



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, July 27, 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 (June 15, 2023)
- V. REPORT ON THE STATUS OF TRANSPORTATION PLANNING ACTIVITIES
Bob Dickinson – Director, Transportation and Environmental Resources, SETRPC
Lisa Collins, P.E., Director, Transportation Program and Development, TxDOT– Beaumont District
- VI. PRESENTATION ON TXDOT MARITIME DIVISION FUNDING OPPORTUNITIES
Travis Milner, Planning & Strategy Director, Maritime Division, TxDOT – Houston
- VII. REVIEW AND APPROVAL OF THE “DRAFT” JOHRTS FY 2024 UNIFIED PLANNING WORK PROGRAM (UPWP)
Bob Dickinson – Director, Transportation and Environmental Resources, SETRPC
- VIII. REVIEW AND APPROVAL OF THE “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

IX. REVIEW AND APPROVAL OF THE "DRAFT" SETRPC MPO FY 2022 ANNUAL TRANSPORTATION PROJECT LISTING (ATPL)

Bob Dickinson – Director, Transportation and Environmental Resources, SETRPC

X. 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

XI. REPORT ON SOUTH EAST TEXAS TRANSIT (SETT) RURAL TRANSIT PASSENGER TRIP SUMMARY

Bob Dickinson – Director, Transportation and Environmental Resources, SETRPC

Bin Wang – Project Manager, WSP - USA

XII. OTHER BUSINESS

XIII. SET NEXT MEETING DATE – August 24 or 31, 2023

XIV. ADJOURNMENT



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

DATE: June 15, 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. Commissioner Vernon Pierce, Jefferson County, made the motion, Commissioner L.W. Cooper, Hardin County, seconded the motion which was carried unanimously.

III. PUBLIC COMMENTS

No public comments.

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

Commissioner Trahan, Orange County, called for a motion to adopt the minutes as presented. Commissioner L.W. Cooper, Hardin County, made the motion. Mr. John Canatella, Capital Improvement Projects Engineer, City of Port Arthur, seconded the motion which was 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., 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.

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

- 10/69 Eastex – Work on detailed plan set (95%) underway (Let date May 2024)
- US 69 Corridor
- 0200-10-060 (Lumberton – Kountze Relief Route) – We have a consultant on board working on the schematic and environmental clearance for the section that will go around Lumberton and Kountze. We held public meetings in Lumberton and Kountze in May with very good participation.
- 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 Added capacity project in Jasper County – Current letting of January 2027.
- Transportation Alternatives Call for Projects – Call for projects underway – detailed applications have been submitted and their evaluation will take place soon.

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

Bin Wang – Assistant Vice-President, WSP-USA

Mr. Dickinson, Director, Transportation & Environmental Resources, SETRPC, explained that 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.

Mr. Bob Dickinson invited Ms. Bin Wang, Assistant Vice-President, WSP-USA to begin her presentation. Ms. Wang as well as her colleague, Ms. Katherine Chang, Project Manager, WSP-USA talked about the FTA requirements, the coordination within the region, the existing conditions and Regional Performance Targets and the upcoming steps.

Commissioner Trahan, Orange County, called for a motion to adopt the Regional Transit Safety Performance Targets as presented. Commissioner Vernon Pierce, Jefferson County, made the motion. Commissioner L.W. Cooper, Hardin County, seconded the motion which was carried unanimously.

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

Mr. Dickinson explained to the member that 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 delays 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 the 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.

Commissioner Trahan, Orange County, called for a motion to adopt the PM3 Travel Time System Performance Reliability Targets as presented. Mr. John Canatella, Capital Improvement Projects Engineer, City of Port Arthur, made the motion. Commissioner Vernon Pierce, Jefferson County, seconded the motion which was carried unanimously.

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

Mr. Dickinson explained to the members that 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 used 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.

Commissioner Trahan, Orange County, called for a motion to adopt the PM2 Pavement and Bridge Targets as presented. Commissioner L.W. Cooper, Hardin County, made the motion. Mr. John Canatella, Capital Improvement Projects Engineer, City of Port Arthur, seconded the motion which was carried unanimously.

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

As an information item, Mr. Dickinson included in the meeting packet the DRAFT Public Participation Plan. He explained that this is a Draft Document and is looking for any feedback from the members to update the document which include adding Jasper County. Before the document can be adopted, the MPO must host a public meeting and allow a 45 day public comment period to grant citizens the opportunity to add their

input and concerns. All related information regarding those dates will be sent out to the members once they are confirmed.

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 – Assistant Vice-President, WSP-USA*

Mr. Dickinson included these draft documents asking members to review and comment on any concerns they may want to address. The updates will need to include Jasper County as well as any changes FHWA want to update. The goal is to adopt them during the next meeting on July 27, 2023.

XI. PRESENTATION ON SETRPC MPO FY 2022 ANNUAL TRANSPORTATION PROJECT LISTING (ATPL)

Bob Dickinson – Director, Transportation and Environmental Resources, SETRPC

Mr. Dickinson included the MPO FY 2022 ATPL document as an information item for review and comments from the members. The goal is to adopt it during the next meeting on July 27, 2023.

XII. STATUS REPORT ON DEVELOPMENT OF THE JJOHRTS METROPOLITAN TRANSPORTATION PLAN (MTP-2050)

*Bob Dickinson – Director, Transportation and Environmental Resources, SETRPC
Bin Wang – Assistant Vice-President, WSP-USA*

Mr. Dickinson stated that we are on track with federal transportation regulations requirements to update our JJOHRTS MTP-2050.

XIII. ADMINISTRATIVE MODIFICATION TO THE JJOHRTS METROPOLITAN PLAN MTP-2045, AMENDMENT #4

Bob Dickinson – Director, Transportation and Environmental Resources, SETRPC

Mr. Dickinson informed the members that administrative modifications were 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.

XIV. ADMINISTRATIVE MODIFICATIONS TO THE JJOHRTS FY 2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

Bob Dickinson – Director, Transportation and Environmental Resources, SETRPC

Mr. Dickinson informed the members 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.

XV. OTHER BUSINESS

Mr. Dickinson gave a brief overview of the May Status Regional Transportation Project Map

XVI. SET NEXT MEETING DATE

Mr. Dickinson stated that there will be a hybrid JJORHTS Technical Committee meeting on Thursday, July 27, 2023, at 10:00 a.m.

XVII. ADJOURNMENT

Commissioner Trahan adjourned the meeting at 11:01 a.m.

MEMBERS PRESENT

Clint Fore	Public Works Director, City of Port Neches
Colby Anderson	Roadway Designer, City of Beaumont
Divon Williams	Director of Planning, City of Orange
John Cannatella	Capital Improvement Projects Engineer, City of Port Arthur
Johnny Trahan	Commissioner, Orange County
Lisa Collins	Dir. of Trans. Planning & Dev., TxDOT – Beaumont District
L.W. Cooper	Commissioner, Hardin County
Mark Allen	County Judge, Jasper County
Martin Gonzalez	District Engineer, TxDOT – Beaumont District
Mike Lund	Interim City Manager, City of Bridge City
Robert Woods	Public Works Director, City of Nederland
Vernon Pierce	Commissioner, Jefferson County

GUESTS PRESENT

Bin Wang	Vice-President, WSP
Kevin Hall	Travel Forecasting Program Manager, Texas A&M - TTI
Katherine Chang	Project Manager, WSP
Raymond Sanchez	Field Representative TxDOT TP&P, TxDOT
Sarah Dupre	Public Information Officer, TxDOT
Scott Ayers	Planning Engineer, TxDOT – Beaumont District
Sujan Sikder	WSP
Tammye Fontenot	Model Task Lead Planner, TxDOT – Austin
Todd Carlson	Research Scientist, Texas Transportation Institute

SETRPC STAFF PRESENT

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



July 27, 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 is continuing to work with the TxDOT Beaumont District and TxDOT Transportation Planning and Programming Division (TP&P), the Texas Commission on Environmental Quality, the Environmental Protection Agency-Dallas Regional Office, the Federal Highway Administration-Austin Division, and the Federal Transit Administration-Fort Worth Regional Office to lay out the requirements for completing the transportation air quality conformity determination on the JOHRTS MTP-2045 and the JOHRTS FY 2023-2026 TIP.
2. SETRPC staff has worked to finalize the Draft Transportation Conformity Document for the JOHRTS MTP-2045 and the JOHRTS FY 2023-2026 Transportation Improvement Program (TIP).
3. SETRPC will hold public meetings during the end of July and first week of August to give the public the opportunity to learn about and to comment on the Transportation Conformity document for the JOHRTS MTP-2045 and the JOHRTS FY 2023-2026 TIP.
4. SETRPC has worked on the Draft JOHRTS 2024 Unified Planning Work Program.
5. 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.
6. SETRPC staff will participate in a virtual TEMPO Quarterly meeting on Thursday, July 13 and Friday, July 14, 2023.
7. SETRPC staff will attend TxDOT's sponsored STIP workshop in Austin on July 19, 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>

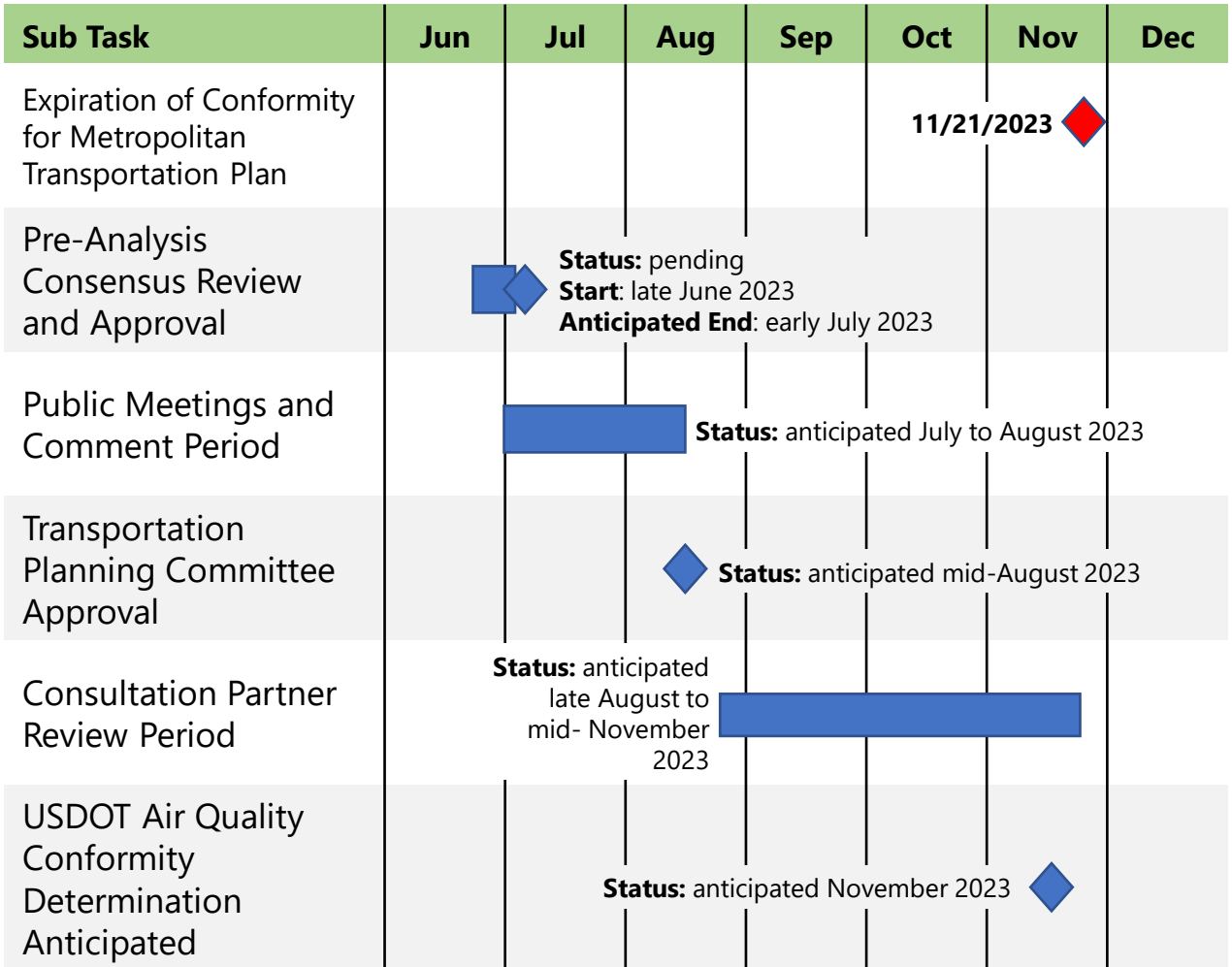
Air Quality Conformity Master Schedule

Leading Agency: South East Texas Regional Planning Commission (SETRPC)

