



AGENDA

TRANSPORTATION PLANNING COMMITTEE (TPC) MEETING

JASPER-JEFFERSON-ORANGE-HARDIN REGIONAL TRANSPORTATION STUDY (JJOHRTS) AREA

Please join us for a HYBRID JJOHRTS TPC meeting on:

Thursday, June 15, 2023
HOMER E. NAGEL ROOM
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 (March 26, 2023)
- V. REPORT ON THE STATUS OF TRANSPORTATION PLANNING ACTIVITIES
Bob Dickinson – Director, Transportation and Environmental Resources, SETRPC
Scott Ayers – Planning Engineer, TxDOT– Beaumont District
- VI. REVIEW AND ADOPTION OF THE RESOLUTION ADOPTING THE REGIONAL TRANSIT SAFETY PERFORMANCE TARGETS ESTABLISHED FOR SETRPC-MPO, BEAUMONT MUNICIPAL TRANSIT AND PORT ARTHUR TRANSIT
Bob Dickinson – Director, Transportation and Environmental Resources, SETRPC
Bin Wang – Assistant Vice-President, WSP-USA
- VII. REVIEW AND ADOPTION OF RESOLUTION ADOPTING THE (PM3) TRAVEL TIME SYSTEM PERFORMANCE RELIABILITY TARGETS ESTABLISHED BY THE TEXAS DEPARTMENT OF TRANSPORTATION
Bob Dickinson – Director, Transportation and Environmental Resources, SETRPC

- VIII. REVIEW AND ADOPTION OF RESOLUTION ADOPTING THE (PM2) PAVEMENT AND BRIDGE TARGETS ESTABLISHED BY THE TEXAS DEPARTMENT OF TRANSPORTATION
Bob Dickinson – Director, Transportation and Environmental Resources, SETRPC
- IX. PRESENTATION ON DRAFT REVISED SETRPC-MPO PUBLIC PARTICIPATION PLAN (PPP)
Bob Dickinson – Director, Transportation and Environmental Resources, SETRPC
Bin Wang – Assistant Vice-President, WSP-USA
- X. PRESENTATION ON DRAFT REVISED SETRPC TITLE VI - ENVIRONMENT JUSTICE AND LIMITED ENGLISH PROFICIENCY PLAN (LEP)
Bob Dickinson – Director, Transportation and Environmental Resources, SETRPC
Bin Wang – Project Manager, WSP - USA
- XI. PRESENTATION ON SETRPC MPO FY 2022 ANNUAL TRANSPORTATION PROJECT LISTING (ATPL)
Bob Dickinson – Director, Transportation and Environmental Resources, SETRPC
- XII. STATUS REPORT ON DEVELOPMENT OF THE JJOHRTS METROPOLITAN TRANSPORTATION PLAN (MTP-2050)
Bob Dickinson – Director, Transportation and Environmental Resources, SETRPC
Bin Wang – Project Manager, WSP - USA
- XIII. ADMINISTRATIVE MODIFICATION TO THE JJOHRTS METROPOLITAN PLAN MTP-2045, AMENDMENT #4
Bob Dickinson – Director, Transportation and Environmental Resources, SETRPC
- XIV. ADMINISTRATIVE MODIFICATIONS TO THE JJOHRTS FY 2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)
Bob Dickinson – Director, Transportation and Environmental Resources, SETRPC
- XV. OTHER BUSINESS
- XVI. SET NEXT MEETING DATE
- XVII. ADJOURNMENT



**TRANSPORTATION
PLANNING COMMITTEE
MINUTES OF THE
JASPER-JEFFERSON-ORANGE-HARDIN
REGIONAL TRANSPORTATION STUDY (JJOHRTS) AREA**

DATE: March 16, 2023

TIME: 10:00 a.m.

PLACE: South East Texas Regional Planning Commission (SETRPC)
(In Person, Virtual and Live Stream Meeting)

I. ROLL CALL OF VOTING MEMBERS AND CERTIFICATION OF QUORUM

Commissioner Johnny Trahan, Orange County, called the meeting to order, welcomed guests and requested introductions.

II. ADOPTION OF THE AGENDA

Commissioner Trahan called for a motion to adopt the agenda as presented. Mr. Mike Lund, Interim City Manager, City of Bridge City, made the motion, Mr. John Canatella, Capital Improvement Projects Engineer, City of Port Arthur, seconded the motion which carried unanimously.

III. PUBLIC COMMENTS

No public comments.

IV. MINUTES OF THE LAST MEETING – January 26, 2023

Commissioner Trahan, Orange County, called for a motion to adopt the minutes as presented. Mr. John Canatella, Capital Improvement Projects Engineer, City of Port Arthur, made the motion. Mr. Mike Lund, Interim City Manager, City of Bridge City, seconded the motion which carried unanimously.

V. REPORT ON THE STATUS OF TRANSPORTATION PLANNING ACTIVITIES

Bob Dickinson, Director, Transportation and Environmental Resources
Scott Ayers, Planning Engineer, TxDOT– Beaumont District

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

1. SETRPC staff continues to work with TxDOT-Beaumont District, TxDOT TP&P staff, WSP-USA Inc., our transportation planning consultant, and Texas A&M Transportation Institute on the first part of the JOHRTS MTP-2050 which is to update the 2045 Travel Demand Model to the horizon year 2050.
2. SETRPC staff held a JOHRTS Technical Committee meeting on Thursday, February 16, 2023.
3. SETRPC staff held 5 public meetings during late February and early March to give the public the opportunity to learn and comment on the development of the JOHRTS Metropolitan Transportation Plan 2050.
4. SETRPC staff participated in a virtual Technical Working Group meeting on Thursday, March 2, 2023.

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

- 10/69 Eastex – Work on detailed plan set (60%) underway (Let date May 2024)
- US 69 Corridor
 - a. We have a consultant on board working on the schematic and environmental clearance for the section that will go around Lumberton and Kountze.
 - b. Gateway to the Big Thicket project (Kountze to Warren) is expected to let in September 2023.
- SH 105 from Jefferson Co Line to Sour Lake – Current let date of January 2027
- US 69 Cardinal Drive Widening (I-10 to SH 347) – Current let date of January 2027
- US 96 Widening project (from RE 255 north to north of Sabine Co/L) – Current letting date of January 2027
- Transportation Alternatives Call for Projects – Call for projects underway.

Mr. Ayers also introduced Lisa Collins as the new Director of Transportation Planning & Development for TxDOT – Beaumont District office.

VI. REVIEW AND ADOPTION OF THE REVISED 2017 JJOHRTS PROJECT SELECTION PROCESS

Bob Dickinson, Director, Transportation and Environmental Resources
Bill Knowles – Senior Project Manager, CDM Smith, Austin

Mr. Bob Dickinson, Director, Transportation & Environmental Resources, SETRPC, explained to the committee and guests that when we update the Metropolitan Transportation Plan every five years, we must also include a call for projects. The last time we updated JJOHRTS Project Selection Process was November 2017.

Mr. Dickinson invited our consultant, Mr. Bill Knowles, Senior Project Manager, CDM Smith – Austin to give a presentation on the Project Selection Process. His main points were:

- The Existing Project Selection Process
- Updates for Focus Areas (DEI)
- Updates for Focus Areas (Safety)
- Safety Updates for Road Track
- Safety Updates for Transportation Choices and Livability Track
- Other Updates

The JJOHRTS Technical Committee met on Thursday, February 16, 2023 to review and discuss the “DRAFT” 2023 South East Texas Regional Planning Commission - Metropolitan Planning Organization’s (SETRPC-MPO) Project Selection Process update. The JJOHRTS Technical Committee recommends that the JJOHRTS Transportation Planning Committee adopt the Project Selection Process update as presented.

Commissioner Trahan, Orange County, called for a motion to adopt the revised 2017 JJOHRTS Project Selection Process as presented. Mr. John Canatella, Capital Improvement Projects Engineer, City of Port Arthur, made the motion. Mr. Mike Lund, Interim City Manager, City of Bridge City, seconded the motion which carried unanimously.

VII. PRESENTATION ON TXDOT SOUTH EAST TEXAS TRUCK PARKING IMPLEMENTATION PLAN

Bob Dickinson, Director, Transportation and Environmental Resources
Brian Comer, Associate Vice-President, HNTB Corporation, Kansas City, Missouri
Paul Truban, Project Manager, TxDOT TPP, Austin

Mr. Dickinson invited Mr. Brian Comer, Associate VP HNTB Corporation, Kansas City, Missouri and Mr. Paul Truban, Project Manager, TxDOT TPP – Austin to give a presentation on the South East Texas Truck Parking Implementation Plan.

Mr. Truban started the presentation with a brief project introduction then discussed the 2020 Statewide Truck Parking Study and why truck parking matters. Mr. Truban asked Mr. Comer to continue the presentation. He discussed the types of truck parking, the study area, the project approach and the upcoming steps. They also answered questions from the committee and guests.

VIII. STATUS REPORT ON DEVELOPMENT OF THE JJORHTS METROPOLITAN TRANSPORTATION PLAN (MTP-2050)

Bob Dickinson, Director, Transportation and Environmental Resources
Bin Wang – Project Manager, WSP - USA

Mr. Dickinson invited Ms. Bin Wang, Project Manager, WSP to give a brief presentation on the MTP-2050 timeline.

Mr. Dickinson stated that we are on track according to the timeline and hopefully, the Federal Highway Administration will approve the new MTP-2050 in Fall of 2024.

IX. OTHER BUSINESS

Mr. Dickinson stated that there will be a hybrid JJORHTS Technical Committee meeting on Thursday, April 6, 2023, at 10:00 a.m.

X. SET NEXT MEETING DATE

No TPC meeting date was set.

XI. ADJOURNMENT

Commissioner Pierce adjourned the meeting at 11:12 a.m.

MEMBERS PRESENT

Brandon Belaire	Traffic Engineer, City of Beaumont
Clint Fore	Public Works Director, City of Port Neches
John Cannatella	Capital Improvement Projects Engineer, City of Port Arthur
Johnny Trahan	Commissioner, Orange County
Jon Sherwin	Public Work Supervisor, City of West Orange
Kelvin Knauf	Director Planning & Comm. Dev., City of Orange
Lisa Collins	Dir. of Trans. Planning & Dev., TxDOT – Beaumont District
Mark Allen	County Judge, Jasper County
Mike Lund	Interim City Manager, City of Bridge City

GUESTS PRESENT

Bill Knowles	Senior Project Manager, CDM Smith
Bin Wang	Project Manager, WSP
Brian Comer	Assistant Vice-President, HNTB Corp.
Cameron Gaddy	Sr. Public Involvement Lead, Foresight - USA
Flozelle Roberts	Public Works Director, City of Port Arthur
Jennifer Pate	Director of Community Relations, Gulf Coast
Kari Sutton	Sr. Environmental Scientist, Poznecki-Camanillo, LLC
Kevin Hall	Travel Forecasting Program Manager, Texas A&M - TTI
Marc Shepherd	Panning & Communications Group Lead, Foresight – USA
Patrick Kelly	
Paul Truban	Project Manager, TxDOT
Raymond Sanchez	Field Representative TxDOT TP&P, TxDOT
Scott Ayers	Planning Engineer, TxDOT – Beaumont District
Sujan Sikder	WSP
Tammye Fontenot	Model Task Lead Planner, TxDOT – Austin

SETRPC STAFF PRESENT

Bob Dickinson	Director, Transportation and Environmental Resources
James Moore	Senior GIS Analyst, SETRPC
Lucie Michaud	Administrative Assistant, Transportation and Environmental Resources
Rachael Robinson	Transportation Planner, SETRPC



June 15, 2023

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 continues to work with TxDOT-Beaumont District, TxDOT TP&P staff, WSP-USA Inc., and Texas A&M Transportation Institute to develop the JOHRTS MTP-2050.
2. SETRPC staff held a JOHRTS Technical Committee meeting on Thursday, April 6, 2023.
3. SETRPC staff participated in a TxDOT IH-10 Texas Corridor Study – East Working Group meeting in Houston on Wednesday, May 3, 2023.
4. SETRPC staff attended a TxDOT Beaumont District public meeting on the US 69 Lumberton-Kountze Relief Route in Kountze on May 4, 2023.
5. SETRPC staff attended a Regional Transportation Conformity Training Class in Austin on May 10-11, 2023.
6. SETRPC staff participated in a virtual Technical Working Group meeting on Thursday, June 1, 2023.

President – Michael Sinegal, Jefferson County | 1st VP – Wayne McDaniel, Hardin County | 2nd VP – Johnny Trahan, Orange County
3rd VP – Mark Allen, Jasper County | 4th VP – Glenn Johnson, Port Neches | 5th VP – Kimberly Cline, Lumberton
Treasurer – Amanda Gates, Kirbyville | Secretary – Cathy Nagel, Pine Forest

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>

PUBLIC TRANSIT AGENCY SAFETY PLANS: REGIONAL PERFORMANCE TARGETS

*Transportation Planning Committee
South East Texas Regional Planning Commission*

June 15, 2023





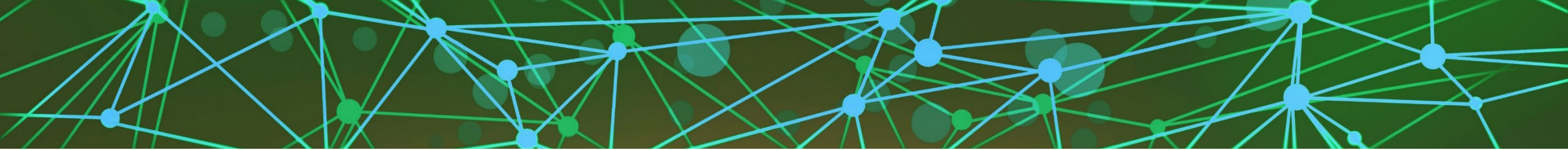
Agenda

- FTA Requirements for Agency Safety Plan
- Regional Coordination
- Existing Conditions and Regional Performance Targets
- Next Steps

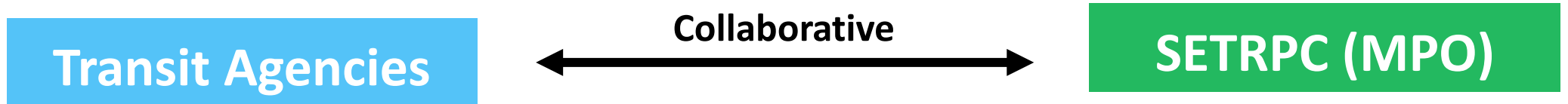


FTA Requirements for Agency Safety Plan (ASP)

- Transit agencies receiving funding under FTA's Urbanized Area Formula Grants (§673.11(d)) are required to develop ASP
- MPOs are required to work with transit agencies to set regional transit safety performance targets
- MPOs are required to reflect the transit safety measures and targets in all MTPs and TIPs updates

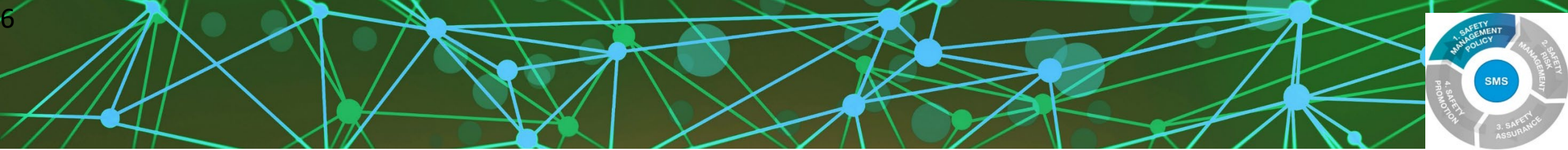


Regional Coordination

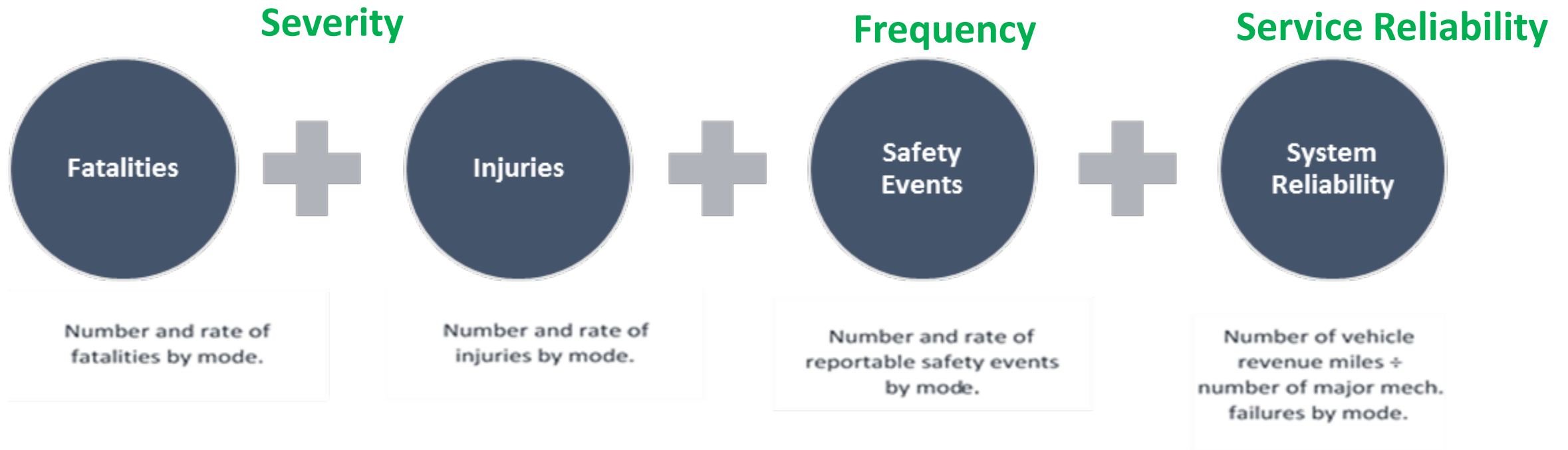


Existing Conditions and Regional Performance Targets

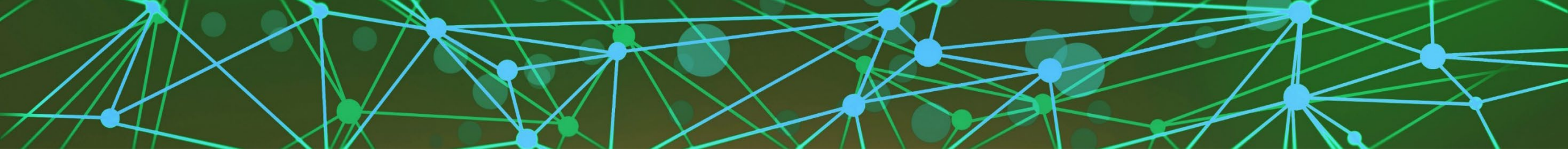




Performance Measures



Transit agencies must set safety performance targets for these four measures.



Performance Measures

Severity

Fatalities

- **Number** of fatalities
- **Rate:** fatalities per 100,000 vehicle revenue miles (VMT) travelled

Injuries

- **Number** of injuries
- **Rate:** injuries per 100,000 VMT travelled

Frequency

Safety Event

- **Number** of safety events
- **Rate:** safety events per 100,000 VMT travelled



Performance Measures

System Reliability

Vehicle Revenue Miles



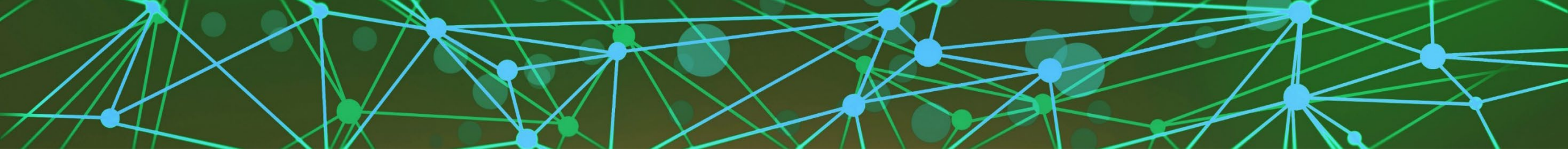
Number of Major Mechanical Failures

Existing Conditions – Fixed Route

Agency	Fatalities (Total)	Fatalities (Per 100,000 VRM)	Injuries (Total)	Injuries (Per 100,000 VRM)	Safety Events (Total)	Safety Events (Per 100,000 VRM)	System Reliability (VRM between Failures)
Beaumont Municipal Transit	0	0	4	0.11	3	0.28	100,815
Port Arthur Transit	0	0	1	0.33	1	0.33	9,984

Existing Conditions – Demand Response

Agency	Fatalities (Total)	Fatalities (Per 100,000 VRM)	Injuries (Total)	Injuries (Per 100,000 VRM)	Safety Events (Total)	Safety Events (Per 100,000 VRM)	System Reliability (VRM between Failures)
Beaumont Municipal Transit	0	0	0	0	2	0.80	39,501
Port Arthur Transit	0	0	0	0	0	0	63,186



Regional Performance Targets

Mode	Fatalities (Total)	Fatalities (Per 100,000 VRM)	Injuries (Total)	Injuries (Per 100,000 VRM)	Safety Events (Total)	Safety Events (Per 100,000 VRM)	System Reliability (VRM between Failures)
Fixed Route Bus	0	0	<3	<0.33	<2	<0.66	>10,000
Demand Response Bus	0	0	0	0	<2	<0.8	>50,000



Next Steps

- SETRPC to add the performance targets into the updated MTP and TIP
- Transit agencies to develop strategies to identify risk and minimize exposure to hazards.

Questions?



June 15, 2023

TO: TRANSPORTATION PLANNING COMMITTEE

FROM: BOB DICKINSON, DIRECTOR
TRANSPORTATION AND ENVIRONMENTAL RESOURCES DIVISION

SUBJECT: REVIEW OF RESOLUTION ADOPTING THE REGIONAL TRANSIT SAFETY
PERFORMANCE TARGETS ESTABLISHED FOR SETRPC, PORT ARTHUR TRANSIT
AND BEAUMONT MUNICIPAL TRANSIT

Under the Federal Transit Administration's (FTA) Public Transportation Agency Safety Plan (PTASP) Rule, applicable transit agencies are required to develop safety plans that define how these agencies will implement Safety Management Systems (SMS). These transit plans are required to include targets for performance measures defined in the National Public Transportation Safety Plan, which relate to fatalities, injuries, safety events, and system reliability. Metropolitan planning organizations (MPOs) are federally required to set performance targets for these transit safety performance measures for their regions, in coordination with transit and state agencies. These requirements acknowledge the collaborative relationships needed to manage safety risks on transit systems.

The following for your review and consideration is a resolution adopting the most recent set of regional transit safety targets set by the SETRPC, Port Arthur Transit and Beaumont Municipal Transit. The proposed targets are shown in Appendix A. Once adopted, the regional safety performance targets will be available to SETRPC and TxDOT to aid in each agency's respective regional and long-range planning processes.

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

President – Michael Sinegal, Jefferson County | 1st VP – Wayne McDaniel, Hardin County | 2nd VP – Johnny Trahan, Orange County
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2210 Eastex Freeway Beaumont, Texas 77703-4929
(409) 899-8444 | (409) 347-0138 fax
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Resolution

NO. 2023-5

A RESOLUTION BY THE TRANSPORTATION PLANNING COMMITTEE OF THE JASPER-JEFFERSON-ORANGE-HARDIN REGIONAL TRANSPORTATION STUDY ADOPTING THE REGIONAL TRANSIT SAFETY PERFORMANCE TARGETS

WHEREAS, Federal Transit Administration (FTA) published the Public Transportation Agency Safety Plan (PTASP) Final Rule, which requires certain operators of public transportation systems that receive federal funds under FTA's Urbanized Area Formula Grants to develop safety plans that include the processes and procedures to implement Safety Management Systems (SMS).

WHEREAS, Transit providers subject to the PTASP final rule are required to have their certified agency safety plans in place, which includes safety performance targets

WHEREAS, Beaumont Municipal Transit and Port Arthur Transit are the only transit agencies within the JJOHRTS metropolitan area utilizing FTA's Urbanized Area Formula Grants federal funds; and

WHEREAS, Beaumont Municipal Transit and Port Arthur Transit have adopted transit safety performance targets for each performance measure; and

WHEREAS, the PTASP Final Rule also requires MPOs to set regional transit safety performance targets for their regions in coordination with transit and state agencies.

THEREFORE, BE IT RESOLVED that the Transportation Planning Committee of the Jasper-Jefferson-Orange-Hardin Regional Transportation Study hereby adopts the regional safety performance targets for each performance measure, as shown in the attached APPENDIX A, herein within the metropolitan area boundary.

BE IT FURTHER RESOLVED that the JJOHRTS Transportation Planning Committee will plan and program projects that contribute to the accomplishments of said targets.

INTRODUCED AND PASSED BY THE TRANSPORTATION PLANNING COMMITTEE OF THE JASPER-JEFFERSON-ORANGE-HARDIN REGIONAL TRANSPORTATION STUDY ON the 15th day of June 2023.

APPROVED:

Martin Gonzalez, P.E., Secretary
JJOHRTS Transportation Planning Committee
TxDOT-Beaumont District Engineer

APPROVED:

Johnny Trahan, Chairman
JJOHRTS Transportation Planning Committee
Commissioner, Orange County

Appendix A

Regional Safety Performance Targets for 2023

Mode	Fatalities (Total)	Fatalities (Per 100,000 VRM*)	Injuries (Total)	Injuries (Per 100,000 VRM)	Safety Events (Total)	Safety Events (Per 100,000 VRM)	System Reliability (VRM between failures)
Fixed Route Bus	0	0	<3	<0.33	<2	<0.66	>10,000
Demand Response Bus	0	0	0	0	<2	<0.8	>50,000

*vehicle revenue mile



June 15, 2023

TO: TRANSPORTATION PLANNING COMMITTEE

FROM: BOB DICKINSON, DIRECTOR
TRANSPORTATION & ENVIRONMENTAL RESOURCES

SUBJECT: REVIEW AND ADOPTION OF RESOLUTION ADOPTING THE PM3 TRAVEL TIME SYSTEM PERFORMANCE RELIABILITY TARGETS ESTABLISHED BY THE TEXAS DEPARTMENT OF TRANSPORTATION

Attached for your review and consideration is a resolution adopting the PM3 Travel Time System Performance Reliability Targets established by the Texas Department of Transportation.

The System Performance rule (PM3) establishes performance measure requirements to assess the performance of the National Highway System (NHS) and to assess freight movement on the Interstate System. These measures focus on evaluating travel time reliability and travel delay on interstate, freeway, and principal arterial class facilities to determine whether the magnitude of travel time variability is considered unreasonable. The objective of the rule is to ensure efforts to improve unreasonable travel delays and expedite the movement of people and goods, furthering the national goal of improving the efficiency of the surface transportation system.

On February 9, 2023, the Texas Department of Transportation adopted revised travel time reliability targets for three performance measures. The MPO can either adopt a separate set of travel time reliability targets or support the targets approved by TxDOT.

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

President – Michael Sinegal, Jefferson County | 1st VP – Wayne McDaniel, Hardin County | 2nd VP – Johnny Trahan, Orange County
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setrpc@setrpc.org | <http://www.setrpc.org>

Resolution

NO. 2023-6

A RESOLUTION BY THE TRANSPORTATION PLANNING COMMITTEE OF THE JEFFERSON-ORANGE-HARDIN REGIONAL TRANSPORTATION STUDY ADOPTING THE PM3 TRAVEL TIME SYSTEM PERFORMANCE RELIABILITY TARGETS ESTABLISHED BY THE TEXAS DEPARTMENT OF TRANSPORTATION

WHEREAS, Moving Ahead for Progress in the 21st Century Act and subsequent Fixing America’s Surface Transportation Act require the implementation of Performance Measures to assist in the transportation planning process; and

WHEREAS, the Fixing America’s Surface Transportation (FAST) Act requires each MPO and State DOTs to establish 2- and 4-year performance targets to assess the travel time reliability of all traffic on the National Highway System (NHS) and the travel reliability of national freight movement on the Interstate System; and

WHEREAS, TxDOT enlisted the Texas Transportation Institute (TTI) to establish a statewide methodology and recommend future year travel time reliability performance targets for all MPOs within Texas; and

WHEREAS, Metropolitan Planning Organizations (MPOs) have 180 days from the adoption of performance measure targets by a state department of transportation to accept those measures or adopt their own targets.

THEREFORE, BE IT RESOLVED that the Transportation Planning Committee of the Jefferson-Orange-Hardin Regional Transportation Study hereby adopts and supports the recommended travel time reliability targets established by TxDOT for the three performance measures, as shown in APPENDIX A, attached herein within the Metropolitan Area Boundary.

BE IT FURTHER RESOLVED that the JOHRTS Transportation Planning Committee will plan and program projects that contribute to the accomplishments of said targets.

INTRODUCED AND PASSED BY THE TRANSPORTATION PLANNING COMMITTEE OF THE JEFFERSON-ORANGE-HARDIN REGIONAL TRANSPORTATION STUDY ON this the 15th day of June 2023.

