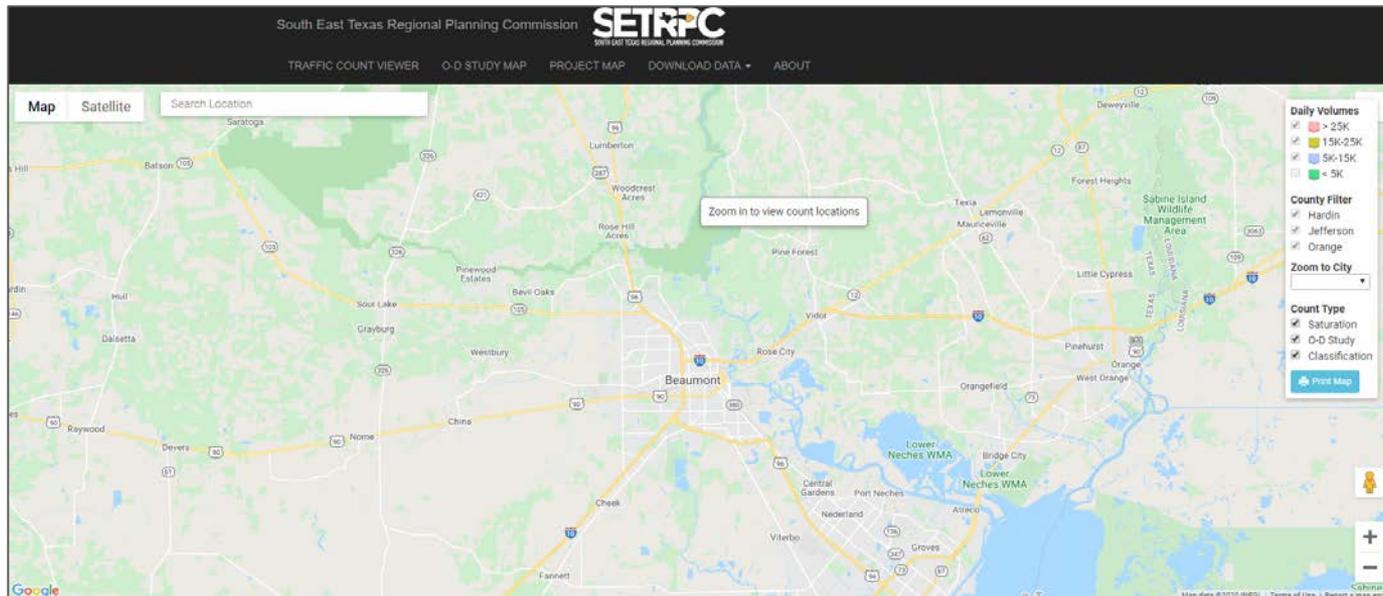
- Interactive meeting websites can include online displays of poster boards presented at public meetings with or without audio recordings of staff explaining various aspects of the boards.



Above: Interactive Meeting Website used in a TxDOT public participation process for the Horizon Boulevard Corridor Master Plan.

Interactive Mapping

- Interactive mapping tools provide a tool for the public to define different layers of data for viewing.
- The tool can be tailored to allow individuals to provide comments on the map that are linked to specific geographic locations



Above: The SETRPC-MPO's online GIS map viewer.

Virtual Walking / Driving Tours

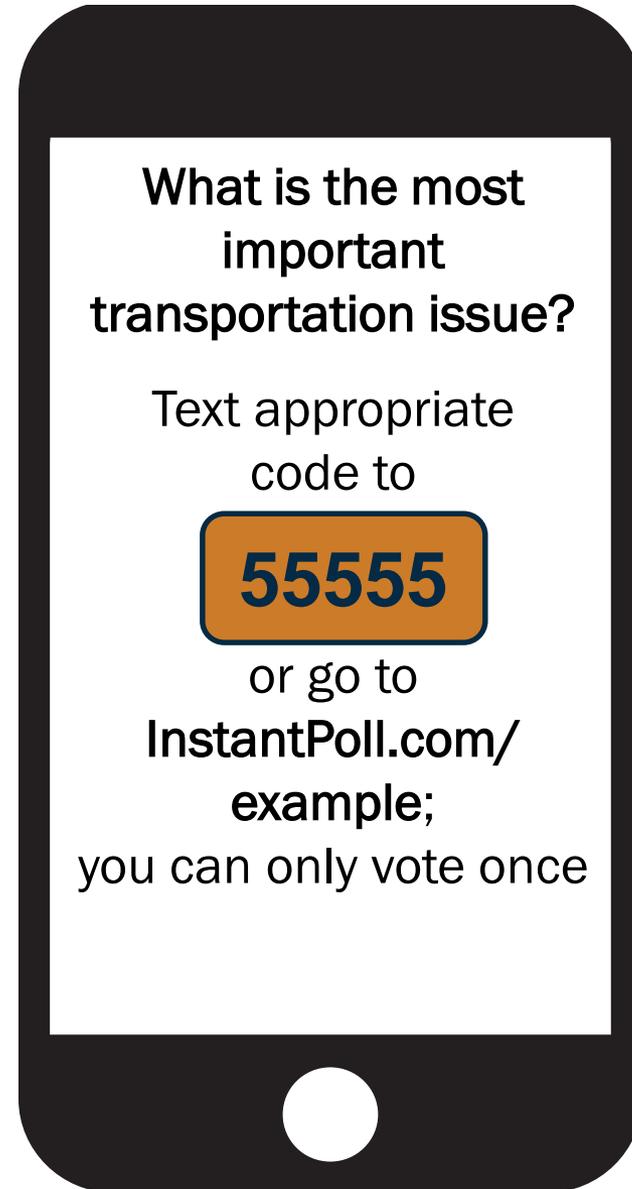
- Virtual walking and driving tours can be provided as a video recordings, slideshow pictures, or 3-D animations.



Above: 3-D animation from Google Earth.

Instant Polling

- Instant polling uses a smartphone app to allow the public to vote on options in real time.
- Polling responses can be summarized instantly through visualizations such as pie charts, word clouds, etc.



Online Surveys

- Online surveys allow staff to gather public feedback using survey responses collected through a web-based platform.
- Compared to physical surveys, online surveys allow for extensive supporting graphics, more questions, and more convenience for respondents.



Matching the Right Tool to the Right Activity

- The appropriate virtual tool depends on the desired outcome of the event.
- Some tools are intended to simply share information, some are more adept at facilitating interaction between staff and the community, and some are best for gathering public comments.

	Public Meeting	Open House	Focus Group	Stakeholder Meeting	Transportation Planning Committee
Online Meeting	✓	✓	✓	✓	✓
Interactive Meeting Websites	✓	✓	✓		✓
Interactive Mapping	✓	✓	✓		✓
Virtual Walking / Driving Tours		✓	✓	✓	✓
Instant Polling	✓	✓	✓		✓
Online Surveys	✓	✓	✓	✓	✓

SETRPC Website

- The SETRPC-MPO will continue to use their website as the base and reference point for all public participation.
- The SETRPC-MPO website will provide a “how-to” guide for virtual public participation for each event, to include an explanation of the platform being used, how to access the event, and how to provide comments or ask questions.
- Recordings of any online meetings or other types of live event will be made available on the SETRPC-MPO website.
- Notifications for virtual public meetings and events will be the same as traditional formal public meetings. All notifications for virtual events will provide a hyperlink to the main project page on the SETRPC-MPO website.

Title VI

- There are still some households in the SETRPC region without access to the internet.
- While virtual public participation strategies can widen the reach of engagement efforts, some virtual tools will not be accessible to everyone.
- The appropriate mix of public participation tools will consider those without internet access, in addition to the special needs and abilities of minority, low-income, and limited English proficiency populations.

Measures of Effectiveness

- This amendment adds an additional Measure of Effectiveness to the Public Participation Plan:

“100% of all virtual public participation events are referenced on the SETRPC website”

Next Steps

- The public review and comment period for the amendment is 45 days.
- The SETRPC-MPO will summarize and address any public input received, and the Transportation Planning Committee will consider the public input received prior to the adoption of the amended Public Participation Plan.

Comments and Questions

For any comments or questions, please contact:

Bob Dickinson

bdickinson@setrpc.org

(409) 899-8444 ext. 7520



TRANSPORTATION &
ENVIRONMENTAL
RESOURCES

REGISTRATION

PLEASE PRINT

MEETING:

Public Meeting
Amendment #1

LOCATION:

JOHRTS Public Participation Plan
SETRPC and GOTOMEETINGS
Beaumont, Texas

DATE:

Thursday, July 16, 2020 – 3:00 PM

NAME	TITLE	AGENCY	PHONE	EMAIL
1. Bob Dickinson	Director	SETRPC	409-899-8444	bdickinson@setrpc.org
2. Jimmie Lewis	Trans. Planner	SETRPC	409-899-8444	jlewis@setrpc.org
3. Scott Ayres	Attended meeting with GOTOMEETINGS	TX DOT	409-898-5743	scott.ayres@txdot.gov
4. Bob Dickinson				
5.				
6.				
7.				
8.				
9.				
10.				

JOHRTS Proposed NHS and Functional Classification Changes - Revised September 2020

Corridor	Limits	Original Proposed Action	Follow-up	Revised Action
FM 364	Phelan to US 90	Upgrade to Principal Arterial and add to NHS	The proposed action was deferred by TxDOT and the FHWA for consideration at a later date. Therefore, FM 364 needs to be removed from the NHS from SH 105 to Phelan at this time.	Remove FM 364 from the NHS from SH 105 to Phelan
US 90	Liberty County Line to Keith Rd/Beaumont Municipal Airport	Add to NHS	NA	No change to original action
11th Street	US 69 to Washington Blvd	Reduce to minor arterial and remove from NHS	NA	No change to original action
Calder	IH-10 to Willow	Reduce to minor arterial and remove from NHS	Calder was incorrectly shown as being on the NHS - it is not currently on the NHS	No action - leave as principal arterial
College Street	IH-10 to Pearl	Reduce to minor arterial and remove from NHS	NA	No change to original action
Willow/Park/Pearl	IH-10 to College Street	Reduce to minor arterial and remove from NHS	NA	No change to original action
9th Avenue	FM 365 to SH 73	Reduce to minor arterial and remove from NHS	NA	No change to original action
FM 365	Spur 93 to US 69	Reduce to minor arterial and remove from NHS	NA	No change to original action
Bu 90Y	IH-10 (W. Intersection) to SH 87 (W. Intersection)	Reduce to minor arterial and remove from NHS	NA	No change to original action
SH 62	IH-10 to SH 73	Upgrade to Principal Arterial and add to NHS	SH 62 was incorrectly shown as not being on the NHS - it is currently on the NHS as a minor arterial	No action - leave as-is.
SH 87	Newton Co/L to S Teal Drive	Upgrade to Principal Arterial and add to NHS	NA	No change to original action
FM 3247	IH-10 to BU 90Y	Reduce to minor arterial and remove from NHS	FM 3247 was incorrectly shown as being on the NHS - it is not currently on the NHS	No action - leave as principal arterial
FM 105	Old Hwy 90 to FM 1131	Reduce to minor arterial and remove from NHS	NA	No change to original action



Date: September 24, 2020

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

From: Bob Dickinson, Director
Transportation and Environmental Resources Division

Subject: Adoption of Resolution Adopting Minor Revisions to the National Highway System within the JOHRTS Region.

Attached for your review and consideration is a resolution adopting minor revisions to the National Highway System within the JOHRTS three-county region.

The JOHRTS Technical Committee reviewed a list of recommended changes from TxDOT and MPO staff that would add, remove, or reclassify roadways within the region to conform with criteria from the Federal Highway Administration. After a lengthy discussion, the JOHRTS Technical Committee agreed on the proposed list of changes approved by the TPC on June 6, 2019.

These revisions were then submitted to the TxDOT Transportation Planning and Programming Division (TP&P) and the Federal Highway Administration (FHWA) for their review and comment.

After their evaluation and assessment, TxDOT TPP and FHWA requested that we make some minor revisions to the projects submitted. These revisions are noted in the accompanying resolution.

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

President – Rebecca Ford, Bevil Oaks | 1st VP – Mary Adams, Kountze | 2nd VP - Terri Gauthier, Bridge City
3rd VP – Michael Sinegal, Jefferson County | Treasurer – Wayne McDaniel, Hardin County | Secretary – Johnny Trahan, Orange County

Executive Director – Shanna Burke
2210 Eastex Freeway Beaumont, Texas 77703-4929
(409) 899-8444 | (409) 347-0138 fax
setrpc@setrpc.org | <http://www.setrpc.org>

Resolution

A RESOLUTION BY THE TRANSPORTATION PLANNING COMMITTEE OF THE JEFFERSON-ORANGE-HARDIN REGIONAL TRANSPORTATION STUDY (JOHRTS) ADOPTING MINOR REVISIONS TO THE NATIONAL HIGHWAY SYSTEM (NHS) WITHIN THE JOHRTS REGION

WHEREAS, the National Highway System (NHS) is a network of major roadways critical to the regional, statewide and national movement of people and goods designated by the Federal Highway Administration (FHWA) in coordination with local officials;

WHEREAS, the Interlocal Connector system identifies the most direct access route between the NHS and major intermodal facilities, as defined by FHWA in Appendix D to Subpart A of 23 CFR 470, and the main NHS;

WHEREAS, the Texas Department of Transportation's (TxDOT's) Transportation Planning and Programming Division (TxDOT-TPP), in coordination with the Federal Highway Administration – Texas Division (FHWA Texas) has completed a comprehensive review of the NHS in Texas, including the Intermodal Connectors and main NHS, to produce recommended modifications to the system;

WHEREAS, TxDOT-TPP has developed these modifications in coordination with FHWA Texas-Beaumont TxDOT District, the South East Texas Planning Commission (SETRPC) staff and the JOHRTS Technical Committee;

WHEREAS, the addition or removal of NHS designation from a roadway does not affect ownership or maintenance of the roadway;

WHEREAS, downgrading the Federal Functional Classification of a roadway from Principal Arterial – Other to Minor Arterial or other functional classification automatically removes it from the NHS unless it provides access to a qualifying intermodal facility;

NOW THEREFORE BE IT RESOLVED, THAT SETRPC MPO SUPPORTS THE FOLLOWING MODIFICATIONS TO THE FUNCTIONAL CLASSIFICATIONS SYSTEM AND NHS:

The functional classification upgrade from Minor Arterial to Principal Arterial – Other and addition to the NHS of the following corridor:

- SH 87 from S. Teal Street to Newton County Line

The addition of the following corridor to the NHS:

- US 90 from Liberty County Line to Beaumont Municipal Airport

The functional classification downgrade from Principal Arterial – Other to Minor Arterial and removal from the NHS of the following corridors:

- 11th Street from I-10 to Washington Ave
- 9th Ave from FM 365 to SH 73
- College Street from I-10 to Pearl St
- FM 105 from FM 1131 to Old Hwy 90
- FM 365 from SH 93 to US 69
- BU 90 from I-10 to SH 87
- Pearl Street from I-10 to College St
- Willow & Park Street from I-10 to College St

The removal from the NHS of the following corridor:

- FM 364 between Phelan Blvd and SH 105

INTRODUCED PASSED BY THE TRANSPORTATION PLANNING COMMITTEE OF THE JEFFERSON-ORANGE-HARDIN REGIONAL TRANSPORTATION SUTDY on this 24th day of September 2020.