Main Task: 2023 Conformity **Applicable Region:** SETRPC MPO Region

Task Description: 2023 Conformity for 2045 Metropolitan Transportation Plan and 2023-2026 Transportation Improvement Program

2023



We Value Your Input

Transportation Conformity Report
JOHRTS FY 2023-2026 TIP,
JOHRTS MTP-2045
Jefferson-Orange-Hardin Regional Transportation Study

TUESDAY

July 25 @ 3:00 PM

South East Texas Regional
Planning Commission
2210 Eastex Freeway
Beaumont, Texas
(In-person & Virtual*)

MONDAY

July 31 @ 3:00 PM

City of Lumberton – City Hall
836 N. Main Street
(In-person Only)

TUESDAY

August 1 @ 3:00 PM

City of Orange – Community Room
303 N. 8th Street
(In-person Only)

WEDNESDAY

August 2 @ 3:00 PM

Jasper County Courthouse
Annex Building
271 E. Lamar Street in Jasper
(In-person Only)

THURSDAY

August 3 @ 3:00 PM

City of Port Arthur – Public Library
4615 9th Avenue
(In-person Only)

The SETRPC-MPO is hosting five public meetings to provide an overview of, and an opportunity to comment on, the **JOHRTS FY 2023-2026 Transportation Improvement Program (TIP)**, which contains projects and programs scheduled for implementation within the next four years, the **JOHRTS MTP-2045**, which includes transportation projects through year 2045 and the **“DRAFT” Transportation Conformity Report**.

Please attend any meeting to provide your input or submit written comments by 5:00 PM on August 14, 2023, to:

Bob Dickinson

bdickinson@setrpc.org

2210 Eastex Freeway, Beaumont, Texas 77703

*To access virtually: [Click here to join the meeting](#)

All Comments received will be addressed and provided to the Transportation Planning Committee for consideration.

For special requests, please contact Bob Dickinson at least 48 hours in advance at 409-899-8444 x7520 or bdickinson@setrpc.org.



TRANSPORTATION &
ENVIRONMENTAL
RESOURCES

SETRPC
SOUTH EAST TEXAS REGIONAL PLANNING COMMISSION

www.setrpc.org/ter

FOR IMMEDIATE RELEASE

July 14, 2023

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

**Public Encouraged to Provide Comments on the JOHRTS MTP-2045,
the JOHRTS FY 2023-2026 TIP and the “DRAFT” Transportation Conformity Report**
“SETRPC to Host Series of Public Meetings beginning Tuesday, July 25, 2023”

(Beaumont) --- The South East Texas Regional Planning Commission (SETRPC) will host a series of public meetings beginning **Tuesday, July 25, 2023**, providing citizens in Jefferson, Orange and Hardin Counties the opportunity to learn about and comment on the **JOHRTS MTP-2045, the JOHRTS FY 2023-2026 TIP, and “DRAFT” Transportation Conformity Report**. “This is an opportunity for the public to be directly involved in the process and have their voices heard as we make recommendations to address transportation-related issues that are affecting the southeast Texas region. Public input is an essential part of this process, and we want to make sure the needs of our region are properly addressed,” says Bob Dickinson, Director of Transportation and Environmental Resources for SETRPC.

The 32-day public comment period is being held July 14 through August 14, 2023. The public is encouraged to attend a meeting or provide written comments by 5:00 PM, August 14, 2023. Five public meetings will be held in **Orange, Lumberton, Port Arthur, Jasper and Beaumont** at the following locations:

Tuesday, July 25, 2023 - 3:00 PM – Hybrid Meeting

South East Texas Regional Planning Commission, 2210 Eastex Freeway, Beaumont, TX

Monday, July 31, 2023 - 3:00 PM

City of Lumberton – City Hall, 836 N. Main Street, Lumberton, TX

Tuesday, August 1, 2023 - 3:00 PM

City of Orange – Community Room, 303 N. 8th Street, Orange, TX

Wednesday, August 2, 2023 - 3:00 PM

Jasper County Courthouse, Annex Building, 271 E. Lamar Street, Jasper, TX

Thursday, August 3, 2023 - 3:00 PM

City of Port Arthur – Public Library, 4615 9th Avenue, Port Arthur, TX

These meetings are designed to solicit the public’s ideas and input on the JOHRTS MTP-2045, the JOHRTS FY 2023-2026 TIP and the “DRAFT” Transportation Conformity Report for the southeast Texas area. All meetings are the same and are not restricted to a specific area. The public is strongly encouraged to be an active part of this process by selecting a meeting day and time that fits their schedule. For more information or for special needs requests (48 hours), please contact **Bob Dickinson** at (409) 899-8444 extension 7520 or bdickinson@setrpc.org.

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



Maritime Funding Programs

TxDOT – Maritime Division

Funding Opportunities



Seaport Connectivity
Port Connectivity Report



Maritime Infrastructure
Port Capital Investment Report



Ship Channel Improvement
Ship Channel Report

Seaport Connectivity Program (SCP)

- \$180 million to-date
- Landside port connectivity projects to
 - Improve connectivity
 - Enhance safety
 - Relieve congestion
- Projects types include:
 - Widening “last mile” roads to/from ports
 - Adding truck queuing lanes and multimodal queuing areas
 - Intersection Improvements



Seaport Connectivity Program (SCP)

- Who qualifies
 - Ports
 - Navigation districts
 - Local governments (with port support)
 - TxDOT Districts (with port support)
- Anticipated Timeline
 - August 2023 – PAAC vote
 - September 2023 - Commission consideration
 - October 2023 – Contract development



Maritime Infrastructure Program (MIP)

- The 88th Legislative Session appropriated \$200 million to help fund the projects.
 - No one port can receive more than 20% of biennium funding
- Eligible projects must:
 - Show economic, environmental, and engineering feasibility
 - Funds to be obligated within 2 years
 - Be completed within 5 years from obligation

Maritime Infrastructure Program (MIP)

- Project Types
 - Equipment purchases
 - Dock improvements
 - Warehouse construction
- Who qualifies
 - Ports
- Anticipated Timeline
 - August 2023 – PAAC vote
 - September 2023 - Commission consideration
 - October 2023 – Contract development



Ship Channel Improvement Revolving Fund (SCIRF)

- Low-interest loans to local sponsors of authorized ship channel improvement projects.
- The legislature has allocated \$400 million for the fund.
- Project Types
 - Deepen or widen a ship channel
 - Congressionally authorized
 - No maintenance dredging
- Who qualifies
 - Entities responsible for the local share of qualified projects

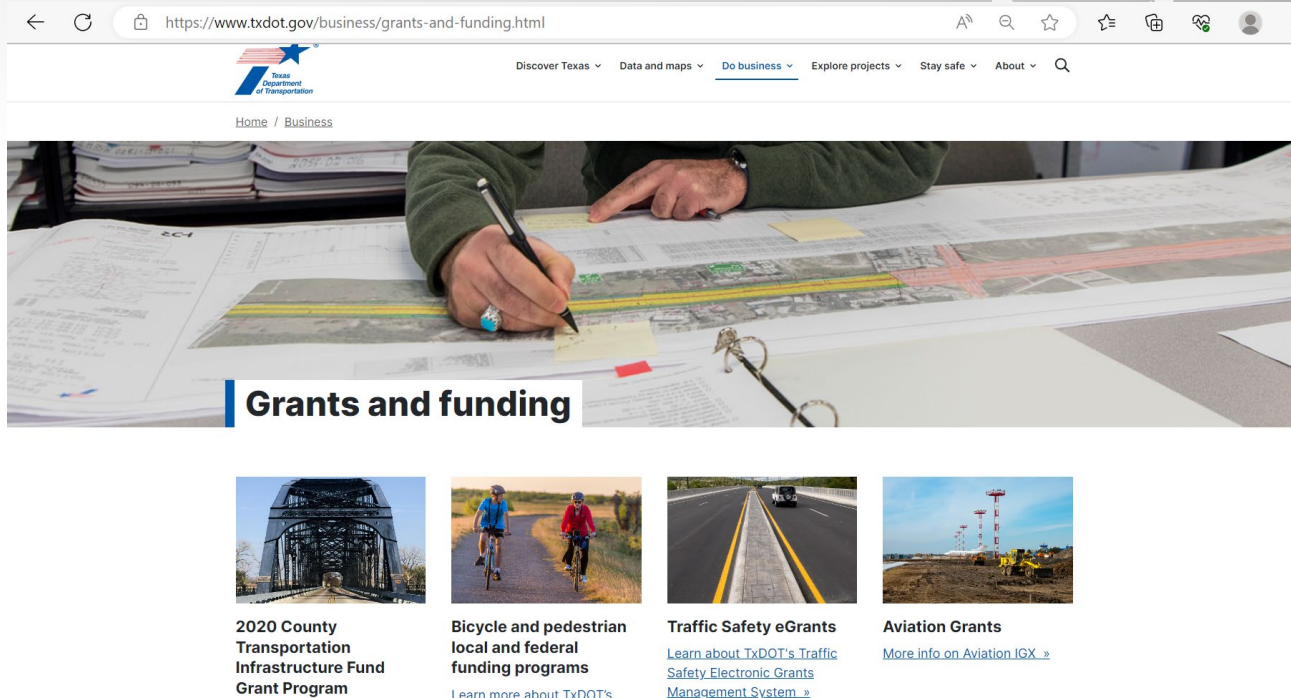
SCIRF Projects

- There are eight eligible projects:
 - Sabine-Neches Waterway
 - Cedar Bayou Navigation Channel
 - Houston Ship Channel Expansion
 - Galveston Harbor Channel Expansion
 - Freeport Harbor Channel
 - Matagorda Ship Channel
 - Corpus Christi Ship Channel
 - Brazos Island Harbor Deepening
- Timeline
 - August 14th: Application Deadline




Where can I learn more?


- TxDOT.gov – Do Business – Grants and funding




← ↻ 🔒 <https://www.txdot.gov/business/grants-and-funding.html> 🔍 ☆ 📌 🗄️ 🌐 🧑 ...