APPROVED:

APPROVED:

Martin Gonzalez, P.E., Secretary
JJOHRTS Transportation Planning Committee
TxDOT-Beaumont District Engineer

Johnny Trahan, Chairman
JJOHRTS Transportation Planning Committee
Commissioner, Orange County

APPENDIX A

TxDOT Updated (PM 3) System Performance Measure Targets February 09, 2023

Performance Measure	Statewide Baseline	2 Year Target	4 Year Target
National Highway System Travel Time Reliability			
1) Percentage of the Person-Miles Traveled on the Interstate that are Reliable	84.6%	97%	95%
2) Percent of the Person-Miles Traveled on the Non-Interstate NHS that are Reliable	90.3%	70%	70%
3) Truck Travel Time Reliability (TTTR) Index	1.39	1.55	1.55



June 15, 2023

TO: TRANSPORTATION PLANNING COMMITTEE

FROM: BOB DICKINSON, DIRECTOR
TRANSPORTATION AND ENVIRONMENTAL RESOURCES DIVISION

SUBJECT: REVIEW AND ADOPTION OF RESOLUTION REGARDING ADOPTION OF (PM2) PAVEMENT AND BRIDGE TARGETS ESTABLISHED BY THE TEXAS DEPARTMENT OF TRANSPORTATION IN ACCORDANCE WITH REQUIREMENTS IDENTIFIED AS PART OF THE FIXING AMERICA'S SURFACE TRANSPORTATION (FAST) ACT

The Fixing America's Surface Transportation (FAST) Act requires the Metropolitan Transportation Plan (MTP) and the Transportation Improvement Program (TIP) to demonstrate a performance based decision process that ties back to regional performance targets. The FAST Act requires MPOs to establish regional performance standards and to meet subsequent reporting requirements. These standards can be to support those adopted by either the State DOT or regional transit agencies, whichever is applicable.

The Pavement and Bridge Condition Rule establishes performance requirements to assess conditions on the National Highway System (NHS) and outlines the process for State DOTs and MPOs to establish targets and report conditions. TxDOT adopted new pavement and bridge condition targets on February 9, 2023.

If any questions arise, please feel free to contact Bob Dickinson, Director, Transportation & Environmental Resources at (409) 899-8444, ext 7520.

President – Michael Sinegal, Jefferson County | 1st VP – Wayne McDaniel, Hardin County | 2nd VP – Johnny Trahan, Orange County
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setrpc@setrpc.org | <http://www.setrpc.org>

Resolution

NO. 2023-7

A RESOLUTION BY THE TRANSPORTATION PLANNING COMMITTEE OF THE JEFFERSON-ORANGE-HARDIN REGIONAL TRANSPORTATION STUDY ADOPTING TARGETS FOR PAVEMENT AND BRIDGE PERFORMANCE MEASURES (PM2) AS ESTABLISHED BY THE TEXAS DEPARTMENT OF TRANSPORTATION

WHEREAS, Moving Ahead for Progress in the 21st Century Act and subsequent Fixing America's Surface Transportation Act require the implementation of Performance Measures to assist in the transportation planning process; and

WHEREAS, on February 9, 2023, the Texas Department of Transportation (TxDOT) adopted six (6) targets for Pavement and Bridge Condition Measures (PM2) as indicated below:

Pavement and Bridge Measures (PM2)

1. Percentage of Interstate System pavement in good or better condition,
2. Percentage of Interstate System pavement in poor condition,
3. Percentage of Non-Interstate National Highway System pavement in good condition,
4. Percentage of Non-Interstate National Highway System pavement in poor condition,
5. Percentage of Bridge Deck on the National Highway System in good condition, and
6. Percentage of Bridge Deck on the National Highway System in poor condition, and

WHEREAS, Metropolitan Planning Organizations (MPO's) have 180 days from the adoption of performance measure targets by a state department of transportation to accept those measures or adopt their own targets.

THEREFORE, BE IT RESOLVED that the Transportation Planning Committee of the Jefferson-Orange-Hardin Regional Transportation Study hereby adopts and supports performance measures established by the Texas Department of Transportation as indicated in APPENDIX A, attached hereto.

BE IT FURTHER RESOLVED that the JOHRTS Transportation Planning Committee will plan and program projects that contribute to the accomplishments of said targets.

INTRODUCED AND PASSED BY THE TRANSPORTATION PLANNING COMMITTEE OF THE JEFFERSON-ORANGE-HARDIN REGIONAL TRANSPORTATION STUDY ON this the 15th day of June 2023.

APPROVED:

APPROVED:

Martin Gonzalez, P.E., Secretary
JJOHRTS Transportation Planning Committee
TxDOT-Beaumont District Engineer

Johnny Trahan, Chairman
JJOHRTS Transportation Planning Committee
Commissioner, Orange County

APPENDIX A

TxDOT Established (PM2) Pavement and Bridge Performance Measure Targets February 9, 2023.

Performance Measure	Statewide Baseline	2 Year Target	4 Year Target
Pavement on Interstate System			
1) % in "Good" condition	64.5%	63.9%	63.6%
2) % in "Poor" condition	0.1%	0.2%	0.2%
Pavement on Non-Interstate			
3) % in "Good" condition	51.7%	45.5%	46.0%
4) % in "Poor" condition	1.3%	1.5%	1.5%
National Highway System Bridge Deck Condition			
5) % in "Good" condition	49.2%	48.5%	47.6%
6) % in "Poor" condition	1.1%	1.5%	1.5%



June 15, 2023

TO: TRANSPORTATION PLANNING COMMITTEE

FROM: BOB DICKINSON, DIRECTOR
TRANSPORTATION & ENVIRONMENTAL RESOURCES DIVISION

SUBJECT: SOUTH EAST TEXAS REGIONAL PLANNING COMMISSION (SETRPC) PUBLIC PARTICIPATION PLAN (PPP) UPDATE

The South East Texas Regional Planning Commission (SETRPC) serves as the designated metropolitan planning organization (MPO) for the Jasper-Jefferson-Orange-Hardin Regional Transportation Study (JJOHRTS) area. As the designated MPO, SETRPC is responsible for the continuing, comprehensive, and cooperative (3-C) long-range transportation planning process in the four-county region. Public participation plays a key role in the planning process, and federal law requires identifying approaches for engaging the public and stakeholders. In light of this, the SETRPC PPP contains the guidelines and expectations for public involvement during the transportation planning and development processes. In particular, the 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.

SETRPC's PPP was last adopted by the Transportation Planning Committee on September 24, 2020, and SETRPC has since updated the plan to account for several factors. With the transfer of Jasper County to SETRPC in 2021, the PPP now includes Jasper County in the area covered by the plan. The plan also includes updated procedures and approaches to holding virtual and in-person public meetings based on insights and experiences gained since 2020. In addition, the plan incorporates new FAST Act requirements and other federal policies and tools related to Title VI and equity and their use in public participation efforts. These updates will further support SETRPC's efforts in conducting effective and inclusive public engagement.

The public will be given 45 days to comment on the updated PPP. During that time, a public meeting will be also held to solicit the public's ideas and input on the updated PPP.

If any questions arise, please feel free to contact me at 409-899-8444 or bdickinson@setrpc.org.

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Public Participation Plan

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

45-day public comment period: **month day, 2023 - month day, 2023**

Adopted by the Transportation Planning Committee **on month day, 2023**

Prepared by WSP



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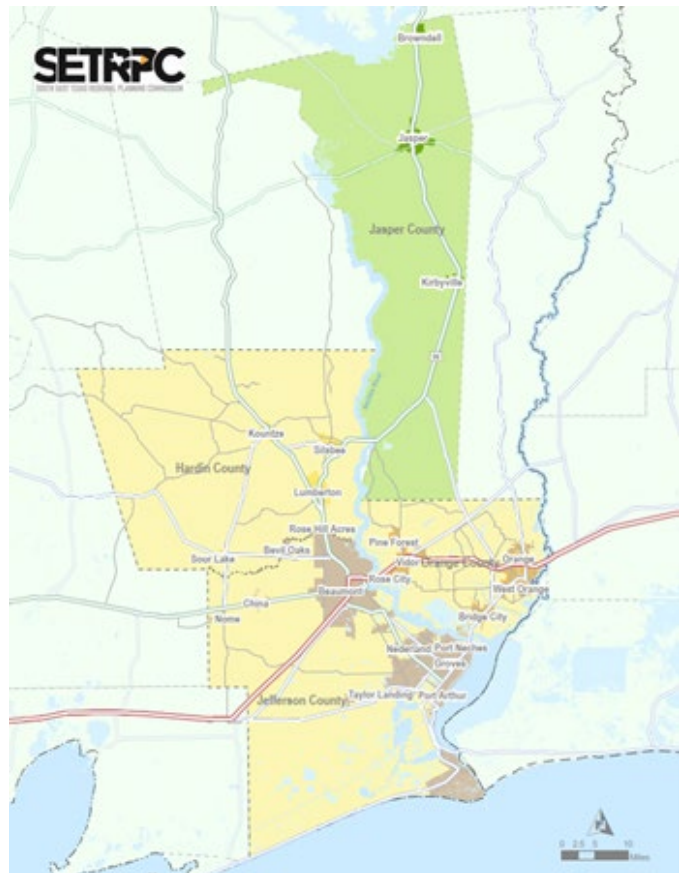
This document was prepared in cooperation with the U.S. Department of Transportation, Federal Highway Administration, the Federal Transit Administration, and the Texas Department of Transportation

Chapter 1: Background

1.0 Introduction

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

In 1974, the Governor of Texas designated the SETRPC as the Metropolitan Planning Organization (MPO) for the three-county area of Jefferson, Orange, and Hardin counties to comply with the Federal Highway Act of 1962 and established the SETRPC for the Jefferson-Orange-Hardin Regional Transportation Study (JOHRTS) area. In 2021, the Governor of Texas approved Jasper County's request to transfer from the Deep East Texas Council of Governments to SETRPC with an effective date of transfer of April 27, 2021.



SETRPC now serves a four-county region, and the transfer of programs and services to Jasper County will take place over a period of time to ensure continuity and success.

Per federal law, an urban area with a population of 50,000 or more is required to have an 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, the SETRPC is responsible for the 3-C long-range transportation planning process in the four-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 four-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

1.0.1 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, Jasper, Jefferson, and Orange counties; various cities within Hardin, Jasper, Jefferson, and Orange counties; and the Texas Department of Transportation (TxDOT). The TPC ensures that the MPO's transportation plans and programs are consistent with the goals and objectives of all comprehensive plans in the JJOHRTS area. The TPC provides regular and continuous 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 commissioners 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**.

1.0.2 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 17 members who represent Hardin, Jasper, 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 commissioners 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**.

1.0.3 Planning-Related Documents

In addition to developing a Public Participation Plan (PPP), the SETRPC 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 to maintain annual self-certification so that the JJOHRTS 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 JJOHRTS 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 House Bill (HB) 20 passed by the 84th Legislature 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 four-county regional transportation system, their participation is a crucial part of successful plans and programs. Public involvement activities involve JJOHRTS 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 JJOHRTS 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 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.

Chapter 2: PPP Components

2.0 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 JJOHRTS 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 JJOHRTS 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 JJOHRTS area. In addition, Appendix B provides

a summary of the public participation requirements of 23 CFR §450.316(a)(1) and how the SETRPC has addressed them within this plan.

The fundamental purpose of the PPP 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 PPP 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.

SETRPC 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 PPP will be executed at all levels with an effective mix of opportunities, venues, and tools. Specifically, the components of the SETRPC’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



2.1 Community Dialogue

SETRPC's 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 makes every effort to include federal, state, and local agencies in the execution of its public participation process.

SETRPC 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. SETRPC 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.

2.1.1 Public Participation Contacts Database

A database of persons, groups, and agencies interested in notification of updated information and public meetings is maintained by the SETRPC. With the transfer of Jasper County to the SETRPC in 2021, the database has been updated to include contacts in Jasper County. SETRPC 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 SETRPC as undeliverable. Email 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

2.1.2 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. SETRPC 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 emails to the SETRPC. 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.

SETRPC 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.

SETRPC's 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.

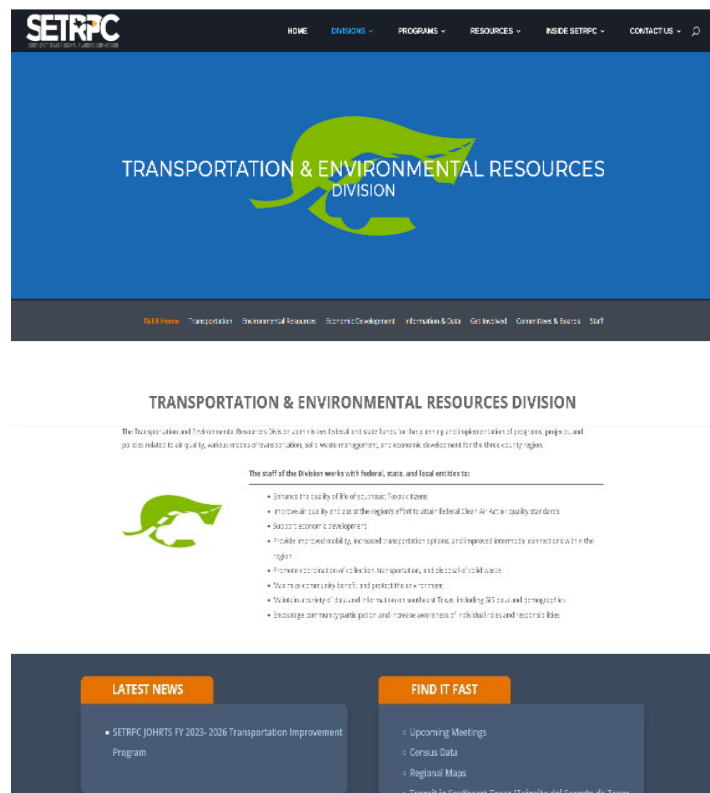


Figure 1: SETRPC Website

Recordings of any online meetings or other types of live event will be made available on SETRPC's 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 SETRPC's 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 SETRPC's website.

2.1.3 Media

SETRPC 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. SETRPC will prepare and submit news releases, as appropriate, on transportation planning activities in the four-county region. Specialized media for specific cultural and language groups will be used when possible and appropriate.

2.1.4 Document Availability

Copies of transportation-related documents, such as this PPP, 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 "Divisions" drop-down menu.

2.1.5 Staff Presentations

SETRPC 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.

2.1.6 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

2.1.7 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 email blast, supplemented by a traditional mail-out for those who do not have an email 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 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 will look for opportunities to bring information to the community by equipping a van or bus with a mobile exhibit and traveling around the four-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 people 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 will seek 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 will identify key opportunities to involve targeted focus groups that are demographically inclusive (race, age, socio-economic status, educational levels, and LEP status) and include traditionally underserved populations (rural populations, minorities, low-income individuals, and individuals with LEP status) to support equitable public involvement.

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.

2.1.8 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.

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. FHWA's and FTA's 2021 planning emphasis areas letter encourages MPOs, State DOTs, and public transportation providers to include virtual public participation in the overall public participation process while maintaining participation for those without access to computers and mobile devices. The letter, which can be found in Appendix G, also states that virtual tools can allow for greater transparency and formats that allow the public and stakeholders to better understand proposed plans, programs, and projects. SETRPC will use a combination of virtual and in-person engagement tools in line with FHWA's and FTA's letter.

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. SETRPC will choose 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 and 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 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 the meeting material. Webinars and “telephone town halls” are common forms of online meetings.

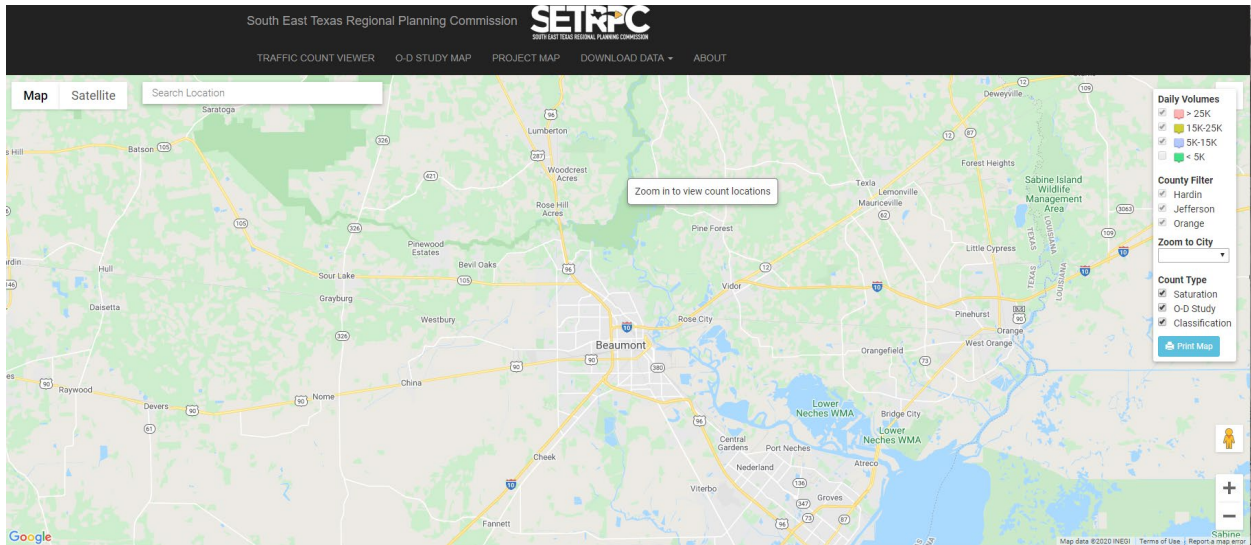
The choice of the online meeting platform depends on the purpose of the online event. Some online meeting platforms are more suited for larger meetings or presentations, while some are better suited for smaller groups since they allow for more collaboration. **Figure 2** shows an example of an online meeting platform that is self-guided and provides information on virtual exhibit boards. When choosing an online meeting platform tool, the SETRPC 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.

Figure 2: Virtual Meeting Platform



Figure 3: SETRPC Online GIS Map



Interactive Mapping - Interactive mapping tools provide a tool for the public to define different layers of data for viewing. SETRPC's GIS website shown in

Figure 3 provides an example of an interactive map. Like this online GIS map, 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.

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 a project's alternatives.

Instant Polling - Instant polling uses a smartphone app to allow the public to vote on options in real time (**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 SETRPC to reach a broad range of the public to provide information regarding MPO topics of interest and invite users to become involved with MPO activities and events. Social media platforms provide an opportunity for greater involvement of stakeholders and should be used to complement other outreach activities. Not all stakeholders have access to the internet, and this consideration must be taken into account when using social media.

Figure 4). 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 predesigned set of questions and a set number of choices for answering, rather than allowing for free-form comments.

Online Surveys - Online surveys are engagement tools that allow staff to gather public feedback in different ways. Online surveys, as shown in **Figure 5**, 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.

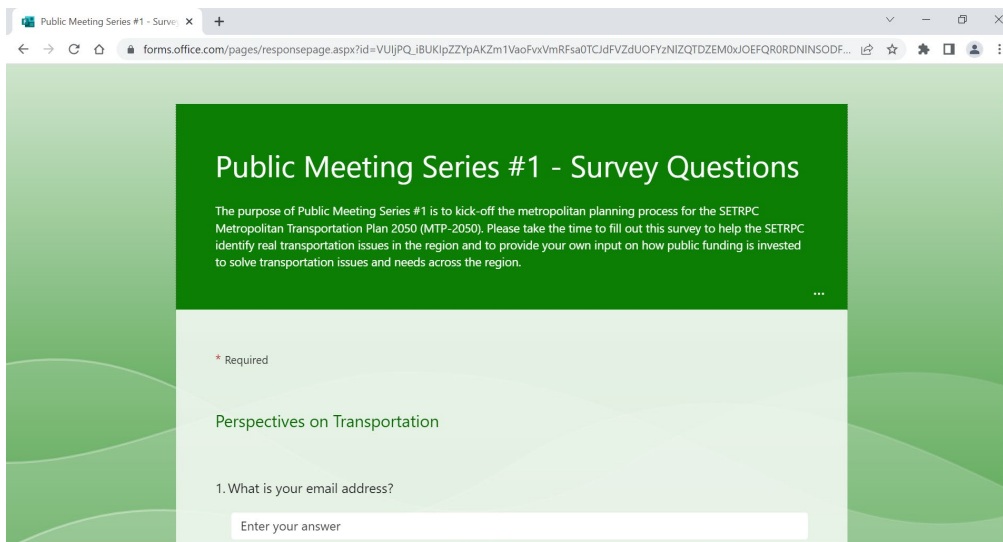
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Figure 4: Instant Polling on Smartphone



Figure 5: Online Survey

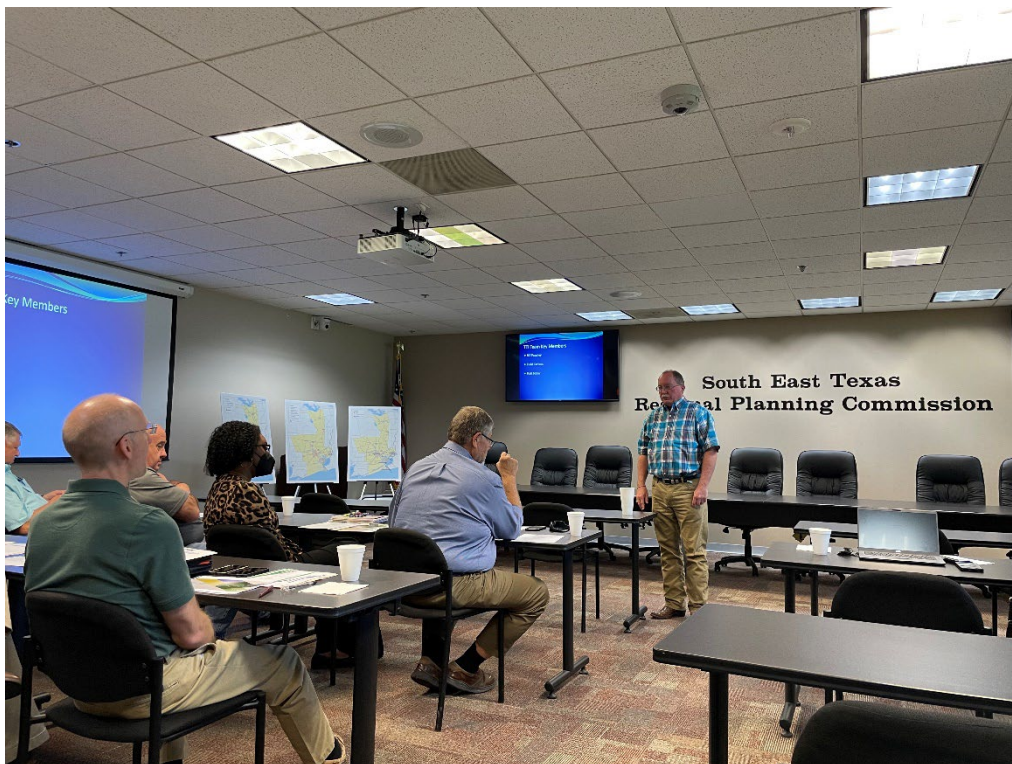


2.1.9 Outreach To Special Groups

As the intent of the SETRPC’s 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’s 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, the SETRPC 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.



2.2 Formal Public Meetings

In addition to the informal public meetings previously discussed, the SETRPC 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 with 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.

2.2.1 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 four 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 email and regular mail (for those without email) 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 the SETRPC staff.

Notification for TPC meetings will be provided 14 days in advance as a posting to the

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
Port Arthur Transit
338 Proctor Street
Port Arthur, TX
3:00 PM

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

Wednesday November 15
Orange Public Library
230 5th Street
Orange, TX
3:00 PM

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

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.

2.2.2 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 JJOHRTS 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 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.

2.3 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.

2.3.1 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.

2.3.2 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 email 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 PPP. 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.

2.4 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). Detailed documentation of the methods used by the SETRPC in addressing Title VI issues is provided in the SETRPC’s separate Title VI/Environmental Justice Program Plan, which was most recently updated in 2022. Using the latest US Census Bureau data and federal government definitions, the SETRPC has identified those areas with high concentrations of Title VI target populations, including minority, low-income, and limited English proficiency populations. SETRPC will make special efforts to encourage participation in the transportation planning process by citizens in these areas and use data on the latest Title VI populations to support equitable engagement. SETRPC will periodically review the areas with high concentrations of minority, low-income, and limited English proficiency as new or additional information becomes available.



That Title VI/Environmental Justice Program Plan details the formal policy statements on Title VI and Environmental Justice, documents compliant 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.

The SETRPC MPO would also consider the use of FHWA’s Screening Tool for Equity Analysis of Projects (STEAP) to address equity and Title VI/EJ issues as part of the next 2050 MTP update. The interactive web-based GIS platform tool is currently available on the FHWA HEP-GIS website at <https://hepgis.fhwa.dot.gov/fhwagis/>.

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.

2.5 Measures of Effectiveness

Measures of Effectiveness (MOEs) have been developed to gauge how well the SETRPC’s 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 eleven MOE targets established for the 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

- 100% of requests for SETRPC staff to make a presentation to a neighborhood group, civic organization, government agency, or other special interest group receive 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 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 eleven 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.

Chapter 3: Planning Documents

3.0 Introduction

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

SETRPC 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.

3.1 Formal Updates

SETRPC 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, formal in-person and virtual meetings will be held within the JJOHRTS 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 identified in the Title VI/ Environmental Justice Program Plan. The public comment period for both the MTP and TIP 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, SETRPC staff will address public comments received, append documentation to the document, and forward to the TPC.

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's website and by email to interested persons in the SETRPC's mailing database. Since the UPWP is updated annually, public participation opportunities are covered through routine MPO meetings, and no additional outreach is necessary.

3.2 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."

3.2.1 Amendments

The PPP, UPWP, MTP, and TIP 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.

Table 2: Significant 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 will notify the TPC during their regular meetings of a necessary amendment.
- SETRPC’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.
- SETRPC will post a legal notice in various local newspapers in the four-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 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. Email notifications of the commencement of the public comment period will be sent to the TPC as well as to interested persons in the SETRPC mailing database.
- SETRPC staff will have seven days after the closing of the comment period to summarize and address any public input received. 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 SETRPC in the adopted document of the amendment.
- SETRPC will submit the adopted amendment to the required parties (TxDOT, FHWA, FTA, etc.) for approval.

3.2.2 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 Requiring Amendment
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 Changing the overall total budget by 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% or 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)

3.3 Update and Revision Process Summary

Table 4 summarizes the development milestones and public participation activities for updates and amendments of the four prescribed SETRPC 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: Update and Revision Process

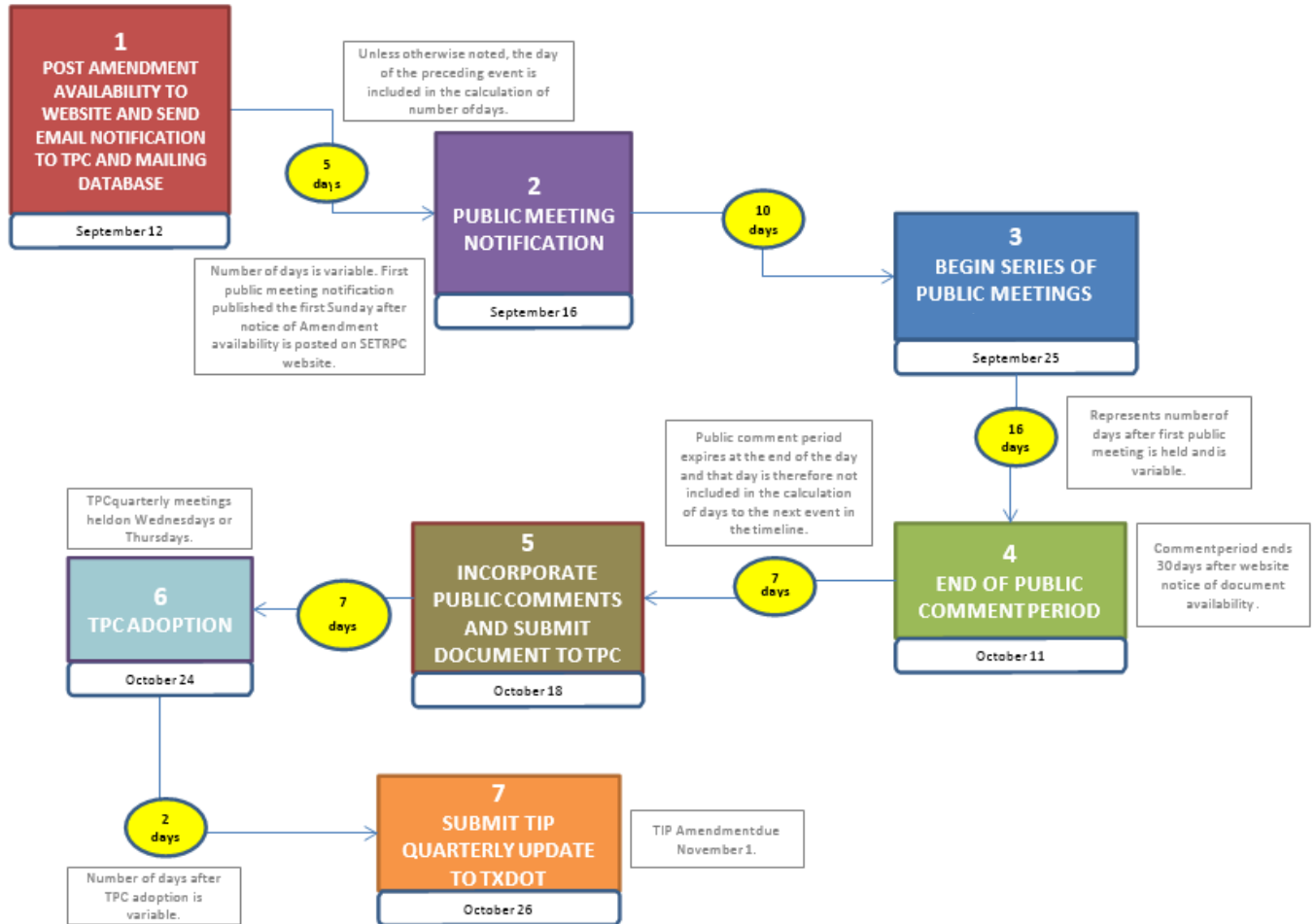
Document	Alteration Type	Frequency	Public Meetings	Public Meeting Notification	Comment Period
PPP	Update	As needed	Use focus groups rather than organized open house meetings	Variable, depending on focus group(s)	45 days
	Amendment	As needed	N/A	N/A	45 days
UPWP	Update	Every year	N/A	N/A	N/A
	Amendment	As needed	N/A	N/A	N/A
MTP	Update	Every 5 years	In-person and virtual meeting options	10 days prior to first public meeting	30 days
	Amendment	As needed	In-person and virtual meeting options	10 days prior to first public meeting	30 days
	Administrative Modification	As needed	N/A	N/A	N/A
TIP	Update	Every 2 years	In-person and virtual meeting options	10 days prior to first public meeting	30 days
	Amendment	Quarterly, if needed, or otherwise*	In-person and virtual meeting options	10 days prior to first public meeting	30 days
	Administrative Modification	As needed	N/A	N/A	N/A

**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. There is therefore a minimum of at least 14 days between the end of the public comment period and TPC action on the document.*

3.3.1 Public Participation Timeline Example

Figure 6 illustrates the events and timeline for the SETRPC to conduct the public participation process for a quarterly TIP amendment due November 1.