ATTEST:

APPROVED:

Donald Smith, P.E., Secretary
JOHRTS Transportation Planning Committee
TxDOT-Beaumont District Engineer

L.W. Cooper, Chairman
JOHRTS Transportation Planning Committee
Hardin County Commissioner, Precinct 1

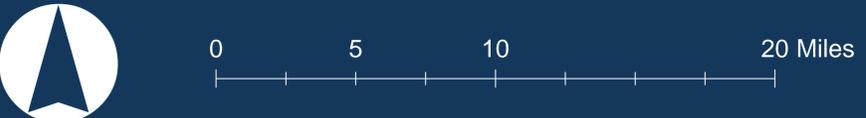
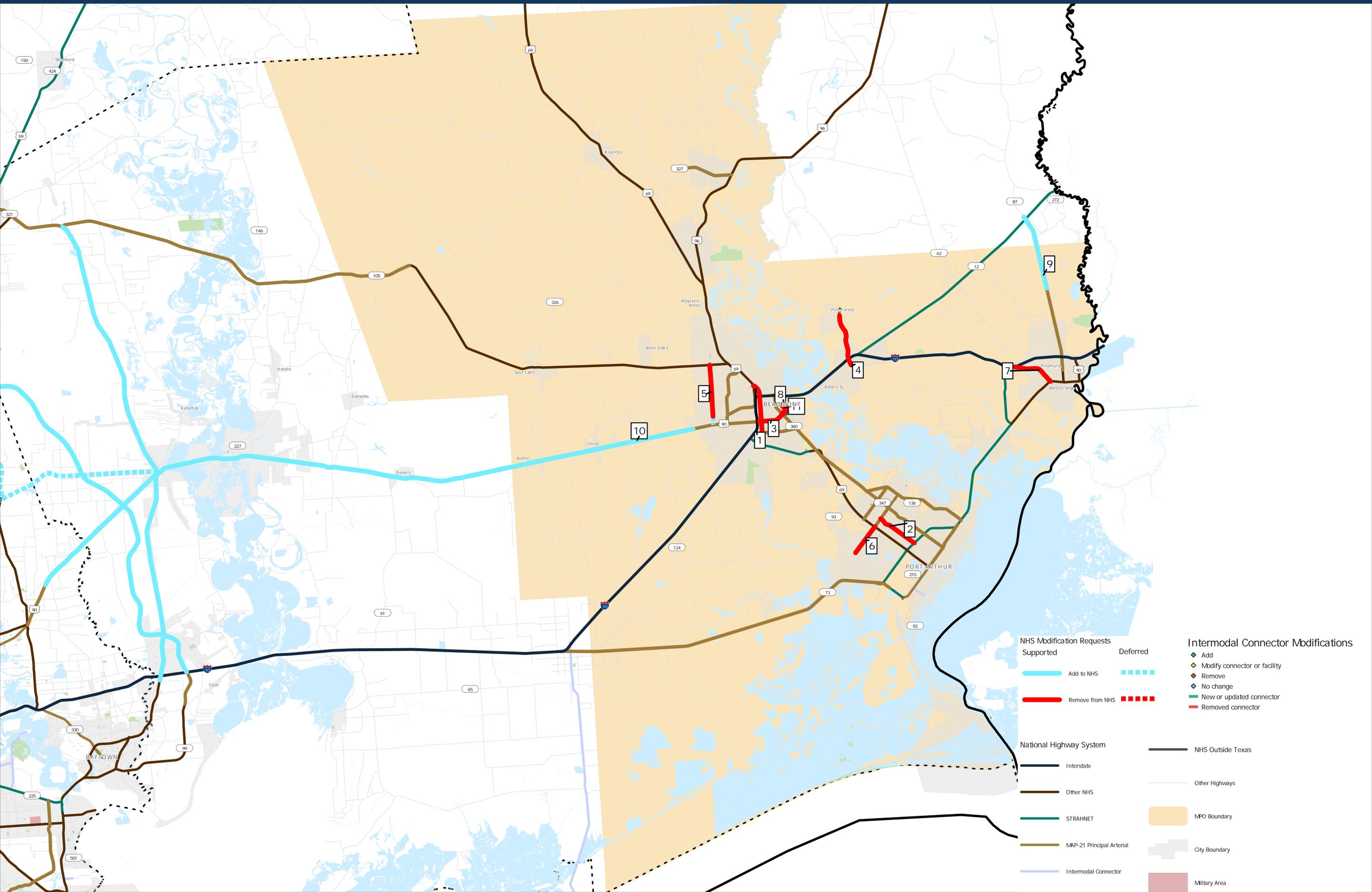
South East Texas Regional Planning Commission Request for Modifications to the National Highway System

This document presents descriptions, statements of justification, and location maps for the National Highway System modification requests being submitted by the South East Texas Regional Planning Council (SETRPC). A total of eight corridors are being submitted for a downgrade from Principal Arterial – Other to Minor Arterial and removal from the NHS. One corridor is being submitted for an upgrade from Minor Arterial to Principal Arterial – Other and addition to the NHS. One corridor is being submitted for addition to the NHS with no functional classification modification required.

Coordination Documentation with Local and Regional Officials

On March 19, 2019 the TxDOT Transportation Planning and Programming Division (TPP) held a meeting with representatives from the TxDOT Beaumont District and the SETRPC to review the NHS in the SETRPC area. Over the following months, TPP, SETRPC MPO staff, and FHWA Texas Division coordinated to identify modifications to the NHS. **On September 24, 2020**, the JOHRTS Transportation Planning Committee passed a resolution supporting this action (see attachment), which TxDOT is forwarding to FHWA for review.

Texas NHS Study - South East Texas NHS Modification Requests



Texas Department of Transportation
 Transportation Planning and Programming Division
 September 16, 2020

Prepared by Jacobs Engineering for the Texas Department of Transportation

**Preliminary Draft
 Subject to Review**

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 Texas Department of Transportation
 Notice
 This map was produced for internal use
 within the Texas Department of Transportation.
 Accuracy is limited to the validity of available
 data as of May 2020.



SETRPC MPO Corridor Modifications

Corridor: 11th Street

Route Description

The route description is documented in Table 1 below.

Table 1 11th Street Route Description

Agency	Route Name	From	To	Length (miles)	AADT	Proposed NHS Action	Proposed FC Action
SETRPC	11 th Street	I-10	Washington Ave	3.7	11,046-17,619	Remove from NHS	Downgrade Principal Arterial - Other to Minor Arterial

Statement of Justification

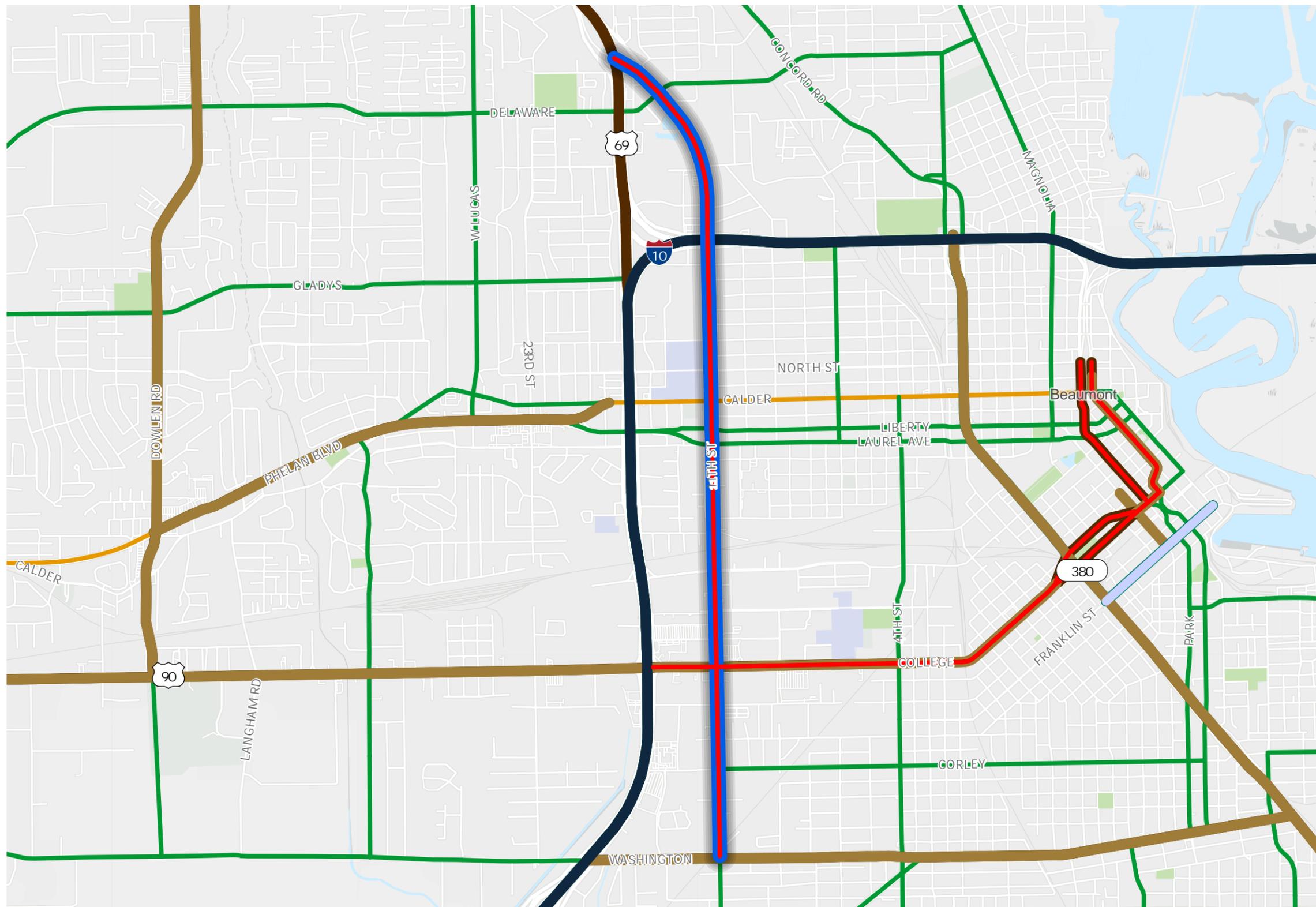
The portion of 11th St between I-10 and Washington Ave was automatically added to the system through the MAP-21 legislation because of its classification as a Principal Arterial – Other but does not meet the criteria for Principal Arterial classification or inclusion in the NHS. Below are the reasons why this portion of 11th St should be downgraded from Principal Arterial-Other to Minor Arterial and removed from the NHS:

- The corridor does not serve major activity centers and does not provide regional or long-distance mobility and multiple driveways provide access to surrounding land uses between I-10 and Washington Ave.
- There are spacing issues as the corridor closely parallels I-10.
- Removing this corridor along with others from the NHS will not impact the continuity of other NHS routes. There are other NHS routes nearby with higher capacities that provide similar mobility functions.

National Highway System Modification Request

Remove from NHS: 11th Street - From I-10 to Washington Ave

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Modification Request Details

Functional Classification Modification
Downgrade Principal Arterial - Other to Minor Arterial

Does corridor connect NHS on both ends?
Yes

Current Facility Information

Functional Class	Principal Arterial - Other
On the NHS?	On the NHS
Avg. Daily Traffic	11,046-17,619
Pct. Trucks	3.2% -4.8%
MAP-21 Principal Arterial?	Yes

NHS Criteria Evaluation

Serve major activity centers?	No
Serve long-distance travel?	No
Link surrounding region with urban core?	No
Limit access to surrounding land uses?	No
Link other major regional facilities?	Yes

Other Request Details

The SETRPC requests the removal of this corridor because it does not meet the criteria for a Principal Arterial on the NHS. It does not serve regional or long-distance mobility, or serve major activity centers. Spacing issues as corridor closely parallels I-10.

Modification Requests

- Add to NHS
- Remove from NHS
- Active Corridor

National Highway System

- Interstates
- Other NHS
- MAP-21 PA
- STRAHNET
- Intermodal Connector

Other Func. Class

- Other Principal Arterial
- Minor Arterial
- Border Crossing
- TXDOT Districts
- MPO Boundary

Major Intermodal Facilities

- AMTRAK
- Airport
- Ferry
- Intercity Bus
- Multi. Passenger
- Port
- Public Transit
- Truck/Pipeline
- Truck/Rail

0 0.38 0.75 Miles

Sources: TxDOT Roadway Inventory 2017, FHWA
* Short stubs are likely the result of GIS linework errors



Corridor: 9th Ave

Route Description

The route description is documented in Table 2 below.