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Grants and funding




2020 County Transportation Infrastructure Fund Grant Program



Bicycle and pedestrian local and federal funding programs
[Learn more about TxDOT's](#)



Traffic Safety eGrants
[Learn about TxDOT's Traffic Safety Electronic Grants Management System](#) »



Aviation Grants
[More info on Aviation IGX](#) »

Questions?

Travis Milner

Maritime Section Director

(713) 594-2489

Travis.Milner@txdot.gov





July 27, 2023

TO: JJOHRTS TRANSPORTATION PLANNING COMMITTEE

FROM: BOB DICKINSON, DIRECTOR
TRANSPORTATION & ENVIRONMENTAL RESOURCES DIVISION

SUBJECT: REVIEW AND APPROVAL OF THE SETRPC DRAFT" JOHRTS FY 2024 UNIFIED
PLANNING WORK PROGRAM (UPWP)

Please find enclosed for your review and approval the "DRAFT" JOHRTS FY 2024 Unified Planning Work Program (UPWP) for the South East Texas Regional Planning Commission-Metropolitan Planning Organization.

The "DRAFT" JOHRTS FY 2024 UPWP describes the transportation planning activities to be undertaken by the SETRPC-MPO from October 1, 2023 to September 30, 2024.

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
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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>

FY 2024 Unified Planning Work Program



For the Jefferson-Orange-Hardin
Regional Transportation Study (JOHRTS)
Area
Non-Transportation Management Area
(Non-TMA)
Air Quality Status: Attainment/Unclassified

Adopted by the JOHRTS Transportation
Planning Committee on
July 27, 2023

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



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DRAFT

The preparation of this report was funded in part through grants from the Federal Highway Administration and the Federal Transit Administration, U.S. Department of Transportation, under the Stat Planning and Research Program, Section 505 [or Metropolitan Planning Program, Section 104(f)] of Title 23, U.S. Code. The contents of this report do not necessarily state or reflect the official views or policy of the U.S. Department of Transportation.

Approved by the Transportation Planning Committee of the JOHRTS MPO on this
the 27th day of July 2023.

Federal Approval: Approved by the FHWA on this
the _____ day of _____, 2023.

SETRPC JOHRTS - MPO
2210 Eastex Freeway
Beaumont, Texas 77703

409-844-8999
SETRPC.org

**FY 2024 UNIFIED PLANNING WORK PROGRAM
SETRPC JOHRTS - MPO
TABLE OF CONTENTS**

I.	Introduction		
	A. Purpose		4
	B. Definition of Area		6
	C. Organization		7
	D. Private Sector Involvement		8
	E. Planning Issues and Emphasis		9
II.	Task 1.0 – Administration/Management		12
	A. Objective		
	B. Expected Products		
	C. Previous Work		
	D. Subtask 1.1: Transportation Program Support and Administration		
	E. Subtask 1.2: Public Information and Education		
	F. Subtask 1.3: Staff Training and Travel		
	G. Subtask 1.4: Title VI – Civil Rights Evaluation		
	H. Task 1.0 Funding Summary Table		
III.	Task 2.0 – Data Development and Maintenance		17
	A. Objective		
	B. Expected Products		
	C. Previous Work		
	D. Subtask 2.1: JOHRTS Travel Demand Model		
	E. Subtask 2.2: Geographic Information System		
	F. Subtask 2.3: Transportation Data Collection		
	G. Subtask 2.4: JOHRTS MTP/TIP Project Database		
	H. Subtask 2.5: Complete Streets		
	F. Task 2.0 Funding Summary Table		

IV. Task 3.0 – Short Range Planning	21
A. Objective	
B. Expected Products	
C. Previous Work	
D. Subtask 3.1: Transportation Improvement Program	
E. Subtask 3.2: Planning Assistance For Transit Planning	
F. Subtask 3.3: Performance Measures	
G. Task 3.0 Funding Summary Table	
V. Task 4.0 – Metropolitan Transportation Plan	25
A. Objective	
B. Expected Products	
C. Previous Work	
D. Subtask 4.1: Project Selection Process	
E. Subtask 4.2: JOHRTS MTP Maintenance and Development	
F. Subtask 4.3: Regional Transportation Modeling	
G. Task 4.0 Funding Summary Table	
VI. Task 5.0 – Special Studies	27
A. Objective	
B. Expected Products	
C. Previous Work	
D. Subtask 5.1: Regional Resiliency Improvement Plan	
E. Subtask 5.2: Regional Safety Study	
F. Task 5.0 Funding Summary Table	
VII. Budget Summary	30
A. Funding Summary Table	

Appendices:

- A. Transportation Planning Committee Membership, Technical Committee Membership, MPO Staff
- B. Metropolitan Planning Area Boundary Map
- C. Debarment Certification
- D. Lobbying Certification
- E. Certification of Compliance and MPO Self-Certification
- F. Certificate of Internal Ethics and Co

INTRODUCTION

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

The FY 2024 UPWP was developed in accordance with the Metropolitan Transportation Planning rules, which were shaped by the Intermodal Surface Transportation Efficiency Act (ISTEA), the Transportation Equity Act for the 21st Century (TEA-21), and the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) and the Moving Ahead for Progress in the 21st Century (MAP-21). Additionally, the UPWP was developed in accordance with requirements from the most recent transportation legislation, Fixing America's Surface Transportation Act (FAST Act) and the Infrastructure Investment and JOBS Act (IIJA).

A. PURPOSE

The Unified Planning Work Program (UPWP) for the JOHRTS area is a federally required document describing the transportation planning activities to be undertaken in the JOHRTS area for a given one-year period. The FY 2024 UPWP covers the period from October 1, 2023 to September 30, 2024.

Planning of various modes of transportation by separate agencies without a common goal or without coordination of effort may result in an ineffective and inadequate transportation system. All forms of transportation are interrelated and must interact properly to provide a

coordinated transportation system. Therefore, planning of coordinated, multimodal transportation systems in the southeast Texas region is an important component of the comprehensive planning process for the JOHRTS area.

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

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

- 1) Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency;
- 2) Increase the safety of the transportation system for motorized and non-motorized users;
- 3) Increase the security of the transportation system for motorized and non-motorized users;
- 4) Increase the accessibility and mobility of people and for freight;
- 5) Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns;
- 6) Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
- 7) Promote efficient system management and operation;
- 8) Emphasize the preservation of the existing transportation system;
- 9) Improve the resiliency and reliability of the transportation system and reduce or mitigate storm water impacts of surface transportation;
- 10) Enhance travel and tourism.

Also, MAP-21 outlined requirements related to performance measures. These measures were carried forward in the FAST Act. The establishment of performance targets and measures at the National, State, and local levels ensure that all levels of government are being consistent in their efforts to provide transportation services. Each Metropolitan Planning Organization must establish targets that meet the following performance measures:

Goal Area	National Goal
Safety	To achieve a significant reduction in traffic fatalities and serious injuries on all public roads
Infrastructure Condition	To maintain the highway infrastructure asset system in a state of good repair
Congestion Reduction	To achieve a significant reduction in congestion on the National Highway System
System Reliability	To improve the efficiency of the surface transportation system
Freight Movement and Economic Vitality	To improve the national freight network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development
Environmental Sustainability	To enhance the performance of the transportation system while protecting and enhancing the natural environment
Reduced Project Delivery Delays	To reduce project costs, promote jobs and the economy, and expedite the movement of people and goods by accelerating project completion through eliminating delays in the project development and delivery process, including reducing regulatory burdens and improving agencies' work practices

By incorporating these performance measures, the MPO can track improvements towards the accomplishment of important outcomes for the area. The JOHRTS-MPO, intends to develop specific performance targets in coordination with the State, in addition to the local transit providers, Beaumont Municipal Transit and Port Arthur Transit. The performance targets will be taken into account throughout the development of all plans completed by the MPO, including the Metropolitan Transportation Plan (MTP), Transportation Improvement Plan (TIP), and the UPWP; furthermore, the targets will be considered throughout the development and selection of projects.

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

B. DEFINITION OF AREA

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

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

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

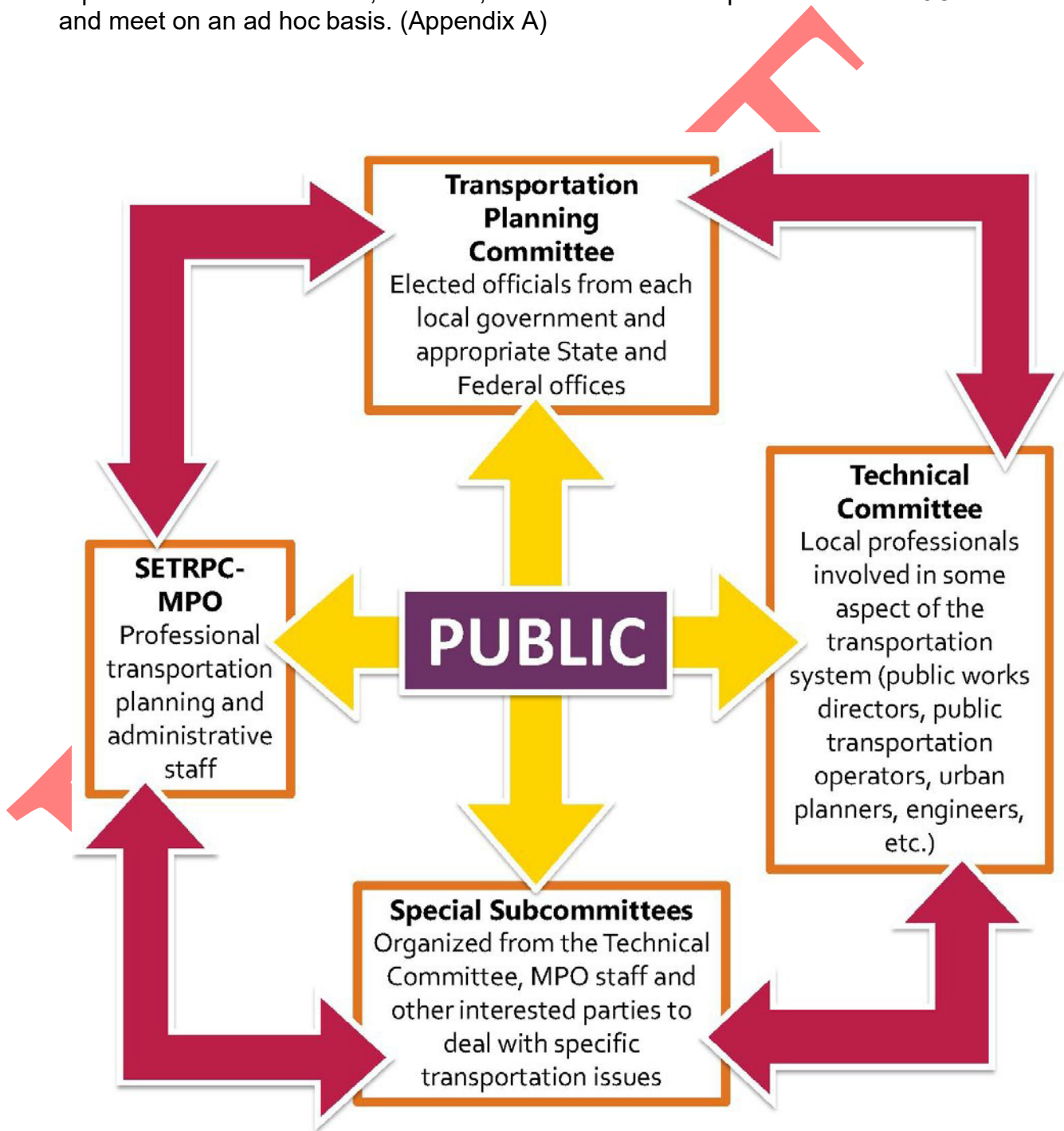
C. ORGANIZATION

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

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

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

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



D. PRIVATE SECTOR INVOLVEMENT

The SETRPC-MPO includes private sector participation in several major tasks of the UPWP. These services are primarily used throughout the JOHRTS MTP process and are utilized for other planning activities as necessary. The SETRPC-MPO utilizes the SETRPC's Procurement Policy to guide the procurement process.