Figure 6: Public Participation Timeline Example



Chapter 4: Plan Evaluation and Future Updates

4.0 Evaluation Process

SETRPC will continually evaluate the techniques and strategies it uses during the public involvement process in order to determine the effectiveness of this PPP. 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 PPP 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 PPP 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**

JJOHRTS Transportation Planning Committee
and Technical Committee

Purpose: The JJOHRTS Transportation Planning Committee (TPC) is designated with the responsibility of directing the “continuous phase” of the JJOHRTS area and all other transportation planning activities in the region. The JJOHRTS 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, Jasper, Jefferson, and Orange counties.

VOTING MEMBERSHIP

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

NON-VOTING EX-OFFICIO MEMBERSHIP

City of Bevil Oaks	State Representative, District 21
City of China	State Representative, District 22
City of Kountze	State Senator, District 3
City of Nome	State Senator, District 4
City of Pinehurst	SETRPC Executive Director
City of Pine Forest	Texas Commission on Environmental Quality
City of Rose City	Governor’s Office
City of Rose Hill Acres	U.S. Representative, District 14
City of Sour Lake	U.S. Representative, District 36
City of Taylor Landing	Federal Highway Administration
State Representative, District 19	U.S. Coast Guard

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.

Table 5: FAST Act Requirements

	Requirement	SETRPC 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 four-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, and at both day and evening times. Public meetings may also be offered in-

		person, virtually, or with a hybrid in-person and virtual option when feasible
(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
(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	If the MTP or TIP requires “significant” changes based upon public comment, there will be an additional opportunity for public comment
(ix)	Coordinate with the statewide transportation planning, public involvement, and consultation processes	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
(x)	Periodically reviewing the effectiveness of the procedures and strategies contained in the participation plan to ensure a full and open participation process	SETRPC regularly reviews this PPP and the effectiveness of its overall outreach efforts

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 **Table 6** 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 **Table 6** 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.

Table 6: Exempt Projects

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 	<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

<ul style="list-style-type: none"> • Pavement resurfacing and/or rehabilitation 	
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
Mass Transit	
<ul style="list-style-type: none"> • Operating assistance to transit agencies • Purchase of support vehicles • Rehabilitation of transit vehicles¹ • 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 fleet¹ • 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 	<ul style="list-style-type: none"> • Acquisition of scenic easements • Planting, 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

- **Emergency or hardship advance land acquisition (23 CFR 712.204(d))**

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 JJOHRTS 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 the 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 SAFETEA-LU. The FAST Act provides transportation funding totaling \$305 billion for fiscal years 2016 through 2020.

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 the SETRPC, the nature and importance of the services provided by the 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.

Jasper-Jefferson-Orange-Hardin Regional Transportation Study (JJOHRTS) – The JJOHRTS area is the four-county area for which the 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. SETRPC serves as the MPO for the JJOHRTS 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.

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. JJOHRTS was formerly classed as a nonattainment area for the 2008 eight-hour ozone and 1997 eight-hour and one-hour ozone standards. The region has been reclassified as 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 JJOHRTS 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).

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 JJOHRTS 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 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 (e.g., 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 (e.g., 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. 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 the 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 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 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 & Visitors Bureaus

Appendix F: Public Participation Documentation

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

Appendix G: FHWA Planning Emphasis Areas Letter



U.S. Department
of Transportation
**Federal Highway
Administration**

Federal Transit
Administration

Office of the Administrator

1200 New Jersey Ave., SE
Washington, D.C. 20590

December 30, 2021

Attention: FHWA Division Administrators
FTA Regional Administrators

Subject: 2021 Planning Emphasis Areas for use in the development of Metropolitan and
Statewide Planning and Research Work programs.

With continued focus on transportation planning the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) Offices of Planning are jointly issuing updated Planning Emphasis Areas (PEAs). The PEAs are areas that FHWA and FTA field offices should emphasize when meeting with the metropolitan planning organizations, State departments of transportation, Public Transportation Agencies, and Federal Land Management Agency counterparts to identify and develop tasks associated with the Unified Planning Work Program and the Statewide Planning and Research Program. We recognize the variability of work program development and update cycles, so we encourage field offices to incorporate these PEAs as programs are updated.

Please note that this letter is intended only to provide clarity regarding existing requirements. It is not binding and does not have the force and effect of law. All relevant statutes and regulations still apply.

Sincerely,

Nuria Fernandez
Administrator
Federal Transit Administration

Stephanie Pollack
Acting Administrator
Federal Highway Administration

Enclosure

2021 Planning Emphasis Areas:

Tackling the Climate Crisis – Transition to a Clean Energy, Resilient Future

Federal Highway Administration (FHWA) divisions and Federal Transit Administration (FTA) regional offices should work with State departments of transportation (State DOT), metropolitan planning organizations (MPO), and providers of public transportation to ensure that our transportation plans and infrastructure investments help achieve the national greenhouse gas reduction goals of 50-52 percent below 2005 levels by 2030, and net-zero emissions by 2050, and increase resilience to extreme weather events and other disasters resulting from the increasing effects of climate change. Field offices should encourage State DOTs and MPOs to use the transportation planning process to accelerate the transition toward electric and other alternative fueled vehicles, plan for a sustainable infrastructure system that works for all users, and undertake actions to prepare for and adapt to the impacts of climate change. Appropriate Unified Planning Work Program work tasks could include identifying the barriers to and opportunities for deployment of fueling and charging infrastructure; evaluating opportunities to reduce greenhouse gas emissions by reducing single-occupancy vehicle trips and increasing access to public transportation, shift to lower emission modes of transportation ; and identifying transportation system vulnerabilities to climate change impacts and evaluating potential solutions. We encourage you to visit FHWA’s [Sustainable Transportation](#) or FTA’s [Transit and Sustainability](#) Webpages for more information.

(See [EO 14008](#) on “Tackling the Climate Crisis at Home and Abroad,” [EO 13990](#) on “Protecting Public Health and the Environment and Restoring Science to Tackle the Climate Crisis.” [EO 14030](#) on “Climate-Related Financial Risk,” See also [FHWA Order 5520](#) “Transportation System Preparedness and Resilience to Extreme Weather Events,” FTA’s “[Hazard Mitigation Cost Effectiveness Tool](#),” FTA’s “[Emergency Relief Manual](#),” and “[TCRP Document 70: Improving the Resilience of Transit Systems Threatened by Natural Disasters](#)”)

Equity and Justice⁴⁰ in Transportation Planning

FHWA Division and FTA regional offices should work with State DOTs, MPOs, and providers of public transportation to advance racial equity and support for underserved and disadvantaged communities. This will help ensure public involvement in the planning process and that plans and strategies reflect various perspectives, concerns, and priorities from impacted areas. We encourage the use of strategies that: (1) improve infrastructure for non-motorized travel, public transportation access, and increased public transportation service in underserved communities; (2) plan for the safety of all road users, particularly those on arterials, through infrastructure improvements and advanced speed management; (3) reduce single-occupancy vehicle travel and associated air pollution in communities near high-volume corridors; (4) offer reduced public transportation fares as appropriate; (5) target demand-response service towards communities with higher concentrations of older adults and those with poor access to essential services; and (6) consider equitable and sustainable practices while developing transit-oriented development including affordable housing strategies and consideration of environmental justice populations.

[Executive Order 13985](#) (*Advancing Racial Equity and Support for Underserved Communities*) defines the term “equity” as the consistent and systematic fair, just, and impartial treatment of all individuals, including individuals who belong to underserved communities that have been denied such treatment, such as Black, Latino, and Indigenous and Native American persons, Asian

Americans and Pacific Islanders and other persons of color; members of religious minorities; lesbian, gay, bisexual, transgender, and queer (LGBTQ+) persons; persons with disabilities; persons who live in rural areas; and persons otherwise adversely affected by persistent poverty or inequality. The term “underserved communities” refers to populations sharing a particular characteristic, as well as geographic communities, that have been systematically denied a full opportunity to participate in aspects of economic, social, and civic life, as exemplified by the list in the preceding definition of “equity.” In addition, [Executive Order 14008](#) and [M-21-28](#) provides a whole-of-government approach to advancing environmental justice by stating that 40 percent of Federal investments flow to disadvantaged communities. FHWA Division and FTA regional offices should work with State DOTs, MPOs, and providers of public transportation to review current and new metropolitan transportation plans to advance Federal investments to disadvantaged communities.

To accomplish both initiatives, our joint planning processes should support State and MPO goals for economic opportunity in disadvantaged communities that have been historically marginalized and overburdened by pollution and underinvestment in housing, transportation, water and wastewater infrastructure, recreation, and health care.

Complete Streets

FHWA Division and FTA regional offices should work with State DOTs, MPOs and providers of public transportation to review current policies, rules, and procedures to determine their impact on safety for all road users. This effort should work to include provisions for safety in future transportation infrastructure, particularly those outside automobiles.

A complete street is safe, and feels safe, for everyone using the street. FHWA and FTA seek to help Federal aid recipients plan, develop, and operate streets and networks that prioritize safety, comfort, and access to destinations for people who use the street network, including pedestrians, bicyclists, transit riders, micro-mobility users, freight delivery services, and motorists. The goal is to provide an equitable and safe transportation network for travelers of all ages and abilities, including those from marginalized communities facing historic disinvestment. This vision is not achieved through a one-size-fits-all solution – each complete street is unique and developed to best serve its community context and its primary role in the network.

Per the National Highway Traffic Safety Administration’s 2019 data, 62 percent of the motor vehicle crashes that resulted in pedestrian fatalities took place on arterials. Arterials tend to be designed for vehicle movement rather than mobility for non-motorized users and often lack convenient and safe crossing opportunities. They can function as barriers to a safe travel network for road users outside of vehicles.

To be considered complete, these roads should include safe pedestrian facilities, safe transit stops (if present), and safe crossing opportunities on an interval necessary for accessing destinations. A safe and complete network for bicycles can also be achieved through a safe and comfortable bicycle facility located on the roadway, adjacent to the road, or on a nearby parallel corridor. Jurisdictions will be encouraged to prioritize safety improvements and speed management on arterials that are essential to creating complete travel networks for those without access to single-occupancy vehicles.

Public Involvement

Early, effective, and continuous public involvement brings diverse viewpoints into the decisionmaking process. FHWA Division and FTA regional offices should encourage MPOs, State DOTs, and providers of public transportation to increase meaningful public involvement in transportation planning by integrating Virtual Public Involvement (VPI) tools into the overall public involvement approach while ensuring continued public participation by individuals without access to computers and mobile devices. The use of VPI broadens the reach of information to the public and makes participation more convenient and affordable to greater numbers of people. Virtual tools provide increased transparency and access to transportation planning activities and decisionmaking processes. Many virtual tools also provide information in visual and interactive formats that enhance public and stakeholder understanding of proposed plans, programs, and projects. Increasing participation earlier in the process can reduce project delays and lower staff time and costs. More information on VPI is available [here](#).

Strategic Highway Network (STRAHNET)/U.S. Department of Defense (DOD) Coordination

FHWA Division and FTA regional offices should encourage MPOs and State DOTs to coordinate with representatives from DOD in the transportation planning and project programming process on infrastructure and connectivity needs for STRAHNET routes and other public roads that connect to DOD facilities. According to the Declaration of Policy in 23 U.S.C. 101(b)(1), it is in the national interest to accelerate construction of the Federal-aid highway system, including the Dwight D. Eisenhower National System of Interstate and Defense Highways, because many of the highways (or portions of the highways) are inadequate to meet the needs of national and civil defense. The DOD's facilities include military bases, ports, and depots. The road networks that provide access and connections to these facilities are essential to national security. The [64,200-mile STRAHNET system](#) consists of public highways that provide access, continuity, and emergency transportation of personnel and equipment in times of peace and war. It includes the entire 48,482 miles of the Dwight D. Eisenhower National System of Interstate and Defense Highways and 14,000 miles of other non-Interstate public highways on the National Highway System. The STRAHNET also contains approximately 1,800 miles of connector routes linking more than 200 military installations and ports to the primary highway system. The DOD's facilities are also often major employers in a region, generating substantial volumes of commuter and freight traffic on the transportation network and around entry points to the military facilities. Stakeholders are encouraged to review the STRAHNET maps and recent Power Project Platform (PPP) [studies](#). These can be a useful resource in the State and MPO areas covered by these route analyses.

Federal Land Management Agency (FLMA) Coordination

FHWA Division and FTA regional offices should encourage MPOs and State DOTs to coordinate with FLMAs in the transportation planning and project programming process on infrastructure and connectivity needs related to access routes and other public roads and transportation services that connect to Federal lands. Through joint coordination, the State DOTs, MPOs, Tribal Governments, FLMAs, and local agencies should focus on integration of their transportation planning activities and develop cross-cutting State and MPO long range transportation plans, programs, and corridor studies, as well as the Office of Federal Lands

Highway's developed transportation plans and programs. Agencies should explore opportunities to leverage transportation funding to support access and transportation needs of FLMAs before transportation projects are programmed in the Transportation Improvement Program (TIP) and Statewide Transportation Improvement Program (STIP). Each State must consider the concerns of FLMAs that have jurisdiction over land within the boundaries of the State (23 CFR 450.208(a)(3)). MPOs must appropriately involve FLMAs in the development of the metropolitan transportation plan and the TIP (23 CFR 450.316(d)). Additionally, the Tribal Transportation Program, Federal Lands Transportation Program, and the Federal Lands Access Program TIPs must be included in the STIP, directly or by reference, after FHWA approval in accordance with 23 U.S.C. 201(c) (23 CFR 450.218(e)).

Planning and Environment Linkages (PEL)

FHWA Division and FTA regional offices should encourage State DOTs, MPOs and Public Transportation Agencies to implement PEL as part of the transportation planning and environmental review processes. The use of PEL is a collaborative and integrated approach to transportation decisionmaking that considers environmental, community, and economic goals early in the transportation planning process, and uses the information, analysis, and products developed during planning to inform the environmental review process. PEL leads to interagency relationship building among planning, resource, and regulatory agencies in the early stages of planning to inform and improve project delivery timeframes, including minimizing duplication and creating one cohesive flow of information. This results in transportation programs and projects that serve the community's transportation needs more effectively while avoiding and minimizing the impacts on human and natural resources. More information on PEL is available [here](#).

Data in Transportation Planning

To address the emerging topic areas of data sharing, needs, and analytics, FHWA Division and FTA regional offices should encourage State DOTs, MPOs, and providers of public transportation to incorporate data sharing and consideration into the transportation planning process, because data assets have value across multiple programs. Data sharing principles and data management can be used for a variety of issues, such as freight, bike and pedestrian planning, equity analyses, managing curb space, performance management, travel time reliability, connected and autonomous vehicles, mobility services, and safety. Developing and advancing data sharing principles allows for efficient use of resources and improved policy and decisionmaking at the State, MPO, regional, and local levels for all parties.



June 15, 2023

TO: TRANSPORTATION PLANNING COMMITTEE

FROM: BOB DICKINSON, DIRECTOR
TRANSPORTATION & ENVIRONMENTAL RESOURCES DIVISION

SUBJECT: SOUTH EAST TEXAS REGIONAL PLANNING COMMISSION (SETRPC) TITLE VI/
ENVIRONMENTAL JUSTICE PLAN UPDATE – LIMITED ENGLISH PROFICIENCY

The South East Texas Regional Planning Commission (SETRPC) has prepared its latest Title VI and Environmental Justice Plan. The plan addresses the MPO's responsibilities as a recipient of federal funding as they relate to the requirements of Title VI of the Civil Rights Act of 1964, the Age Discrimination Act of 1975, the Civil Rights Restoration Act of 1987, and Executive Order 12898 Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Population. These federal laws and orders seek to prevent any form of discrimination and to ensure certain populations are not disproportionately adversely affected by plans, programs, and projects implemented by public agencies.

SETRPC's goal is to not discriminate against any person with respect to any MPO program, activity, or service, nor to adversely impact Environmental Justice populations disproportionately in the Hardin, Jasper, Jefferson, and Orange Counties metropolitan planning area. The plan outlines the policies and program elements in place to support this goal, and to adequately address Title VI and Environmental Justice requirements, SETRPC regularly collects and analyzes demographic data on race, color, national origin, age, language spoken and level of proficiency, disability, and gender for the metropolitan planning area. This demographic data is used to better target public outreach efforts and to consider Environmental Justice issues as applicable.

With the transfer of Jasper County to SETRPC in 2021, Jasper County is now included in the data collection and analysis covered by this plan. In addition, SETRPC has updated the plan using the most current data from the U.S. Census Bureau's decennial Census and the annual American Community Survey. As part of the planning process, SETRPC will consider project costs, benefits, and impacts together with Environmental Justice criteria to promote the development of more feasible and prudent projects that can contribute to equity in the project selection process. In addition, this update will be used to further support SETRPC's efforts in conducting effective and inclusive public engagement. Groups that have historically been underserved, including minority, elderly, disabled, low-income, and limited English proficiency populations, will be encouraged to participate in the transportation planning process.

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

President – Michael Sinegal, Jefferson County | 1st VP – Wayne McDaniel, Hardin County | 2nd VP – Johnny Trahan, Orange County
3rd VP – Mark Allen, Jasper County | 4th VP – Glenn Johnson, Port Neches | 5th VP – Kimberly Cline, Lumberton
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Title VI and Environmental Justice Program

South East Texas Regional Planning Commission
Metropolitan Planning Organization

Adopted by the Transportation Planning Committee on month day, 2023

Prepared by WSP



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Chapter 1: Introduction

1.0 Introduction

This Title VI and Environmental Justice Program has been prepared to address the responsibilities of the South East Texas Regional Planning Commission - Metropolitan Planning Organization (SETRPC-MPO) as a recipient of federal financial assistance as they relate to the requirements of Title VI of the Civil Rights Act of 1964, the Age Discrimination Act of 1975, the Civil Rights Restoration Act of 1987, and Executive Order 12898. These federal laws and orders seek to prevent any form of discrimination and to ensure certain populations are not disproportionately adversely affected by plans, programs, and projects implemented by public agencies.

1.1 Title VI

Title VI of the Civil Rights Act of 1964 first prohibited discrimination on the basis of race, color, or national origin in programs or activities receiving federal financial assistance. Furthermore, the Civil Rights Restoration Act of 1987 clarified the intent of Title VI to include all programs and activities of Federal-aid recipients, sub-recipients and contractors, whether those programs and activities are federally funded or not. The Age Discrimination Act of 1975 clarified that age is a protected group under Title VI.

1.2 Environmental Justice

Presidential Executive Order 12898, entitled Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations, promulgated on February 11, 1994, expanded the scope of previous guidance to include identifying and avoiding “disproportionately high and adverse” effects on minority and low-income populations. The United States Department of Transportation (USDOT) Order 6640.23 requires the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) to implement the principles of Environmental Justice in all programs, policies, and activities.

The three principles of Environmental Justice are:

- ➔ To avoid, minimize, or mitigate disproportionately high and adverse human health or environmental effects, including social and economic effects, on minority populations 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 in, or significant delay in the receipt of benefits by minority populations and low-income populations.

Environmental Justice must be considered in all phases of planning and focuses on enhanced public involvement and an analysis of the distribution of benefits and impacts. Environmental Justice issues arise most frequently when certain communities:

- Receive the benefits of improved accessibility, faster trips, and congestion relief, while others experience fewer benefits.
- Suffer disproportionately from transportation programs' negative impacts, like air pollution.
- Pay higher transportation taxes or higher fares than others in relation to the services received.
- Experience underrepresentation when policymaking bodies debate and decide allocations of transportation resources.

While Environmental Justice concerns are more frequently raised during project development, Title VI applies equally to the plans, programs, and activities of all planning activities in which the SETRPC-MPO is actively involved.

1.3 Program Summary

To address these federal requirements, the SETRPC-MPO has developed this Title VI/Environmental Justice Program. Specifically, this Title VI and Environmental Justice Program:

- Identifies the SETRPC-MPO's formal Policy Statement regarding Title VI and Environmental Justice.
- Describes the general elements of the SETRPC-MPO's Title VI/Environmental Justice Program.
- Includes a Title VI Complaint Form.

Chapter 2:

Title VI and Environmental Justice Program

2.0 Policy Statement

The SETRPC-MPO is the acting transportation planning agency for Harding, Jasper, Jefferson, and Orange Counties metropolitan planning area (MPA) and is the designated recipient of federal transportation funds. As such, the goal of the SETRPC-MPO is to not discriminate against any person with respect to an MPO program, activity, or service, nor to adversely impact Environmental Justice populations disproportionately. Therefore, the SETRPC-MPO has developed the following policy statement:

The SETRPC-MPO assures that no person shall, on the grounds of race, color, national origin, sex, age, disability, or income status, as provided by Title VI of the Civil Rights Act of 1964, the Civil Rights Restoration Act of 1987 (P.L. 100.259), and other related federal orders, directives, and guidelines, be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination or retaliation under any program or activity. Additionally, per Executive Order 12898 (Environmental Justice) and subsequent United States Department of Transportation, Federal Highway Administration, and Federal Transit Administration directives, the SETRPC-MPO shall make every effort to identify and address, as appropriate, disproportionately high and adverse human health or environmental effects of the SETRPC-MPO's programs, policies, and activities on Title VI and Environmental Justice protected populations. Furthermore, the SETRPC-MPO assures that every effort will be made to ensure nondiscrimination in all of its programs and activities, whether those programs or activities are federally funded or not. In the event that the SETRPC-MPO distributes federal aid funds to another entity, the MPO will include Title VI language in all written agreements. The Title VI Coordinator is responsible for carrying out the activities documented in the SETRPC-MPO's Title VI and Environmental Justice Program.

2.1 Title VI and Environmental Justice Program Elements

The following seven elements comprise the SETRPC-MPO's formal Title VI and Environmental Justice Program. The implementation of these activities will be the responsibility of the SETRPC-MPO's Title VI Coordinator, with assistance from other MPO support staff.

2.1.1 Data Collection and Analysis

In order to adequately address Title VI and Environmental Justice requirements, the SETRPC-MPO will regularly gather and analyze demographic data related to race, color, national origin, age, include level, language spoken, disability, and gender for the SETRPC-MPO planning area (Hardin, Jasper, Jefferson, and Orange Counties). This demographic data will be used to better target public outreach efforts and to consider Environmental Justice issues, as needed. Data from the United States Census Bureau's decennial Census and the annual American Community Survey will be regularly reviewed to ensure that the most current data is available to sufficiently meet the requirements of the SETRPC-MPO's Title VI and Environmental Justice Program. This data analysis will be updated to include new data as it becomes available.

2.1.2 Public Participation

The SETRPC-MPO seeks to provide equal access to all citizens through an inclusive and robust public participation process. This process is documented in the MPO's Public Participation Plan (PPP), which describes in detail the broad range of public outreach and participation techniques that the MPO utilizes to reach the community at large. The PPP explicitly states that the SETRPC—MPO will ensure that groups that have historically been underserved, including minority, elderly, disabled, low-income, and limited English proficiency populations, will be encouraged to participate in the transportation planning process. Key strategies that the SETRPC-MPO will employ to engage these population groups include:

- ➔ Conduct meetings at locations that are accessible by public transit and are compliant with the Americans with Disabilities Act.
- ➔ Seek assistance from community leaders and organizations to facilitate involvement of traditionally underserved populations.
- ➔ Provide interpretation services or other special accommodations that are requested.
- ➔ Provide language assistance to persons that do not speak English as their primary language and have limited ability to read, speak, or understand English.
- ➔ Routinely evaluate the effectiveness of all communications and public participation efforts to reach underserved populations and make appropriate adjustments as necessary.

2.1.3 Transportation Planning Process

The SETRPC-MPO is responsible for conducting a continuing, comprehensive, and cooperative (3-C) transportation planning process that results in plans and programs that are for the benefit of all residents of the metropolitan planning area. This transportation planning process results in four planning-related documents:

- ➔ **Unified Planning Work Program (UPWP)** – An annual statement of work that identifies the planning priorities and activities to be carried out within the SETRPC-MPO metropolitan planning area for a given fiscal year (October 1 to September 30).
- ➔ **Public Participation Plan (PPP)** – A set of guidelines that outlines the procedures, tools, techniques, and expectations for public outreach and education during the transportation planning and development processes.

- ➔ **Metropolitan Transportation Plan (MTP)** – a long-range multimodal transportation plan that includes the set of projects, programs, and policies that are anticipated to be implanted over a 20-year planning horizon.
- ➔ **Transportation Improvement Program (TIP)** – A prioritized listing of transportation projects and programs covering a period of four years, representing the short-range implementation program of the MTP.

The SETRPC-MPO is committed to ensuring that its programs, plans, and projects meet the needs of all persons, regardless of socioeconomic background, and avoid disproportionately high and adverse human health or environmental effects, including social and economic effects, on Title VI and Environmental Justice projected populations. To support this commitment, the SETRPC-MPO has developed a process to consider all submitted projects early in the transportation process rather than after a project has progressed to the alternatives analysis and design stages. Considering a project cost, benefits, and impacts together with Environmental Justice criteria early in the planning process is intended to promote developing more feasible and prudent projects that can contribute to equity in the transportation planning process. The SETRPC-MPO will implement this goal through three distinct steps:

- ➔ Maintain a robust public outreach process to provide meaningful opportunities for involvement.
- ➔ Identify and map target populations through an analytical process.
- ➔ Explicitly consider impacts of transportation and target populations.

Robust public involvement will be guided by the SETRPC-MPO PPP and Limited English Proficiency Plan. Public participation will solicit and consider input from all groups and citizens affected by the SETRPC-MPO's transportation plans or programs. The needs of those that have traditionally been underserved by the transportation system will be particularly considered. The analytical process involves two distinct steps: identification of target populations and mapping the results.

The first part of the analytical process, identification of target populations, builds a demographic profile of the region using Census statistical data. The data is used to identify Census Block Groups within the region that have a higher percentage of any targeted population than the regional percentage. This profile is included in Appendix 1 of this document. Data from this profile is used to define Environmental Justice Communities of Concern (EJCOC) for each specific targeted population. The EJCOCs are supplemented with additional data to identify populations with Limited English Proficiency (LEP), which are included in the analytical process.

The second part of the analytical process is to enter the EJCOC's demographic data into a Geographic Information System (GIS). The GIS displays layers of information such as transportation projects, transit routes, significant employment destinations, and locations of government services, so that the potential for disproportionate impacts to areas within EJCOCs can be evaluated for every project.

The result of this analytical process is the identification of transportation projects that are located within an EJCOC or have an impact on a targeted population. The impacts of transportation projects in EJCOCs are explicitly scored in the Project Selection Process. The Project Selection Process has two

components: a Road Evaluation Track and a Transportation Choices and Livability Evaluation Track. Each evaluation track evaluates a project on multiple criteria, so that the impacts of a project on EJCOs are considered explicitly, but also are considered within the content of additional concerns such as access to transit and other multimodal facilities, Context Sensitive Solutions, compliance with the Americans with Disabilities Act, and alternatives analysis of routes for new construction.

This comprehensive project selection process and scoring criteria define a process with an analytical basis that considers the impact of transportation decisions and projects on EJCOs both explicitly and within the overall transportation planning context. However, the process is similar to the NEPA process for evaluating the impacts of transportation projects on the environment, since it is intended only to identify high-level impacts. Like the NEPA process, if the evaluation of a specific project reveals that it does have a potential impact, it may require more in-depth study to determine the full scope and scale of the impacts and weight them against project benefits.