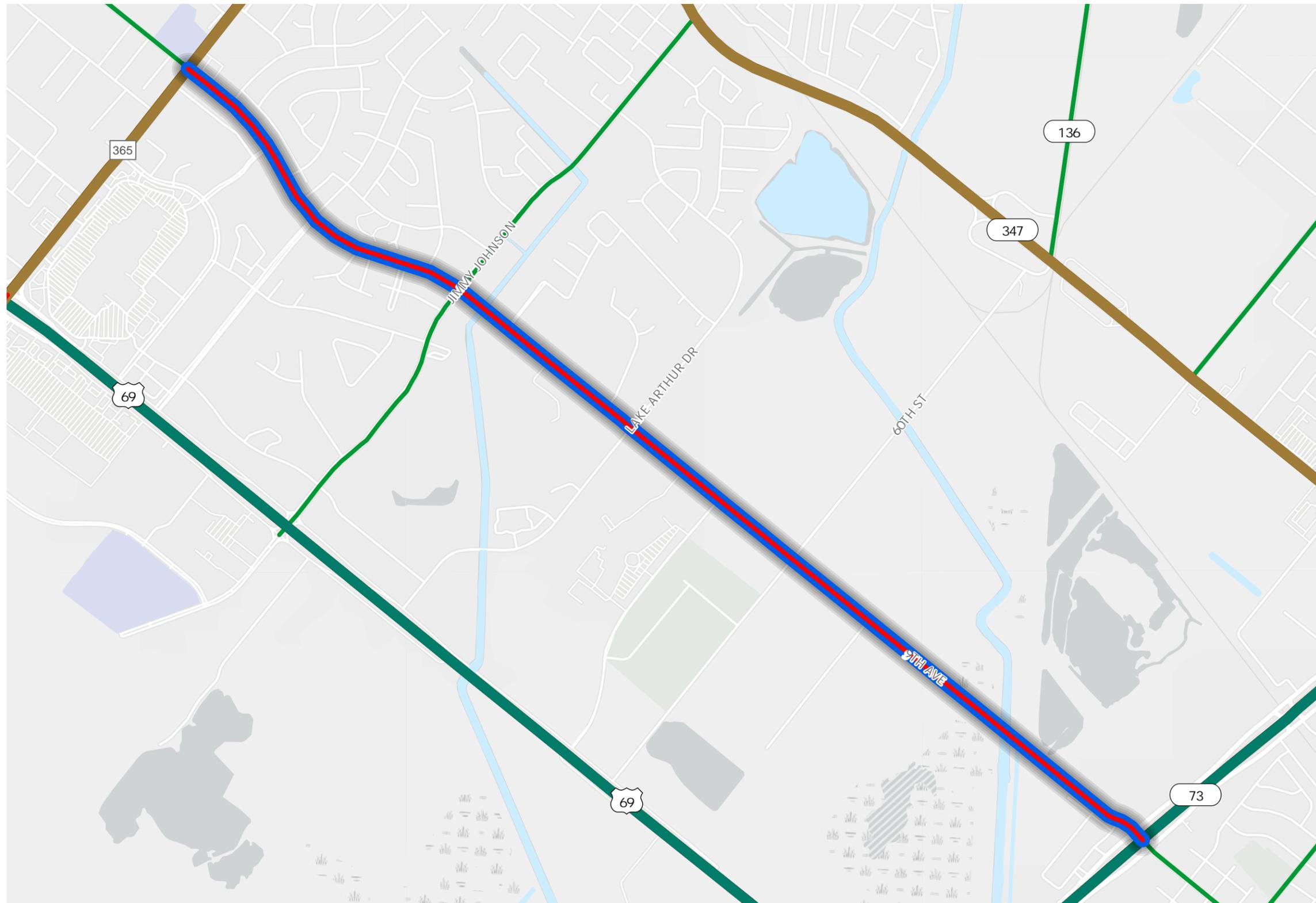
Table 2 9th Ave Route Description

Agency	Route Name	From	To	Length (miles)	AADT	Proposed NHS Action	Proposed FC Action
SETRPC	9 th Ave	FM 365	SH 73	3.2	10,816-14,456	Remove from NHS	Downgrade Principal Arterial - Other to Minor Arterial

Statement of Justification

The portion of 9th St between FM 365 and SH 73 was automatically added to the system through the MAP-21 legislation because of its classification as a Principal Arterial – Other but does not meet the criteria for Principal Arterial classification or inclusion in the NHS. Below are the reasons why this portion of 9th St should be downgraded from Principal Arterial-Other to Minor Arterial and removed from the NHS:

- The corridor does not serve major activity centers and does not provide regional or long-distance mobility and multiple driveways provide access to surrounding land uses between FM 365 and SH 73.
- The corridor parallels two other NHS routes that provide better mobility.
- Removing this corridor along with others from the NHS will not impact the continuity of other NHS routes. There are other NHS routes nearby with higher capacities that provide similar mobility functions.



Modification Request Details

Functional Classification Modification
Downgrade Principal Arterial - Other to Minor Arterial

Does corridor connect NHS on both ends?
Yes

Current Facility Information

Functional Class	Principal Arterial - Other
On the NHS?	On the NHS
Avg. Daily Traffic	10,816-14,456
Pct. Trucks	3.2%
MAP-21 Principal Arterial?	Yes

NHS Criteria Evaluation

Serve major activity centers?	No
Serve long-distance travel?	No
Link surrounding region with urban core?	No
Limit access to surrounding land uses?	No
Link other major regional facilities?	Yes

Other Request Details

The SETRPC requests the removal of this corridor because it does not meet the criteria for a Principal Arterial on the NHS. It does not serve regional or long-distance mobility, or serve major activity centers. It parallels two other NHS routes that provide better mobility.

Modification Requests

- Add to NHS
- Remove from NHS
- Active Corridor

National Highway System

- Interstates
- Other NHS
- MAP-21 PA
- STRAHNET
- Intermodal Connector

Other Func. Class

- Other Principal Arterial
- Minor Arterial
- Border Crossing
- TxDOT Districts
- MPO Boundary

Major Intermodal Facilities

- AMTRAK
- Airport
- Ferry
- Intercity Bus
- Multi. Passenger
- Port
- Public Transit
- Truck/Pipeline
- Truck/Rail

0 0.2 0.4 Miles

Sources: TxDOT Roadway Inventory 2017, FHWA
* Short stubs are likely the result of GIS linework errors



Corridor: College Street

Route Description

The route description is documented Table 3 below.

Table 3 College Street Route Description

Agency	Route Name	From	To	Length (miles)	AADT	Proposed NHS Action	Proposed FC Action
SETRPC	College Street	I-10	Pearl St	3.1	6,511-35,825	Remove from NHS	Downgrade Principal Arterial - Other to Minor Arterial

Statement of Justification

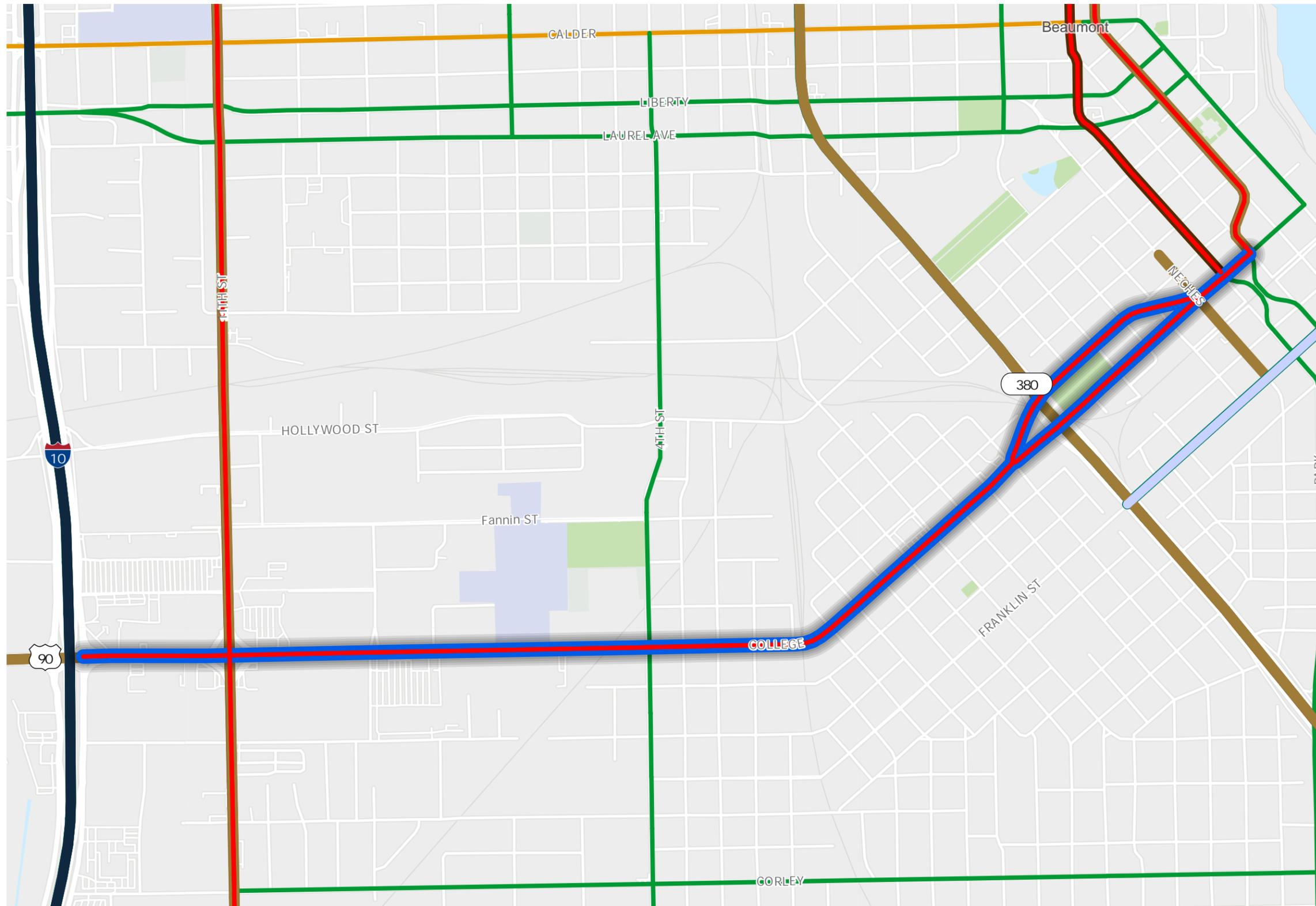
The portion of College St between I-10 and Pearl St does not meet the criteria for Principal Arterial classification or inclusion in the NHS. Below are the reasons why this portion of College St should be downgraded from Principal Arterial-Other to Minor Arterial and removed from the NHS:

- Though it serves major activity centers such as downtown Beaumont, the corridor does not provide regional or long-distance mobility and multiple driveways provide access to surrounding land uses between I-10 and Pearl St.
- Removing this corridor along with others from the NHS will not impact the continuity of other NHS routes. There are other NHS routes nearby with higher capacities that provide similar mobility functions.

National Highway System Modification Request

Remove from NHS: College Street - From I-10 to Pearl St

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Modification Request Details

Functional Classification Modification
Downgrade Principal Arterial - Other to Minor Arterial

Does corridor connect NHS on both ends?
Yes

Current Facility Information

Functional Class	Principal Arterial - Other
On the NHS?	On the NHS
Avg. Daily Traffic	6,511-35,825
Pct. Trucks	3.2% -5.6%
MAP-21 Principal Arterial?	No

NHS Criteria Evaluation

Serve major activity centers?	Yes
Serve long-distance travel?	No
Link surrounding region with urban core?	No
Limit access to surrounding land uses?	No
Link other major regional facilities?	Yes

Other Request Details

The SETRPC requests the removal of this corridor because it does not meet the criteria for a Principal Arterial on the NHS. It does not serve regional or long-distance mobility.

Modification Requests

- Add to NHS
- Remove from NHS
- Active Corridor

National Highway System

- Interstates
- Other NHS
- MAP-21 PA
- STRAHNET
- Intermodal Connector

Other Func. Class

- Other Principal Arterial
- Minor Arterial
- Border Crossing
- TXDOT Districts
- MPO Boundary

Major Intermodal Facilities

- AMTRAK
- Airport
- Ferry
- Intercity Bus
- Multi. Passenger
- Port
- Public Transit
- Truck/Pipeline
- Truck/Rail

0 0.15 0.3 Miles



Sources: TxDOT Roadway Inventory 2017, FHWA
* Short stubs are likely the result of GIS linework errors



Corridor: FM 105

Route Description

The route description is documented in Table 4 below.