E. PLANNING ISSUES AND EMPHASIS

The FY 2024 UPWP's ongoing goal consists of addressing the transportation planning provisions of MAP-21. While the implementation of the FAST Act continues to develop at the Federal and State level, the SETRPC-MPO will continue to incorporate the various components of the FAST Act that have been required to date and will continue to add components of MAP-21 into the metropolitan transportation planning process in the JOHRTS area, updating plans and programs as necessary to comply with new policies and regulations.

In southeast Texas, the petrochemical facilities, power plants, automobiles, and vegetation produce volatile organic compound (VOC) and nitrogen oxide (NOx) emissions that contribute to the formation of ozone, a harmful gas that degrades the quality of the air and damages the atmosphere. The 1990 Federal Clean Air Act amendments authorized the EPA to designate areas failing to meet the National Ambient Air Quality Standard (NAAQS) for ozone as nonattainment for the standard. Although the SETRPC-MPO promotes the development of transportation projects and programs that reduce VOC and NOx emissions, which decreases the formation of ozone, it has previously been classified as nonattainment according to the standards set forth by the EPA.

The Beaumont-Port Arthur ozone maintenance area (Hardin, Jefferson, and Orange Counties) was redesignated from nonattainment to attainment-maintenance for the 1998 eight-hour ozone National Ambient Air Quality Standard (NAAQS), effective November 19, 2010. The area was initially designated attainment/unclassifiable for the subsequent 2008 and 2015 eight-hour ozone NAAQS and remains in attainment for both standards. When the 1997 eight-hour ozone NAAQS was revoked by the EPA, transportation conformity requirements for that standard were also revoked (effective April 6, 2015). Due to its designation as attainment/unclassifiable for the 2008 and 2016 eight-hour ozone NAAQS, the Beaumont-Port Arthur area has not been subject to transportation conformity requirements since 2015.

On February 16, 2018, the United States Court of Appeals for the District of Columbia Circuit issued an opinion in the case *South Coast Air Quality Management District v. EPA*, 882 F.3d 1138 (South Coast II). The case was a challenge to EPA's 2008 eight-hour ozone NAAQS State Implementation Plan (SIP) requirements rule (80 FR 12264), which revoked the 1997 eight-hour ozone NAAQS as part of implementing the more stringent 2008 eight-

hour ozone NAAQS. The court's decision vacated parts of the EPA's 2008 eight-hour ozone NAAQS SIP requirements rule, including waiving requirements for transportation conformity for maintenance areas under the revoked 1997 eight-hour ozone NAAQS. In response to the South Coast II decision, the EPA published Transportation Conformity Guidance for the South Coast II Court Decision on November 29, 2018. The guidance document was published to assist affected areas as they reestablished compliance with transportation conformity requirements under the revoked 1997 eight-hour ozone, NAAQS. Based on the November 2018 guidance, affected areas may demonstrate conformity if the following requirements are met:

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

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

The SETRPC-MPO staff also maintains and updates the TIP and financial summary that contains regional transportation projects to be constructed during a given four year period. The TIP is the short-range implementation program of the MTP. The JOHRTS area's current TIP is the JOHRTS FY 2023-2026 TIP. Staff in conjunction, with consultant services, prepared the proposed JOHRTS FY 2023-2026 TIP for approval and inclusion in the FY 2023-2026 eSTI and the document was approved by FHWA.

The SETRPC-MPO will continue to address issues relating to environmental justice in the provision of transportation services for the JOHRTS area. MPO staff will work in close cooperation with local agencies to identify minorities, low-income persons, the disabled, and other potentially disadvantaged persons in the region, and ensure that those persons are given the opportunity to participate in the transportation planning process. Efforts will also be undertaken to guarantee that these persons receive their fair share of transportation improvement dollars for their communities.

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

The SETRPC-MPO for the JOHRTS Area in conjunction with area jurisdictions will continue work on the development of our Metropolitan Transportation Plan (MTP) – 2050. This major undertaking will require effort and dedication of staff time on the part of local jurisdictions in the JOHRTS area to participate in activities related to developing the new MTP – 2050. Also, this included the utilizing of consulting services to collect and forecast transportation planning data by serial zone and to develop other components of the MTP – 2050.

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

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

The SETRPC-MPO staff will address Planning and Emphasis Areas (PEAs) as defined by the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA). The objectives of the PEAs are: 1) MAP-21 implementation, more specifically a transition to performance based planning and programming; 2) Regional Models of Cooperation, planning and cooperation across transit agency, MPO and state boundaries; and 3) Ladders of Opportunity, identifying and addressing connectivity gaps in accessing essential services.

In December of 2021 documentation was received from the U.S Department of Transportation stating that additional Planning Emphasis Areas were issued to assist in the developing tasks associated with UPWPs. The following PEAs are already being addressed, with associated tasks, in this document are:

- a. Tackling the Climate Crisis
 - i. Subtask 3.2: Planning Assistance For Transit Planning
 - ii. Subtask 3.4: Short Range Air Quality Planning
 - iii. Subtask 5.3: Deployment of Fueling and Charging Stations
- b. Equity and Justice⁴⁰ in Transportation Planning
 - i. Subtask 1.2: Public Information and Education
 - ii. Subtask 1.4: Title VI - Civil Rights Evaluation
 - iii. Subtask 2.2: Geographic Information Systems
 - iv. Subtask 2.3: Transportation Data Collection
 - v. Subtask 3.2: Planning Assistance For Transit Planning
 - vi. Subtask 3.3: Performance Measures
 - vii. Subtask 3.4: Short Range Air Quality Planning
- c. Complete Streets
 - i. Subtask 2.3: Transportation Data Collection
 - ii. Subtask 3.2: Planning Assistance For Transit Planning
- d. Data in Transportation Planning
 - i. Task 2: Data Development and Maintenance
 - ii. Subtask 3.2: Planning Assistance For Transit Planning
- e. Public Involvement:
 - i. Tasks 1: Administration/Management
 - ii. Subtask 3.2: Planning Assistance For Transit Planning

Beginning in FY 2024 SETRPC will begin to incorporate these new PEAs into its UPWP and other pertinent documents:

- a. Planning and Environment Linkages
- b. Strategic Highway Network (STRAHNET)/U.S. Department of Defense (DOD) Coordination: SETRPC has begun working with the Ports of Port Arthur and Beaumont on issues pertaining to this PEA.

TASK 1.0 – ADMINISTRATION/MANAGEMENT

A. OBJECTIVES

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

B. EXPECTED PRODUCTS

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

C. PREVIOUS WORK

During FY 2023, the SETRPC-MPO staff provided administrative support to the JOHRTS transportation planning process. The MPO provided technical and administrative assistance to the JOHRTS TPC and Technical Committee. Staff members kept minutes of meetings, prepared technical presentations, and provided informational materials to the

committees. Staff scheduled, prepared for, and conducted meetings of the JOHRTS TPC, which were held in November 2022, January, March and June and July 2023. Staff scheduled, prepared for, and conducted each of these meetings.

The SETRPC-MPO hosted a public meeting in May 2022 and held a 30-day public comment period, as defined by the JOHRTS PPP, for the JOHRTS Revised MTP-2045 and the JOHRTS FY 2023-2026 TIP. Staff prepared legal notices and placed those notices in area newspapers to advertise the public comment period and the public meeting for the TIP. Additionally, staff posted information about the meetings on the SETRPC's website (www.setrpc.org) and the Transportation & Environmental Resources Division's website (www.setrpc.org/ter). The TIP document was made available on the Transportation & Environmental Resources Division's website, along with instructions on how to submit a comment electronically. The public meeting was held at the SETRPC office through live streaming with no public attendance due to social distancing criteria due to the Corona Virus-COVID-19. For the same reason the three public meetings normally held in locations within Jefferson, Orange, and Hardin Counties were canceled.

Staff developed the FY 2024 Unified Planning Work Program (UPWP), the FY 2022 Annual Transportation Project Listing, and the FY 2022 Annual Performance and an Expenditure Report.

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

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

D. SUBTASKS

SUBTASK 1.1 Transportation Program Support & Administration

This subtask includes general coordination, communication, and management tasks essential to the development and maintenance of the transportation planning process. Overall direction of planning activities includes preparing and circulating schedules, minutes,

reports, managing computer resources, office space, office furniture, and other equipment. Also, this subtask involves grant administration tasks such as purchasing, auditing, and contract development.

Products

- Administration and management of the transportation planning process
- Preparation of administrative documentation, correspondence, and special reports
- Updated Unified Planning Work Program, Annual Performance and Expenditure Report and Annual Listing of Projects
- Current minutes and records for the JOHRTS TPC and other policy meetings
- Food/beverage items for TPC/Technical Committee meetings with prior approval from TxDOT
- Arrangements for off-site meeting spaces for public meetings, workshops, and other transportation planning related activities
- Requests for Proposals (RFPs) and contract administration management
- Updated private sector list of Disadvantaged Business Enterprises (DBE) and Historically Underutilized Businesses (HUB)
- Computer resources, office equipment, and other items needed for regional planning (equipment purchases greater than \$5,000 only with prior approval by the FHWA)
- Information for staff on Federal and State regulations
- Utilization of external legal services in compliance with Federal and State laws, rules, and regulations, to review and develop new and revised planning grants, contracts, sub-contracts with consultants, requests for proposals, and other materials pertaining to other ongoing transportation planning activities (legal services will be utilized only with prior approval by the FHWA)
- Development of the 2024 Unified Planning Work Program
- Development of the 2023 Annual Performance and Expenditure Report
- Development of the 2023 Annual Transportation Project Listing

SUBTASK 1.2

Public Information and Education

The SETRPC-MPO recognizes the importance and need for providing a proactive public participation process and continues to develop public information and education programs for air quality

and transportation planning. MPO staff manages the PPP and other public documents, provides transportation information using various media sources and visualization techniques, and conducts public meetings, open forums, and comment periods to receive citizen input towards multimodal transportation planning.

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

Products

- Adherence to the JOHRTS Public Participation Plan
- Updated the JOHRTS Public Participation Plan, Title VI/Environmental Justice Program and Limited English Proficiency Plan
- Public information materials that enhance the public's understanding and perception of the MPO
- Public participation surveys and comment cards, both as hard copies and available online
- Media releases, newsletters, presentations, and other materials prepared for public and private sectors
- Appropriate MPO documents, meeting notices, highway and transit information available on website
- Maintained and updated mailing lists that identify target audiences for transportation planning issues
- Web site data base for traffic counts, project viewer, census data and pertinent maps
- Live streaming of TPC meetings as required by SB 1237
- Postings of all past TPC meeting videos
- Maintenance of MPO website to ensure all data and information posted is accurate and timely

SUBTASK 1.3

Staff Training and Travel

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

Products

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

SUBTASK 1.4

Title VI – Civil Rights Evaluation

Ensure minority and low-income populations have the opportunity to participate in the transportation planning process; continue to implement procedures that will analyze minority and low-income areas, which have historically been underserved communities. This subtask also involves monitoring the effectiveness of the plan, with the continual development and implementation of Title VI procedures, including environmental justice directives and limited English proficiency guidance, to ensure that all Title VI aspects are addressed in the transportation planning process and the MPO planning committee is notified of any changes in Title VI topics and guidance. Public meetings will be held in conformity to the Public Participation Plan. Private sector services may be utilized during this subtask.