2.1.4 Measures of Effectiveness

Measures of Effectiveness (MOEs) for the Title VI program were developed to ensure that targeted communities are included in the public involvement process and that they have meaningful opportunities for involvement. The MOEs for this program are shared with the MOEs for the overall public participation process. Specific MOEs for the Title VI program include:

- ➔ 100 percent of all formal public meetings, project meetings, and committee meetings are accessible to persons with disabilities and are located on a fixed-route public transit line.
- ➔ 100 percent 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 translations 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 percent 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 percent of individuals listed in the public participation contacts database are contacted once per year to verify their information and maintain their interest in the process.

2.1.5 Contractors

From time to time, the SETRPC-MPO executes contracts with consultants to assist in carrying out the 3-C transportation planning process. All SETRPC-MPO consultant contracts include language stating that the contractor agrees that persons shall not be excluded from participation in, be denied the benefit of, or otherwise be subject to discrimination during the work and activities related to the contract.

2.1.6 Training Program

As changes to federal and state regulations and guidance related to Title VI and Environmental Justice change, SETRPC-MPO staff will seek the necessary training to ensure continued compliance with these issues.

2.1.7 Complaint Procedures

Any person who believes he or she, or any specific class of persons, has been subjected to discrimination or retaliation prohibited by the Title VI of the Civil Rights Act of 1964, as amended, and related statutes, may file a formal written complaint using the form found in Appendix 2 of this document. All formal written complaints received will be addressed, investigated, and responded to by the SETRPC-MPO, in cooperation with its state and federal planning partners.

Chapter 3: Environmental Justice Analysis

SETRPC has updated its socioeconomic maps for Title VI and Environmental Justice analysis based on data from the U.S. Census Bureau 2017-2021 American Community Survey (ACS) 5-Year Estimates. The environmental justice analysis provides an overview of the environments and settings that describe the underserved communities in the region. Identifying the locations of protected communities is essential to understanding and recognizing the impacts these communities may be exposed to from transportation projects or public actions.

Determination of the characteristics of the protected community can also guide targeted public outreach efforts and inform public engagement strategies throughout the metropolitan transportation planning process. Having the ability to identify the needs of the protected population would permit the strategic allocation of transportation investments to those underserved communities and facilitate the selection of appropriate actions to avoid, minimize, or mitigate any potentially adverse project impacts.

3.0 Definitions for the Protected Population

Executive Order 12898: “Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations” defines the protected population for environmental justice oversight as Minority Populations, Low-Income Populations, and the Native Indian Tribes.

SETRPC uses the Federal Transit Administration (FTA) and Federal Highway Administration (FHWA) definition of Minority Persons:

- ➔ Black: persons having origins in any of the black racial groups of Africa.
- ➔ Hispanic or Latino: persons having Mexican, Puerto Rican, Cuban, Central or South American, or other Spanish culture or origin, regardless of race.
- ➔ Asian Americans: persons having origins in any of the original peoples of the Far East, Southeast Asia, or the Indian subcontinent.
- ➔ American Indian and Alaskan Native: persons having origins in any of the original people of North America, South America (Including Central America), and who maintain cultural identification through tribal affiliation or community recognition.
- ➔ Native Hawaiian and other Pacific Islanders: persons having origins in any of the original peoples of Hawaii, Guam, Samoa, or other Pacific Islands.

SETRPC defines low-income status as a household income level that is below the current Texas Health and Human Services (HHS) Supplemental Nutrition Assistance Program (SNAP) eligibility. Table 1 shows the amount of income that most people or families can earn to be eligible for SNAP.

Table 1: SNAP Maximum Monthly Income Limits

Family Size	Maximum Monthly Income
1	\$1,869
2	\$2,518
3	\$3,167
4	\$3,816
5	\$4,465
For each additional person, add:	\$649

Source: Texas Health and Human Services. SNAP Food Benefits.

Executive Order 13166 requires federal agencies and recipients of federal funds to provide special accommodations for persons with Limited English Proficiency (LEP) to ensure that linguistic barriers do not prevent their having meaningful access to the benefits and opportunities to participate in federally assisted programs. Like Executive Order 12898, the LEP executive order is one of the federal nondiscrimination laws that come under the umbrella of a Title VI program. The LEP disadvantage is commonly associated with one’s race or national origin and is therefore directly related to Title VI, but additionally a concurrent concern in individuals protected for environmental justice purposes.

Senior population, defined as the population age 65 years and over, tend to have mobility challenges. The senior population is less likely to have the ability to drive a personal automobile and is more likely to be dependent on transit services or other people to travel the region. Senior status can be a disadvantage for minority populations, especially when coupled with a low-income status.

3.1 Threshold Analysis

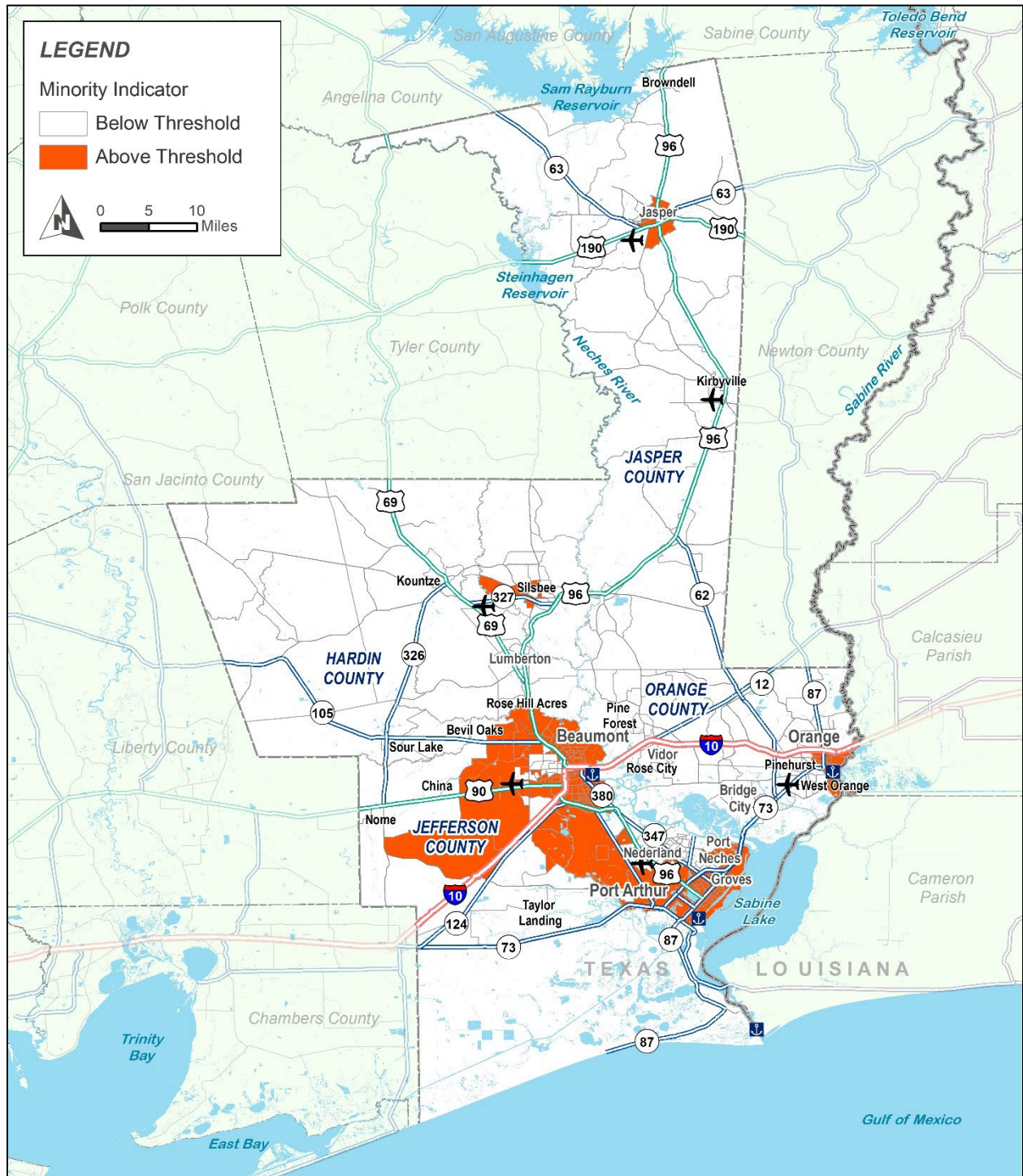
Communities sensitive for environmental justice in the SETRPC planning area are identified through a threshold analysis. A census block-group that meets or exceeds this threshold value is considered sensitive for environmental justice.

Indicators and thresholds for the SETRPC environmental justice analysis include:

- ➔ Minority Populations: Percent minority Greater than or Equal to 50 percent.
- ➔ Low-Income Household: Medium Household Income below current Texas Health and Human Services (HHS) Supplemental Nutrition Assistance Program (SNAP) Eligibility Threshold (see Table 1).
- ➔ LEP Population: LEP Population greater than 50 persons in population and greater than or equal to 5 percent of population.
- ➔ Senior Population: 65 and Over Population greater than or equal to 25 percent.

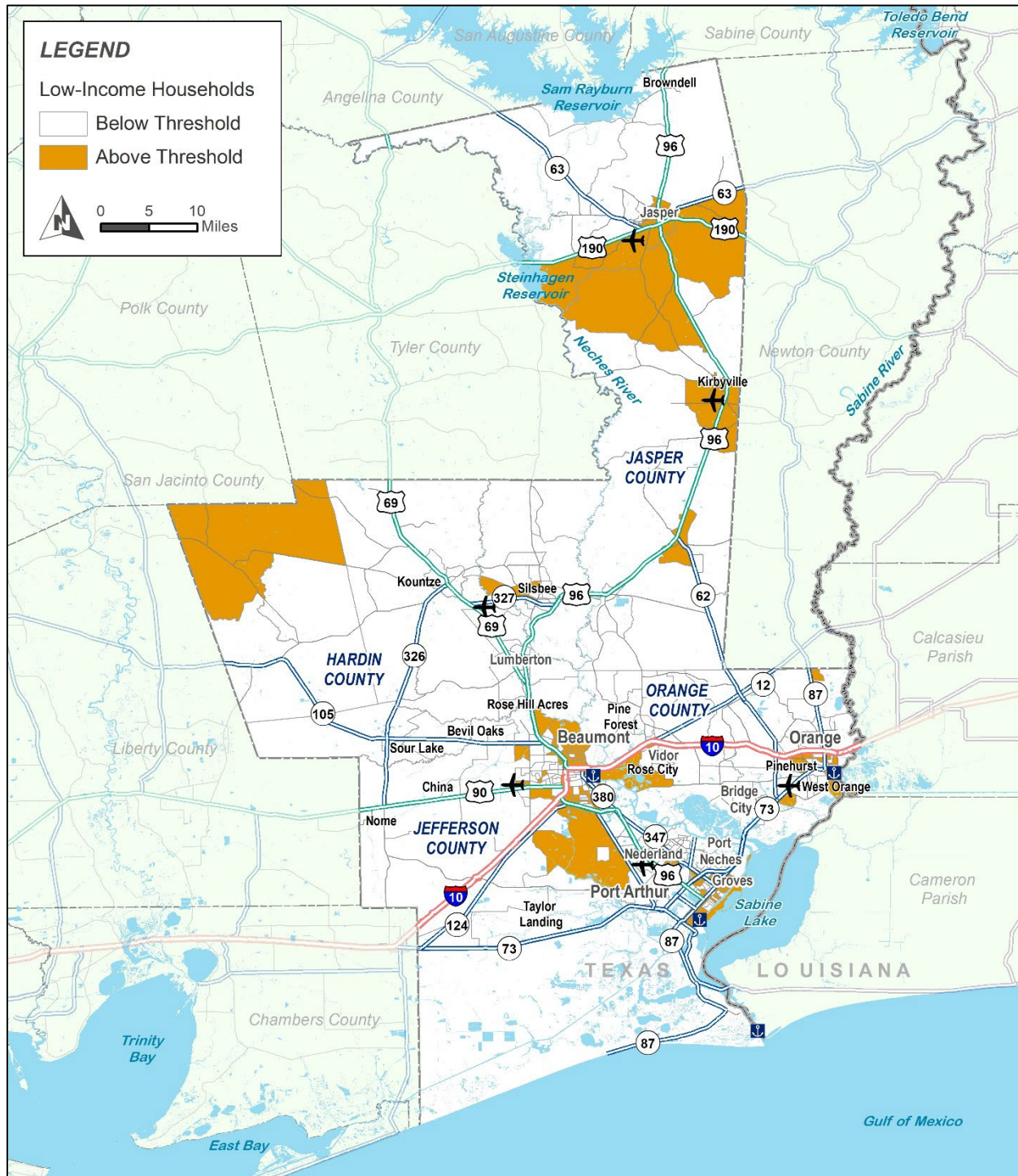
For each indicator, maps in Figure 1 through Figure 5 show Census block-groups in the four-county region that are above or below these thresholds.

Figure 1: Census Block-Groups with a High Minority Population Concentration



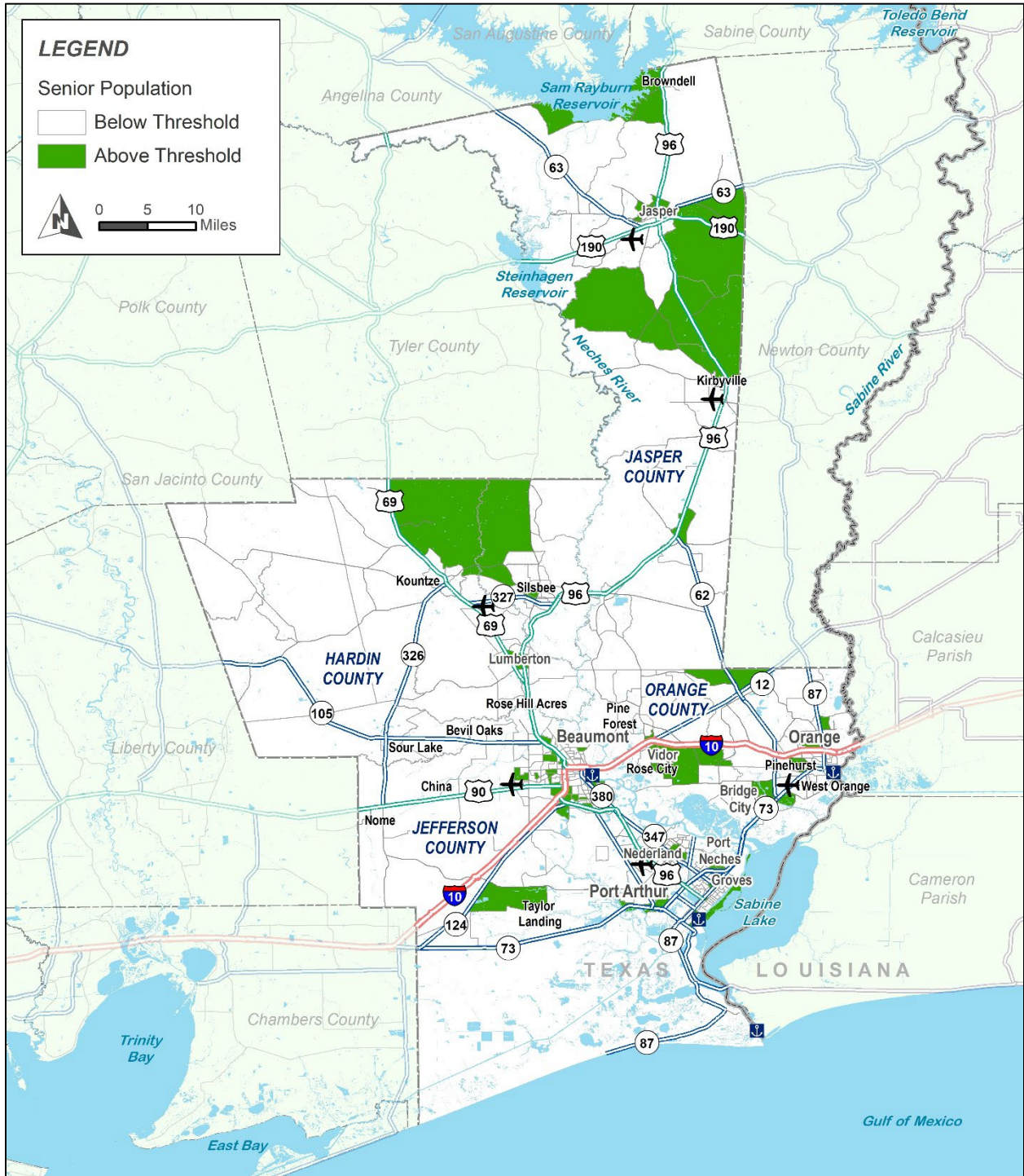
Source: U.S. Census Bureau. 2017-2021 American Community Survey 5-Year Estimates.

Figure 2: Census Block-Groups with a High Concentration of Low-Income Households



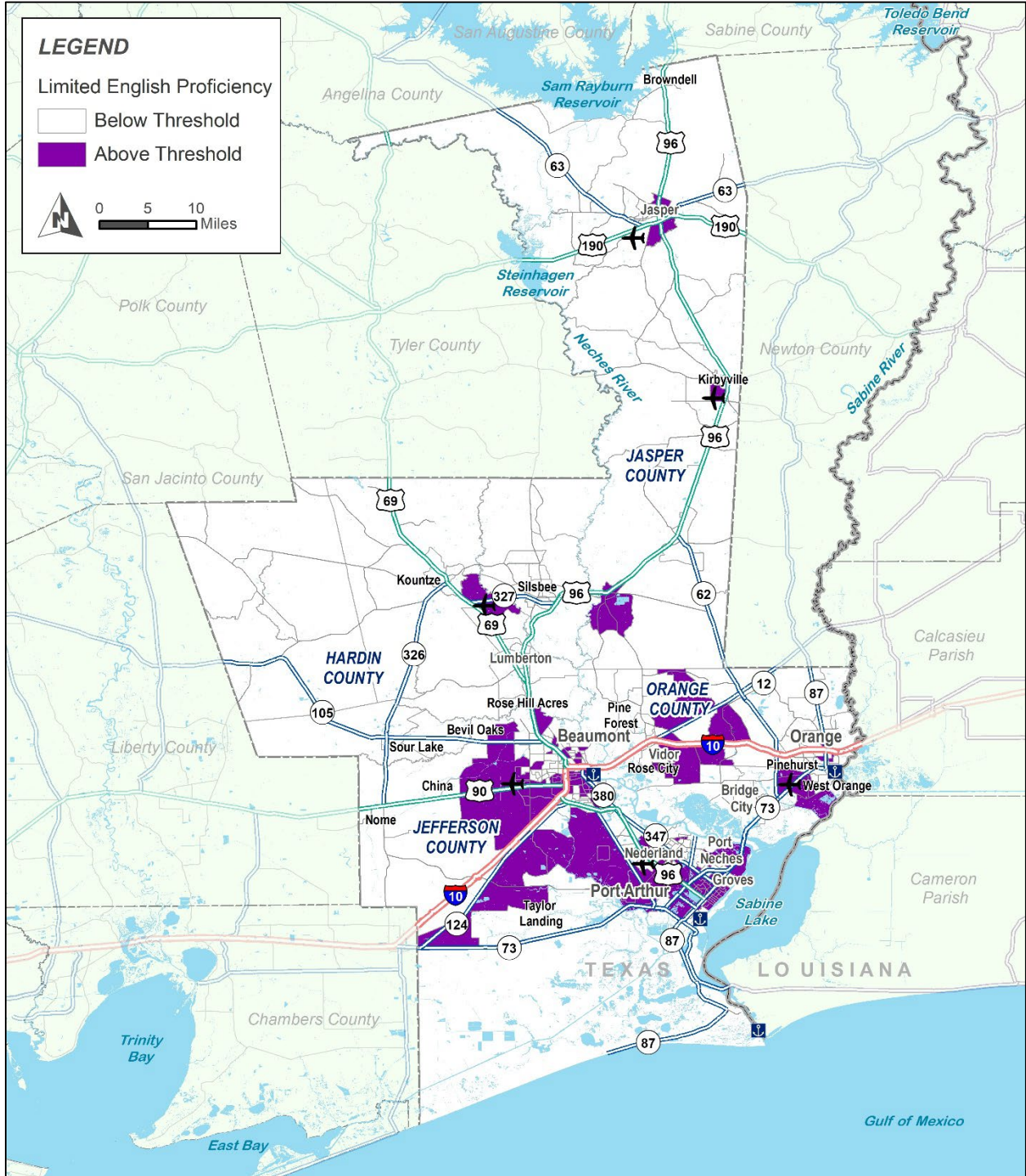
Source: U.S. Census Bureau. 2017-2021 American Community Survey 5-Year Estimates.

Figure 3: Census Block-Groups with a High Concentration of Senior Population



Source: U.S. Census Bureau. 2017-2021 American Community Survey 5-Year Estimates.

Figure 4: Census Block-Groups with a High Concentration of Limited English Proficiency (LEP) Populations



Source: U.S. Census Bureau. 2017-2021 American Community Survey 5-Year Estimates.

3.2 Concentrations of Disadvantage

Executive Order 12898 identifies only minority and low-income status as the primary indicators of disadvantage for environmental justice considerations. As described previously, SETRPC considers LEP and senior status as supplemental socioeconomic indicators for disadvantage and has incorporated these indicators within its environmental justice analysis. Many Census block-groups have been identified with high concentrations of multiple indicators of disadvantage.

SETRPC developed an EJ composite score for the number of indicators for which each Census block-group met or exceeded the defined thresholds. Census block-groups were scored a 1 or a 0 for each indicator. Census block-groups that met or exceeded the indicator threshold were scored a 1. Census block-groups that were below the indicator threshold were scored a 0. A composite score was developed by adding the sum of the scores across all indicators for each Census block-group. Census block-groups with composite scores of 2 or greater are defined as Concentrations of Disadvantage.

About 41 percent of the Census block-groups within the 4-county SETRPC region are defined as Concentrations of Disadvantage. Table 2 shows a summary of the EJ composite scores for the region, and Figure 5 identifies the Concentrations of Disadvantage.

Table 2: EJ Composite Scores

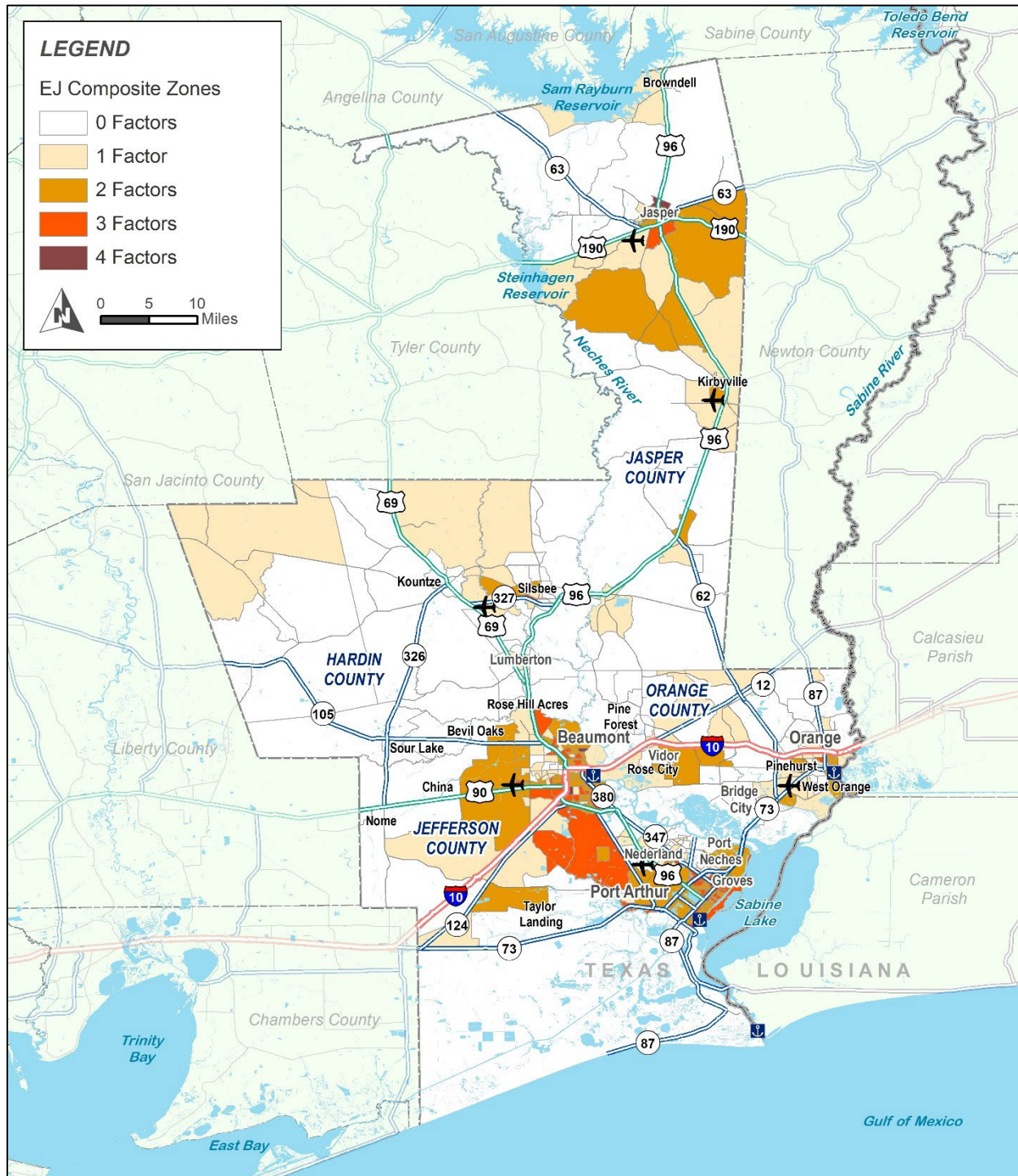
Number of Indictors with Thresholds Met/Exceeded	Number of Census Block-Groups	Percent of Census Block-Groups in SETRPC Region
0 Indictors	120	34%
1 Indictor	89	25%
2 Indictors*	94	27%
3 Indictors*	47	13%
4 Indictors*	4	1%

*Census block-groups with two or greater indicators that meet or exceed thresholds are defined as Concentrations of Disadvantage.

Source: WSP analysis of U.S. Census Bureau, 2017-2021 American Community Survey 5-Year Estimates

Table 3 shows the full demographic profile of Title VI populations by Census block-groups from the 2017-2021 ACS 5-Year Estimates. The table includes the indicator scores and the EJ composite score for each Census block-group. Census block-groups with EJ composite scores of 2 or greater are defined as Concentrations of Disadvantage.