Table 4 FM 105 Route Description

Agency	Route Name	From	To	Length (miles)	AADT	Proposed NHS Action	Proposed FC Action
SETRPC	FM 105	FM 1131	Old Hwy 90	3.9	17,906-27,400	Remove from NHS	Downgrade Principal Arterial - Other to Minor Arterial

Statement of Justification

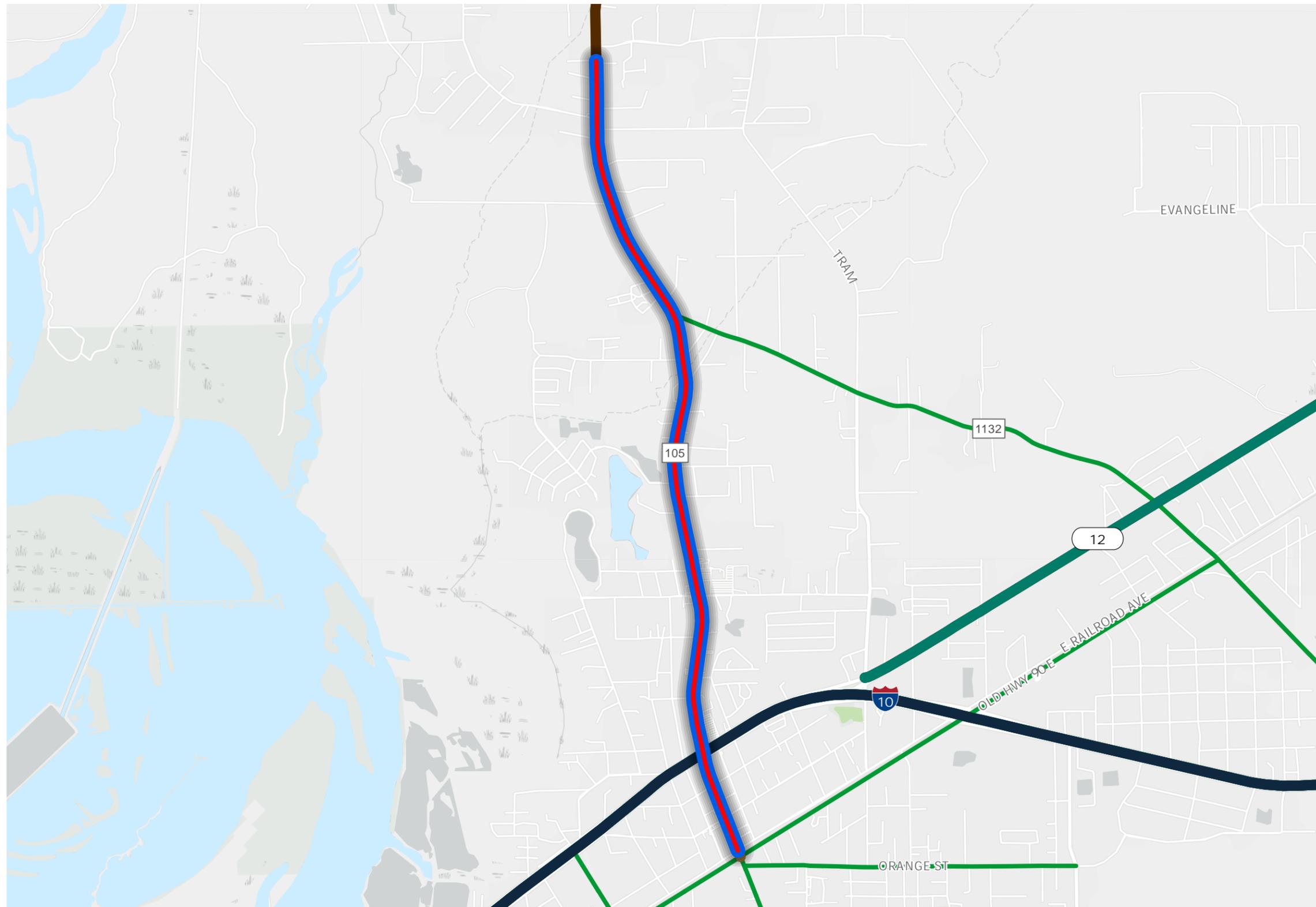
The portion of FM 105 between FM 1131 and Old Hwy 90 was automatically added to the system through the MAP-21 legislation because of its classification as a Principal Arterial – Other but does not meet the criteria for Principal Arterial classification or inclusion in the NHS. Below are the reasons why this portion of FM 105 should be downgraded from Principal Arterial-Other to Minor Arterial and removed from the NHS:

- The corridor does not serve major activity centers and does not provide regional or long-distance mobility and multiple driveways provide access to surrounding land uses between FM 1131 and Old Hwy 90.
- Removing this corridor along with others from the NHS will not impact the continuity of other NHS routes. There are other NHS routes nearby with higher capacities that provide similar mobility functions.

National Highway System Modification Request

Remove from NHS: FM 105 - From FM 1131 to Old Hwy 90

DRAFT NOT FOR DISTRIBUTION



Modification Request Details

Functional Classification Modification
Downgrade Principal Arterial - Other to Minor Arterial

Does corridor connect NHS on both ends?
No

Current Facility Information

Functional Class	Principal Arterial - Other
On the NHS?	On the NHS
Avg. Daily Traffic	17,906-27,400
Pct. Trucks	2.7% -3.0%
MAP-21 Principal Arterial?	Yes

NHS Criteria Evaluation

Serve major activity centers?	No
Serve long-distance travel?	No
Link surrounding region with urban core?	No
Limit access to surrounding land uses?	No
Link other major regional facilities?	Yes

Other Request Details

The SETRPC requests the removal of this corridor because it does not meet the criteria for a Principal Arterial on the NHS. It does not serve regional or long-distance mobility, or serve major activity centers.

Modification Requests

- Add to NHS
- Remove from NHS
- Active Corridor

National Highway System

- Interstates
- Other NHS
- MAP-21 PA
- STRAHNET
- Intermodal Connector

Other Func. Class

- Other Principal Arterial
- Minor Arterial
- Border Crossing
- TxDOT Districts
- MPO Boundary

Major Intermodal Facilities

- AMTRAK
- Airport
- Ferry
- Intercity Bus
- Multi. Passenger
- Port
- Public Transit
- Truck/Pipeline
- Truck/Rail

0 0.38 0.75 Miles

Sources: TxDOT Roadway Inventory 2017, FHWA
* Short stubs are likely the result of GIS linework errors



Corridor: FM 364

Route Description

The route description is documented in Table 5 below.

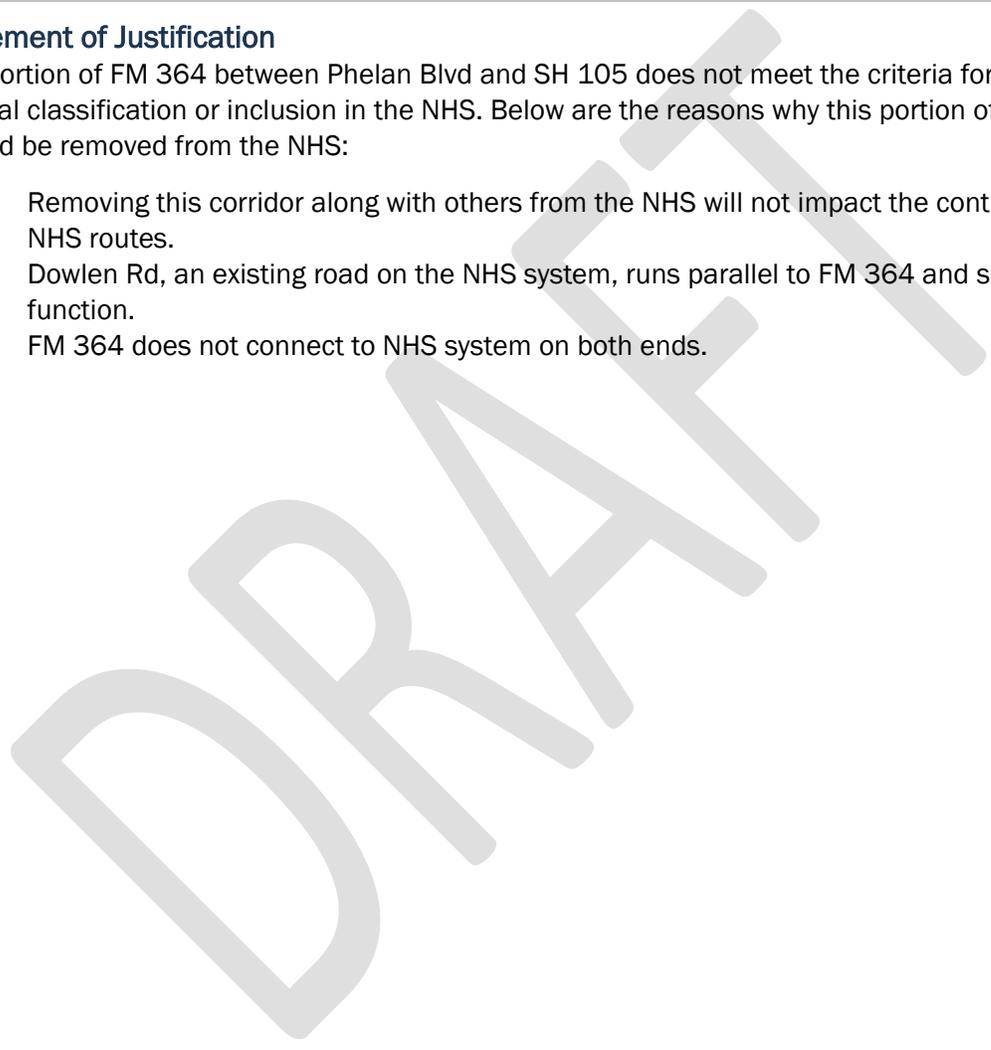
Table 5 FM 364

Agency	Route Name	From	To	Length (miles)	AADT	Proposed NHS Action	Proposed FC Action
SETRPC	FM 364	Phelan Blvd	SH 105	3.8	14,217 - 23,926	Remove from NHS	None

Statement of Justification

The portion of FM 364 between Phelan Blvd and SH 105 does not meet the criteria for Principal Arterial classification or inclusion in the NHS. Below are the reasons why this portion of FM 364 should be removed from the NHS:

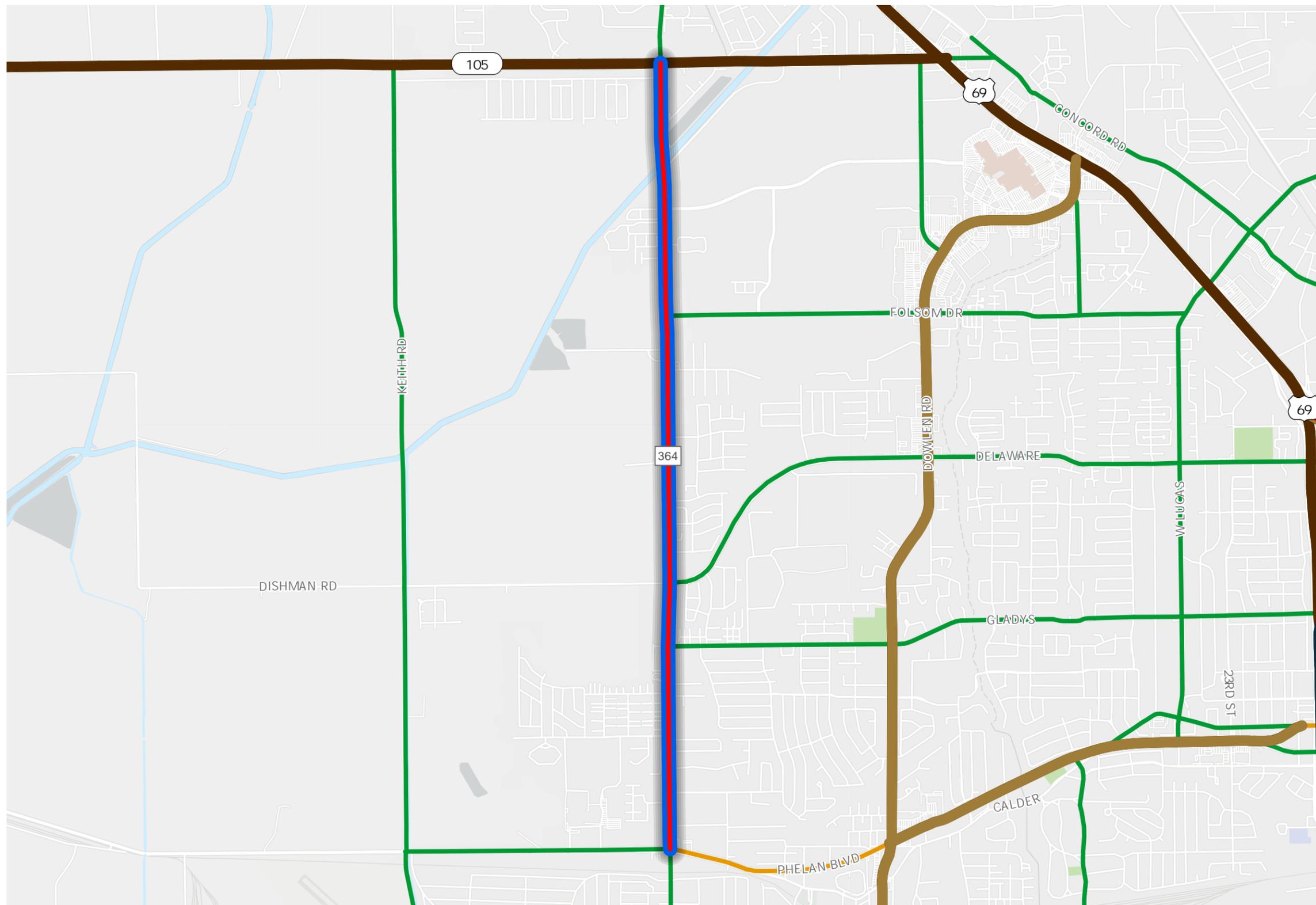
- Removing this corridor along with others from the NHS will not impact the continuity of other NHS routes.
- Dowlen Rd, an existing road on the NHS system, runs parallel to FM 364 and serves a similar function.
- FM 364 does not connect to NHS system on both ends.
-



National Highway System Modification Request

Remove from NHS: FM 364 - From Phelan Blvd to SH 105

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Modification Request Details

Functional Classification Modification
None

Does corridor connect NHS on both ends?
Yes

Current Facility Information

Functional Class	Principal Arterial - Other
On the NHS?	On the NHS
Avg. Daily Traffic	14,417-23,926
Pct. Trucks	2.6%
MAP-21 Principal Arterial?	Yes

NHS Criteria Evaluation

Serve major activity centers?	No
Serve long-distance travel?	No
Link surrounding region with urban core?	No
Limit access to surrounding land uses?	No
Link other major regional facilities?	No

Other Request Details

The SETRPC requests the removal of this corridor because it is redundant to Downlen Rd, a parallel NHS route.