Google Translate has been added to the MPO website to allow for those with limited English skills to have all public documents translated to the language of their choice

The Public Participation Plan, Title VI/Environmental Justice Program, and the Limited English Proficiency Plan were developed and submitted to the TPC for approval. All three documents were approved by the TPC on December 7, 2017.

The Public Participation Plan was updated again in 2020 to include allowances for virtual meetings due to the COVID 19 epidemic and approved by the TPC on July 23, 2020.

All of the documents will be updated in 2023 as part of the development of the JOHRTS MTP-2050.

Products

- Transportation policies and programs that support Title VI, including environmental justice directives and limited English proficiency guidance
- Programs to ensure that minority, low-income, and/or limited

English proficiency persons have the opportunity to review and comment on transportation projects and programs

- Examination of various tools for analyzing the data collected towards the Title VI/Environmental Justice directive
- Due to new regulations the JOHRTS Public Participation Plan, Title VI/Environmental Justice Program and the Limited English Proficiency Plan will be updated for compliance. This work will begin upon receipt of 2020 Census data

E. FUNDING SUMMARY

Task 1 - FY 2024

Subtask	Responsible Agency	Transportation Planning Funds (TPF) ¹	FTA Section 5307	Local	Total
1.1	SETRPC	\$210,000	\$0	\$0	\$210,000
1.2	SETRPC	\$70,000	\$0	\$0	\$70,000
1.3	SETRPC	\$40,000	\$0	\$0	\$40,000
1.4	SETRPC	\$45,000	\$0	\$0	\$45,000
TOTAL		\$365,000	\$0	\$0	\$365,000

TxDOT will apply transportation development credits sufficient to provide the match for FHWA PL-112 and FTA Section 5303 programs. As the credits reflect neither cash nor man-hours, they are not reflected in the funding tables.

(1) TPF – This includes both FHWA PL-112 and FTA Section 5303 funds.

TASK 2.0 – DATA DEVELOPMENT AND MAINTENANCE

A. OBJECTIVES

- To develop and maintain various demographic and zonal data inputs necessary for the JOHRTS travel demand model analysis
- To conduct network updates for each analysis year during JOHRTS MTP development and updates
- To collect Census and other transportation-related data for transportation planning purposes
- To maintain various datasets and tools using Geographical Information Systems (GIS) and the JOHRTS MTP/TIP project database
- To develop and maintain demographic data that can be analyzed in GIS to ensure that Title VI requirements, including environmental justice directives and limited English proficiency guidance, are being met

B. EXPECTED PRODUCTS

This task provides for general data collection and the comprehensive review of a travel survey, reports, and respective analyses necessary to maintain an updated inventory of socioeconomic, demographic, link attribute, and zonal data inputs for the JOHRTS travel demand model. Task 2.0 also supports the compilation and maintenance of Census demographic and other transportation data that may be used with GIS and other MPO databases. Completion of this task may require the SETRPC-MPO to utilize consultant services to collect socioeconomic and demographic data for MTP updates and travel demand model development. MPO staff may also coordinate with consultant services to continue collecting and analyzing data necessary to comply with Title VI provisions, including environmental justice directives and limited English proficiency guidance.

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

C. PREVIOUS WORK

The SETRPC-MPO staff prepared Census dataset materials, posting them to the website and distributing them to local jurisdictions upon request. Staff utilized various GIS datasets, including Census data products, aerial imagery, and local GIS files, to provide GIS mapping services to member agencies, developing datasets as necessary for mapping application. The MPO staff, in conjunction with consultant services, continued maintenance work on the JOHRTS MTP-2045 adopted in July 2019.

D. SUBTASKS

SUBTASK 2.1 JOHRTS Travel Demand Model

This subtask includes collection, analysis, and maintenance of all transportation data inputs necessary for conducting travel demand modeling during the development of the JOHRTS MTP-2050 and new travel demand model. MPO staff maintains an ongoing inventory of socioeconomic, demographic, and special generator data, and manages network updates to ensure project attributes are coded accurately on model networks. Private sector services may be utilized during this subtask.

Products

- Development and maintenance of base and horizon year networks for the travel demand model
- Collection and maintenance of Traffic Analysis Zones (TAZ) and

- special generator data
- Updated socioeconomic and demographic data for travel demand model analysis
- Computer software purchases and staff training specific to travel demand modeling
- Reports on the Texas Modeling Dashboard pertaining to all work components and progress on the development of the JOHRTS MTP-2050

SUBTASK 2.2

Geographic Information Systems

This subtask involves continued development and maintenance of GIS data and products for transportation planning in the JOHRTS area. The SETRPC-MPO will continue to work with member agencies to update the GIS database and provide maps and tables upon request to these agencies. Staff will continue to coordinate GIS training opportunities and participate in agency GIS efforts. Private sector services may be utilized during this subtask.

Products

- A comprehensive GIS database necessary to support general transportation planning purposes and provide mapping information on the SETRPC website
- Coordination with public and private agencies to acquire GIS data for analysis and provide GIS services to these agencies
- Computer software and equipment purchases (i.e., ArcGIS) and staff training specific to GIS operations (equipment purchases greater than \$5,000 only with prior approval by the FHWA)

SUBTASK 2.3

Transportation Data Collection

The SETRPC-MPO staff will continue the collection, analysis and maintenance of Census and other transportation-related data that affects the JOHRTS region. This subtask involves collection and analysis of socioeconomic and demographic data necessary to comply with Title VI, including environmental justice directives and limited English proficiency guidance. Private sector services may be utilized during this subtask.

Products

- An accurate database containing all relevant traffic, transit, accident, roadway, intersection, bicycle, and pedestrian data
- Data regarding minority, low-income, and limited English

proficiency persons for compliance with Title VI, including environmental justice directives and limited English proficiency guidance

- Updated travel behavior and trip patterns for the JOHRTS area
- TxDOT Data Collection – To conduct travel surveys and/or traffic saturation counts in the JOHRTS-MPO region for use in the travel demand models and transportation analysis for pavement and geometric design
- The MPO in conjunction with the TxDOT Beaumont District periodically reviews and amends the Highway Functional Classification system and the National Highway System

SUBTASK 2.4

JOHRTS MTP/TIP Project Database

The SETRPC-MPO staff implemented the new database developed in previous fiscal years for the MTP/TIP project listings and project status reporting. The MPO staff will update the database with new project listings for revisions and updates to the MTP and TIP. Private sector services may be utilized during this subtask.

Products

- A comprehensive, flexible, and functional MTP and TIP project database has been completed and implemented
- Updates to the database with the new project listings based on updates to the MTP and TIP

SUBTASK 2.5

Complete Streets

The MPO staff will ensure that, at a minimum, 2.5% of its PL funds will be used to increase safe and accessible options for multiple travel modes for people of all ages and abilities as prescribed in Section 11206 of the BIL.

- Staff will compile and share data and information on active transportation
- Evaluate active transportation system to understand system performance needs to identify regional activities
- Hold public outreach sessions to share information and encourage active transportation
- Work with other interested parties to advance and improve the program
- Look for innovative ways to optimize funding for active transportation projects

- Support and align statewide and regional active transportation strategies and actions

E. FUNDING SUMMARY

Task 2 – FY 2024

Subtask	Responsible Agency	Transportation Planning Funds (TPF)¹	FTA Section 5307	Local	Total
2.1	SETRPC	\$25,000	\$0	\$0	\$25,000
2.2	SETRPC	\$37,000	\$0	\$0	\$37,000
2.3	SETRPC	\$30,000	\$0	\$0	\$30,000
2.4	SETRPC	\$30,000	\$0	\$0	\$30,000
2.5	SETRPC	\$25,000	\$0	\$0	\$25,000
TOTAL		\$147,000	\$0	\$0	\$147,000

TxDOT will apply transportation development credits sufficient to provide the match for FHWA PL-112 and FTA Section 5303 programs. As the credits reflect neither cash nor man-hours, they are not reflected in the funding tables.

(1) TPF – This includes both FHWA PL-112 and FTA Section 5303 funds.

TASK 3.0 – SHORT RANGE PLANNING

A. OBJECTIVES

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

B. EXPECTED PRODUCTS

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

C. PREVIOUS WORK

The SETRPC-MPO adopted the JOHRTS FY 2023-2026 TIP on June 9, 2022. Staff coordinated with the TxDOT-Beaumont District, Port Arthur Transit, Beaumont Municipal Transit, and South East Texas Transit to receive input for the project listing for the JOHRTS FY 2023-2026 TIP. Staff conducted a public meeting in January 2021, during the 30-day comment period to gather input on revisions to the TIP. Staff subsequently submitted the TIP to TxDOT-TPP, through the eSTIP program, for inclusion in the FY2023-2026 Statewide Transportation Improvement Program.

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

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

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

The SETRPC began working on Transportation Conformity for the JOHRTS FY 2023-2026 TIP in March 2019. Staff conducted a series of public meetings in April 2019, during the 30-day comment period, March 11 to April 9, 2019 to gather input on Transportation Conformity to the TIP. As no new projects were added to the JOHRTS FY 2021-2024 TIP no additional conformity work was required.

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

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

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

D. SUBTASKS

SUBTASK 3.1 Transportation Improvement Program

With this subtask, SETRPC-MPO staff will identify and program various transportation projects that may be accomplished within a given four year period. The MPO staff will continue development and maintenance of a TIP that complies with the current MTP.

Products

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

SUBTASK 3.2 Planning Assistance For Transit Planning

The efforts within this subtask provide short-range transit planning support for Beaumont Municipal Transit (BMT), Port Arthur Transit (PAT), and South East Texas Transit (SETT). The planning

services expended in this task are designed to increase ridership and promote transit as an alternative means of transportation that provides air quality benefits for the JOHRTS area. The MPO staff will assist BMT, PAT and SETT in implementing recommendations/ options intended to enhance service and increase ridership. Private sector services may be utilized during this subtask.

Products

- Assistance to BMT, PAT, and SETT with evaluating transit ridership and service using GIS, demographic, Environmental Justice, and other types of analyses identified
- Outreach activities for regional transit services
- Assistance to SETT with GIS support for examining their demand-response service characteristics
- Planning support for projects identified in the 2022 South East Texas Regional Public Transportation Coordination Plan that expand service and improve the effectiveness of the regional transit system
- SETRPC-MPO Developed a Public Transit Agency Safety Plan (PTASP) for Port Arthur Transit (PAT)
- Review of various transit options to enhance transit, ridership, and mobility in the area through feasibility studies, pilot project planning, and/or gap analysis to determine solutions and implementation strategies
- Updating of Transit Asset Management Plan (TAMP) that were developed by the MPO for Beaumont Municipal Transit, South East Texas Transit and Port Arthur Transit

SUBTASK 3.3

Performance Measures

Staff will continue to coordinate with TxDOT, Beaumont Municipal Transit and Port Arthur Transit to develop and refine appropriate performance measures, as required by the FAST Act and House Bill 20.