Figure 5: Census Block-Groups with Concentrations of Disadvantage



Source: WSP analysis of U.S. Census Bureau, 2017-2021 American Community Survey 5-Year Estimates

Table 3: Title VI Populations by Census Block-Groups

County	Tract	Block-Group	Total Population	Total Minority Population	Percent Minority Population	Median Household Income	Total Population (Age 5 and Over for LEP Analysis)	Total LEP Population	Percent LEP Population	Total Senior Population (Age 65 Years and Over)	Percent Senior Population (Age 65 Years and Over)	Minority Indicator Score	Income Indicator Score	LEP Indicator Score	Senior Indicator Score	EJ Composite Score
Hardin	30100	1	1,130	98	8.67	\$27,268	1,056	0	0	244	21.59	0	1	0	0	1
Hardin	30100	2	1,281	48	3.75	\$0	1,271	12	0.94	106	8.27	0	0	0	0	0
Hardin	30100	3	995	8	0.8	\$66,429	909	0	0	203	20.4	0	0	0	0	0
Hardin	30200	1	1,898	480	25.29	\$89,167	1,867	76	4.07	139	7.32	0	0	0	0	0
Hardin	30200	2	1,873	210	11.21	\$52,228	1,688	59	3.5	304	16.23	0	0	0	0	0
Hardin	30200	3	1,120	193	17.23	\$95,486	1,075	34	3.16	215	19.2	0	0	0	0	0
Hardin	30200	4	1,466	37	2.52	\$96,406	1,421	0	0	112	7.64	0	0	0	0	0
Hardin	30301	1	1,331	0	0	\$64,955	1,259	0	0	280	21.04	0	0	0	0	0
Hardin	30301	2	518	0	0	\$0	518	0	0	216	41.7	0	0	0	1	1
Hardin	30301	3	907	317	34.95	\$0	770	145	18.83	210	23.15	0	0	1	0	1
Hardin	30302	1	1,960	335	17.09	\$57,857	1,806	0	0	218	11.12	0	0	0	0	0
Hardin	30302	2	3,055	246	8.05	\$65,141	2,735	39	1.43	391	12.8	0	0	0	0	0
Hardin	30302	3	2,618	384	14.67	\$0	2,471	88	3.56	168	6.42	0	0	0	0	0
Hardin	30400	1	893	237	26.54	\$49,362	874	40	4.58	213	23.85	0	0	0	0	0
Hardin	30400	2	469	118	25.16	\$59,004	447	13	2.91	84	17.91	0	0	0	0	0
Hardin	30400	3	865	50	5.78	\$73,125	782	1	0.13	145	16.76	0	0	0	0	0
Hardin	30501	1	1,841	376	20.42	\$98,827	1,710	0	0	329	17.87	0	0	0	0	0
Hardin	30501	2	1,515	185	12.21	\$101,625	1,460	46	3.15	175	11.55	0	0	0	0	0
Hardin	30501	3	1,360	56	4.12	\$124,309	1,348	35	2.6	231	16.99	0	0	0	0	0
Hardin	30503	1	737	93	12.62	\$171,726	685	0	0	15	2.04	0	0	0	0	0
Hardin	30503	2	1,930	285	14.77	\$76,284	1,801	0	0	129	6.68	0	0	0	0	0
Hardin	30503	3	446	16	3.59	\$86,012	436	4	0.92	33	7.4	0	0	0	0	0
Hardin	30504	1	2,058	78	3.79	\$71,083	1,898	69	3.64	524	25.46	0	0	0	1	1
Hardin	30504	2	2,696	248	9.2	\$84,453	2,582	68	2.63	816	30.27	0	0	0	1	1
Hardin	30600	1	955	63	6.6	\$53,347	928	0	0	236	24.71	0	0	0	0	0
Hardin	30600	2	3,412	85	2.49	\$49,366	3,115	0	0	640	18.76	0	0	0	0	0
Hardin	30700	1	788	540	68.53	\$59,324	736	26	3.53	14	1.78	1	0	0	0	1
Hardin	30700	2	1,941	672	34.62	\$61,290	1,815	85	4.68	417	21.48	0	0	0	0	0
Hardin	30700	3	808	55	6.81	\$0	759	14	1.84	108	13.37	0	0	0	0	0
Hardin	30700	4	462	0	0	\$77,708	446	0	0	76	16.45	0	0	0	0	0
Hardin	30800	1	1,029	190	18.46	\$0	948	8	0.84	131	12.73	0	0	0	0	0
Hardin	30800	2	965	485	50.26	\$0	890	0	0	188	19.48	1	0	0	0	1
Hardin	30800	3	526	457	86.88	\$38,339	480	0	0	146	27.76	1	1	0	1	3
Hardin	30800	4	573	157	27.4	\$54,177	543	0	0	201	35.08	0	0	0	1	1

County	Tract	Block-Group	Total Population	Total Minority Population	Percent Minority Population	Median Household Income	Total Population (Age 5 and Over for LEP Analysis)	Total LEP Population	Percent LEP Population	Total Senior Population (Age 65 Years and Over)	Percent Senior Population (Age 65 Years and Over)	Minority Indicator Score	Income Indicator Score	LEP Indicator Score	Senior Indicator Score	EJ Composite Score
Hardin	30800	5	913	612	67.03	\$41,116	836	0	0	178	19.5	1	1	0	0	2
Hardin	30900	1	1,754	163	9.29	\$83,592	1,712	48	2.8	335	19.1	0	0	0	0	0
Hardin	30900	2	1,401	62	4.43	\$70,455	1,188	0	0	177	12.63	0	0	0	0	0
Hardin	30900	3	1,700	93	5.47	\$84,250	1,564	24	1.53	222	13.06	0	0	0	0	0
Hardin	31000	1	632	47	7.44	\$61,563	577	0	0	104	16.46	0	0	0	0	0
Hardin	31000	2	1,931	117	6.06	\$52,784	1,870	6	0.32	516	26.72	0	0	0	1	1
Hardin	31000	3	1,372	450	32.8	\$65,590	1,358	16	1.18	274	19.97	0	0	0	0	0
Jasper	950101	1	1,379	69	5	\$46,750	1,299	9	0.69	359	26.03	0	0	0	1	1
Jasper	950101	2	810	136	16.79	\$0	810	0	0	128	15.8	0	0	0	0	0
Jasper	950102	1	1,509	63	4.17	\$56,914	1,509	0	0	371	24.59	0	0	0	0	0
Jasper	950102	2	1,285	537	41.79	\$0	1,104	10	0.91	142	11.05	0	0	0	0	0
Jasper	950200	1	471	441	93.63	\$45,788	457	80	17.51	127	26.96	1	1	1	1	4
Jasper	950200	2	906	44	4.86	\$57,875	798	0	0	256	28.26	0	0	0	1	1
Jasper	950200	3	1,477	1,015	68.72	\$31,539	1,324	37	2.79	200	13.54	1	1	0	0	2
Jasper	950200	4	353	263	74.5	\$29,400	353	0	0	48	13.6	1	1	0	0	2
Jasper	950300	1	255	206	80.78	\$0	224	0	0	95	37.25	1	0	0	1	2
Jasper	950300	2	850	773	90.94	\$36,810	835	16	1.92	110	12.94	1	1	0	0	2
Jasper	950300	3	1,789	1,036	57.91	\$35,326	1,745	195	11.17	207	11.57	1	1	1	0	3
Jasper	950400	1	1,148	244	21.25	\$65,547	1,041	1	0.1	252	21.95	0	0	0	0	0
Jasper	950400	2	2,152	431	20.03	\$40,531	1,942	54	2.78	503	23.37	0	1	0	0	1
Jasper	950400	3	1,635	804	49.17	\$37,460	1,635	39	2.39	487	29.79	0	1	0	1	2
Jasper	950500	1	1,610	128	7.95	\$51,842	1,610	0	0	510	31.68	0	0	0	1	1
Jasper	950500	2	1,024	85	8.3	\$26,548	1,024	0	0	274	26.76	0	1	0	1	2
Jasper	950500	3	1,531	145	9.47	\$59,194	1,348	0	0	233	15.22	0	0	0	0	0
Jasper	950500	4	1,023	444	43.4	\$45,446	996	49	4.92	185	18.08	0	1	0	0	1
Jasper	950600	1	1,292	262	20.28	\$36,389	1,200	41	3.42	198	15.33	0	1	0	0	1
Jasper	950600	2	987	476	48.23	\$24,243	902	54	5.99	239	24.21	0	1	1	0	2
Jasper	950701	1	1,404	373	26.57	\$113,125	1,232	0	0	177	12.61	0	0	0	0	0
Jasper	950701	2	1,127	49	4.35	\$87,560	1,127	16	1.42	187	16.59	0	0	0	0	0
Jasper	950701	3	1,034	93	8.99	\$88,971	1,002	82	8.18	151	14.6	0	0	1	0	1
Jasper	950702	1	1,818	74	4.07	\$51,958	1,675	0	0	377	20.74	0	0	0	0	0
Jasper	950702	2	759	161	21.21	\$0	723	0	0	171	22.53	0	0	0	0	0
Jasper	950702	3	1,552	210	13.53	\$0	1,392	14	1.01	144	9.28	0	0	0	0	0
Jasper	950800	1	784	93	11.86	\$38,875	771	0	0	281	35.84	0	1	0	1	2
Jasper	950800	2	1,405	54	3.84	\$29,583	1,367	8	0.59	280	19.93	0	1	0	0	1
Jefferson	101	1	2,226	1,661	74.62	\$59,755	2,133	28	1.31	257	11.55	1	0	0	0	1

County	Tract	Block-Group	Total Population	Total Minority Population	Percent Minority Population	Median Household Income	Total Population (Age 5 and Over for LEP Analysis)	Total LEP Population	Percent LEP Population	Total Senior Population (Age 65 Years and Over)	Percent Senior Population (Age 65 Years and Over)	Minority Indicator Score	Income Indicator Score	LEP Indicator Score	Senior Indicator Score	EJ Composite Score
Jefferson	101	2	2,597	1,304	50.21	\$56,771	2,399	94	3.92	249	9.59	1	0	0	0	1
Jefferson	102	1	2,762	2,246	81.32	\$42,813	2,589	197	7.61	419	15.17	1	1	1	0	3
Jefferson	103	1	1,510	1,442	95.5	\$30,216	1,379	0	0	201	13.31	1	1	0	0	2
Jefferson	103	2	1,790	1,499	83.74	\$14,870	1,439	60	4.17	171	9.55	1	1	0	0	2
Jefferson	200	1	786	680	86.51	\$42,723	771	89	11.54	52	6.62	1	1	1	0	3
Jefferson	200	2	1,392	1,209	86.85	\$0	1,176	10	0.85	171	12.28	1	0	0	0	1
Jefferson	200	3	1,010	702	69.5	\$75,474	974	1	0.1	174	17.23	1	0	0	0	1
Jefferson	200	4	1,817	1,440	79.25	\$64,040	1,691	10	0.59	503	27.68	1	0	0	1	2
Jefferson	304	1	1,319	739	56.03	\$63,678	1,301	0	0	249	18.88	1	0	0	0	1
Jefferson	304	2	1,118	871	77.91	\$37,739	1,079	61	5.65	16	1.43	1	1	1	0	3
Jefferson	304	3	1,023	681	66.57	\$53,237	1,012	282	27.87	186	18.18	1	0	1	0	2
Jefferson	304	4	664	307	46.23	\$29,412	636	65	10.22	164	24.7	0	1	1	0	2
Jefferson	304	5	2,020	1,824	90.3	\$65,389	2,000	41	2.05	193	9.55	1	0	0	0	1
Jefferson	306	1	1,006	160	15.9	\$98,697	991	9	0.91	305	30.32	0	0	0	1	1
Jefferson	306	2	591	123	20.81	\$0	560	0	0	205	34.69	0	0	0	1	1
Jefferson	306	3	1,297	784	60.45	\$59,000	1,203	25	2.08	124	9.56	1	0	0	0	1
Jefferson	306	4	644	49	7.61	\$41,571	644	0	0	128	19.88	0	1	0	0	1
Jefferson	307	1	1,277	730	57.17	\$43,258	1,213	11	0.91	65	5.09	1	1	0	0	2
Jefferson	307	2	2,002	1,155	57.69	\$55,513	1,670	89	5.33	138	6.89	1	0	0	0	1
Jefferson	307	3	1,127	657	58.3	\$65,750	974	40	4.11	183	16.24	1	0	0	0	1
Jefferson	309	1	966	359	37.16	\$72,875	964	84	8.71	318	32.92	0	0	1	1	2
Jefferson	309	2	1,510	952	63.05	\$72,321	1,389	48	3.46	312	20.66	1	0	0	0	1
Jefferson	310	1	1,084	531	48.99	\$69,821	1,062	38	3.58	160	14.76	0	0	0	0	0
Jefferson	310	2	1,816	1,184	65.2	\$34,136	1,513	87	5.75	310	17.07	1	1	0	0	2
Jefferson	310	3	951	151	15.88	\$111,000	823	26	3.16	311	32.7	0	0	0	1	1
Jefferson	310	4	1,750	933	53.31	\$98,317	1,550	75	4.84	295	16.86	1	0	0	0	1
Jefferson	311	1	2,000	591	29.55	\$74,273	1,940	15	0.77	348	17.4	0	0	0	0	0
Jefferson	311	2	1,919	94	4.9	\$193,482	1,856	0	0	338	17.61	0	0	0	0	0
Jefferson	312	1	1,948	826	42.4	\$130,625	1,803	56	3.11	243	12.47	0	0	0	0	0
Jefferson	312	2	1,112	415	37.32	\$76,591	1,006	88	8.75	207	18.62	0	0	1	0	1
Jefferson	313	1	2,264	1,534	67.76	\$37,170	1,948	362	18.58	394	17.4	1	1	1	0	3
Jefferson	313	2	1,200	624	52	\$24,258	1,171	18	1.54	305	25.42	1	1	0	1	3
Jefferson	313	3	713	283	39.69	\$91,468	713	0	0	102	14.31	0	0	0	0	0
Jefferson	314	1	2,445	465	19.02	\$135,729	2,405	53	2.2	757	30.96	0	0	0	1	1
Jefferson	400	1	978	725	74.13	\$25,071	820	27	3.29	69	7.06	1	1	0	0	2
Jefferson	400	2	710	245	34.51	\$45,506	649	41	6.32	183	25.77	0	1	0	1	2

County	Tract	Block-Group	Total Population	Total Minority Population	Percent Minority Population	Median Household Income	Total Population (Age 5 and Over for LEP Analysis)	Total LEP Population	Percent LEP Population	Total Senior Population (Age 65 Years and Over)	Percent Senior Population (Age 65 Years and Over)	Minority Indicator Score	Income Indicator Score	LEP Indicator Score	Senior Indicator Score	EJ Composite Score
Jefferson	400	3	1,259	405	32.17	\$128,000	1,145	0	0	71	5.64	0	0	0	0	0
Jefferson	400	4	1,447	116	8.02	\$73,851	1,203	0	0	146	10.09	0	0	0	0	0
Jefferson	500	1	1,399	1,259	89.99	\$35,703	1,203	183	15.21	180	12.87	1	1	1	0	3
Jefferson	500	2	801	717	89.51	\$42,000	761	42	5.52	21	2.62	1	1	0	0	2
Jefferson	600	1	797	707	88.71	\$39,091	797	0	0	52	6.52	1	1	0	0	2
Jefferson	600	2	1,021	1,021	100	\$27,609	972	113	11.63	215	21.06	1	1	1	0	3
Jefferson	600	3	744	729	97.98	\$31,528	692	14	2.02	181	24.33	1	1	0	0	2
Jefferson	600	4	552	552	100	\$0	552	0	0	91	16.49	1	0	0	0	1
Jefferson	600	5	260	260	100	\$28,825	260	0	0	17	6.54	1	1	0	0	2
Jefferson	600	6	1,530	1,462	95.56	\$40,104	1,457	554	38.02	315	20.59	1	1	1	0	3
Jefferson	700	1	746	657	88.07	\$40,263	714	75	10.5	243	32.57	1	1	1	1	4
Jefferson	700	2	680	650	95.59	\$16,211	491	0	0	48	7.06	1	1	0	0	2
Jefferson	700	3	317	309	97.48	\$19,438	317	11	3.47	77	24.29	1	1	0	0	2
Jefferson	700	4	518	518	100	\$0	471	11	2.34	101	19.5	1	0	0	0	1
Jefferson	900	1	435	408	93.79	\$26,510	397	8	2.02	102	23.45	1	1	0	0	2
Jefferson	900	2	1,350	1,274	94.37	\$23,004	1,103	106	9.61	73	5.41	1	1	1	0	3
Jefferson	1100	1	1,063	719	67.64	\$0	1,010	27	2.67	189	17.78	1	0	0	0	1
Jefferson	1100	2	562	451	80.25	\$0	524	62	11.83	80	14.23	1	0	1	0	2
Jefferson	1100	3	1,169	584	49.96	\$90,750	1,117	19	1.7	234	20.02	0	0	0	0	0
Jefferson	1200	1	1,443	1,133	78.52	\$58,750	1,380	266	19.28	138	9.56	1	0	1	0	2
Jefferson	1200	2	768	591	76.95	\$48,242	728	167	22.94	99	12.89	1	0	1	0	2
Jefferson	1301	1	681	500	73.42	\$60,531	681	117	17.18	78	11.45	1	0	1	0	2
Jefferson	1301	2	1,724	927	53.77	\$54,205	1,525	118	7.74	220	12.76	1	0	1	0	2
Jefferson	1301	3	2,803	2,400	85.62	\$39,553	2,585	915	35.4	205	7.31	1	1	1	0	3
Jefferson	1301	4	1,183	856	72.36	\$0	1,158	118	10.19	446	37.7	1	0	1	1	3
Jefferson	1302	1	1,245	1,018	81.77	\$26,076	1,056	88	8.33	44	3.53	1	1	1	0	3
Jefferson	1302	2	2,116	1,674	79.11	\$74,167	1,824	137	7.51	193	9.12	1	0	1	0	2
Jefferson	1303	1	2,154	1,036	48.1	\$96,316	2,083	143	6.87	460	21.36	0	0	1	0	1
Jefferson	1303	2	837	675	80.65	\$56,066	809	0	0	195	23.3	1	0	0	0	1
Jefferson	1700	1	669	496	74.14	\$74,063	669	18	2.69	220	32.88	1	0	0	1	2
Jefferson	1700	2	327	327	100	\$39,875	327	11	3.36	50	15.29	1	1	0	0	2
Jefferson	1700	3	633	633	100	\$44,314	610	0	0	74	11.69	1	1	0	0	2
Jefferson	1900	1	1,093	910	83.26	\$41,536	1,008	251	24.9	67	6.13	1	1	1	0	3
Jefferson	1900	2	708	708	100	\$49,313	669	240	35.87	87	12.29	1	0	1	0	2
Jefferson	1900	3	1,066	1,047	98.22	\$50,616	1,056	204	19.32	129	12.1	1	0	1	0	2
Jefferson	2000	1	848	848	100	\$33,553	759	163	21.48	39	4.6	1	1	1	0	3

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Jefferson	2000	2	1,584	1,499	94.63	\$47,604	1,450	267	18.41	269	16.98	1	0	1	0	2
Jefferson	2100	1	844	783	92.77	\$20,562	669	108	16.14	278	32.94	1	1	1	1	4
Jefferson	2100	2	896	812	90.62	\$38,899	829	221	26.66	59	6.58	1	1	1	0	3
Jefferson	2100	3	1,079	1,034	95.83	\$0	956	0	0	202	18.72	1	0	0	0	1
Jefferson	2200	1	1,873	1,862	99.41	\$36,204	1,734	25	1.44	156	8.33	1	1	0	0	2
Jefferson	2200	2	804	682	84.83	\$38,500	733	21	2.86	324	40.3	1	1	0	1	3
Jefferson	2200	3	272	272	100	\$23,724	272	0	0	103	37.87	1	1	0	1	3
Jefferson	2300	1	960	932	97.08	\$0	925	92	9.95	87	9.06	1	0	1	0	2
Jefferson	2300	2	452	452	100	\$61,156	452	0	0	177	39.16	1	0	0	1	2
Jefferson	2300	3	711	702	98.73	\$36,333	693	0	0	119	16.74	1	1	0	0	2
Jefferson	2300	4	606	571	94.22	\$59,286	469	33	7.04	128	21.12	1	0	0	0	1
Jefferson	2300	5	666	606	90.99	\$77,000	666	0	0	262	39.34	1	0	0	1	2
Jefferson	2400	1	576	491	85.24	\$47,949	567	17	3	47	8.16	1	0	0	0	1
Jefferson	2400	2	770	744	96.62	\$43,482	671	72	10.73	62	8.05	1	1	1	0	3
Jefferson	2400	3	656	596	90.85	\$25,604	593	95	16.02	35	5.34	1	1	1	0	3
Jefferson	2400	4	479	431	89.98	\$26,842	442	0	0	100	20.88	1	1	0	0	2
Jefferson	2500	1	1,313	1,247	94.97	\$39,063	1,188	107	9.01	210	15.99	1	1	1	0	3
Jefferson	2500	2	2,589	2,453	94.75	\$36,582	2,510	185	7.37	172	6.64	1	1	1	0	3
Jefferson	2600	1	859	672	78.23	\$53,550	763	17	2.23	20	2.33	1	0	0	0	1
Jefferson	2600	2	455	418	91.87	\$42,841	455	21	4.62	80	17.58	1	1	0	0	2
Jefferson	2600	3	1,976	1,481	74.95	\$0	1,904	191	10.03	14	0.71	1	0	1	0	2
Jefferson	2600	4	1,083	999	92.24	\$35,675	956	121	12.66	36	3.32	1	1	1	0	3
Jefferson	2600	5	1,362	1,079	79.22	\$40,500	1,352	126	9.32	90	6.61	1	1	1	0	3
Jefferson	5100	1	584	558	95.55	\$28,289	562	0	0	168	28.77	1	1	0	1	3
Jefferson	5100	2	594	594	100	\$38,203	594	6	1.01	129	21.72	1	1	0	0	2
Jefferson	5400	1	602	594	98.67	\$0	574	76	13.24	116	19.27	1	0	1	0	2
Jefferson	5400	2	1,057	1,057	100	\$55,965	998	95	9.52	141	13.34	1	0	1	0	2
Jefferson	5500	1	743	615	82.77	\$60,568	729	91	12.48	7	0.94	1	0	1	0	2
Jefferson	5500	2	729	703	96.43	\$45,049	671	142	21.16	37	5.08	1	1	1	0	3
Jefferson	5500	3	546	524	95.97	\$60,186	509	59	11.59	94	17.22	1	0	1	0	2
Jefferson	5500	4	1,150	1,150	100	\$50,560	1,080	212	19.63	195	16.96	1	0	1	0	2
Jefferson	5600	1	968	946	97.73	\$65,434	873	285	32.65	88	9.09	1	0	1	0	2
Jefferson	5600	2	629	618	98.25	\$33,750	557	98	17.59	11	1.75	1	1	1	0	3
Jefferson	5600	3	538	516	95.91	\$38,333	515	141	27.38	33	6.13	1	1	1	0	3
Jefferson	5600	4	547	547	100	\$53,258	464	106	22.84	36	6.58	1	0	1	0	2
Jefferson	5900	1	1,033	960	92.93	\$24,554	1,033	0	0	107	10.36	1	1	0	0	2

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Jefferson	5900	2	400	400	100	\$2,499	349	5	1.43	30	7.5	1	1	0	0	2
Jefferson	6100	1	258	251	97.29	\$35,777	258	0	0	94	36.43	1	1	0	1	3
Jefferson	6100	2	388	388	100	\$25,893	348	0	0	68	17.53	1	1	0	0	2
Jefferson	6100	3	597	544	91.12	\$0	561	35	6.24	58	9.72	1	0	0	0	1
Jefferson	6300	1	726	723	99.59	\$33,438	654	41	6.27	98	13.5	1	1	0	0	2
Jefferson	6300	2	674	663	98.37	\$45,469	663	2	0.3	143	21.22	1	1	0	0	2
Jefferson	6400	1	615	576	93.66	\$26,618	589	73	12.39	102	16.59	1	1	1	0	3
Jefferson	6400	2	731	693	94.8	\$28,548	672	157	23.36	196	26.81	1	1	1	1	4
Jefferson	6500	1	752	678	90.16	\$35,324	728	71	9.75	140	18.62	1	1	1	0	3
Jefferson	6500	2	997	876	87.86	\$0	942	148	15.71	48	4.81	1	0	1	0	2
Jefferson	6500	3	541	492	90.94	\$62,946	489	104	21.27	43	7.95	1	0	1	0	2
Jefferson	6500	4	672	520	77.38	\$46,591	579	81	13.99	169	25.15	1	0	1	1	3
Jefferson	6600	1	432	245	56.71	\$66,250	432	54	12.5	72	16.67	1	0	1	0	2
Jefferson	6600	2	1,458	1,392	95.47	\$13,419	1,208	19	1.57	40	2.74	1	1	0	0	2
Jefferson	6600	3	2,134	1,864	87.35	\$40,375	1,870	644	34.44	153	7.17	1	1	1	0	3
Jefferson	6700	1	1,148	1,011	88.07	\$42,938	1,111	295	26.55	78	6.79	1	1	1	0	3
Jefferson	6700	2	1,190	1,081	90.84	\$50,703	1,145	339	29.61	131	11.01	1	0	1	0	2
Jefferson	6800	1	1,056	754	71.4	\$54,242	968	149	15.39	133	12.59	1	0	1	0	2
Jefferson	6800	2	687	604	87.92	\$46,500	643	189	29.39	85	12.37	1	0	1	0	2
Jefferson	6900	1	2,060	1,557	75.58	\$83,563	1,950	219	11.23	128	6.21	1	0	1	0	2
Jefferson	6900	2	919	577	62.79	\$85,662	846	89	10.52	244	26.55	1	0	1	1	3
Jefferson	6900	3	613	579	94.45	\$0	594	15	2.53	173	28.22	1	0	0	1	2
Jefferson	7002	1	2,045	1,863	91.1	\$29,903	1,808	199	11.01	163	7.97	1	1	1	0	3
Jefferson	7002	2	1,625	1,104	67.94	\$57,109	1,467	339	23.11	295	18.15	1	0	1	0	2
Jefferson	7002	3	1,171	648	55.34	\$35,543	1,171	253	21.61	206	17.59	1	1	1	0	3
Jefferson	7003	1	2,003	1,268	63.31	\$37,386	1,692	89	5.26	258	12.88	1	1	0	0	2
Jefferson	7003	2	950	420	44.21	\$12,038	939	25	2.66	167	17.58	0	1	0	0	1
Jefferson	7003	3	967	859	88.83	\$0	891	99	11.11	19	1.96	1	0	1	0	2
Jefferson	7004	1	1,435	1,343	93.59	\$15,366	1,283	48	3.74	105	7.32	1	1	0	0	2
Jefferson	7004	2	1,525	1,047	68.66	\$51,731	1,406	70	4.98	402	26.36	1	0	0	1	2
Jefferson	7100	1	1,206	626	51.91	\$47,530	1,189	226	19.01	195	16.17	1	0	1	0	2
Jefferson	7100	2	1,981	1,093	55.17	\$50,891	1,757	102	5.81	140	7.07	1	0	1	0	2
Jefferson	7100	3	1,185	295	24.89	\$49,113	1,101	65	5.9	278	23.46	0	0	1	0	1
Jefferson	10100	1	650	639	98.31	\$39,000	635	200	31.5	141	21.69	1	1	1	0	3
Jefferson	10100	2	1,148	904	78.75	\$43,092	1,039	382	36.77	70	6.1	1	1	1	0	3
Jefferson	10100	3	800	761	95.12	\$44,583	796	421	52.89	63	7.88	1	1	1	0	3

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Jefferson	10200	1	1,900	1,743	91.74	\$0	1,598	447	27.97	71	3.74	1	0	1	0	2
Jefferson	10200	2	893	657	73.57	\$0	888	121	13.63	133	14.89	1	0	1	0	2
Jefferson	10300	1	1,236	1,073	86.81	\$97,824	1,171	300	25.62	95	7.69	1	0	1	0	2
Jefferson	10300	2	2,275	2,043	89.8	\$45,258	2,005	267	13.32	279	12.26	1	1	1	0	3
Jefferson	10400	1	1,308	559	42.74	\$46,801	1,238	3	0.24	311	23.78	0	0	0	0	0
Jefferson	10400	2	987	366	37.08	\$112,212	906	181	19.98	133	13.48	0	0	1	0	1
Jefferson	10400	3	1,034	494	47.78	\$120,219	967	0	0	243	23.5	0	0	0	0	0
Jefferson	10500	1	741	485	65.45	\$73,065	659	29	4.4	25	3.37	1	0	0	0	1
Jefferson	10500	2	1,569	873	55.64	\$62,031	1,469	173	11.78	148	9.43	1	0	1	0	2
Jefferson	10500	3	1,267	905	71.43	\$39,398	1,212	274	22.61	125	9.87	1	1	1	0	3
Jefferson	10500	4	1,186	699	58.94	\$62,283	1,028	34	3.31	128	10.79	1	0	0	0	1
Jefferson	10600	1	1,345	706	52.49	\$91,080	1,286	62	4.82	352	26.17	1	0	0	1	2
Jefferson	10600	2	942	443	47.03	\$53,404	862	149	17.29	100	10.62	0	0	1	0	1
Jefferson	10600	3	598	185	30.94	\$0	532	0	0	268	44.82	0	0	0	1	1
Jefferson	10600	4	1,691	574	33.94	\$59,778	1,623	84	5.18	463	27.38	0	0	0	1	1
Jefferson	10600	5	1,367	686	50.18	\$96,186	1,290	127	9.84	188	13.75	1	0	1	0	2
Jefferson	10700	1	1,029	398	38.68	\$88,139	1,020	141	13.82	150	14.58	0	0	1	0	1
Jefferson	10700	2	1,107	221	19.96	\$55,526	1,041	62	5.96	241	21.77	0	0	1	0	1
Jefferson	10700	3	902	99	10.98	\$86,154	864	0	0	240	26.61	0	0	0	1	1
Jefferson	10800	1	890	193	21.69	\$74,708	831	0	0	140	15.73	0	0	0	0	0
Jefferson	10800	2	525	93	17.71	\$51,985	462	19	4.11	119	22.67	0	0	0	0	0
Jefferson	10800	3	2,153	516	23.97	\$0	1,916	160	8.35	82	3.81	0	0	1	0	1
Jefferson	10800	4	1,291	38	2.94	\$60,795	1,045	0	0	232	17.97	0	0	0	0	0
Jefferson	10800	5	1,134	181	15.96	\$0	1,090	0	0	64	5.64	0	0	0	0	0
Jefferson	10901	1	818	69	8.44	\$52,321	779	0	0	92	11.25	0	0	0	0	0
Jefferson	10901	2	1,170	93	7.95	\$82,750	1,141	8	0.7	306	26.15	0	0	0	1	1
Jefferson	10901	3	1,331	265	19.91	\$64,792	1,258	66	5.25	178	13.37	0	0	0	0	0
Jefferson	10902	1	1,344	402	29.91	\$106,154	1,251	65	5.2	229	17.04	0	0	0	0	0
Jefferson	10902	2	1,391	190	13.66	\$109,176	1,350	6	0.44	382	27.46	0	0	0	1	1
Jefferson	10902	3	1,492	427	28.62	\$105,469	1,482	18	1.21	295	19.77	0	0	0	0	0
Jefferson	11001	1	1,239	384	30.99	\$61,275	1,111	203	18.27	233	18.81	0	0	1	0	1
Jefferson	11001	2	1,244	36	2.89	\$0	1,082	46	4.25	189	15.19	0	0	0	0	0
Jefferson	11001	3	1,938	468	24.15	\$121,974	1,930	145	7.51	150	7.74	0	0	1	0	1
Jefferson	11001	4	912	329	36.07	\$0	789	58	7.35	134	14.69	0	0	1	0	1
Jefferson	11002	1	1,632	272	16.67	\$116,591	1,502	41	2.73	309	18.93	0	0	0	0	0
Jefferson	11002	2	1,147	338	29.47	\$51,389	1,079	52	4.82	210	18.31	0	0	0	0	0