Modification Requests

- Add to NHS
- Remove from NHS
- Active Corridor

National Highway System

- Interstates
- Other NHS
- MAP-21 PA
- STRAHNET
- Intermodal Connector

Other Func. Class

- Other Principal Arterial
- Minor Arterial
- Border Crossing
- TxDOT Districts
- MPO Boundary

Major Intermodal Facilities

- AMTRAK
- Airport
- Ferry
- Intercity Bus
- Multi. Passenger
- Port
- Public Transit
- Truck/Pipeline
- Truck/Rail

0 0.4 0.8 Miles

Sources: TxDOT Roadway Inventory 2017, FHWA
* Short stubs are likely the result of GIS linework errors



Corridor: FM 365

Route Description

The route description is documented in Table 5 below.

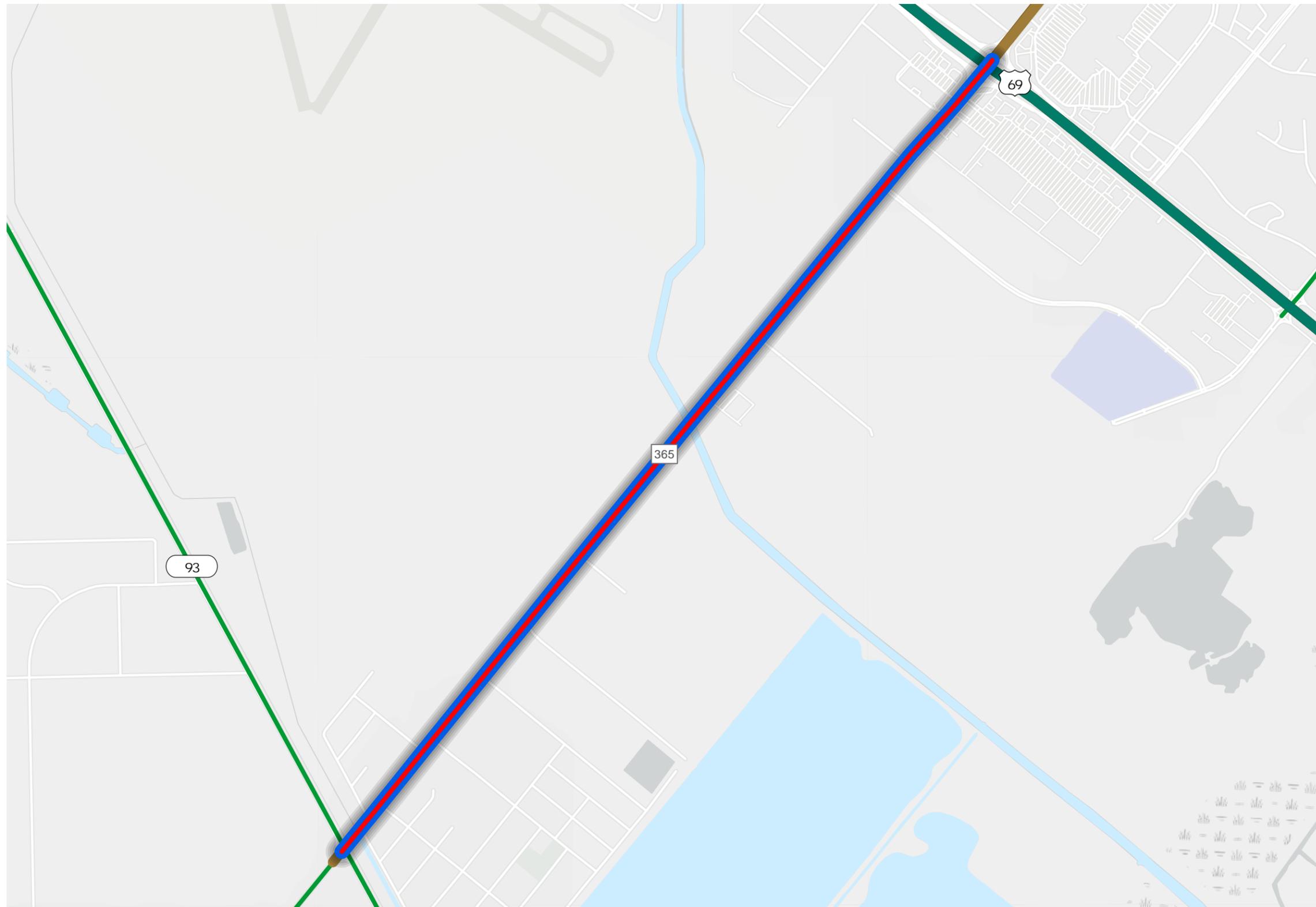
Table 6 FM 365 Route Description

Agency	Route Name	From	To	Length (miles)	AADT	Proposed NHS Action	Proposed FC Action
SETRPC	FM 365	SH 93	US 69	2.5	8,665-17,772	Remove from NHS	Downgrade Principal Arterial - Other to Minor Arterial

Statement of Justification

The portion of FM 365 between SH 93 and US 69 was automatically added to the system through the MAP-21 legislation because of its classification as a Principal Arterial – Other but does not meet the criteria for Principal Arterial classification or inclusion in the NHS. Below are the reasons why this portion of FM 365 should be downgraded from Principal Arterial-Other to Minor Arterial and removed from the NHS:

- The corridor does not serve major activity centers and does not provide regional or long-distance mobility and multiple driveways provide access to surrounding land uses between SH 93 and US 69.
- Removing this corridor along with others from the NHS will not impact the continuity of other NHS routes. There are other NHS routes nearby with higher capacities that provide similar mobility functions.



Modification Request Details

Functional Classification Modification
Downgrade Principal Arterial - Other to Minor Arterial

Does corridor connect NHS on both ends?
No

Current Facility Information

Functional Class	Principal Arterial - Other
On the NHS?	On the NHS
Avg. Daily Traffic	8,665-17,772
Pct. Trucks	4.5% -4.8%
MAP-21 Principal Arterial?	Yes

NHS Criteria Evaluation

Serve major activity centers?	No
Serve long-distance travel?	No
Link surrounding region with urban core?	No
Limit access to surrounding land uses?	No
Link other major regional facilities?	Yes

Other Request Details

The SETRPC requests the removal of this corridor because it does not meet the criteria for a Principal Arterial on the NHS. It does not serve regional or long-distance mobility, or serve major activity centers.

Modification Requests

- Add to NHS
- Remove from NHS
- Active Corridor

National Highway System

- Interstates
- Other NHS
- MAP-21 PA
- STRAHNET
- Intermodal Connector

Other Func. Class

- Other Principal Arterial
- Minor Arterial
- Border Crossing
- TxDOT Districts
- MPO Boundary

Major Intermodal Facilities

- AMTRAK
- Airport
- Ferry
- Intercity Bus
- Multi. Passenger
- Port
- Public Transit
- Truck/Pipeline
- Truck/Rail

0 0.2 0.4 Miles

Sources: TxDOT Roadway Inventory 2017, FHWA
* Short stubs are likely the result of GIS linework errors



Corridor: BU 90

Route Description

The route description is documented in Table 7 below.

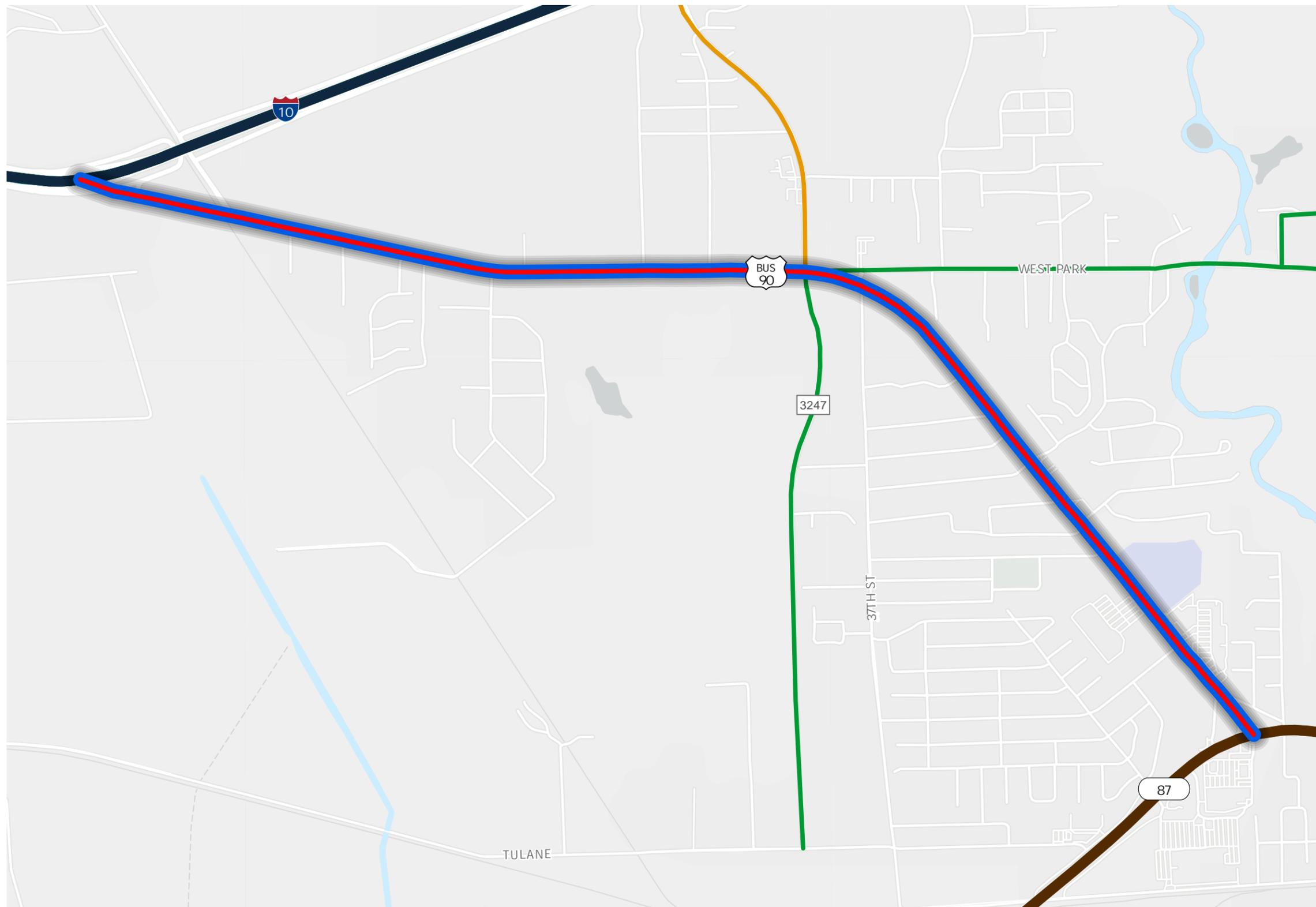
Table 7 BU 90 Route Description

Agency	Route Name	From	To	Length (miles)	AADT	Proposed NHS Action	Proposed FC Action
SETRPC	BU 90	I-10	SH 87	3.1	7,220-16,440	Remove from NHS	Downgrade Principal Arterial - Other to Minor Arterial

Statement of Justification

The portion of BU 90 between I-10 and SH 87 was automatically added to the system through the MAP-21 legislation because of its classification as a Principal Arterial – Other but does not meet the criteria for Principal Arterial classification or inclusion in the NHS. Below are the reasons why this portion of MLK Dr should be downgraded from Principal Arterial-Other to Minor Arterial and removed from the NHS:

- The corridor does not serve major activity centers and does not provide regional or long-distance mobility and multiple driveways provide access to surrounding land uses between I-10 and SH 87.
- Removing this corridor along with others from the NHS will not impact the continuity of other NHS routes. There are other NHS routes nearby with higher capacities that provide similar mobility functions.



Modification Request Details

Functional Classification Modification
Downgrade Principal Arterial - Other to Minor Arterial

Does corridor connect NHS on both ends?
Yes

Current Facility Information

Functional Class	Principal Arterial - Other
On the NHS?	On the NHS
Avg. Daily Traffic	7,220-16,440
Pct. Trucks	3.9% -5.4%
MAP-21 Principal Arterial?	Yes

NHS Criteria Evaluation

Serve major activity centers?	No
Serve long-distance travel?	No
Link surrounding region with urban core?	No
Limit access to surrounding land uses?	No
Link other major regional facilities?	Yes

Other Request Details

The SETRPC requests the removal of this corridor because it does not meet the criteria for a Principal Arterial on the NHS. It does not serve regional or long-distance mobility, or serve major activity centers.

Modification Requests

- Add to NHS
- Remove from NHS
- Active Corridor

National Highway System

- Interstates
- Other NHS
- MAP-21 PA
- STRAHNET
- Intermodal Connector

Other Func. Class

- Other Principal Arterial
- Minor Arterial
- Border Crossing
- TxDOT Districts
- MPO Boundary

Major Intermodal Facilities

- AMTRAK
- Airport
- Ferry
- Intercity Bus
- Multi. Passenger
- Port
- Public Transit
- Truck/Pipeline
- Truck/Rail

0 0.17 0.35 Miles

Sources: TxDOT Roadway Inventory 2017, FHWA
* Short stubs are likely the result of GIS linework errors



Corridor: Pearl Street

Route Description

The route description is documented in Table 8 below.