Products

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

SUBTASK 3.4

Short Range Air Quality Planning

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

Products

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

FUNDING SUMMARY

Task 3 - FY 2024

Subtask	Responsible Agency	Transportation Planning Funds (TPF)¹	FTA Section 5307	Local	Total
3.1	SETRPC	\$50,000	\$0	\$0	\$50,000
3.2	SETRPC	\$26,000	\$0	\$0	\$26,000
3.3	SETRPC	\$50,000	\$0	\$0	\$50,000
3.4	SETRPC	\$30,000	\$0	\$0	\$30,000
TOTAL		\$156,000	\$0	\$0	\$156,000

TxDOT will apply transportation development credits sufficient to provide the match for FHWA PL-112 and FTA Section 5303 programs. As the credits reflect neither cash nor man-hours, they are not reflected in the funding tables.

(1) TPF – This includes both FHWA PL-112 and FTA Section 5303 funds.

TASK 4.0 – METROPOLITAN TRANSPORTATION PLAN

A. OBJECTIVES

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

B. EXPECTED PRODUCTS

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

C. PREVIOUS WORK

The SETRPC-MPO amended the JOHRTS MTP-2045, once in FY 2022. The amendment was adopted by the TPC on June 9, 2022. The amendment was made in line with the new three-year TIP. Staff coordinated with the TxDOT-Beaumont District, Port Arthur Transit, Beaumont Municipal Transit, and South East Texas Transit to receive input for the project listing for the revision of the JOHRTS MTP-2045 amendment. Staff conducted a public meeting in May 2022 during the 30-day comment period in order to gather input on revisions to the MTP.

D. SUBTASKS

SUBTASK 4.1 Project Selection Process

This subtask involves the review and update of the JOHRTS PSP as necessary to incorporate appropriate FAST ACT planning factors, TxDOT funding categories, and ensure optimization of available funds for transportation projects in the JOHRTS area. Project listings will be produced for project placement into the MTP long-range planning components. Private sector services may be utilized during this subtask.

Products

- A PSP that ranks and scores transportation projects based on the MAP-21 and FAST Act planning factors
- Prioritized project listings using the appropriate funding categories for project placement in the MTP networks

SUBTASK 4.2

JOHRTS MTP Maintenance and Development

This subtask includes ongoing development, maintenance, and publication of the JOHRTS MTP document and financial plan according to Federal and State regulations. MPO staff develops the MTP as a part of the continuing, comprehensive, and cooperative transportation planning process. Private sector services will be utilized during this subtask.

Products

- The JOHRTS MTP-2045, Amendment #4 containing highway, transit, freight mobility and other multimodal elements, including an accurate project listing and financial plan, which will be updated as necessary to incorporate any revisions
- Development and incorporation of FAST ACT and House Bill 20 related performance measures into the MTP as necessary
- Maintaining the JOHRTS MTP-2045
- Staff hired consultant services for the development of the JOHRTS MTP-2050

SUBTASK 4.3

Regional Transportation Modeling

This subtask includes coordination with TxDOT and TTI on the development of the new JOHRTS travel demand model. MPO staff will provide assistance with TxDOT's travel surveys, saturation counts, and model calibration and validation. If required by the travel demand modeling process, alternative analyses may be developed for refining the model networks. Additional traffic model years will be developed to meet conformity requirements. Private sector services will be utilized during this subtask.

Products

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

D. FUNDING SUMMARY

Task 4 - FY 2024

Subtask	Responsible Agency	Transportation Planning Funds (TPF) ¹	FTA Section 5307	Local	Total
4.1	SETRPC	\$33,000	\$0	\$0	\$33,000
4.2	SETRPC	\$70,000	\$0	\$0	\$70,000
4.3	SETRPC	\$35,000	\$0	\$0	\$35,000
TOTAL		\$138,000	\$0	\$0	\$138,000

TxDOT will apply transportation development credits sufficient to provide the match for FHWA PL-112 and FTA Section 5303 programs. As the credits reflect neither cash nor man-hours, they are not reflected in the funding tables.

(1) TPF – This includes both FHWA PL-112 and FTA Section 5303 funds

TASK 5.0 – SPECIAL STUDIES

A. OBJECTIVES

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

B. EXPECTED PRODUCTS

- Identify proposed projects to help improve the resiliency of our Federal, State and local transportation system
- Potential strategies to reduce fatalities on our streets and highways

C. PREVIOUS WORK

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

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

D. SUBTASKS

SUBTASK 5.1 Regional Resiliency Improvement Plan

Staff with assistance from Texas A&M, TTI will continue to develop a Resiliency Improvement Plan which will be a model plan for other similar coastal MPO’s to work from.

SUBTASK 5.2 Regional Safety Study

Staff in conjunction with consultant services will develop a safety strategy which will identify potential tasks to help reduce traffic fatalities and injuries on our streets and highways.

E. FUNDING SUMMARY

Task 5 - FY 2024

Subtask	Responsible Agency	Transportation Planning Funds (TPF) ¹	FTA Section 5307	Local	Total
5.1	SETRPC	\$100,000	\$0	\$0	\$100,000
5.2	SETRPC	\$100,000	\$0	\$0	\$100,000
TOTAL		\$200,000	\$0	\$0	\$200,000

TxDOT will apply transportation development credits sufficient to provide the match for FHWA PL-112 and FTA Section 5303 programs. As the credits reflect neither cash nor man-hours, they are not reflected in the funding tables.

(1) TPF – This includes both FHWA PL-112 and FTA Section 5303 funds.

BUDGET SUMMARY

TABLE 1 – JOHRTS – FY 2024

UPWP Task	FTA Task	Description	TPF Funds	FTS Select 5307	Local Funds	Total Funds
1	44.21.00	Administration - Management	\$365,000	\$0	\$0	\$365,000
2	44.22.00 44.23.01	Data Development and Maintenance	\$147,000	\$0	\$0	\$147,000
3	44.24.00 44.25.00	Short Range Planning	\$156,000	\$0	\$0	\$156,000
4	44.23.02	Metropolitan Transportation Plan	\$138,000	\$0	\$0	\$138,000
5	44.27.00	Special Studies	\$200,000	\$0	\$0	\$200,000
Total			\$1,006,000	\$0	\$0	\$1,006,000

TRANSPORTATION PLANNING FUNDS

TPF	\$1,006,000
Estimated Unexpended Carryover	\$300,000
TOTAL TPF	\$1,306,000

² **Estimate based on prior years authorizations and TPF includes FHWA (PL-112) and FTA 5303**

By minute order, the Texas Transportation Commission authorizes the use of Transportation development credits as TxDOT's non-Federal share for FHWA (PL-112) and FTA 5303 funds. As the credits reflect neither cash nor man-hours, they are not reflected in the funding tables.

APPENDIX A

TRANSPORTATION PLANNING
COMMITTEE MEMBERSHIP

**JEFFERSON-ORANGE-HARDIN REGIONAL TRANSPORTATION STUDY
TRANSPORTATION PLANNING COMMITTEE**

VOTING MEMBERSHIP

Honorable Roy West
City of Beaumont

Honorable David Rutledge
City of Bridge City

Honorable Chris Borne
City of Groves

Chris Duque
City of Nederland

Kelvin Knauff
City of Orange

Honorable Thurman Bartie
City of Port Arthur

Honorable Glenn Johnson
City of Port Neches

Honorable Don Surratt
City of Lumberton

Honorable Kelly Carder
City of Vidor

Jon Sherwin
City of West Orange

Honorable Danny Reneau
City of Silsbee

Commissioner L.W. Cooper, Jr.
Hardin County

Commissioner Johnny Trahan
Orange County

Martin Gonzalez, P.E. –Secretary
TxDOT- Beaumont District Engineer

Commissioner Vernon Pierce
Jefferson County

NON-VOTING EX-OFFICIO MEMBERSHIP

Honorable Barbara Emmons
City of Bevil Oaks

Honorable Sara McClendon
City of Pinehurst

Honorable David Lang
City of Rose Hill Acres

Honorable Kerry Abney
City of Nome

Honorable John Durkay
City of Taylor Landing

Honorable Kate Osburn
City of China

Honorable Cathy Nagel
City of Pine Forest

Honorable Bonnie Stephenson
City of Rose City

Honorable Fred Williams
City of Kountze

Honorable Bruce Robinson
City of Sour Lake

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

Honorable Brian Babin
U.S. Representative, Dist. 36

Honorable Brandon Creighton
State Senator, Dist. 4

Honorable Robert Nichols
State Senator, Dist. 3

Honorable Christian Emanuel
State Representative, Dist. 22

Honorable James White
State Representative, Dist. 19

Honorable Dade Phelan
State Representative, Dist. 21

Vacant
Governor's Office

Melanie Rousseau
Texas Commission on Environmental Quality

Krystal Lastrape
Federal Highway Administration

Raymond Sanchez
TxDOT – Transportation Planning & Programming

Vacant
U.S. Coast Guard

Shanna Burke
SETRPC – Executive Director

JOHRTS SETRPC-MPO STAFF

Bob Dickinson - Executive Director, Transportation and Environmental Resources

Lucie Michaud - Administrative Assistant

Rachael Robinson – Planner II

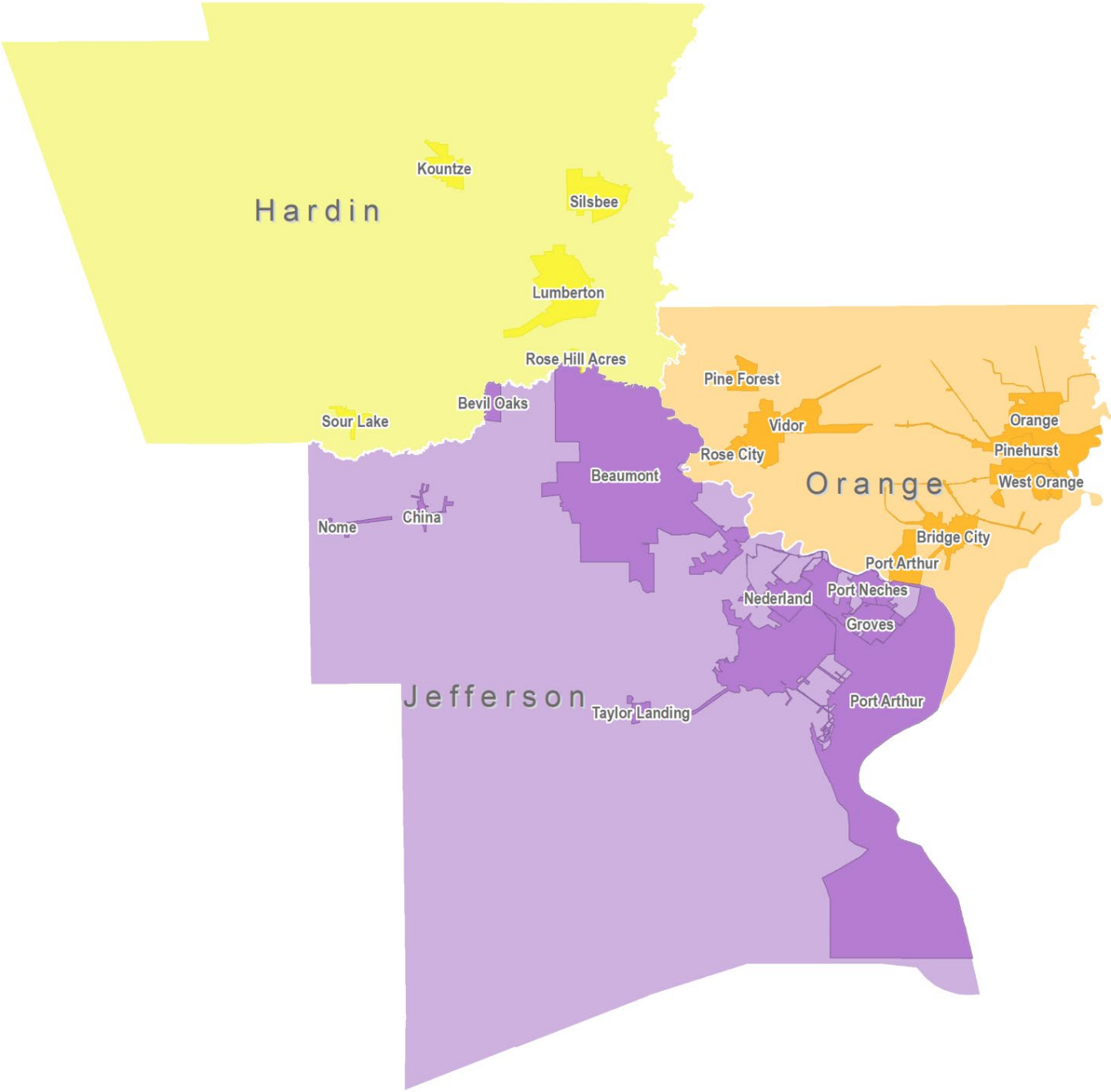
Connie Grimm - Accountant V

Anna Papoutsis - Transportation Program Manager

James Moore - Senior Transportation GIS Analyst

APPENDIX B

METROPOLITAN PLANNING AREA BOUNDARY MAP
(GOVERNOR OR GOVERNOR'S DESIGNEE APPROVED)