County	Tract	Block-Group	Total Population	Total Minority Population	Percent Minority Population	Median Household Income	Total Population (Age 5 and Over for LEP Analysis)	Total LEP Population	Percent LEP Population	Total Senior Population (Age 65 Years and Over)	Percent Senior Population (Age 65 Years and Over)	Minority Indicator Score	Income Indicator Score	LEP Indicator Score	Senior Indicator Score	EJ Composite Score
Jefferson	11002	3	651	138	21.2	\$64,464	607	37	6.1	82	12.6	0	0	0	0	0
Jefferson	11101	1	1,287	383	29.76	\$101,056	1,287	64	4.97	226	17.56	0	0	0	0	0
Jefferson	11101	2	1,109	125	11.27	\$69,826	1,098	0	0	118	10.64	0	0	0	0	0
Jefferson	11101	3	1,275	233	18.27	\$74,777	1,208	26	2.15	310	24.31	0	0	0	0	0
Jefferson	11101	4	980	183	18.67	\$54,712	938	50	5.33	230	23.47	0	0	0	0	0
Jefferson	11102	1	963	46	4.78	\$68,393	891	0	0	47	4.88	0	0	0	0	0
Jefferson	11102	2	714	217	30.39	\$29,783	658	33	5.02	80	11.2	0	1	0	0	1
Jefferson	11102	3	853	168	19.7	\$52,054	748	15	2.01	237	27.78	0	0	0	1	1
Jefferson	11204	1	1,313	348	26.5	\$143,098	1,313	104	7.92	90	6.85	0	0	1	0	1
Jefferson	11204	2	1,431	122	8.53	\$66,250	1,247	0	0	305	21.31	0	0	0	0	0
Jefferson	11204	3	2,273	347	15.27	\$54,757	2,131	35	1.64	404	17.77	0	0	0	0	0
Jefferson	11205	1	906	58	6.4	\$63,372	906	0	0	57	6.29	0	0	0	0	0
Jefferson	11205	2	972	172	17.7	\$112,847	972	0	0	179	18.42	0	0	0	0	0
Jefferson	11303	1	1,053	376	35.71	\$107,628	1,037	102	9.84	317	30.1	0	0	1	1	2
Jefferson	11303	2	2,441	537	22	\$104,511	2,163	118	5.46	423	17.33	0	0	0	0	0
Jefferson	11304	1	2,367	1,071	45.25	\$50,564	2,230	287	12.87	343	14.49	0	0	1	0	1
Jefferson	11304	2	1,482	55	3.71	\$121,667	1,383	0	0	103	6.95	0	0	0	0	0
Jefferson	11304	3	2,330	1,775	76.18	\$32,500	2,330	283	12.15	91	3.91	1	1	1	0	3
Jefferson	11401	1	1,676	73	4.36	\$103,201	1,579	5	0.32	285	17	0	0	0	0	0
Jefferson	11401	2	1,183	261	22.06	\$62,414	1,101	25	2.27	279	23.58	0	0	0	0	0
Jefferson	11401	3	765	303	39.61	\$85,750	765	5	0.65	170	22.22	0	0	0	0	0
Jefferson	11402	1	471	262	55.63	\$83,984	471	0	0	63	13.38	1	0	0	0	1
Jefferson	11402	2	1,523	920	60.41	\$108,273	1,410	89	6.31	214	14.05	1	0	1	0	2
Jefferson	11402	3	2,885	1,817	62.98	\$0	2,600	544	20.92	318	11.02	1	0	1	0	2
Jefferson	11500	1	2,955	250	8.46	\$89,531	2,795	64	2.29	437	14.79	0	0	0	0	0
Jefferson	11600	1	1,437	239	16.63	\$97,019	1,329	38	2.86	258	17.95	0	0	0	0	0
Jefferson	11600	2	1,014	265	26.13	\$90,000	931	51	5.48	177	17.46	0	0	1	0	1
Jefferson	11700	1	938	918	97.87	\$25,147	925	138	14.92	197	21	1	1	1	0	3
Jefferson	11700	2	648	467	72.07	\$78,696	604	219	36.26	50	7.72	1	0	1	0	2
Jefferson	11800	1	1,046	1,046	100	\$29,063	973	62	6.37	196	18.74	1	1	1	0	3
Jefferson	11800	2	630	623	98.89	\$27,614	564	14	2.48	130	20.63	1	1	0	0	2
Jefferson	980000	1	0	0	0	\$0	0	0	0	0	0	0	0	0	0	0
Jefferson	980200	1	6,510	4,625	71.04	\$0	6,510	285	4.38	177	2.72	1	0	0	0	1
Jefferson	980300	1	3,030	2,190	72.28	\$0	3,030	400	13.2	99	3.27	1	0	1	0	2
Jefferson	990000	0	0	0	0	\$0	0	0	0	0	0	0	0	0	0	0
Orange	20200	1	648	429	66.2	\$0	620	2	0.32	151	23.3	1	0	0	0	1

County	Tract	Block-Group	Total Population	Total Minority Population	Percent Minority Population	Median Household Income	Total Population (Age 5 and Over for LEP Analysis)	Total LEP Population	Percent LEP Population	Total Senior Population (Age 65 Years and Over)	Percent Senior Population (Age 65 Years and Over)	Minority Indicator Score	Income Indicator Score	LEP Indicator Score	Senior Indicator Score	EJ Composite Score
Orange	20200	2	813	803	98.77	\$40,644	798	32	4.01	138	16.97	1	1	0	0	2
Orange	20200	3	1,262	881	69.81	\$54,776	1,201	96	7.99	236	18.7	1	0	1	0	2
Orange	20200	4	777	738	94.98	\$31,538	718	0	0	71	9.14	1	1	0	0	2
Orange	20300	1	1,376	284	20.64	\$59,596	1,248	92	7.37	254	18.46	0	0	1	0	1
Orange	20300	2	1,620	903	55.74	\$36,269	1,469	28	1.91	209	12.9	1	1	0	0	2
Orange	20500	1	1,849	715	38.67	\$53,443	1,642	58	3.53	276	14.93	0	0	0	0	0
Orange	20500	2	710	271	38.17	\$47,569	567	37	6.53	102	14.37	0	0	0	0	0
Orange	20500	3	701	149	21.26	\$81,875	617	42	6.81	118	16.83	0	0	0	0	0
Orange	20700	1	2,004	366	18.26	\$0	1,913	27	1.41	264	13.17	0	0	0	0	0
Orange	20700	2	1,602	326	20.35	\$0	1,475	35	2.37	180	11.24	0	0	0	0	0
Orange	20700	3	856	90	10.51	\$63,750	804	0	0	393	45.91	0	0	0	1	1
Orange	20700	4	1,253	138	11.01	\$33,446	1,238	20	1.62	359	28.65	0	1	0	1	2
Orange	20800	1	967	257	26.58	\$43,859	861	19	2.21	190	19.65	0	1	0	0	1
Orange	20800	2	852	350	41.08	\$50,096	753	0	0	132	15.49	0	0	0	0	0
Orange	20900	1	597	439	73.53	\$65,125	580	23	3.97	62	10.39	1	0	0	0	1
Orange	20900	2	1,603	1,106	69	\$53,149	1,411	45	3.19	226	14.1	1	0	0	0	1
Orange	20900	3	1,782	1,206	67.68	\$44,412	1,593	93	5.84	240	13.47	1	1	1	0	3
Orange	21000	1	1,154	189	16.38	\$78,722	1,138	49	4.31	326	28.25	0	0	0	1	1
Orange	21000	2	846	143	16.9	\$77,679	804	18	2.24	139	16.43	0	0	0	0	0
Orange	21100	1	955	59	6.18	\$31,402	913	5	0.55	185	19.37	0	1	0	0	1
Orange	21100	2	983	127	12.92	\$92,750	904	5	0.55	131	13.33	0	0	0	0	0
Orange	21200	1	867	10	1.15	\$80,179	822	29	3.53	89	10.27	0	0	0	0	0
Orange	21200	2	1,624	141	8.68	\$97,200	1,478	0	0	230	14.16	0	0	0	0	0
Orange	21200	3	1,154	185	16.03	\$68,125	1,154	0	0	201	17.42	0	0	0	0	0
Orange	21200	4	1,063	179	16.84	\$60,809	1,022	29	2.84	308	28.97	0	0	0	1	1
Orange	21300	1	683	162	23.72	\$0	629	0	0	83	12.15	0	0	0	0	0
Orange	21300	2	2,452	348	14.19	\$89,554	2,326	43	1.85	385	15.7	0	0	0	0	0
Orange	21300	3	1,791	335	18.7	\$82,635	1,512	118	7.8	68	3.8	0	0	1	0	1
Orange	21300	4	1,098	344	31.33	\$120,563	1,039	0	0	286	26.05	0	0	0	1	1
Orange	21400	1	1,521	148	9.73	\$91,875	1,431	40	2.8	253	16.63	0	0	0	0	0
Orange	21400	2	2,455	637	25.95	\$82,135	2,204	124	5.63	239	9.74	0	0	1	0	1
Orange	21501	1	798	110	13.78	\$78,750	798	0	0	239	29.95	0	0	0	1	1
Orange	21501	2	1,289	161	12.49	\$65,882	1,212	6	0.5	120	9.31	0	0	0	0	0
Orange	21503	1	1,674	310	18.52	\$76,477	1,621	135	8.33	324	19.35	0	0	1	0	1
Orange	21503	2	1,054	145	13.76	\$98,806	961	24	2.5	211	20.02	0	0	0	0	0
Orange	21504	1	806	283	35.11	\$0	678	0	0	135	16.75	0	0	0	0	0

County	Tract	Block-Group	Total Population	Total Minority Population	Percent Minority Population	Median Household Income	Total Population (Age 5 and Over for LEP Analysis)	Total LEP Population	Percent LEP Population	Total Senior Population (Age 65 Years and Over)	Percent Senior Population (Age 65 Years and Over)	Minority Indicator Score	Income Indicator Score	LEP Indicator Score	Senior Indicator Score	EJ Composite Score
Orange	21504	2	649	59	9.09	\$64,815	649	13	2	264	40.68	0	0	0	1	1
Orange	21504	3	920	164	17.83	\$46,071	868	22	2.53	220	23.91	0	0	0	0	0
Orange	21504	4	1,792	0	0	\$102,318	1,723	0	0	241	13.45	0	0	0	0	0
Orange	21600	1	546	70	12.82	\$53,750	526	1	0.19	136	24.91	0	0	0	0	0
Orange	21600	2	749	96	12.82	\$73,125	741	0	0	112	14.95	0	0	0	0	0
Orange	21600	3	1,676	192	11.46	\$74,615	1,570	40	2.55	200	11.93	0	0	0	0	0
Orange	21600	4	555	114	20.54	\$58,375	510	0	0	112	20.18	0	0	0	0	0
Orange	21700	1	976	44	4.51	\$94,808	903	11	1.22	207	21.21	0	0	0	0	0
Orange	21700	2	1,018	100	9.82	\$61,563	930	17	1.83	118	11.59	0	0	0	0	0
Orange	21800	1	885	208	23.5	\$90,703	850	119	14	162	18.31	0	0	1	0	1
Orange	21800	2	1,919	222	11.57	\$71,500	1,833	0	0	80	4.17	0	0	0	0	0
Orange	21901	1	2,549	89	3.49	\$90,839	2,459	131	5.33	689	27.03	0	0	1	1	2
Orange	21902	1	1,156	54	4.67	\$16,674	1,156	0	0	104	9	0	1	0	0	1
Orange	21902	2	505	78	15.45	\$81,307	505	0	0	129	25.54	0	0	0	1	1
Orange	21902	3	1,215	79	6.5	\$57,875	1,206	0	0	161	13.25	0	0	0	0	0
Orange	21902	4	966	61	6.31	\$0	686	0	0	17	1.76	0	0	0	0	0
Orange	22000	1	643	91	14.15	\$71,429	643	0	0	148	23.02	0	0	0	0	0
Orange	22000	2	998	253	25.35	\$31,094	982	7	0.71	123	12.32	0	1	0	0	1
Orange	22000	3	2,119	164	7.74	\$48,529	1,963	54	2.75	352	16.61	0	0	0	0	0
Orange	22200	1	352	0	0	\$76,042	324	0	0	78	22.16	0	0	0	0	0
Orange	22200	2	2,525	159	6.3	\$111,111	2,348	0	0	142	5.62	0	0	0	0	0
Orange	22200	3	1,407	224	15.92	\$121,250	1,268	0	0	248	17.63	0	0	0	0	0
Orange	22301	1	315	26	8.25	\$101,500	315	26	8.25	175	55.56	0	0	0	1	1
Orange	22301	2	1,428	0	0	\$79,167	1,353	29	2.14	206	14.43	0	0	0	0	0
Orange	22301	3	2,666	613	22.99	\$121,202	2,518	16	0.64	219	8.21	0	0	0	0	0
Orange	22302	1	1,037	149	14.37	\$128,144	997	0	0	55	5.3	0	0	0	0	0
Orange	22302	2	2,992	173	5.78	\$117,260	2,751	52	1.89	157	5.25	0	0	0	0	0
Orange	22400	1	1,068	162	15.17	\$111,304	1,024	0	0	86	8.05	0	0	0	0	0
Orange	22400	2	1,029	141	13.7	\$92,654	970	6	0.62	169	16.42	0	0	0	0	0
Orange	22400	3	278	53	19.06	\$26,793	278	0	0	125	44.96	0	1	0	1	2
Orange	22400	4	758	20	2.64	\$91,190	648	36	5.56	19	2.51	0	0	0	0	0
Orange	22400	5	1,815	273	15.04	\$73,625	1,748	103	5.89	422	23.25	0	0	1	0	1



Chapter 4: Title VI Complaint Form

Please see the Title VI Complaint Form on the following page:

Title VI Complaint Form

Section I:	
Name:	
Address:	
Telephone (Home):	Telephone (Work):
Email Address:	
Access Form Requirements? <input type="checkbox"/> Large Print <input type="checkbox"/> TDD <input type="checkbox"/> Audio Tape <input type="checkbox"/> Other:	
Section II:	
Are you filling this complain on your own behalf? <input type="checkbox"/> Yes (if "yes", go to Section III) <input type="checkbox"/> No	
If not, please supply the name of the person for whom you are complaining:	
Please explain why you have filed for a third party:	
Have you obtained permission of the aggrieved third party to file this complaint? <input type="checkbox"/> Yes <input type="checkbox"/> No	
Section III	
I believe the discrimination I experienced was based on (check all that apply):	
<input type="checkbox"/> Race <input type="checkbox"/> Color <input type="checkbox"/> National Origin	
Date of alleged discrimination (Month Day, Year):	
Explain as clearly as possible what happened and why you believe you were discriminated against. Describe all persons who were involved, including witnesses. If more space is needed, please use the back of this form. You may also attach any written materials or other information that you think is relevant to your complaint.	

Section IV:	
Have you previously filed a Title VI complaint with this agency? <input type="checkbox"/> Yes <input type="checkbox"/> No	
Section V:	
Have you filed this complaint with any other Federal, State, or Local Agency, or with any Federal or State Court?	
<input type="checkbox"/> Yes <input type="checkbox"/> No	
If yes, check all that apply:	
<input type="checkbox"/> Federal Agency: _____	<input type="checkbox"/> State Agency: _____
<input type="checkbox"/> Federal Court: _____	<input type="checkbox"/> Local Agency: _____
<input type="checkbox"/> State Court:	
Section VI:	
Name of agency complaint is against:	
Contact Person:	Title:

Signature

Date

Please submit this form in person at the address below or mail this form to: South East Texas Regional Planning Commission, Title VI Coordinator, 2210 Eastex Freeway, Beaumont, TX 77703.

Limited English Proficiency Plan

South East Texas Regional Planning Commission
Metropolitan Planning Organization

Adopted by the Transportation Planning Committee **on month day, 2023**

Prepared by WSP



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Chapter 1: Introduction

1.1 Introduction

This *Limited English Proficiency Plan* has been prepared to address the responsibilities of the South East Texas Regional Planning Commission (SETRPC) as the Metropolitan Planning Organization (MPO) for the planning area comprised of Jefferson, Orange, Hardin, and Jasper Counties receiving federal financial assistance as they relate to the needs of individuals with limited English proficiency language skills. The plan has been prepared in accordance with Title VI of the Civil Rights Act of 1964, 42 U.S.C. 2000d, et seq., and its implementation regulations, which state that no person shall be subjected to discrimination on the basis of race, color, or natural origin.

Executive Order 13166, titled *Improving Access to Services for Persons with Limited English Proficiency*, indicates that differing treatment based upon a person's inability to speak, read, write, or understand English is a type of national origin discrimination. The order directs each agency to publish guidance for its respective recipients clarifying their obligation to ensure that such discrimination does not take place. This order applies to all state and local agencies which receive federal funds, including the SETRPC.

1.2 Plan Summary

The SETRPC has developed this Limited English Proficiency Plan to help identify reasonable steps for providing language assistance to persons with limited English proficiency (LEP) who wish to participate effectively in the MPO's transportation planning process. As defined by Executive Order 13166, LEP persons are those who do not speak English as their primary language and have limited ability to read, speak, write, or understand English. Further, while the U.S. Census Bureau does not officially define LEP, it is generally accepted that, when determining LEP populations, the U.S. Census Bureau category of "speaks English less than 'very well'" be used. This plan outlines how to identify individuals who may need language assistance, the ways in which assistance may be provided, staff training that may be required, and how to notify LEP persons that assistance is available.

To prepare this plan, the SETRPC utilized a four-factor LEP analysis which considers the following factors:

- ➔ 1) The number or proportion of LEP persons who may reside within the SETRPC metropolitan planning area.
- ➔ 2) The frequency with which LEP persons interact with the SETRPC.
- ➔ 3) The nature and importance of services provided by the SETRPC to the LEP population.
- ➔ 4) The resources available to the SETRPC and overall cost to provide LEP assistance.

A summary of the results of this four-factor analysis is included in the following chapter.

Chapter 2: Meaningful Access: Four- Factor Analysis

2.1 The number or proportion of LEP persons who may reside within the SETRPC metropolitan planning area.

Number of LEP persons: The metropolitan planning area for the SETRPC includes Jefferson, Orange, Hardin, and Jasper Counties. According to the 2011-2015 American Community Survey 5-Year Estimates, an estimated 59,165 persons 5 years and over (in the four-county area) speak a language other than English; this represents 14.9% of the estimated 398,391 persons 5 years and over. Of those 59,165 persons, 22,912 have limited English proficiency; that is, they speak English less than very well; this represents 5.8% of the population 5 years and over within the SETRPC metropolitan planning area. According to Table 1, which presents summary data on LEP populations by language spoken at home, the two most prevalent LEP populations in the SETRPC metropolitan planning area consist of the Spanish (or Spanish Creole) speaking population and the French (including Patois and Cajun) speaking population, with 17,877 persons 5 years and over speaking Spanish (or Spanish Creole) and speaking English less than very well, and 2,302 persons 5 years and over speaking French (including Patois and Cajun) and speaking English less than very well. The remaining 2,733 LEP persons speak some 30 other languages.

In the context of LEP, the Safe Harbor provision has been determined to apply only to the translation of written materials. As such, federal guidance indicates that if written translation of "vital" documents is provided for each eligible LEP language group that constitutes five percent (5%) or 1,000 persons, whichever is less, of the total population of persons eligible to be served or encountered, then such action is considered strong evidence of compliance with the recipient's written translation obligations. According to Table 1, this Safe Harbor provision applies to LEP populations that speak either Spanish or Spanish Creole (hereafter referred to as simply "Spanish") or French (including Patois and Cajun, hereafter referred to as simply "French"), as both have population levels over 1,000.

Proportion of LEP persons: Table 2 presents data from the 2011-2015 American Community Survey 5-Year Estimates that quantifies the total number of LEP populations by Census tract. The cells highlighted in red identify those Census tracts that most significantly contribute to the total LEP population in the SETRPC-MPO planning area. The LEP population of these tracts, when summed, accounts for just over half of the entire LEP population. For example, the four tracts highlighted in

red in the Vietnamese-speaking LEP population column account for just over half of the total Vietnamese-speaking LEP population throughout the three-county area. These tracts are shown in Figure 1 through Figure 3. Figure 1 identifies the locations of the Census tracts that most significantly contribute to the total LEP population for all languages combined, while Figure 2 and Figure 3 identify the location of Census tracts that most significantly contribute to the Spanish- and Vietnamese-speaking LEP populations, respectively.

Table 1: Limited English proficiency (LEP) of persons 5 years and over, by primary language spoken at home

Language Spoken at Home	Total Number of Persons 5 Years and Over	Number of Persons 5 Years and Over with Ability to Speak English...		Percent of Total Persons 5 Years and Over with Ability to Speak English Less than Very Well**
		Very Well	Less than Very Well*	
Spanish or Spanish Creole	45,490	27,613	17,877	4.487%
French (incl. Patois, Cajun)	4,129	1,827	2,302	0.578%
French Creole	1,966	1,614	352	0.088%
Italian	1,316	854	462	0.116%
Portuguese or Portuguese Creole	874	607	267	0.067%
German	803	538	265	0.067%
Yiddish	655	362	293	0.074%
Other West Germanic languages	633	482	151	0.038%
Scandinavian languages	562	372	190	0.048%
Greek	471	405	66	0.017%
Russian	301	241	60	0.015%
Polish	290	230	60	0.015%
Serbo-Croatian	284	204	80	0.020%
Other Slavic languages	216	114	102	0.026%
Armenian	164	82	82	0.021%
Persian	142	69	73	0.018%
Gujarati	124	75	49	0.012%
Hindi	105	105	0	0.000%
Urdu	100	77	23	0.006%
Other Indic languages	73	73	0	0.000%
Other Indo-European languages	73	27	46	0.012%
Chinese	63	45	18	0.005%
Japanese	59	17	42	0.011%
Korean	55	55	0	0.000%
Mon-Khmer, Cambodian	49	35	14	0.004%
Hmong	40	40	0	0.000%

Language Spoken at Home	Total Number of Persons 5 Years and Over	Number of Persons 5 Years and Over with Ability to Speak English...		Percent of Total Persons 5 Years and Over with Ability to Speak English Less than Very Well**
		Very Well	Less than Very Well*	
Thai	30	29	1	0.000%
Laotian	26	26	0	0.000%
Vietnamese	24	7	17	0.004%
Other Asian languages	20	0	20	0.005%
Tagalog	18	18	0	0.000%
Other Pacific Island languages	10	10	0	0.000%
Subtotal	59,165	36,253	22,912	5.75%
English Only	339,226			
Total	398,391			

*Note: Persons 5 years and over with ability to speak English “Less than Very Well” are considered to have limited English proficiency.

**Note: Calculated by dividing the number of persons 5 years and over that speak English “Less than Very Well” by the total number of persons 5 years and over.

Source: 2011-2015 American Community Survey 5-Year Estimates, Table B16001

Table 2: Percentage of LEP Persons 5 years and over by Census tract

County	Census Tract	Total Number of Persons 5 Years and Over	Persons 5 Years and Over, with Ability to Speak English Less than Very Well					
			All Languages		Spanish		French	
			Total	Percentage*	Total	Percentage*	Total	Percentage*
Hardin	Tract 301	3,387	27	0.80%	17	0.50%	0	0.00%
Hardin	Tract 302	5,272	13	0.25%	13	0.25%	0	0.00%
Hardin	Tract 303	9,222	174	1.89%	174	1.89%	0	0.00%
Hardin	Tract 304	2,161	188	8.70%	140	6.48%	0	0.00%
Hardin	Tract 305.01	4,092	90	2.20%	0	0.00%	0	0.00%
Hardin	Tract 305.02	8,220	84	1.02%	82	1.00%	0	0.00%
Hardin	Tract 306	3,402	0	0.00%	0	0.00%	0	0.00%
Hardin	Tract 307	3,811	9	0.24%	9	0.24%	0	0.00%
Hardin	Tract 308	4,320	82	1.90%	28	0.65%	0	0.00%
Hardin	Tract 309	4,003	36	0.90%	22	0.55%	0	0.00%
Hardin	Tract 310	3,878	35	0.90%	35	0.90%	0	0.00%
Jasper	Tract 9501	4,565	0	0.00%	0	0.00%	0	0.00%
Jasper	Tract 9502	3,033	292	9.63%	292	9.63%	0	0.00%
Jasper	Tract 9503	3,278	193	5.89%	170	5.19%	0	0.00%

County	Census Tract	Total Number of Persons 5 Years and Over	Persons 5 Years and Over, with Ability to Speak English Less than Very Well					
			All Languages		Spanish		French	
			Total	Percentage*	Total	Percentage*	Total	Percentage*
Jasper	Tract 9504	5,112	239	4.68%	147	2.88%	0	0.00%
Jasper	Tract 9505	4,102	19	0.46%	19	0.46%	0	0.00%
Jasper	Tract 9506	2,297	17	0.74%	17	0.74%	0	0.00%
Jasper	Tract 9507	8,132	21	0.26%	21	0.26%	0	0.00%
Jasper	Tract 9508	2,817	9	0.32%	0	0.00%	9	0.32%
Jefferson	Tract 1.01	5,708	198	3.47%	179	3.14%	0	0.00%
Jefferson	Tract 1.02	2,012	58	2.88%	58	2.88%	0	0.00%
Jefferson	Tract 1.03	2,726	131	4.81%	50	1.83%	14	0.51%
Jefferson	Tract 2	4,666	140	3.00%	124	2.66%	0	0.00%
Jefferson	Tract 3.02	6,750	172	2.55%	65	0.96%	0	0.00%
Jefferson	Tract 3.04	6,337	601	9.48%	459	7.24%	16	0.25%
Jefferson	Tract 3.06	3,518	81	2.30%	2	0.06%	7	0.20%
Jefferson	Tract 3.07	3,218	297	9.23%	258	8.02%	10	0.31%
Jefferson	Tract 3.08	5,690	199	3.50%	40	0.70%	10	0.18%
Jefferson	Tract 3.09	2,737	33	1.21%	20	0.73%	13	0.47%
Jefferson	Tract 3.10	5,073	183	3.61%	111	2.19%	12	0.24%
Jefferson	Tract 4	3,952	72	1.82%	72	1.82%	0	0.00%
Jefferson	Tract 5	2,261	157	6.94%	157	6.94%	0	0.00%
Jefferson	Tract 6	5,352	422	7.88%	422	7.88%	0	0.00%
Jefferson	Tract 7	2,924	0	0.00%	0	0.00%	0	0.00%
Jefferson	Tract 9	1,746	79	4.52%	79	4.52%	0	0.00%
Jefferson	Tract 11	2,018	156	7.73%	150	7.43%	0	0.00%
Jefferson	Tract 12	2,272	494	21.74%	484	21.30%	0	0.00%
Jefferson	Tract 13.01	4,723	250	5.29%	240	5.08%	0	0.00%
Jefferson	Tract 13.02	2,822	194	6.87%	62	2.20%	0	0.00%
Jefferson	Tract 13.03	3,120	186	5.96%	62	1.99%	0	0.00%
Jefferson	Tract 17	1,694	7	0.41%	7	0.41%	0	0.00%
Jefferson	Tract 19	2,803	672	23.97%	510	18.19%	0	0.00%
Jefferson	Tract 20	1,949	321	16.47%	227	11.65%	0	0.00%
Jefferson	Tract 21	3,043	130	4.27%	115	3.78%	15	0.49%
Jefferson	Tract 22	2,750	4	0.15%	4	0.15%	0	0.00%
Jefferson	Tract 23	2,846	88	3.09%	88	3.09%	0	0.00%
Jefferson	Tract 24	2,569	459	17.87%	398	15.49%	0	0.00%
Jefferson	Tract 25	3,497	364	10.41%	364	10.41%	0	0.00%
Jefferson	Tract 26	5,815	208	3.58%	151	2.60%	0	0.00%