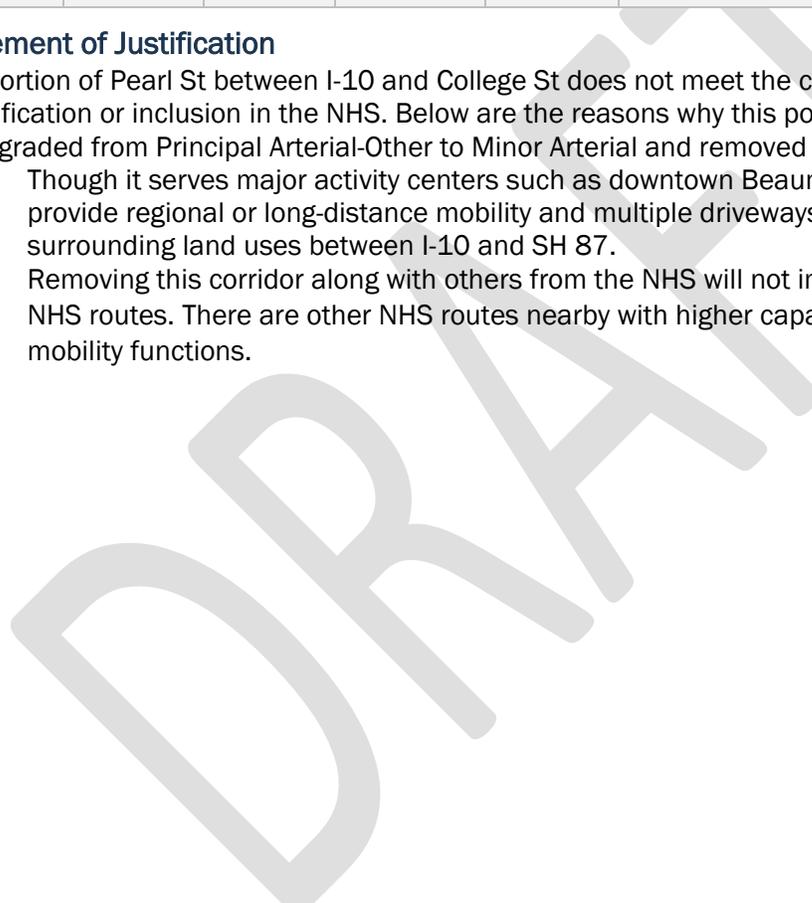
Table 8 Pearl Street Route Description

Agency	Route Name	From	To	Length (miles)	AADT	Proposed NHS Action	Proposed FC Action
SETRPC	Pearl Street	I-10	College St	0.7	3,390 - 13,800	Remove from NHS	Downgrade Principal Arterial - Other to Minor Arterial

Statement of Justification

The portion of Pearl St between I-10 and College St does not meet the criteria for Principal Arterial classification or inclusion in the NHS. Below are the reasons why this portion of MLK Dr should be downgraded from Principal Arterial-Other to Minor Arterial and removed from the NHS:

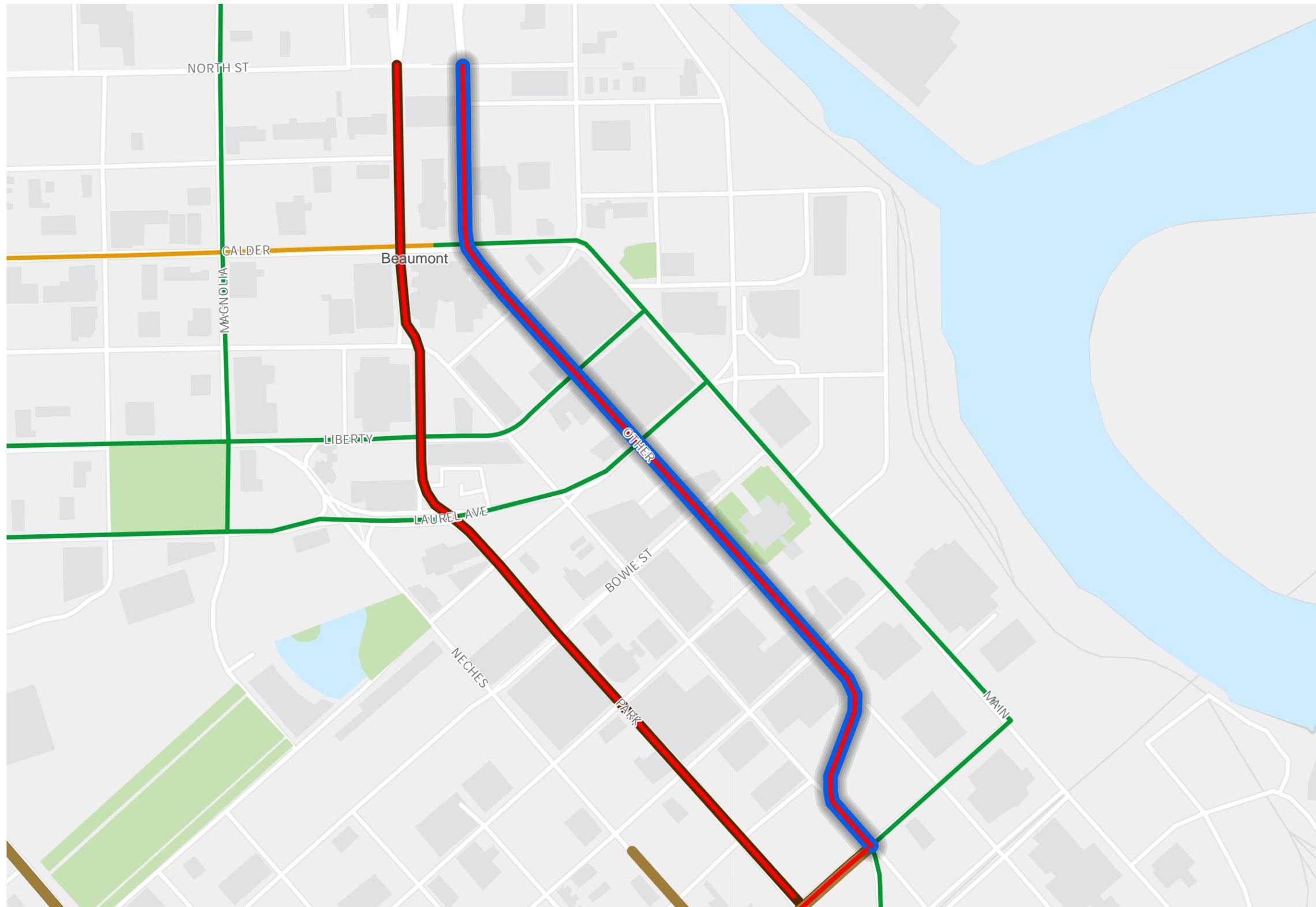
- Though it serves major activity centers such as downtown Beaumont, the corridor does not provide regional or long-distance mobility and multiple driveways provide access to surrounding land uses between I-10 and SH 87.
- Removing this corridor along with others from the NHS will not impact the continuity of other NHS routes. There are other NHS routes nearby with higher capacities that provide similar mobility functions.



National Highway System Modification Request

Remove from NHS: Pearl Street - From I-10 to College St

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Modification Request Details

Functional Classification Modification
Downgrade Principal Arterial - Other to Minor Arterial

Does corridor connect NHS on both ends?
Yes

Current Facility Information

Functional Class	Principal Arterial - Other
On the NHS?	On the NHS
Avg. Daily Traffic	3,390,13,800
Pct. Trucks	4.0%
MAP-21 Principal Arterial?	No

NHS Criteria Evaluation

Serve major activity centers?	Yes
Serve long-distance travel?	No
Link surrounding region with urban core?	No
Limit access to surrounding land uses?	No
Link other major regional facilities?	Yes

Other Request Details

The SETRPC requests the removal of this corridor because it does not meet the criteria for a Principal Arterial on the NHS. It does not serve regional or long-distance mobility.

Modification Requests

- Add to NHS
- Remove from NHS
- Active Corridor

National Highway System

- Interstates
- Other NHS
- MAP-21 PA
- STRAHNET
- Intermodal Connector

Other Func. Class

- Other Principal Arterial
- Minor Arterial
- Border Crossing
- TxDOT Districts
- MPO Boundary

Major Intermodal Facilities

- AMTRAK
- Airport
- Ferry
- Intercity Bus
- Multi. Passenger
- Port
- Public Transit
- Truck/Pipeline
- Truck/Rail

0 0.05 0.1 Miles



Sources: TxDOT Roadway Inventory 2017, FHWA
* Short stubs are likely the result of GIS linework errors



Corridor: SH 87

Route Description

The route description is documented in Table 9 below.

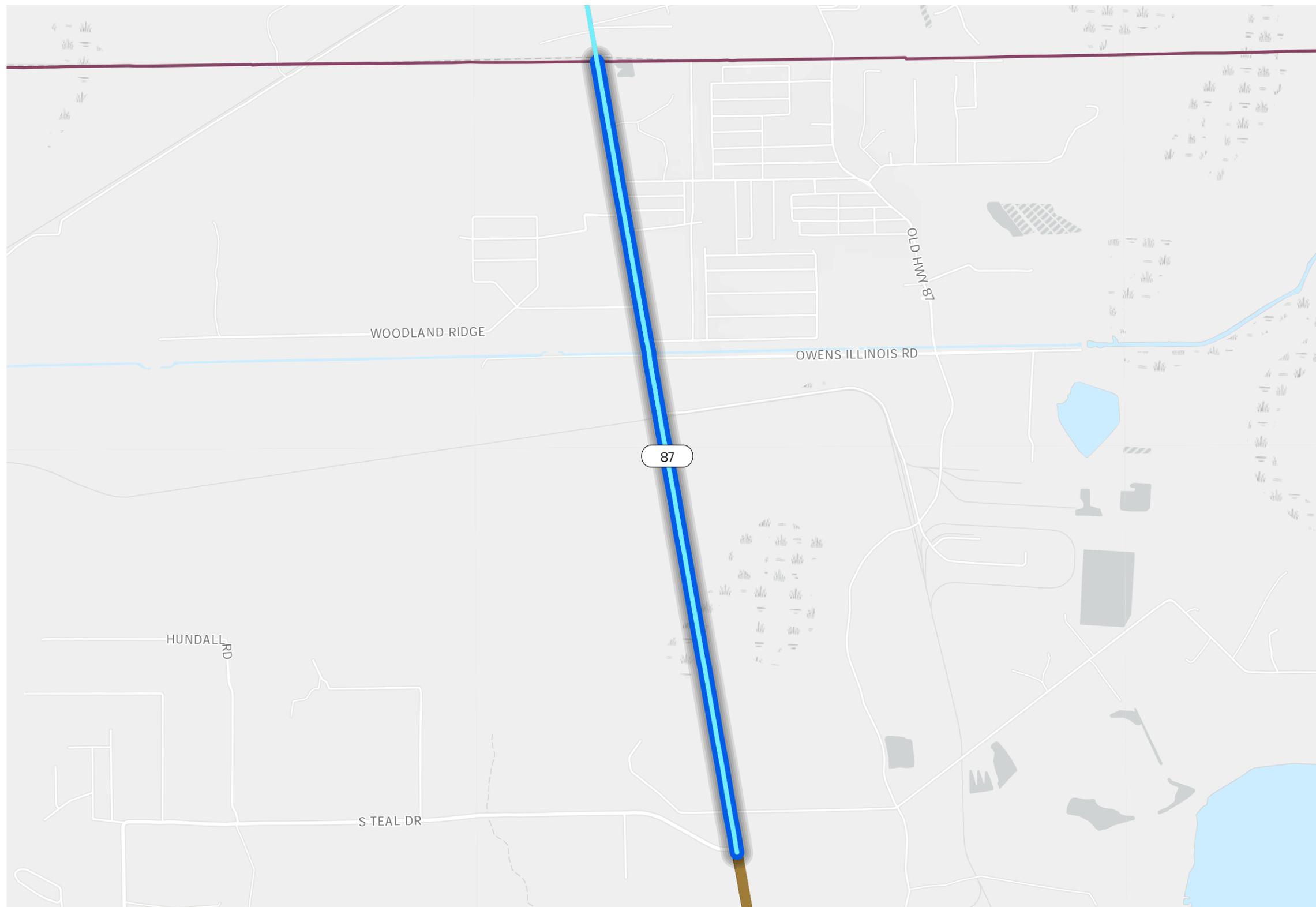
Table 9 SH 87 Route Description

Agency	Route Name	From	To	Length (miles)	AADT	Proposed NHS Action	Proposed FC Action
SETRPC	SH 87	Newton County Line	S Teal St	3.2	6,803-7,037	Add to NHS	Upgrade Minor Arterial to Principal Arterial - Other

Statement of Justification

The portion of SH 87 between the Newton County Line and S Teal St is being added to the NHS because it meets the criteria established for Principal Arterial classification or inclusion in the NHS. Below are the reasons why SH 87 should be upgraded from Minor Arterial to Principal Arterial and added to the NHS:

- The corridor serves major activity centers such as downtown Orange and the Port of Orange.
- The corridor serves long-distance travel by linking Orange to SH 12, a Strategic Highway Network route for Fort Polk (LA).
- The corridor serves regional travel by connecting central Orange to residential communities.
- The corridor closes a small NHS gap.



Modification Request Details

Functional Classification Modification
Upgrade Minor Arterial to Principal Arterial - Other

Does corridor connect NHS on both ends?
Yes

Current Facility Information

Functional Class	Minor Arterial
On the NHS?	Not on the NHS
Avg. Daily Traffic	6,803-7,037
Pct. Trucks	10.9% -11.0%
MAP-21 Principal Arterial?	No

NHS Criteria Evaluation

Serve major activity centers?	Yes
Serve long-distance travel?	Yes
Link surrounding region with urban core?	Yes
Limit access to surrounding land uses?	No
Link other major regional facilities?	Yes

Other Request Details

The SETRPC requests the addition of this corridor because it links Orange, TX to SH 12; a STRAHNET route for Fort Polk (LA). It closes a small gap in the NHS.