APPENDIX C

DEPARTMENT CERTIFICATION

**DEBARMENT CERTIFICATION
(Negotiated Contracts)**

- (1) The **South East Texas Regional Planning Commission-Metropolitan Planning Organization for the Jefferson-Orange-Hardin Regional Transportation Study (JOHRTS) Area** as **CONTRACTOR** certifies to the best of its knowledge and belief, that it and its principals:
- (a) Are not presently debarred, suspended, proposed for debarment, declared ineligible or voluntarily excluded from covered transactions by any federal department or agency;
 - (b) Have not within a three-year period preceding this proposal been convicted of or had a civil judgment rendered against them for commission of fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a public* transaction or contract under a public transaction; violation of federal or state antitrust statutes or commission of embezzlement, theft, forgery, bribery, falsification or destruction of records, making false statements, or receiving stolen property;
 - (c) Are not presently indicted for or otherwise criminally or civilly charged by a governmental entity* with commission of any of the offenses enumerated in paragraph (1)(b) of this certification; and
 - (d) Have not within a three-year period preceding this application/proposal had one or more public transactions* terminated for cause or default.
- (2) Where the **CONTRACTOR** is unable to certify to any of the statements in this certification, such **CONTRACTOR** shall attach an explanation to this certification.

*federal, state or local

Signature – Chairman, MPO Planning Committee

Title of Elected Official

Date

JOHRTS SETRPC-MPO

APPENDIX D

LOBBYING CERTIFICATION

CERTIFICATION FOR CONTRACTS, GRANTS, LOANS AND COOPERATIVE AGREEMENTS

The undersigned certifies to the best of his or her knowledge and belief, that:

(1) No federal appropriated funds have been paid or will be paid by or on behalf of the undersigned, to any person for influencing or attempting to influence an officer or employee of any federal agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with the awarding of any federal contract, the making of any federal grant, the making of any federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any federal contract, grant, loan, or cooperative agreement.

(2) If any funds other than federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this federal contract, grant, loan, or cooperative agreement, the undersigned shall complete and submit Standard Form - LLL, "Disclosure Form to Report Lobbying," in accordance with its instructions.

(3) The undersigned shall require that the language of this certification be included in the award documents for all sub-awards at all tiers (including subcontracts, sub-grants, and contracts under grants, loans, and cooperative agreements) and that all sub-recipients shall certify and disclosure accordingly.

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

Signature – Chairman, MPO Planning Committee

Title of Elected Official

Date

JOHRTS SETRPC-MPO

APPENDIX E

CERTIFICATION OF COMPLIANCE
AND
MPO SELF-CERTIFICATION

Certification of Compliance

I, _____,
(Name and Position, Typed or Printed)

a duly authorized officer/representative of the:

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

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

Date

Signature - Chairman, MPO Policy Committee
JOHRTS SETRPC-MPO

Attest:

Name

Title

APPENDIX F

ETHICAL STANDARDS AFFIDAVIT

ETHICAL STANDARDS POLICY AFFIDAVIT

I acknowledge having received a copy of the Ethical Standards Policy (the “Policy”) of the Transportation Planning Committee Multimodal Transportation Planning Jefferson-Orange-Hardin County Urban Planning Region (“Transportation Planning Committee”).

I further understand that SB 585 requires me to notify the Jefferson County District Attorney’s Office and Jefferson-Orange-Hardin Regional Transportation Study (JOHRTS) - Metropolitan Planning Organization (MPO) Director in a timely manner should I have personal knowledge of any violations of the Policy by any Member or employee of the Transportation Planning Committee.

I also understand that failure to report violations of these standards by a Member or employee of the Transportation Planning Committee may subject me to possible removal/termination from the Transportation Planning Committee and possible prosecution by a County District Attorney having jurisdiction over such matter.

I swear or affirm that I have read the entire Policy and that I understand and agree to its contents.

Printed Name

Signature

Title

Representing (if member)

Sworn and subscribed before me by _____ on
this _____ day of _____, 2023.

Notary Public, State of Texas

Notary’s Printed Name: _____

My Commission Expires: _____

Resolution

NO. 2023-8

**A RESOLUTION BY THE TRANSPORTATION PLANNING COMMITTEE OF
THE JEFFERSON-ORANGE-HARDIN REGIONAL TRANSPORTATION
STUDY ADOPTING THE JOHRTS FY 2024 UNIFIED PLANNING WORK
PROGRAM (UPWP)**

WHEREAS, the SETRPC-MPO is designated by the Governor of Texas, in accordance with federal law, as the transportation planning decision-making body for the JOHRTS area, being Jefferson, Orange, and Hardin Counties in southeast Texas; and

WHEREAS, the SETRPC-MPO is responsible for preparing and submitting the UPWP to the Department of Transportation (TxDOT); and

NOW, THEREFORE, BE IT RESOLVED by the SETRPC-MPO Transportation Planning Committee that:

Section 1: The Director of the SETRPC-MPO is hereby authorized to submit the JOHRTS FY 2024 UPWP to TxDOT on behalf of the Transportation Planning Committee.

Section 2: This resolution shall be effective upon adoption.

**INTRODUCED AND PASSED BY THE TRANSPORTATION PLANNING COMMITTEE OF
THE JEFFERSON-ORANGE-HARDIN REGIONAL TRANSPORTATION STUDY ON this
the 27th day of July 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



July 27, 2023

TO: JJOHRTS TRANSPORTATION PLANNING COMMITTEE

FROM: BOB DICKINSON, DIRECTOR
TRANSPORTATION & ENVIRONMENTAL RESOURCES DIVISION

SUBJECT: REVIEW AND ADOPTION OF SETRPC "DRAFT" TITLE VI AND ENVIRONMENTAL JUSTICE PLAN AND "DRAFT" LIMITED ENGLISH PROFICIENCY PLAN

The South East Texas Regional Planning Commission (SETRPC) has updated its latest Title VI and Environmental Justice Plan, and Limited English Proficiency (LEP) Plan. These plans address 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, Executive Order 12898 Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Population, and Executive Order 13166 Federal Actions to Improve Access to Services for Persons with LEP.

These plans outline the policies and program elements in place to address Title VI and Environmental Justice and identify reasonable steps for providing language assistance to persons with LEP who wish to participate effectively in the MPO's transportation planning process. They were updated using the most current available data from the U.S. Census Bureau's decennial Census and the annual American Community Survey. In addition, with the transfer of Jasper County to SETRPC in 2021, Jasper County is now included in the data collection and analysis covered by these plans.

These plans were provided for your review during June 2023's Transportation Planning Committee (TPC) meeting. The following is for your consideration of adopting the updated Title VI and Environmental Justice Plan, and LEP Plan. Once adopted, these plans will be used to further support SETRPC's efforts in conducting effective and inclusive public engagement.

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>

Title VI and Environmental Justice Program

South East Texas Regional Planning Commission
Metropolitan Planning Organization

DRAFT

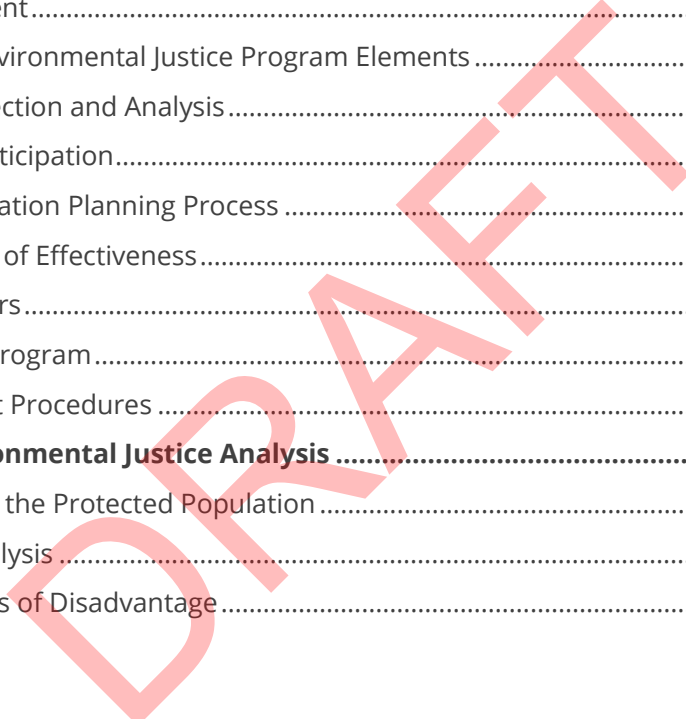
Adopted by the Transportation Planning Committee on month day, 2023

Prepared by WSP



Table of Contents

- Chapter 1: Introduction..... 2**
 - 1.0 Introduction 2
 - 1.1 Title VI..... 2
 - 1.2 Environmental Justice 2
- Chapter 2: Title VI and Environmental Justice Program 4**
 - 2.0 Policy Statement 4
 - 2.1 Title VI and Environmental Justice Program Elements 4
 - 2.1.1 Data Collection and Analysis 5
 - 2.1.2 Public Participation..... 5
 - 2.1.3 Transportation Planning Process 5
 - 2.1.4 Measures of Effectiveness 7
 - 2.1.5 Contractors 7
 - 2.1.6 Training Program 7
 - 2.1.7 Complaint Procedures 8
- Chapter 3: Environmental Justice Analysis 9**
 - 3.0 Definitions for the Protected Population 9
 - 3.1 Threshold Analysis 10
 - 3.2 Concentrations of Disadvantage 15



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 EJCOCs 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 EJCOCs 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.