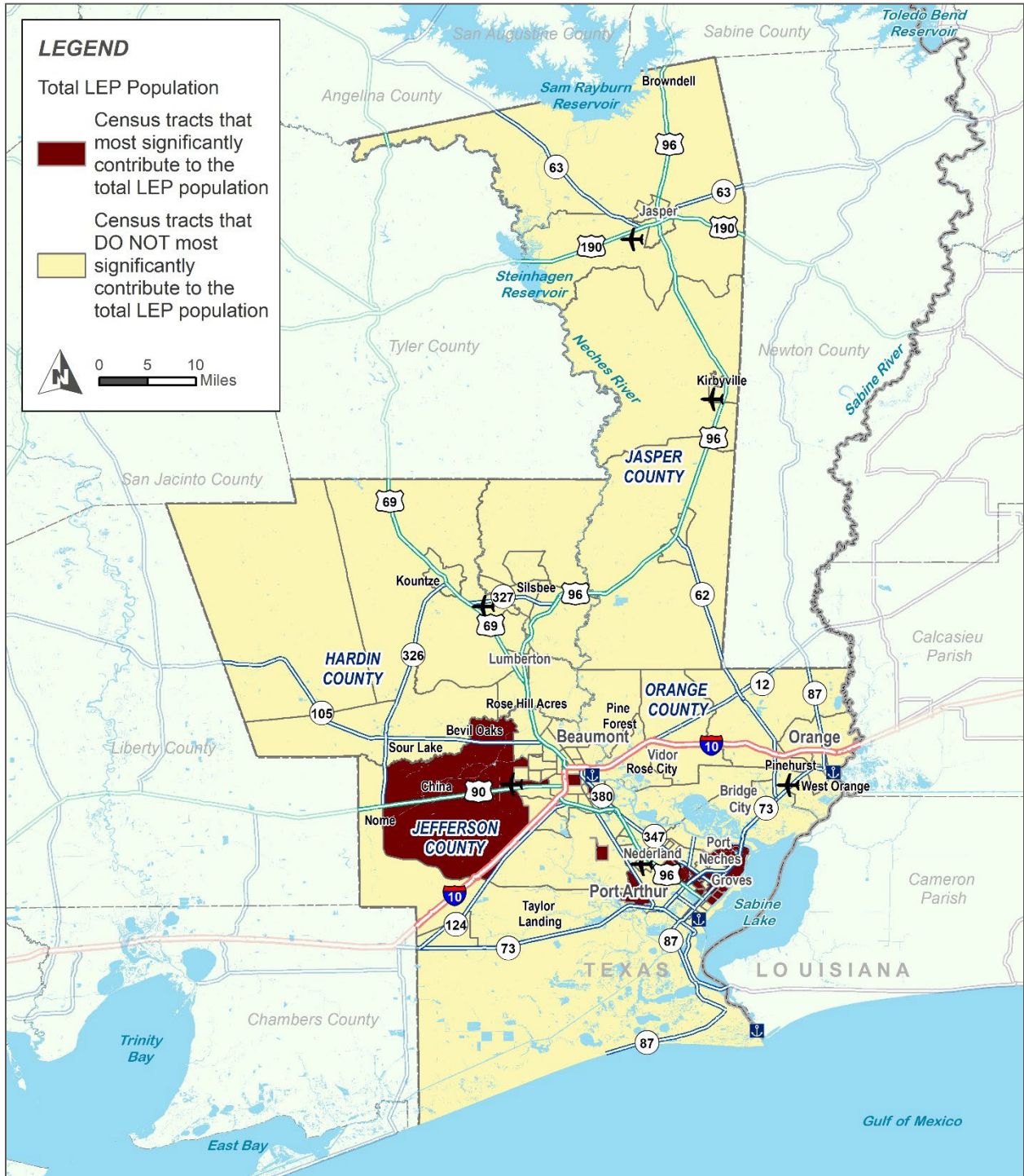
County	Census Tract	Total Number of Persons 5 Years and Over	Persons 5 Years and Over, with Ability to Speak English Less than Very Well					
			All Languages		Spanish		French	
			Total	Percentage*	Total	Percentage*	Total	Percentage*
Jefferson	Tract 51	936	0	0.00%	0	0.00%	0	0.00%
Jefferson	Tract 54	1,246	61	4.90%	61	4.90%	0	0.00%
Jefferson	Tract 55	2,802	719	25.66%	469	16.74%	0	0.00%
Jefferson	Tract 56	3,527	1,408	39.92%	1,254	35.55%	0	0.00%
Jefferson	Tract 59	1,373	27	1.97%	23	1.68%	4	0.29%
Jefferson	Tract 61	1,173	48	4.09%	28	2.39%	11	0.94%
Jefferson	Tract 63	1,301	73	5.61%	61	4.69%	0	0.00%
Jefferson	Tract 64	1,430	264	18.46%	257	17.97%	7	0.49%
Jefferson	Tract 65	3,121	1,030	33.00%	785	25.15%	0	0.00%
Jefferson	Tract 66	3,544	711	20.06%	561	15.83%	8	0.23%
Jefferson	Tract 67	2,616	716	27.37%	664	25.38%	0	0.00%
Jefferson	Tract 68	2,118	434	20.49%	321	15.16%	0	0.00%
Jefferson	Tract 69	3,026	121	4.00%	79	2.61%	13	0.43%
Jefferson	Tract 70.01	5,622	569	10.12%	223	3.97%	0	0.00%
Jefferson	Tract 70.02	4,044	645	15.95%	200	4.95%	0	0.00%
Jefferson	Tract 71	3,167	543	17.15%	486	15.35%	0	0.00%
Jefferson	Tract 101	2,754	1,207	43.83%	1,138	41.32%	0	0.00%
Jefferson	Tract 102	1,852	308	16.63%	301	16.25%	0	0.00%
Jefferson	Tract 103	2,456	542	22.07%	533	21.70%	0	0.00%
Jefferson	Tract 104	2,838	121	4.26%	88	3.10%	0	0.00%
Jefferson	Tract 105	3,955	589	14.89%	358	9.05%	34	0.86%
Jefferson	Tract 106	4,938	101	2.05%	79	1.60%	22	0.45%
Jefferson	Tract 107	3,045	91	2.99%	91	2.99%	0	0.00%
Jefferson	Tract 108	4,574	46	1.01%	42	0.92%	4	0.09%
Jefferson	Tract 109.01	3,060	92	3.01%	0	0.00%	0	0.00%
Jefferson	Tract 109.02	4,514	207	4.59%	35	0.78%	0	0.00%
Jefferson	Tract 110.01	4,819	39	0.81%	24	0.50%	0	0.00%
Jefferson	Tract 110.02	3,316	29	0.87%	18	0.54%	0	0.00%
Jefferson	Tract 111.01	4,412	148	3.35%	148	3.35%	0	0.00%
Jefferson	Tract 111.02	2,681	183	6.83%	163	6.08%	0	0.00%
Jefferson	Tract 112.01	7,857	223	2.84%	180	2.29%	20	0.25%
Jefferson	Tract 112.02	3,552	231	6.50%	227	6.39%	0	0.00%
Jefferson	Tract 112.03	2,202	118	5.36%	111	5.04%	0	0.00%
Jefferson	Tract 113.02	5,270	1,013	19.22%	919	17.44%	0	0.00%
Jefferson	Tract 113.03	2,227	64	2.87%	49	2.20%	0	0.00%

County	Census Tract	Total Number of Persons 5 Years and Over	Persons 5 Years and Over, with Ability to Speak English Less than Very Well					
			All Languages		Spanish		French	
			Total	Percentage*	Total	Percentage*	Total	Percentage*
Jefferson	Tract 113.04	3,158	28	0.89%	16	0.51%	0	0.00%
Jefferson	Tract 114	7,341	499	6.80%	462	6.29%	34	0.46%
Jefferson	Tract 115	2,331	82	3.52%	82	3.52%	0	0.00%
Jefferson	Tract 116	1,684	186	11.05%	171	10.15%	14	0.83%
Jefferson	Tract 117	1,441	172	11.94%	172	11.94%	0	0.00%
Jefferson	Tract 118	1,525	63	4.13%	54	3.54%	0	0.00%
Jefferson	Tract 9800	151	40	26.49%	0	0.00%	0	0.00%
Jefferson	Tract 9900	0	0	0.00%	0	0.00%	0	0.00%
Orange	Tract 202	3,326	0	0.00%	0	0.00%	0	0.00%
Orange	Tract 203	2,385	41	1.72%	22	0.92%	4	0.17%
Orange	Tract 205	3,200	127	3.97%	117	3.66%	8	0.25%
Orange	Tract 207	4,319	133	3.08%	13	0.30%	0	0.00%
Orange	Tract 208	1,672	22	1.32%	16	0.96%	6	0.36%
Orange	Tract 209	3,253	9	0.28%	0	0.00%	0	0.00%
Orange	Tract 210	2,137	9	0.42%	0	0.00%	6	0.28%
Orange	Tract 211	1,742	14	0.80%	14	0.80%	0	0.00%
Orange	Tract 212	4,491	59	1.31%	38	0.85%	0	0.00%
Orange	Tract 213	5,861	54	0.92%	0	0.00%	0	0.00%
Orange	Tract 214	3,781	11	0.29%	9	0.24%	2	0.05%
Orange	Tract 215.01	2,144	138	6.44%	68	3.17%	0	0.00%
Orange	Tract 215.02	6,332	100	1.58%	100	1.58%	0	0.00%
Orange	Tract 216	3,525	26	0.74%	12	0.34%	14	0.40%
Orange	Tract 217	2,223	71	3.19%	69	3.10%	0	0.00%
Orange	Tract 218	2,538	6	0.24%	6	0.24%	0	0.00%
Orange	Tract 219	6,091	36	0.59%	0	0.00%	0	0.00%
Orange	Tract 220	3,641	44	1.21%	42	1.15%	2	0.05%
Orange	Tract 222	3,560	0	0.00%	0	0.00%	0	0.00%
Orange	Tract 223	6,811	144	2.11%	118	1.73%	19	0.28%
Orange	Tract 224	4,665	193	4.14%	156	3.34%	14	0.30%

*Note: Calculated by dividing the number of persons 5 years and over that speak English "Less than Very Well" within a particular tract by the total population of persons 5 years and over that speak English less than very well within the full metropolitan planning area (Jefferson, Orange, Hardin, and Jasper Counties).

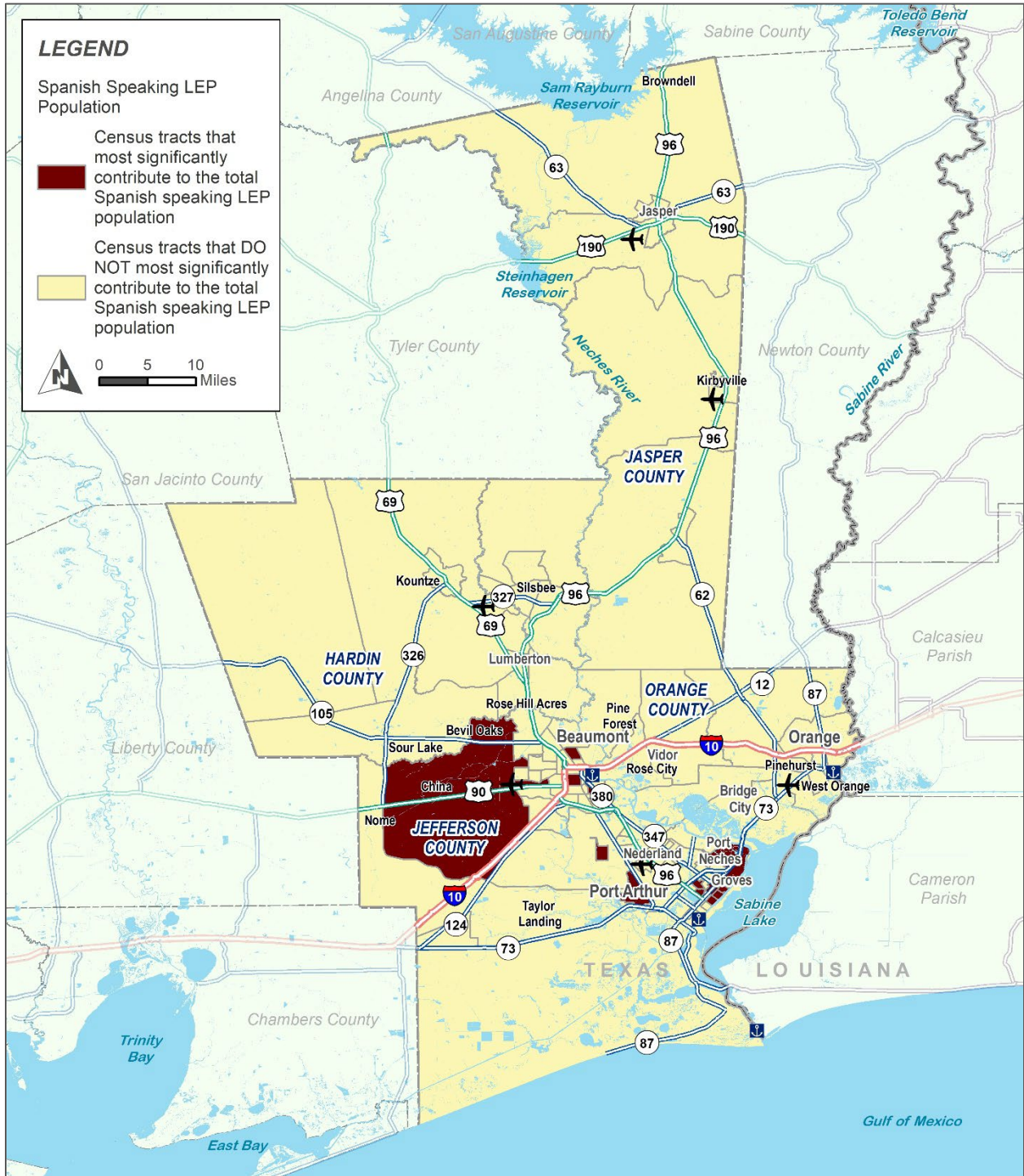
Source: 2011-2015 American Community Survey 5-Year Estimates, Table B16001

Figure 1: Census tracts that most significantly contribute to the total LEP population



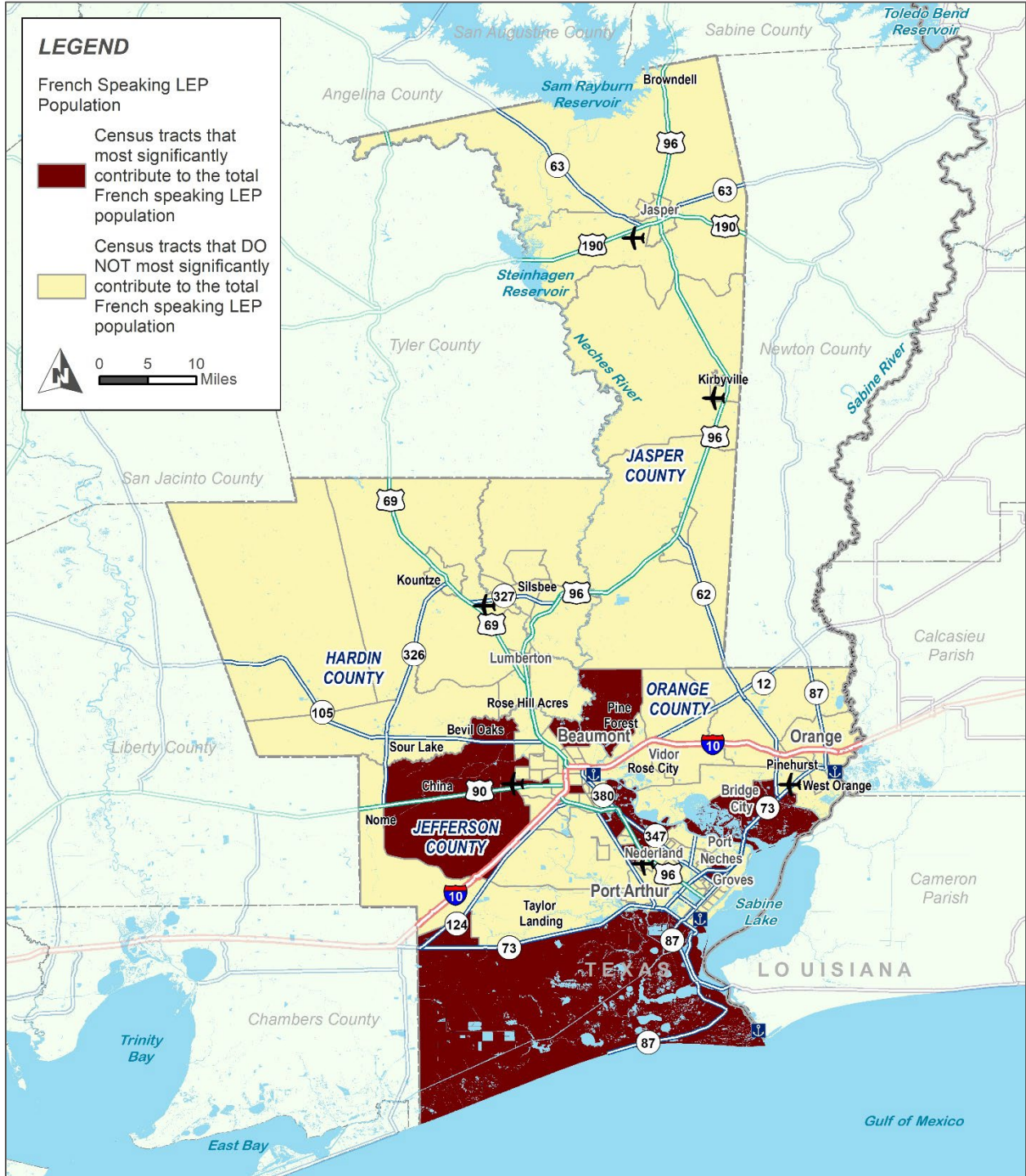
Source: 2011-2015 American Community Survey 5-Year Estimates, Table B16001

Figure 2: Census tracts that most significantly contribute to the total Spanish-speaking LEP population



Source: 2011-2015 American Community Survey 5-Year Estimates, Table B16001

Figure 3: Census tracts that most significantly contribute to the total French-speaking LEP population



Source: 2011-2015 American Community Survey 5-Year Estimates, Table B16001

2.2 The frequency with which LEP persons interact with the SETRPC

The SETRPC staff reviewed the frequency with which the SETRPC staff and Transportation Planning Committee members have, or could have, contact with LEP persons through phone inquiries, office visits, and public meetings. To date, the SETRPC has had no requests for interpreters and no requests for translated planning documents. Moreover, the SETRPC Transportation Planning Committee members have not made staff aware of any contact with LEP persons regarding the transportation planning process.

2.3 The nature and importance of services provided by the SETRPC to the LEP population

As part of its continuing, comprehensive, and cooperative transportation planning process, the SETRPC seeks to develop plans and programs that enhance the quality of life by improving mobility and offering increased transportation options to all residents of the three-county area, regardless of their ability to speak and understand English. Therefore, input into the transportation planning process is encouraged by all members of the community. Due to the concentrations of LEP Spanish and French speakers within the SETRPC metropolitan planning area, the SETRPC has adopted a set of policies to ensure that reasonable opportunities for input from these LEP populations are provided. These policies are presented in the sections that follow the four-factor analysis.

2.4 The resources available to the SETRPC and overall cost to provide LEP assistance

The SETRPC assessed its available resources that could be used for providing LEP assistance and the overall cost to provide such resources. Based upon that assessment, the SETRPC has determined that any LEP assistance provided will be obtained using outside resources. The exact nature of LEP assistance, including translation of documents and interpretation services at meetings, is described within the following section of this plan.

Chapter 3: Engaging the LEP Population

The overall percentage of LEP individuals in the SETRPC metropolitan planning area is relatively small, with approximately 5.8% of individuals 5 years and over identified as having limited English proficiency. However, as shown earlier in Figure 1, certain neighborhoods contain the majority of LEP populations. Therefore, the SETRPC will take reasonable steps to ensure that LEP citizens have an opportunity for meaningful participation in the transportation planning process. For example, SETRPC public meetings will routinely be held at locations in the four-county area that are located within proximity to or are generally accessible by LEP populations. Furthermore, the SETRPC staff will continually assess its choice of meeting locations to ensure that the locations selected adequately afford LEP populations reasonable access.

During the SETRPC's ongoing transportation planning process, the SETRPC staff will take the following steps to identify LEP persons who need language assistance:

- ➔ Post notice of this LEP Plan and the availability of interpretation or translation services free of charge in languages LEP persons would understand.
- ➔ SETRPC staff will be provided with "I Speak" cards to assist in identifying the language interpretation needed if the occasion arises. The "I Speak" card was developed by the U.S. Census Bureau to aid in identifying the language that an LEP individual speaks.
- ➔ SETRPC staff will record any contacts with LEP individuals, and a review of such records will be conducted annually.
- ➔ When the SETRPC sponsors or conducts an informational meeting or event, an advanced public notice of the event will be published and will include information about making special needs requests for interpretation. Additionally, a staff person may greet participants as they arrive. By informally engaging participants in conversation, it is possible to gauge each attendee's ability to speak and understand English. Although interpretation may not be able to be provided at each event, engaging the public will help identify the need for future events.

3.0 Language Assistance

A person who does not speak English as their primary language and who has a limited ability to read, write, speak, or understand English may be a limited English proficient person and may be entitled to language assistance with respect to participation in the SETRPC's transportation planning process. Language assistance can include interpretation, which means oral or spoken transfer of a

message from one language into another language, and translation, which means the written transfer of a message from one language into another language.

3.0.1 Interpretation Services

Because no member of the SETRPC staff speaks a language other than English, the SETRPC will rely upon external resources to provide interpretation assistance at its meetings. Specifically, MPO staff will identify a telephone-based interpretation service as a contingency. Due to the need for outside services, individuals requiring interpretation services must make service requests no later than 48 hours prior to the meeting. SETRPC staff will monitor the demand for interpretative services at its meetings and make reasonable adjustments to this policy as demand warrants.

3.0.2 Translation of Documents

The SETRPC weighed the cost and benefits of translating documents for potential LEP groups. Considering the expense of translating the documents, the likelihood of frequent changes in the documents, and other relevant factors, at this time the SETRPC considers it an unnecessary burden to have SETRPC documents translated in their entirety.

3.1 Staff and Contractor Compliance

To ensure that all SETRPC staff comply with and fulfill the obligations contained within this LEP plan, the following information, materials, and training will be provided to all SETRPC staff:

- Information on Title VI Policy and related LEP responsibilities.
- Description of language assistance services offered by the SETRPC.
- "I Speak" cards.
- How to handle a potential Title VI/LEP complaint.

Furthermore, all contractors or subcontractors performing work for the SETRPC will be required to follow the Title VI/LEP guidelines documented in this plan.

3.2 Monitoring and Updates

The SETRPC will update this LEP Plan should any of the following events occur:

- Federal or state guidance require an update to the LEP plan.
- Annual data analysis suggests that LEP populations have significantly changed, either in terms of total numbers, proportion, or geographic location.
- Public outreach activities are marked by participation of LEP individuals that warrant an update to this plan.

Any future update to this LEP plan shall include, to the extent practical:

- Reassessment of the four-factor analysis.
- Documentation of the number of LEP persons encountered annually.
- Documentation of complaints received from LEP populations, and documentation of actions taken, if necessary, to address such complaints.
- General assessment of how the needs of LEP persons have been addressed.

- Determination of whether the needs for interpretation and translation services have changed.
- Re-examination of the SETRPC's financial capacity to provide additional assistance to LEP populations.

3.3 Dissemination of the SETRPC LEP Plan

The SETRPC will utilize the language assistance measures identified within this plan to ensure that LEP individuals have been afforded reasonable opportunity to comment on this plan. In addition, the adopted LEP plan will be available through the South East Texas Regional Planning Commission's website under the Transportation & Environmental Resources Division section (www.setrpc.org/ter).



June 15, 2023

TO: TRANSPORTATION PLANNING COMMITTEE

FROM: BOB DICKINSON, DIRECTOR
TRANSPORTATION & ENVIRONMENTAL RESOURCES DIVISION

SUBJECT: SETRPC – MPO FY 2022 ANNUAL TRANSPORTATION PROJECT LISTING

Enclosed for your review and comment is the SETRPC – MPO FY 2022 Annual Transportation Project Listing for the Jefferson, Jasper, Orange and Hardin (JJOHRTS) Regional Transportation Study for October 1, 2021, to September 30, 2022.

I will submit a resolution for your review and adoption of the SETRPC – MPO FY 2022 ATPL at our next JJOHRTS Transportation Planning Committee meeting on July 27, 2023.

If any questions arise, feel free to contact me at 409-899-8444 or at bdickinson@setrpc.org.

President – Michael Sinegal, Jefferson County | 1st VP – Wayne McDaniel, Hardin County | 2nd VP – Johnny Trahan, Orange County
3rd VP – Mark Allen, Jasper County | 4th VP – Glenn Johnson, Port Neches | 5th VP – Kimberly Cline, Lumberton
Treasurer – Amanda Gates, Kirbyville | Secretary – Cathy Nagel, Pine Forest

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>

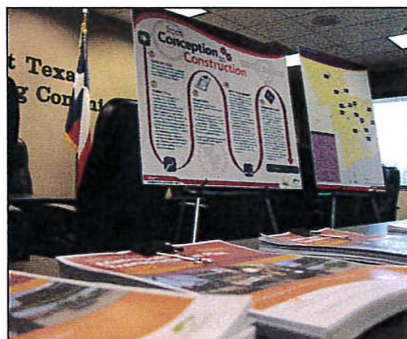
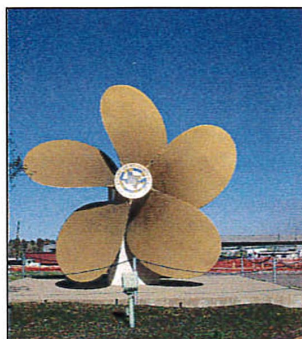
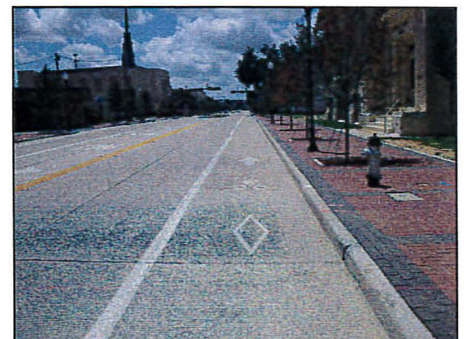
FY 2022 Annual Transportation Project Listing

for the Jefferson-Jasper-Orange-Hardin Regional
Transportation Study (JJOHRTS) Area
October 1, 2021 – September 30, 2022



TRANSPORTATION &
ENVIRONMENTAL
RESOURCES

Prepared by the South East Texas Regional Planning Commission-Metropolitan Planning Organization
(SETRPC-MPO)
April 27, 2022



Prepared in cooperation with the Texas Department of Transportation and the U.S. Department of Transportation, Federal Highway Administration, and Federal Transit Administration.

The South East Texas Regional Planning Commission (SETRPC) is the Metropolitan Planning Organization (MPO) for Jefferson, Jasper, Orange, and Hardin Counties of Texas. The SETRPC-MPO provides a decision-making forum for southeast Texas that is responsible for conducting a continuing, cooperative, and comprehensive transportation planning process. The main purpose of the SETRPC-MPO is to develop and maintain all transportation plans for the Jefferson-Jasper-Orange-Hardin Regional Transportation Study (JJOHRTS) area.

The SETRPC-MPO's short-range transportation plan is the Transportation Improvement Program (TIP), which presents the various highway and transit projects and/or programs that are expected to be implemented or let for construction within the four-year period of the TIP. All regional transportation projects and programs are required to be identified and prioritized in the TIP to be eligible for federal funding through the Federal Highway Administration (FHWA) or the Federal Transit Administration (FTA).

Project schedules often change for a variety of factors; therefore, the TIP may not always yield an up-to-date picture of actual project expenditures. This report provides the list of federally funded transportation projects and programs that were let in federal fiscal year 2021 (FY 2021), the period of October 1, 2021 through September 30, 2022. This report complies with 23 CFR §450.332 "Annual Listing of Obligated Projects" and was prepared cooperatively by the South East Texas Regional Planning Commission - Metropolitan Planning Organization (SETRPC-MPO) for the JJOHRTS area and the Texas Department of Transportation - Beaumont District.

This report is available at www.setrpc.org/ter by selecting "Transportation" from the top menu, then selecting "Transportation Improvement Program" from the left hand menu.

Descriptions are provided below for certain table fields in the lists.

Each project and program is described by the following information:

- **Project ID** is a unique reference number specified by the SETRPC-MPO to track projects and programs.
- **CSJ (Control-Section-Job) Number** is a unique reference number specified by TxDOT for tracking projects.
- **Project Name, County Name, the From and To limits, and Project Work Type.**
- **Total Cost** of the project (and Federal, State, and Local Cost shares and Local Contributions).
- **Let Date** (year when a project or program funds were made available).
- **Estimated Completion Date** (year when the project or program is operational).
- Projects and programs are classified by a **Funding Category** (shown in Appendix A, attached).