Modification Requests

- Add to NHS
- Remove from NHS
- Active Corridor

National Highway System

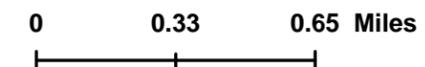
- Interstates
- Other NHS
- MAP-21 PA
- STRAHNET
- Intermodal Connector

Other Func. Class

- Other Principal Arterial
- Minor Arterial
- Border Crossing
- TxDOT Districts
- MPO Boundary

Major Intermodal Facilities

- AMTRAK
- Airport
- Ferry
- Intercity Bus
- Multi. Passenger
- Port
- Public Transit
- Truck/Pipeline
- Truck/Rail



Sources: TxDOT Roadway Inventory 2017, FHWA
* Short stubs are likely the result of GIS linework errors



Corridor: US 90

Route Description

The route description is documented in Table 10 below.

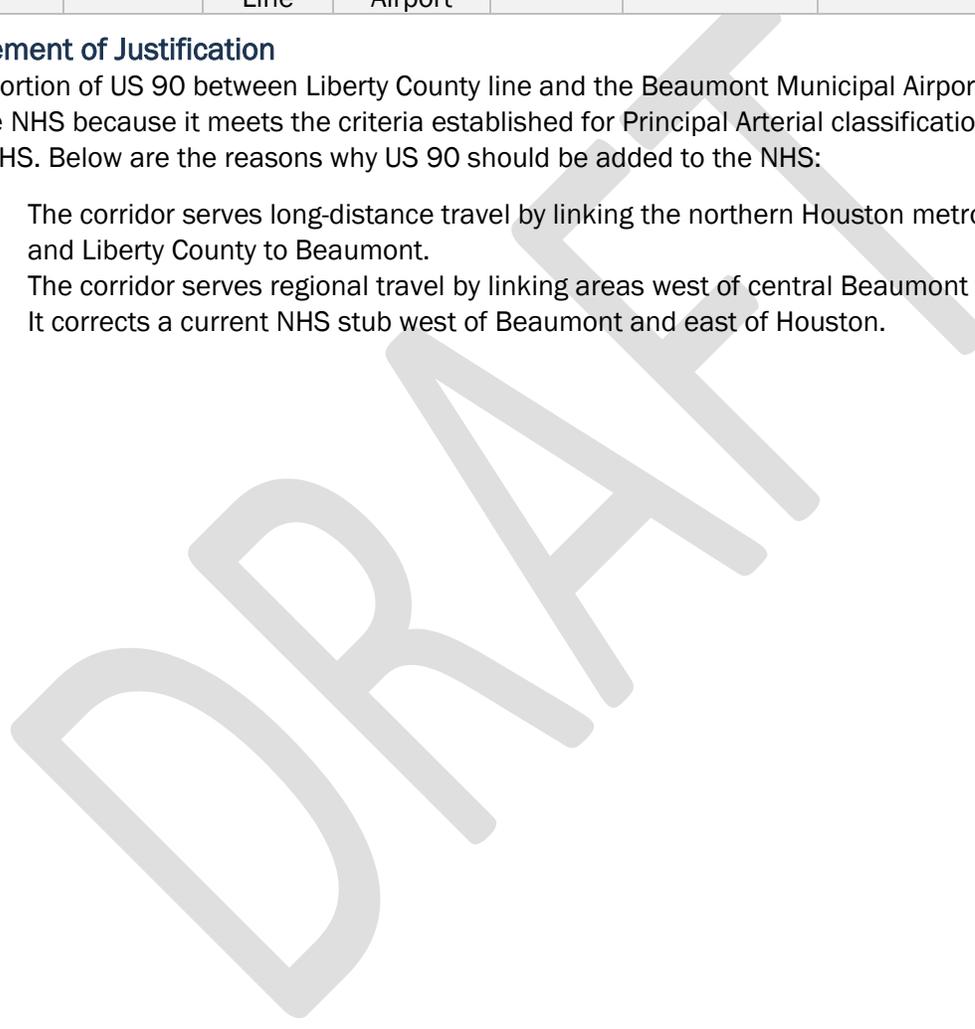
Table 10 US 90 Route Description

Agency	Route Name	From	To	Length (miles)	AADT	Proposed NHS Action	Proposed FC Action
SETRPC	US 90	Liberty County Line	Beaumont Municipal Airport	13.9	6,678-17,777	Add to NHS	None

Statement of Justification

The portion of US 90 between Liberty County line and the Beaumont Municipal Airport is being added to the NHS because it meets the criteria established for Principal Arterial classification or inclusion in the NHS. Below are the reasons why US 90 should be added to the NHS:

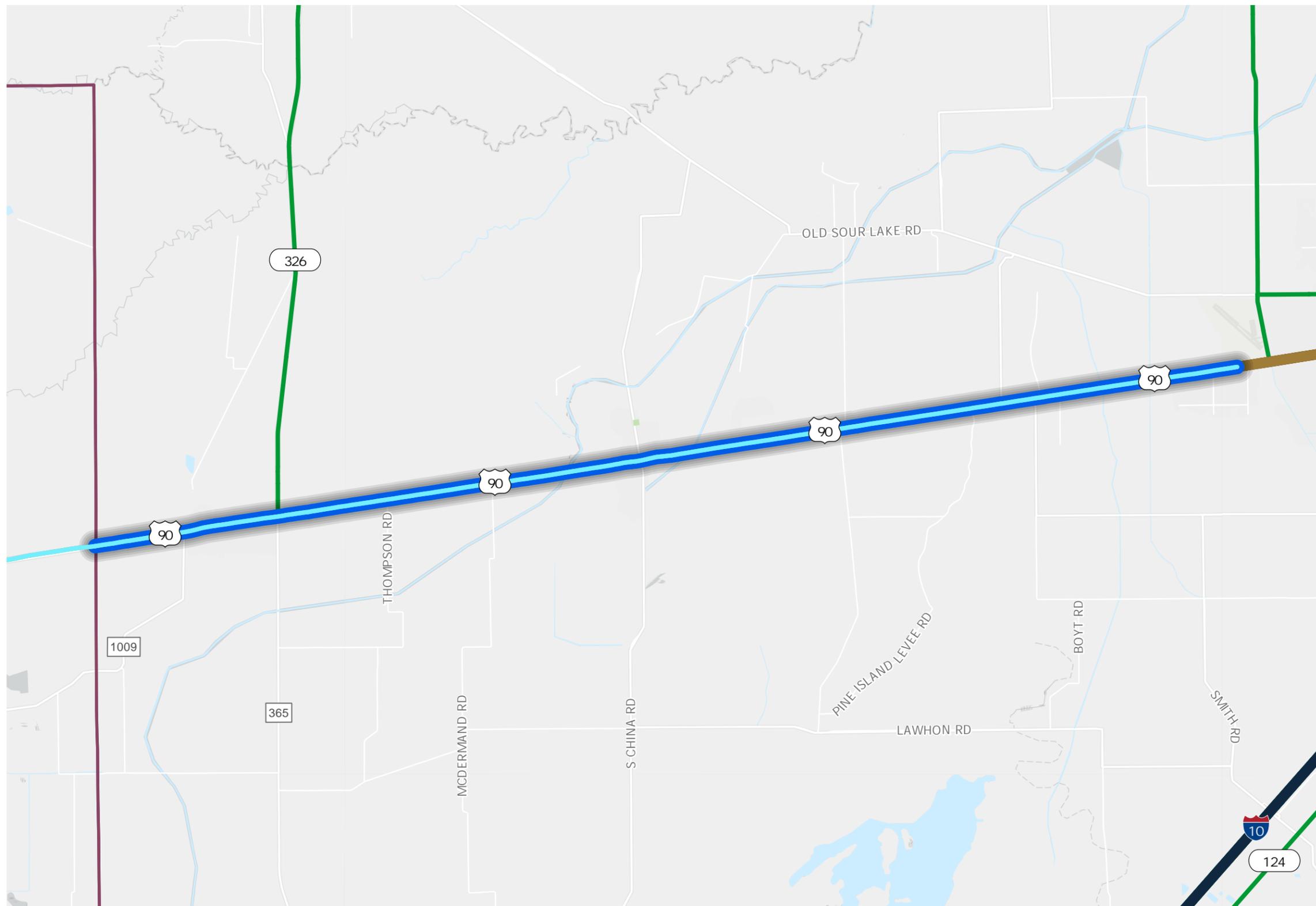
- The corridor serves long-distance travel by linking the northern Houston metropolitan area and Liberty County to Beaumont.
- The corridor serves regional travel by linking areas west of central Beaumont the city center.
- It corrects a current NHS stub west of Beaumont and east of Houston.



National Highway System Modification Request

Add to NHS: US 90 - From Liberty County Line to Beaumont Municipal Airport

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Modification Request Details

Functional Classification Modification
None

Does corridor connect NHS on both ends?
Pending addition of US 90 in H-GAC area

Current Facility Information

Functional Class	Principal Arterial - Other
On the NHS?	Not on the NHS
Avg. Daily Traffic	6,678-17,777
Pct. Trucks	11.8% -13.0%
MAP-21 Principal Arterial?	No

NHS Criteria Evaluation

Serve major activity centers?	No
Serve long-distance travel?	Yes
Link surrounding region with urban core?	Yes
Limit access to surrounding land uses?	No
Link other major regional facilities?	Yes

Other Request Details

THE SETRPC requests the addition of this corridor because it connects the Houston metro area and Liberty County in Beaumont. It addresses an NHS stub west of Beaumont and east of Houston.

Modification Requests

- Add to NHS
- Remove from NHS
- Active Corridor

National Highway System

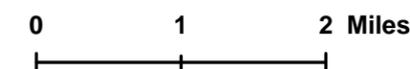
- Interstates
- Other NHS
- MAP-21 PA
- STRAHNET
- Intermodal Connector

Other Func. Class

- Other Principal Arterial
- Minor Arterial
- Border Crossing
- TxDOT Districts
- MPO Boundary

Major Intermodal Facilities

- AMTRAK
- Intercity Bus
- Public Transit
- Airport
- Multi. Passenger
- Truck/Pipeline
- Ferry
- Port
- Truck/Rail



Sources: TxDOT Roadway Inventory 2017, FHWA
* Short stubs are likely the result of GIS linework errors



Corridor: Willow & Park Street

Route Description

The route description is documented in Table 11 below.

Table 11 Willow & Park Street Route Description

Agency	Route Name	From	To	Length (miles)	AADT	Proposed NHS Action	Proposed FC Action
SETRPC	Willow & Park Street	I-10	College St	0.7	8,436-13,800	Remove from NHS	Downgrade Principal Arterial - Other to Minor Arterial

Statement of Justification

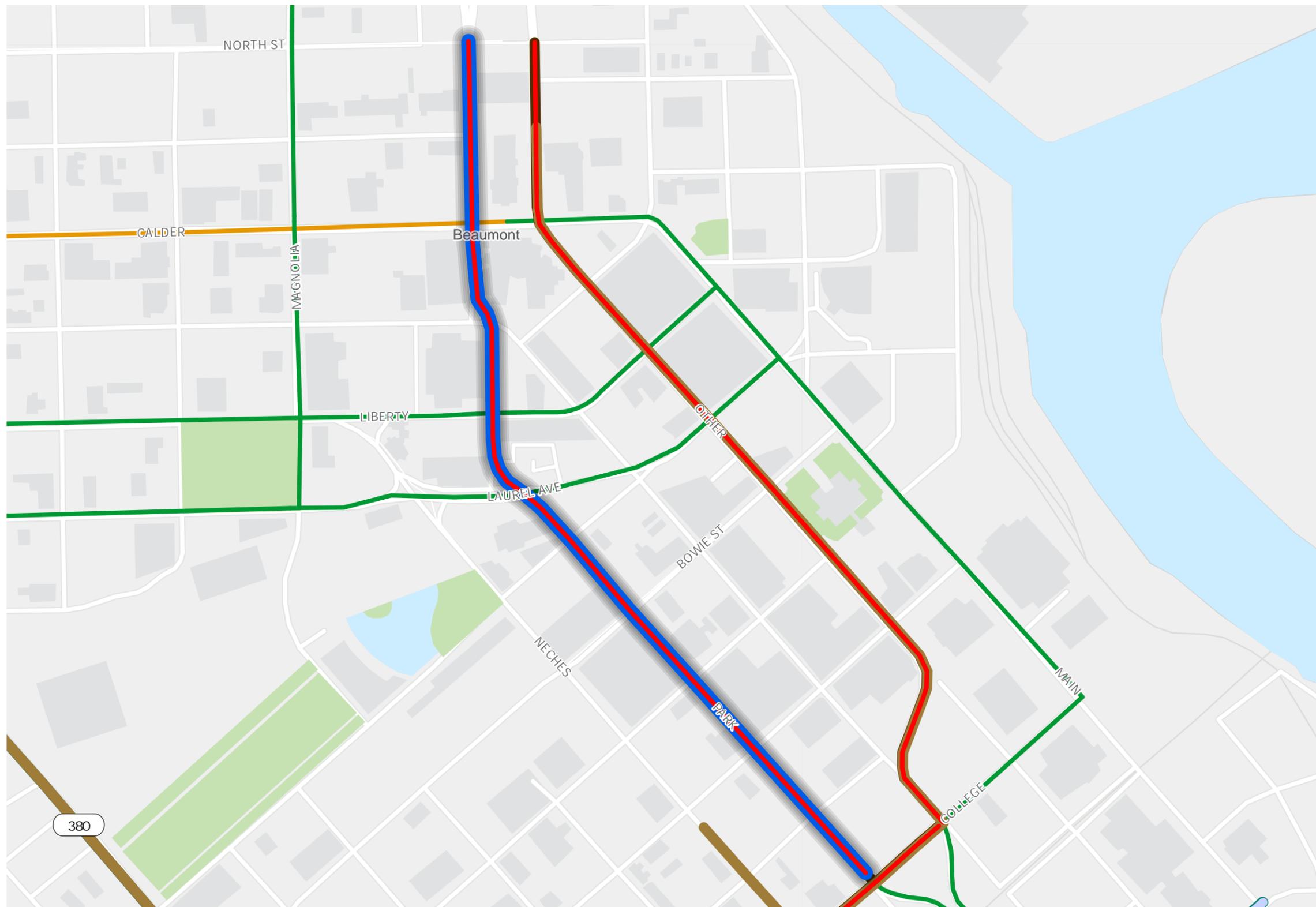
The portion of Willow & Park Street between I-10 and College St does not meet the criteria for Principal Arterial classification or inclusion in the NHS. Below are the reasons why this portion of Willow & Park Street should be downgraded from Principal Arterial-Other to Minor Arterial and removed from the NHS:

- Though it serves major activity centers such as downtown Beaumont, the corridor does not provide regional or long-distance mobility and multiple driveways provide access to surrounding land uses between I-10 and College St.
- Removing this corridor along with others from the NHS will not impact the continuity of other NHS routes. There are other NHS routes nearby with higher capacities that provide similar mobility functions.