Other terms include:

- BU (Business)
- CL T (Continuous Left-Turn lane)
- COIL (County Line)
- FM (Farm-to-Market Road)
- IH (Interstate Highway)
- KCS (Kansas City Southern Railroad)
- N/A (This information is currently not available)
- SRN (Sabine River & Northern Railroad)
- SH (State Highway)
- UP (Union Pacific Railroad)
- US (United States)
- VA (Various)

FY 2022 Annual Project Listing
 SETRPC-Metropolitan Planning Organization

HIGHWAY PROJECTS

Federal-Aid Project Number:
 1602470

CSJ Number:
 0739-01-039

MPO Project ID:
 201

Sponsor:
 TXDOT

Phase of Work:
 C

Project Name/Facility:
 IH 10

Limits:
 From: SH 73, EAST
 To: JEFFERSON C/L

Funding Categories:
 12

Project Description:
 WIDEN EXISTING FOUR LANE TO SIX LANE

Amount of Federal Funding Programmed in MPO TIP: MOD

Federal-Aid Project Number:
 1602470

CSJ Number:
 0739-02-160

MPO Project ID:
 14011-F40N

Sponsor:
 TXDOT

Phase of Work:
 C

Project Name/Facility:
 IH 10

Limits:
 From: Chambers Co/L, east
 To: Hamshire Rd

Funding Categories:
 12

Project Description:
 Widen freeway from 4 to 6 lanes

Amount of Federal Funding Programmed in MPO TIP: MOD

Amount of Federal Funding Obligated in Fiscal Year:

Amount of Federal Funding Remaining and Available for Subsequent Years:

Federal-Aid Project Number:
 1802811

CSJ Number:
 0028-09-121

MPO Project ID:

Sponsor:
 TXDOT

Phase of Work:
 C

Project Name/Facility:
 IH 10

Limits:
 From: AT NECHES RIVER TURNAROUND
 To: (FRONTAGE ROADS)

Funding Categories:
 10

Project Description:
 EMERGENCY RELIEF

Amount of Federal Funding Programmed in MPO TIP:

Amount of Federal Funding Obligated in Fiscal Year:

Amount of Federal Funding Remaining and Available for Subsequent Years:

FY 2022 Annual Project Listing
SETRPC-Metropolitan Planning Organization

HIGHWAY PROJECTS

Federal-Aid Project Number: 2018565			
CSJ Number: 0499-03-058	MPO Project ID: 	Sponsor: TXDOT	Phase of Work: C
Project Name/Facility: SH 12	Limits: From: EVANGELINE LN. To: SH 62		Funding Categories: 8
Project Description: HAZARD ELIMINATION & SAFETY			
Amount of Federal Funding Programmed in MPO TIP:			MOD
Amount of Federal Funding Obligated in Fiscal Year:			\$ 206,079.46
Amount of Federal Funding Remaining and Available for Subsequent Years:			\$ 0.00

Federal-Aid Project Number: 2020779			
CSJ Number: 0065-05-152	MPO Project ID: 	Sponsor: TXDOT	Phase of Work: C
Project Name/Facility: US 96	Limits: From: 0.2 MI N OF WEST CHANCE CUTOFF,SOUT To: LINDSEY RD		Funding Categories: 8
Project Description: HAZARD ELIMINATION & SAFETY			
Amount of Federal Funding Programmed in MPO TIP:			\$ 394,418.00
Amount of Federal Funding Obligated in Fiscal Year:			\$ 389,864.31
Amount of Federal Funding Remaining and Available for Subsequent Years:			\$ 0.00

Federal-Aid Project Number: 2022013			
CSJ Number: 0200-16-020	MPO Project ID: 18035-F40N	Sponsor: TXDOT	Phase of Work: C
Project Name/Facility: US 69	Limits: From: AT SH 73 To: .		Funding Categories: 4U
Project Description: RECONFIGURE INTERCHANGE FROM CLOVERLEAF DESIGN TO TURBINE DESIGN			
Amount of Federal Funding Programmed in MPO TIP:			\$ 56,000,000.00
Amount of Federal Funding Obligated in Fiscal Year:			\$ 58,983,111.83
Amount of Federal Funding Remaining and Available for Subsequent Years:			\$ 0.00

FY 2022 Annual Project Listing
SETRPC-Metropolitan Planning Organization

BICYCLE PROJECTS

NO PROJECTS

FY 2022 Annual Project Listing
SETRPC-Metropolitan Planning Organization

TRANSIT PROJECTS

NO PROJECTS

FY 2022 Annual Project Listing
SETRPC-Metropolitan Planning Organization

GROUPED PROJECTS

Federal-Aid Project Number:
0108180

CSJ Number:	MPO Project ID:	Sponsor:	Phase of Work:
0028-13-134		TXDOT	C

Project Name/Facility:	Limits:	Funding Categories:
IH 10	From: US 69 NORTH INTERCHANGE	8
	To: 0.508 MI E OF US 90	

Project Description:
INSTALL HIGH MAST LIGHTING

Amount of Federal Funding Programmed in MPO TIP:

Amount of Federal Funding Obligated in Fiscal Year:

Amount of Federal Funding Remaining and Available for Subsequent Years:

Federal-Aid Project Number:
0108181

CSJ Number:	MPO Project ID:	Sponsor:	Phase of Work:
0028-09-116		TXDOT	C

Project Name/Facility:	Limits:	Funding Categories:
IH 10	From: JEFFERSON COUNTY LINE, EAST	8
	To: 5.201 MI E OF JEFFERSON COUNTY LINE	

Project Description:
HIGH MAST LIGHTING

Amount of Federal Funding Programmed in MPO TIP:

Amount of Federal Funding Obligated in Fiscal Year:

Amount of Federal Funding Remaining and Available for Subsequent Years:

Federal-Aid Project Number:
1802808

CSJ Number:	MPO Project ID:	Sponsor:	Phase of Work:
0306-03-133		TXDOT	C

Project Name/Facility:	Limits:	Funding Categories:
SH 73	From: AT VETERANS MEMORIAL BRIDGE	10
	To: (STR 201240030603030)	

Project Description:
EMERGENCY RELIEF

Amount of Federal Funding Programmed in MPO TIP:

Amount of Federal Funding Obligated in Fiscal Year:

Amount of Federal Funding Remaining and Available for Subsequent Years:

FY 2022 Annual Project Listing
SETRPC-Metropolitan Planning Organization

GROUPED PROJECTS

Federal-Aid Project Number: 1902425			
CSJ Number: 0920-38-268	MPO Project ID:	Sponsor: TXDOT	Phase of Work: C
Project Name/Facility: CS	Limits: From: AT SHERWOOD DR To: .		Funding Categories: 10
Project Description: EMERGENCY RELIEF			
Amount of Federal Funding Programmed in MPO TIP:			\$ 106,423.89
Amount of Federal Funding Obligated in Fiscal Year:			\$ 106,423.89
Amount of Federal Funding Remaining and Available for Subsequent Years:			\$ 0.00

Federal-Aid Project Number: 2020781			
CSJ Number: 0065-14-026	MPO Project ID:	Sponsor: TXDOT	Phase of Work: C
Project Name/Facility: BU 96-F	Limits: From: AT AVE J To: .		Funding Categories: 8
Project Description: TRAFFIC SIGNAL IMPROVEMENTS			
Amount of Federal Funding Programmed in MPO TIP:			\$ 150,000.00
Amount of Federal Funding Obligated in Fiscal Year:			\$ 150,000.00
Amount of Federal Funding Remaining and Available for Subsequent Years:			\$ 0.00

Federal-Aid Project Number: 2021017			
CSJ Number: 0920-00-134	MPO Project ID:	Sponsor: TXDOT	Phase of Work: C
Project Name/Facility: VA	Limits: From: DISTRICTWIDE To: .		Funding Categories: 1
Project Description: INSTALL/REPLACE SIGNS			
Amount of Federal Funding Programmed in MPO TIP:			\$ 120,000.00
Amount of Federal Funding Obligated in Fiscal Year:			\$ 120,000.00
Amount of Federal Funding Remaining and Available for Subsequent Years:			\$ 0.00

FY 2022 Annual Project Listing
 SETRPC-Metropolitan Planning Organization

GROUPED PROJECTS

Federal-Aid Project Number:
 2021290

CSJ Number:
 0028-07-058

MPO Project ID:

Sponsor:
 TXDOT

Phase of Work:
 C

Project Name/Facility:
 US 90

Limits:
 From: S MAJOR DRIVE, EAST
 To: IH 10

Funding Categories:
 8

Project Description:
 INSTALL/UPGRADE ROADWAY LIGHTING

Amount of Federal Funding Programmed in MPO TIP: \$ 230,000.00

Amount of Federal Funding Obligated in Fiscal Year: \$ 230,000.00

Amount of Federal Funding Remaining and Available for Subsequent Years: \$ 0.00

Federal-Aid Project Number:
 2021291

CSJ Number:
 0920-00-131

MPO Project ID:

Sponsor:
 TXDOT

Phase of Work:
 C

Project Name/Facility:
 VA

Limits:
 From: DISTRICTWIDE
 To: .

Funding Categories:
 1

Project Description:
 HAZARD ELIMINATION & SAFETY

Amount of Federal Funding Programmed in MPO TIP: \$ 2,924,086.64

Amount of Federal Funding Obligated in Fiscal Year: \$ 2,924,086.64

Amount of Federal Funding Remaining and Available for Subsequent Years: \$ 0.00

Federal-Aid Project Number:
 2021292

CSJ Number:
 0920-00-132

MPO Project ID:

Sponsor:
 TXDOT

Phase of Work:
 C

Project Name/Facility:
 VA

Limits:
 From: DISTRICTWIDE
 To: .

Funding Categories:
 1

Project Description:
 HAZARD ELIMINATION & SAFETY

Amount of Federal Funding Programmed in MPO TIP: \$ 1,048,663.95

Amount of Federal Funding Obligated in Fiscal Year: \$ 1,048,663.95

Amount of Federal Funding Remaining and Available for Subsequent Years: \$ 0.00

FY 2022 Annual Project Listing
SETRPC-Metropolitan Planning Organization

GROUPED PROJECTS

Federal-Aid Project Number: 2021466			
CSJ Number: 2562-01-023	MPO Project ID:	Sponsor: TXDOT	Phase of Work: C
Project Name/Facility: FM 1442	Limits: From: FM 105, SOUTH To: FM 408		Funding Categories: 8
Project Description: WIDEN ROAD - ADD SHOULDERS			
Amount of Federal Funding Programmed in MPO TIP:			\$ 7,232,459.67
Amount of Federal Funding Obligated in Fiscal Year:			\$ 7,232,459.67
Amount of Federal Funding Remaining and Available for Subsequent Years:			\$ 0.00

Federal-Aid Project Number: 2021468			
CSJ Number: 0200-16-026	MPO Project ID:	Sponsor: TXDOT	Phase of Work: C
Project Name/Facility: US 69	Limits: From: FM 365, SOUTH To: 0.33 MILES SOUTH OF LAKE ARTHUR DRIVE		Funding Categories: 8
Project Description: HAZARD ELIMINATION & SAFETY			
Amount of Federal Funding Programmed in MPO TIP:			\$ 845,227.44
Amount of Federal Funding Obligated in Fiscal Year:			\$ 845,227.44
Amount of Federal Funding Remaining and Available for Subsequent Years:			\$ 0.00

Federal-Aid Project Number: 2021472			
CSJ Number: 0200-15-026	MPO Project ID:	Sponsor: TXDOT	Phase of Work: C
Project Name/Facility: US 69	Limits: From: SPURLOCK RD, SOUTH To: FM 365		Funding Categories: 8
Project Description: HAZARD ELIMINATION & SAFETY			
Amount of Federal Funding Programmed in MPO TIP:			\$ 1,278,591.75
Amount of Federal Funding Obligated in Fiscal Year:			\$ 1,278,591.75
Amount of Federal Funding Remaining and Available for Subsequent Years:			\$ 0.00

FY 2022 Annual Project Listing
SETRPC-Metropolitan Planning Organization

GROUPED PROJECTS

Federal-Aid Project Number:
2021725

CSJ Number:	MPO Project ID:	Sponsor:	Phase of Work:
1194-02-019		TXDOT	C

Project Name/Facility:	Limits:	Funding Categories:
FM 943	From: FM 1003, NORTH	1
	To: POLK COUNTY LINE	

Project Description:
SURFACING/ROADWAY RESTORATION

Amount of Federal Funding Programmed in MPO TIP:

Amount of Federal Funding Obligated in Fiscal Year:

Amount of Federal Funding Remaining and Available for Subsequent Years:

Federal-Aid Project Number:
2022366

CSJ Number:	MPO Project ID:	Sponsor:	Phase of Work:
0028-13-141		TXDOT	C

Project Name/Facility:	Limits:	Funding Categories:
IH 10	From: US 90, EAST	8
	To: PINE ST.	

Project Description:
HAZARD ELIMINATION & SAFETY

Amount of Federal Funding Programmed in MPO TIP:

Amount of Federal Funding Obligated in Fiscal Year:

Amount of Federal Funding Remaining and Available for Subsequent Years:

Federal-Aid Project Number:
2022537

CSJ Number:	MPO Project ID:	Sponsor:	Phase of Work:
0508-04-182		TXDOT	C

Project Name/Facility:	Limits:	Funding Categories:
SH 73	From: SH 124, EAST	8
	To: 0.627 MILES SOUTH OF PORTLAND ST.	

Project Description:
HAZARD ELIMINATION & SAFETY

Amount of Federal Funding Programmed in MPO TIP:

Amount of Federal Funding Obligated in Fiscal Year:

Amount of Federal Funding Remaining and Available for Subsequent Years:

FY 2022 Annual Project Listing
SETRPC-Metropolitan Planning Organization

GROUPED PROJECTS

Federal-Aid Project Number: 2022733			
CSJ Number: 0786-01-090	MPO Project ID:	Sponsor: TXDOT	Phase of Work: C
Project Name/Facility: FM 364	Limits: From: 300' N OF SPURLOCK, SOUTH To: SH 105		Funding Categories: 8
Project Description: HAZARD ELIMINATION & SAFETY			
Amount of Federal Funding Programmed in MPO TIP:			\$ 982,971.35
Amount of Federal Funding Obligated in Fiscal Year:			\$ 982,971.35
Amount of Federal Funding Remaining and Available for Subsequent Years:			\$ 0.00

Appendix A – Funding Categories

The following categories are developed by the Texas Department of Transportation (TxDOT).

Funding Category Definition

- 1 Preventative Maintenance and Rehabilitation
(rehabilitation projects on roadways, bridges, signs, signals, pavement markings, and other transportation features)
- 2 Metropolitan and Urban Area Corridor Projects
(roadway mobility improvements within metropolitan MPO boundaries, including traffic management, hurricane evacuation, toll projects, and North American Free Trade Agreement (NAFTA) improvements, roadway mobility improvements within urban MPO boundaries, including traffic management, hurricane evacuation, toll projects, and NAFTA improvements)
- 3 Non-Traditionally Funded Transportation Projects
(concession and surplus toll revenue funded projects)
- 4 Statewide Connectivity Corridor Projects
(roadway mobility improvements outside any MPO boundaries, including traffic management, hurricane evacuation, toll projects, and NAFTA improvements)
- 5 Congestion Mitigation and Air Quality Improvement
(transportation projects that address the congestion mitigation and air quality improvements in non-attainment areas)
- 6 Structures Replacement and Rehabilitation
(bridge rehabilitation and maintenance projects, including railroad grade separations that are either on or off the TxDOT roadway system)
- 7 Metropolitan Mobility & Rehabilitation (transportation projects for urbanized areas with a population of 200,000 or more persons)*
- 8 Safety (transportation projects that mainly consist of safety improvements)*

- 9 Transportation Enhancements
(transportation projects that qualify for TxDOT's Transportation Enhancement program) *
- 10 Supplemental Transportation Projects
(specialty projects like State Park roads and those that do not qualify for other categories)
- 11 District Discretionary
(urban and rural mobility projects and other miscellaneous projects selected by District Engineer)
- 12 Strategic Priority
(specialty projects selected by the Texas Transportation Commission to handle strategic needs like economic development and system continuity with bordering states and Mexico)

- FTA 5307 Federal grant funds for transit projects in urbanized areas with a population of 50,000 or more persons; for Beaumont Municipal Transit and Port Arthur Transit. **

- FTA 5309 Discretionary grant funding program that is available to regional transit agencies from the TxDOT state offices about every 2-3 years. **

- FTA 5310 Federal grant funds available to regional transit agencies to provide transportation services to the elderly and disabled (paratransit service). **

- FTA 5311 State transit funds provided to rural transit providers (under 50,000 population); for South East Texas Transit. **

* Denotes Surface Transportation Program (STP) projects

** Denotes Federal Transit Administration



June 15, 2023

TO: TRANSPORTATION PLANNING COMMITTEE

FROM: BOB DICKINSON, DIRECTOR
TRANSPORTATION & ENVIRONMENTAL RESOURCES DIVISION

SUBJECT: DEVELOPMENT OF THE SETRPC-MPO METROPOLITAN TRANSPORTATION PLAN 2050 (MTP-2050) AND DEVELOPMENT OF MODEL INPUTS FOR UPDATING THE SETRPC TRAVEL DEMAND MODEL (TDM) – 2050

In accordance with federal regulations, each metropolitan planning organization (MPO) must prepare a Metropolitan Transportation Plan (MTP), also known as a Long-Range Transportation Plan, every five years to identify projects and programs that meet the region's economic, transportation, development, and resiliency goals for a 20+ year planning horizon.

The South East Texas Regional Planning Commission (SETRPC) serves as the designated MPO for the metropolitan area comprised of Hardin, Jasper, Jefferson, and Orange Counties. As the designated MPO, the SETRPC is responsible for developing and maintaining the MTP. Our region's previous MTP, the Jefferson-Orange-Hardin Regional Transportation Study (JOHRTS) MTP-2045, was last updated in 2019 and is due to be updated for the horizon year 2050.

The SETRPC has been working with the Texas Department of Transportation (TxDOT) Beaumont District and the TxDOT Transportation Planning and Program Division on the first part of the SETRPC MTP-2050 development, which is to update the 2045 Travel Demand Model to the horizon year 2050. Currently, the model inputs development is complete, and model inputs files have been transferred to the TxDOT Transportation Planning and Program Division for further model development.

In addition to the model development, the SETRPC is working on the development of other components of the SETRPC MTP-2050. SETRPC updated its Public Participation Plan, Project Selection Process, and Title VI-Environmental Justice-Limited English Proficiency documents to incorporate new federal requirements. As part of the development of the JOHRTS MTP-2050, a call for projects was conducted between April 6, 2023 and May 31, 2023. SETRPC received several project submittals from TxDOT and other local entities. The next step is to conduct project scoring and set investment priorities for the multimodal transportation system that connects people to places where they live, work, play, and efficiently move goods from, to, and through the region.

If you have any questions or concerns regarding this important matter, feel free to contact me at 409-899-8444 x7520.

President – Michael Sinegal, Jefferson County | 1st VP – Wayne McDaniel, Hardin County | 2nd VP – Johnny Trahan, Orange County
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Treasurer – Amanda Gates, Kirbyville | Secretary – Cathy Nagel, Pine Forest

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

Metropolitan Transportation Plan 2050

Metropolitan Transportation Plan (MTP)

- SETRPC is the leading agency for the development of the MTP-2050.
- Also known as the long-range transportation plan, the MTP identifies how the region intends to invest in the transportation system.
- The SETRPC MTP-2050 aims to improve mobility for the region comprising of Hardin, Jasper, Jefferson, and Orange Counties by promoting an efficient, effective, and multimodal transportation system that optimizes existing finances, protects the environment, and provides a net social benefit to users.
- Addresses a 25-year planning horizon, updated every five years.
- Provides a project list of transportation improvements selected to meet regional goals and objectives.
- Provides a framework for the allocation of federal, state and local funding resources to address those needs.
- The SETRPC MTP-2045 was adopted in 2019.

2050 MTP Updates

- Updated Public Participation Plan, Project Selection Process and Title VI Environmental Justice-Limited English Proficiency documents
- Conducted the Call for Projects
- Continued coordination with TxDOT Beaumont District and TxDOT TPP on travel demand model updates

Next Steps

- Project scoring and prioritization
- Continue coordination with government officials, stakeholders and interested parties.

MTP-2050 Tasks	2022			2023				2024			
	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
Incorporate Federal Initiatives	■										
Review of Partner Plans	■	■									
Goals and Objectives		■	▲ ▲								
Public Engagement				◆					◆		
Existing Conditions and Future Growth		■	■	■	■	■	■				
Project Selection and Evaluation				■	■	■	■				
Financial Plan						■	■				
Multimodal Recommendations							■	■			
Performance Measurement		■	■	■	■	■	■	■			
MTP Documentation								■	▲	■	▲

▲ Draft Deliverable

▲ Final Deliverable

◆ Public Meeting



DATE: April 18, 2023

TO: Jasper-Jefferson-Orange-Hardin Regional Transportation Study (JJOHRTS) Transportation Planning Committee (TPC)

FROM: Bob Dickinson, Director
Transportation and Environmental Resources Division

SUBJECT: Administrative Modification to the JJOHRTS Metropolitan Transportation Plan 2045, Amendment #4 (MTP)

This memo is to inform the TPC that an administrative modification was made to add three transit projects to the JJOHRTS Metropolitan Transportation Plan 2045, Amendment #4. Beaumont Municipal Transit has made the MPO staff aware that federal and local funding has become available in this fiscal year to acquire facility and vehicle improvements, along with operating assistance and preventive maintenance.

The JJOHRTS MPO Public participation Plan allows the MPO to add new projects to the MTP if it is an exempt project which does not require an air quality transportation conformity determination.

The project descriptions are attached in Exhibit "A".

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

President – Michael Sinegal, Jefferson County | 1st VP – Wayne McDaniel, Hardin County | 2nd VP – Johnny Trahan, Orange County
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Exhibit "A"

FY 2022 TRANSIT PROJECT DESCRIPTIONS

JOHRTS MTP-2045 Amendment #4

Administrative Modification April 18th., 2023

<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor	CITY OF BEAUMONT	Federal Funding Category	5339
PO Project Information (reference number, etc.)		Federal (FTA) Funds	\$249,370
FTA Apportionment Y	2022	State Funds from TxDOT	\$ -
Description	Facility and Vehicle Improvement	other Source	\$ 61,095.00
Sec 5339 ID Number	TBD	Fiscal Year Cost	\$310,465.00
Amendment Date & Action		Total Project Cost	\$310,465.00
		Trans Dev Credit Requested	\$ -
		Trans Dev Credit Awarded	\$ -
		Date & Ammount	

<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor	CITY OF BEAUMONT	Federal Funding Category	5307
PO Project Information (reference number, etc.)		Federal (FTA) Funds	\$1,810,170
FTA Apportionment Y	2022	State Funds from TxDOT	\$ 490,488
Description	Operating Assistance	other Source	\$ 1,319,682
Sec 5339 ID Number	TBD	Fiscal Year Cost	\$3,620,339
Amendment Date & Action		Total Project Cost	\$3,620,339
		Trans Dev Credit Requested	\$ -
		Trans Dev Credit Awarded	\$ -
		Date & Ammount	

General Project Information

Funding Information (YOE)

Project Sponsor	CITY OF BEAUMONT	Federal Funding Category	5307
PO Project Information (reference number, etc.)		Federal (FTA) Funds	\$1,107,688
FTA Apportionment Y	2022	State Funds from TxDOT	\$ -
Description	Preventive Maintenance	other Source	\$ 221,538
Sec 5339 ID Number	TBD	Fiscal Year Cost	\$1,329,226
Amendment Date & Action		Total Project Cost	\$1,329,226
		Trans Dev Credit Requested	\$ -
		Trans Dev Credit Awarded	\$ -
		Date & Ammount	



Date: April 18, 2023

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

From: Bob Dickinson, Director
Transportation and Environmental Resources Division

Subject: Administrative Modification to the JJOHRTS FY 2023-2026
Transportation Improvement Plan (TIP)

This memo is to inform the TPC that administrative modifications were made to add three transit projects to the JJOHRTS FY 2023-2026 TIP. Beaumont Municipal Transit has made the MPO staff aware that federal and local funding has become available in this fiscal year to acquire facility and vehicle improvements, along with operating assistance and preventive maintenance.

The JJOHRTS MPO Public participation Plan allows the MPO to add new projects to the TIP if it is an exempt project which does not require an air quality transportation conformity determination.

The project descriptions are attached in Exhibit "A".

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

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Exhibit "A"

FY 2022 TRANSIT PROJECT DESCRIPTIONS
JOHRTS TRANSPORTATION IMPROVEMENT PROGRAM
Administrative Modification April 18th., 2023

<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor	CITY OF BEAUMONT	Federal Funding Category	5339
PO Project Information (reference number, etc.)		Federal (FTA) Funds	\$249,370
FTA Apportionment Y	2022	State Funds from TxDOT	\$ -
Description	Facility and Vehicle Improvement	other Source	\$ 61,095.00
Sec 5339 ID Number	TBD	Fiscal Year Cost	\$310,465.00
Amendment Date & Action		Total Project Cost	\$310,465.00
		Trans Dev Credit Requested	\$ -
		Trans Dev Credit Awarded	\$ -
		Date & Ammount	

<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor	CITY OF BEAUMONT	Federal Funding Category	5307
PO Project Information (reference number, etc.)		Federal (FTA) Funds	\$1,810,170
FTA Apportionment Y	2022	State Funds from TxDOT	\$ 490,488
Description	Operating Assistance	other Source	\$ 1,319,682
Sec 5339 ID Number	TBD	Fiscal Year Cost	\$3,620,339
Amendment Date & Action		Total Project Cost	\$3,620,339
		Trans Dev Credit Requested	\$ -
		Trans Dev Credit Awarded	\$ -
		Date & Ammount	

General Project Information

Funding Information (YOE)

Project Sponsor	CITY OF BEAUMONT	Federal Funding Category	5307
PO Project Information (reference number, etc.)		Federal (FTA) Funds	\$1,107,688
FTA Apportionment Y	2022	State Funds from TxDOT	\$ -
Description	Preventive Maintenance	other Source	\$ 221,538
Sec 5339 ID Number	TBD	Fiscal Year Cost	\$1,329,226
Amendment Date & Action		Total Project Cost	\$1,329,226
		Trans Dev Credit Requested	\$ -
		Trans Dev Credit Awarded	\$ -
		Date & Ammount	

May Status Regional Transportation Projects

Jefferson, Hardin, Orange, Jasper

TRANSPORTATION & ENVIRONMENTAL RESOURCES
DIVISION

JEFFERSON COUNTY

J2- FM 365 0932-01-090
at Hillebrandt Bayou
Replace Bridge & approaches
let: June 2018
Total Cost \$14,655,685.45
99.99% Complete

J6- IH 10 0739-02-161
Hampshire to FM 365
Widen to six lanes
Let: July 2018
Total Cost \$108,315,367.97
72.3% Complete

J10- US 69 0200-11-095
LNVA Canal to IH 10
Widen to six lanes
Let: July 2018
Total Cost \$31,528,539.20
80.1% Complete

J11- IH 10 0739-02-162
FM 365 to Walden Rd
Widen to six lanes
Let: July 2018
Total Cost \$128,399,059.91
64.2% Complete

J14- US 69 0065-07-062
Tram Rd to LNVA Canal
Widen to six lanes
Let: July 2019
Total Cost \$21,735,071.85
99.99% Complete

J17- SH 124 0368-04-033
at Hillebrandt Bayou
Replace Bridge
Let: July 2021
Total Cost \$2,659,519.15
99.99% Complete

JASPER COUNTY

JAS5- US 96 0065-01-062
3 Mi S of US 190 to 1.2 Mi
Restore roadway
Let: Nov 2022
Total Cost \$1,199,253.62
94.6% Complete

JAS6- FM 1005 1275-01-045
US 96 S TO FM 1013
Restore Roadway
Let: March 2023
Total Cost \$4,779,349.75
0% Complete

JAS7- FM 2246 2120-02-028
FM 1131 to SH 62
Rehab Roadway
Let: April 2023
Total Cost \$11,322,202.97
0% Complete

J21- US 69 0200-15-021 etc
N of Spurlock to 39th St
Mill and Overlay
Let: August 2021
Total Cost \$7,063,405.84
58.3% Complete

J22- US 69 0200-16-020
at SH 73
reconstruct cloverleaf
intersection to Turbine Design
Let: September 2021
Total Cost \$70,021,318.53
32.5% Complete

J23- US 69 0200-11-107
at 11th St OP Southbound
Bridge Maintenance
Let: January 2022
Total Cost \$2,899,131.66
99.99% Complete

J24- FM 365 0932-02-052
at Pignut Gulley & Ditch
Bridge Replacement
Let: February 2022
Total Cost \$1,947,312.09
38.6% Complete

J25- IH 10 0739-02-140
Walden Rd to US 90
Add lanes, widen Rd
Let: March 2022
Total Cost \$307,243,558.40
28.6% Complete

J26 A/B- US 69 0200-14-093
NB Frontage Rd
0200-14-099 SB FR
SS 93 to SS 380
roadway restoration
Let: Aug/Oct 2022
Total Cost \$10,175,549.20
Total Cost \$12,100,656.82
20.8% Complete - A
13.1% Complete - B

J27- SH 124 0368-02-046
at Taylor's Bayou
Replace Bridge
Let: February 2023
Total Cost \$6,296,239.49
0% Complete

HARDIN COUNTY

H1- US 69 0065-06-070, ETC.
69/96 Y to Tram Road
LNVA Canal to Delaware
Surfacing Roadway Restore
Let: March 2023
Total Cost \$12,495,080.67
0% Complete

ORANGE COUNTY

O2- IH 10 0028-14-109
Adams Bayou to Sabine River
Reconstruct, Replace Bridges
Let: February 2014
Total Cost \$68,441,218.70
99.9% Complete

O18- IH 10 0028-14-091
E of FM 3247 to Sabine River
Widen to six lanes
Let: June 2020
Total Cost \$52,363,934.17
47.8% Complete

O21- FM 1442 2562-01-023
FM 105 to FM 408
Center turn lane
Let: August 2021
Total Cost \$7,694,479.73
41.1% Complete

O22- IH 10 0028-14-120
Bob Hall Rd to BU 90Y
Surfacing, restore roadway
Let: May 2022
Total Cost \$2,592,503.75
99.2% Complete

O23- FM 3247 2701-02-025
BU 90Y to EOM
Restore roadway
Let: December 2022
Total Cost \$1,011,890.95
99.99% Complete

O24- IH 10 0028-14-116
at Sabine River
Bridge Maintenance
Let: February 2023
Total Cost \$4,742,240.62
0% Complete

O25- BU 90Y 0028-15-059
16th St to Simmons Dr.
Surface/ restore
Let: February 2023
Total Cost \$2,977,919.30
0% Complete

H3- FM 943 1194-02-019
Polk C/L to FM 1003
Restore roadway
Let: July 2021
Total Cost \$1,940,016.09
95.30% Complete



DATA SOURCE:



Created By: SET-MPO