National Highway System Modification Request

Remove from NHS: Willow/Park Street - From I-10 to College St

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Modification Request Details

Functional Classification Modification
Downgrade Principal Arterial - Other to Minor Arterial

Does corridor connect NHS on both ends?
Yes

Current Facility Information

Functional Class	Principal Arterial - Other
On the NHS?	On the NHS
Avg. Daily Traffic	8,436-13,800
Pct. Trucks	5.0%
MAP-21 Principal Arterial?	No

NHS Criteria Evaluation

Serve major activity centers?	Yes
Serve long-distance travel?	No
Link surrounding region with urban core?	No
Limit access to surrounding land uses?	No
Link other major regional facilities?	Yes

Other Request Details

The SETRPC requests the removal of this corridor because it does not meet the criteria for a Principal Arterial on the NHS. It does not serve regional or long-distance mobility.

Modification Requests

- Add to NHS
- Remove from NHS
- Active Corridor

National Highway System

- Interstates
- Other NHS
- MAP-21 PA
- STRAHNET
- Intermodal Connector

Other Func. Class

- Other Principal Arterial
- Minor Arterial
- Border Crossing
- TxDOT Districts
- MPO Boundary

Major Intermodal Facilities

- AMTRAK
- Airport
- Ferry
- Intercity Bus
- Multi. Passenger
- Port
- Public Transit
- Truck/Pipeline
- Truck/Rail

0 0.05 0.1 Miles

Sources: TxDOT Roadway Inventory 2017, FHWA
* Short stubs are likely the result of GIS linework errors





Date: September 24, 2020

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

From: Bob Dickinson, Director
Transportation and Environmental Resources Division

Subject: Administrative Modification to the JOHRTS Metropolitan
Transportation Plan-2045 (MTP), Amendment #2

This memo is to inform the TPC that Port Arthur Transit has received additional 5307 funds to replace maintenance equipment. This funding has to be acknowledged and placed in the MTP. According to the Public Participation Plan this project can be added to this document by an Administrative Modification since the project is classified as an Exempt project.

The project description is attached.

The MPO project number will be assigned once the TPC is officially made aware of this action.

If any questions arise, please feel free to contact me at (409) 899-8444 x7520.

President – Rebecca Ford, Bevil Oaks | 1st VP – Mary Adams, Kountze | 2nd VP Terri Gauthier, Bridge City
3rd VP – Michael Sinegal, Jefferson County | Treasurer – Wayne McDaniel, Hardin County | Secretary – Johnny Trahan, Orange County

Executive Director – Shanna Burke
2210 Eastex Freeway Beaumont, Texas 77703-4929
(409) 899-8444 | (409) 347-0138 fax
setrpc@setrpc.org | <http://www.setrpc.org>

FY2020 TRANSIT PROJECT DESCRIPTION
 JOHRTS Metropolitan Transportation Plan -2045
 Amendment #2

<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor	Port Arthur Transit	Federal Funding Category	5307
MPO Project Information (reference number, etc)	?????-TXXE	Federal (FTA) Funds	\$137,460
		State Funds from TxDOT	\$0
		Other Source	\$137,460
FTA Apportionment Y	2020	Fiscal Year Cost	\$274,920
Project Phase	Capital Assistance		
Description	Replace maintenance equipment In maintenance building	Total Project Cost	\$274,920
		Trans Dev Credits Requested	\$27,495
Sec 5309 ID Number	TBD	Trans Dev Credits Awarded (Date & Amount)	\$27,495



Date: September 24, 2020

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

From: Bob Dickinson, Director
Transportation and Environmental Resources Division

Subject: Administrative Modification to the JOHRTS FY 2021-2024
Transportation Improvement Plan, Amendment #1 (TIP)

This memo is to inform the TPC that Port Arthur Transit has received additional 5307 funds to replace maintenance equipment. This funding has to be acknowledged and placed in the TIP. According to the Public Participation Plan this project can be added to this document by an Administrative Modification since the project is classified as an Exempt project.

The project description is attached.

The MPO project number will be assigned once the TPC is officially made aware of this action.

If any questions arise, please feel free to contact me at (409) 899-8444 x7520.

President – Rebecca Ford, Bevil Oaks | 1st VP – Mary Adams, Kountze | 2nd VP Terri Gauthier, Bridge City
3rd VP – Michael Sinegal, Jefferson County | Treasurer – Wayne McDaniel, Hardin County | Secretary – Johnny Trahan, Orange County

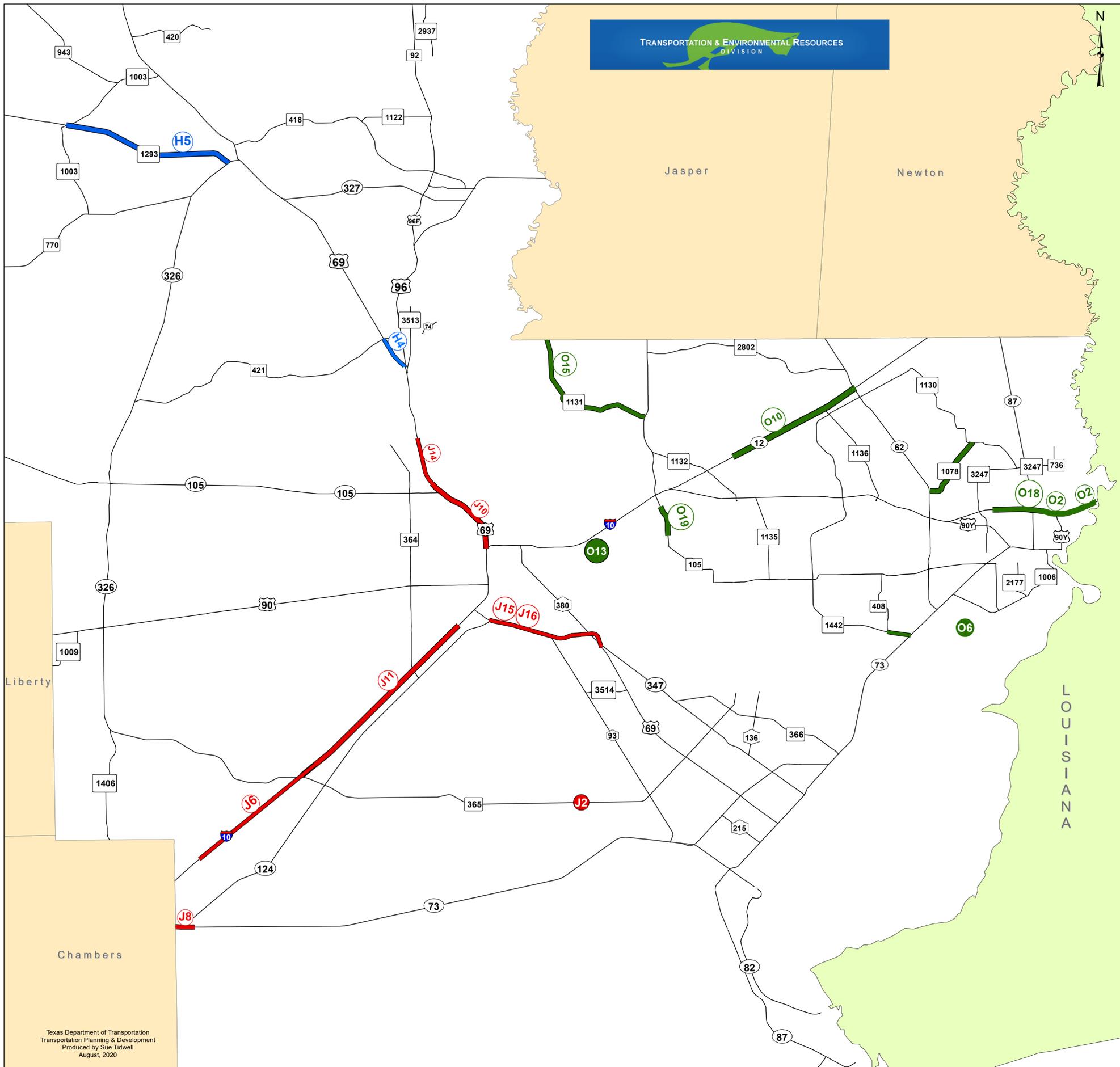
Executive Director – Shanna Burke
2210 Eastex Freeway Beaumont, Texas 77703-4929
(409) 899-8444 | (409) 347-0138 fax
setrpc@setrpc.org | <http://www.setrpc.org>

FY2020 TRANSIT PROJECT DESCRIPTION
 JOHRTS FY 2021-2024 TRANSPORTATION IMPROVEMENT PROGRAM
 Amendment #1

<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor	Port Arthur Transit	Federal Funding Category	5307
MPO Project Information (reference number, etc)	?????-TXXE	Federal (FTA) Funds	\$137,460
		State Funds from TxDOT	\$0
		Other Source	\$137,460
FTA Apportionment Y	2020	Fiscal Year Cost	\$274,920
Project Phase	Capital Assistance		
Description	Replace maintenance equipment In maintenance building	Total Project Cost	\$274,920
		Trans Dev Credits Requested	\$27,495
Sec 5309 ID Number	TBD	Trans Dev Credits Awarded (Date & Amount)	\$27,495

August Status Regional Transportation Projects

Jefferson, Hardin, Orange



JEFFERSON COUNTY

- J2 - FM 365 0932-01-090
at Hillebandt Bayou
Replace Bridge & approaches
Total Cost \$14,655,685.45
67.75% Complete
- J6 - IH 10 0739-02-161
Hampshire to FM 365
Widen to six lanes
Total Cost \$101,970,747.52
42.96% Complete
- J8 - SH 73 0508-04-162
FM 1663 to SH 124
upgrade standards
grade separated
Total Cost \$18,747,291
73.08% complete
- J10-US 69 0200-11-095
LNVA Canal to IH 10
widen to six lanes
Total Cost \$31,528,539.20
33.29% Complete
- J11-IH 10 0739-02-162
FM 365 to Walden Rd
widen to six lanes
Total Cost \$128,399,059.91
23.64% complete
- J13-US 69 NBFRR 0200-14-086
.6 N of SS 93 to SS 93
Remove existing Concrete
reconstruct & overlay
Total Cost \$2,395,589.66
99.84% Complete
- J14-US 69 0065-07-062
Tram Rd to LNVA Canal
widen from 4 to 6 lanes
Total Cost \$21,735,071.85
49.15% Complete
- J15-US 69 0200-14-089
BNSF RR OP to SH 347
Overlay Roadway
Total Cost \$6,712,910.47
0% Complete
- J16-US 69 0200-14-089
Overlay Cardinal Dr.
SH 124 to SH 347
Total Cost \$2,558,236.21
0% Complete

HARDIN COUNTY

- H4 - US 69 0200-10-067
FM 421 to US 96
widen to 4 lns with
center turn lane
Total Cost \$1,853,959.54
86.75% Complete
- H5 - FM 1293 1947-02-016
FM 1003 to SH 326
restore roadway
Total Cost \$5,560,806.23
67.71% Complete

ORANGE COUNTY

- O2 - IH 10 0028-14-109
Adams Bayou to Sabine River
Reconstruct, Replace Bridges
Total Cost \$68,441,218.70
78.98% Complete
- O6 - E Roundbunch 0920-30-077
at Cow Bayou
Replace Bridge
Total Cost \$11,399,718.80
93.48% Complete
- O10- SH 12 0499-03-058
Evangeline Ln to SH 62
turning and passing lns
Total Cost \$6,632,538.46
62.68% Complete
- O13-CS Old Hwy 90 0920-30-078
at Bairds Bayou
Replace Bridge
Total Cost \$3,732,469.40
88.93% Complete
- O15-FM 1131 0784-04-023
Jasper Co Line to FM 105
Safety treat
Total Cost \$897,634.00
99.9%
- O16-FM 1442 2562-01-020
FM 408 to SH 73
Rehab roadway
Total Cost \$2,727,185.40
26.11%Complete
- O17-FM1078 1286-01-018
SH 62 N to FM 1130
Hazard Elimination
Total Cost \$697,979.39
0% Complete
- O18-IH 10 0028-14-091
E of FM 3247 to Sabine River
Widen to six lanes
Total Cost \$52,363,934.17
0% Complete
- O19-FM 105 0883-0-087
Orange St to Union Pacific RR
Safety treat add paved shlds
Total Cost \$
0% Complete