DRAFT

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

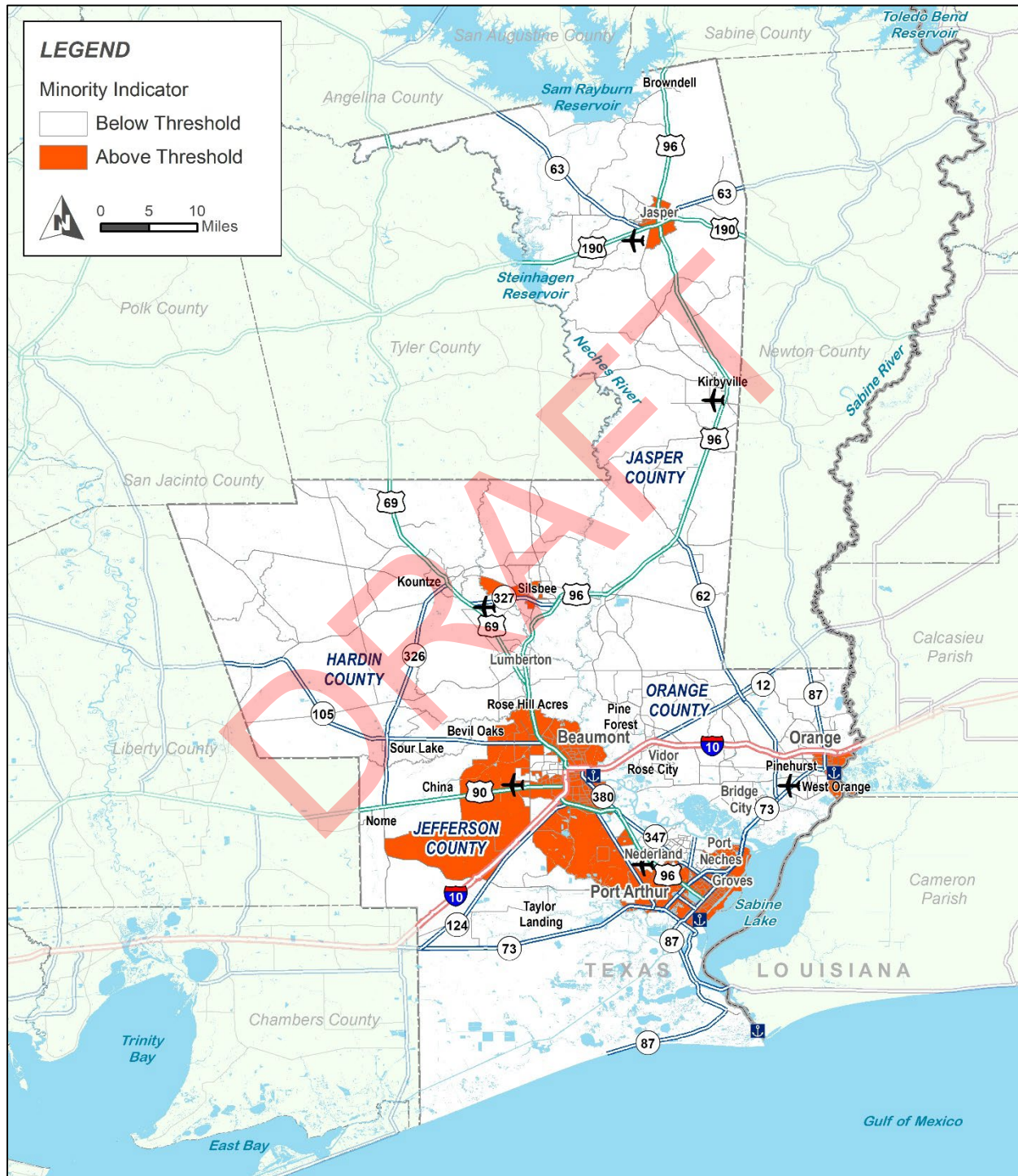
Communities sensitive for environmental justice in the SETRPC planning area are identified through a threshold analysis. A census block-group that meets or exceeds this threshold value is considered sensitive for environmental justice.

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.

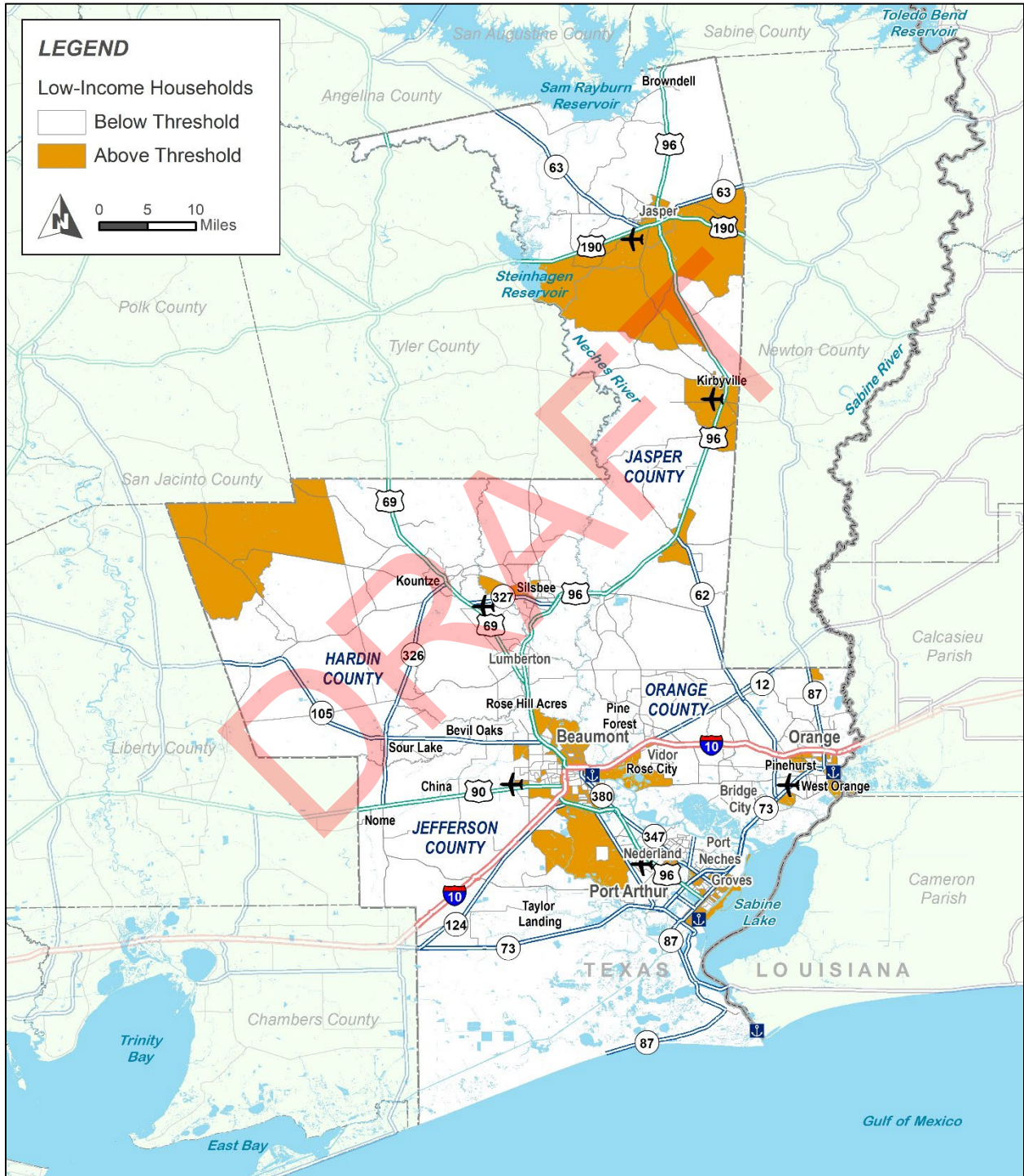
For each indicator, maps in Figure 1 through Figure 5 show Census block-groups in the four-county region that are above or below these thresholds.

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



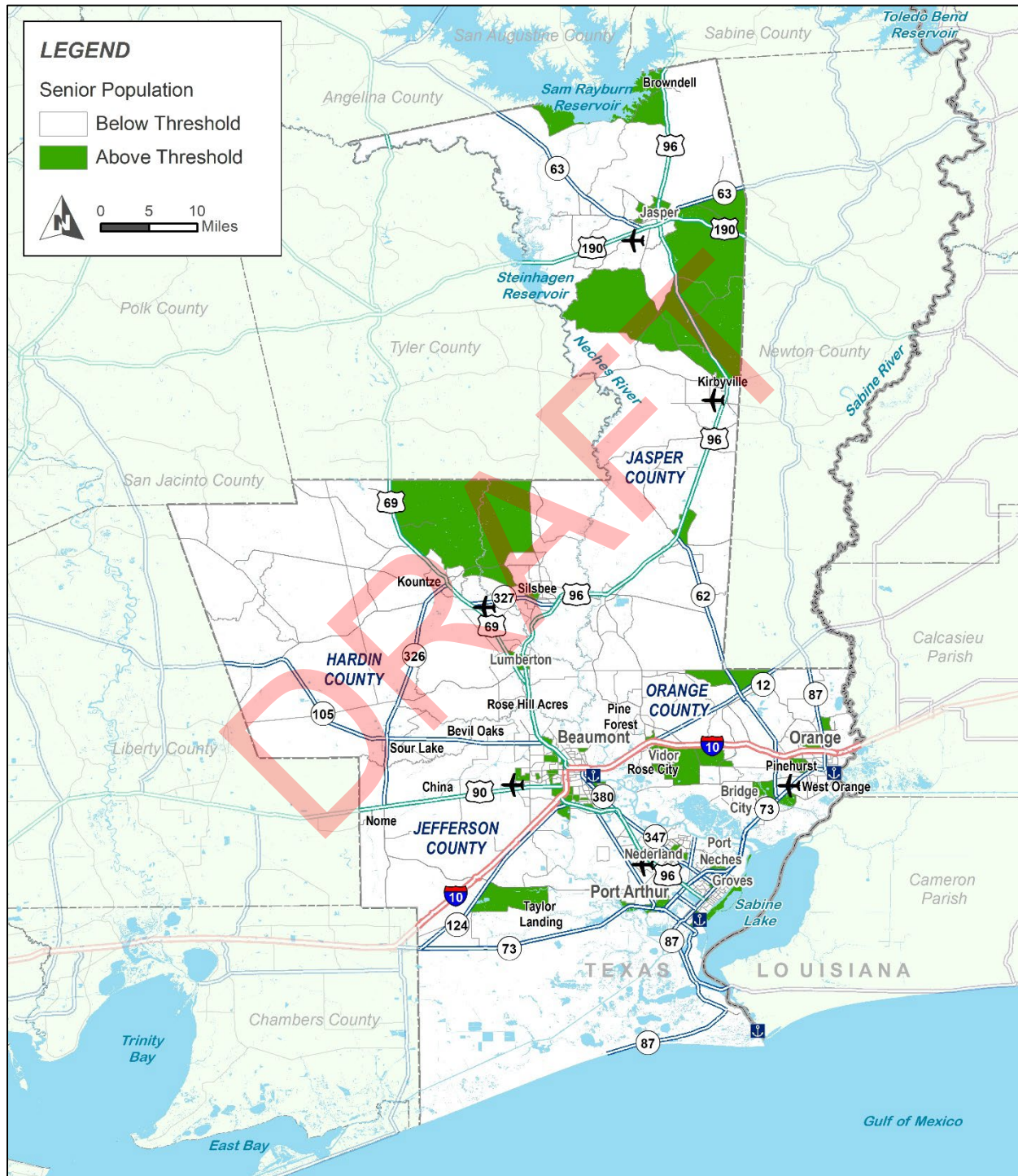
Source: U.S. Census Bureau. 2017-2021 American Community Survey 5-Year Estimates.

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



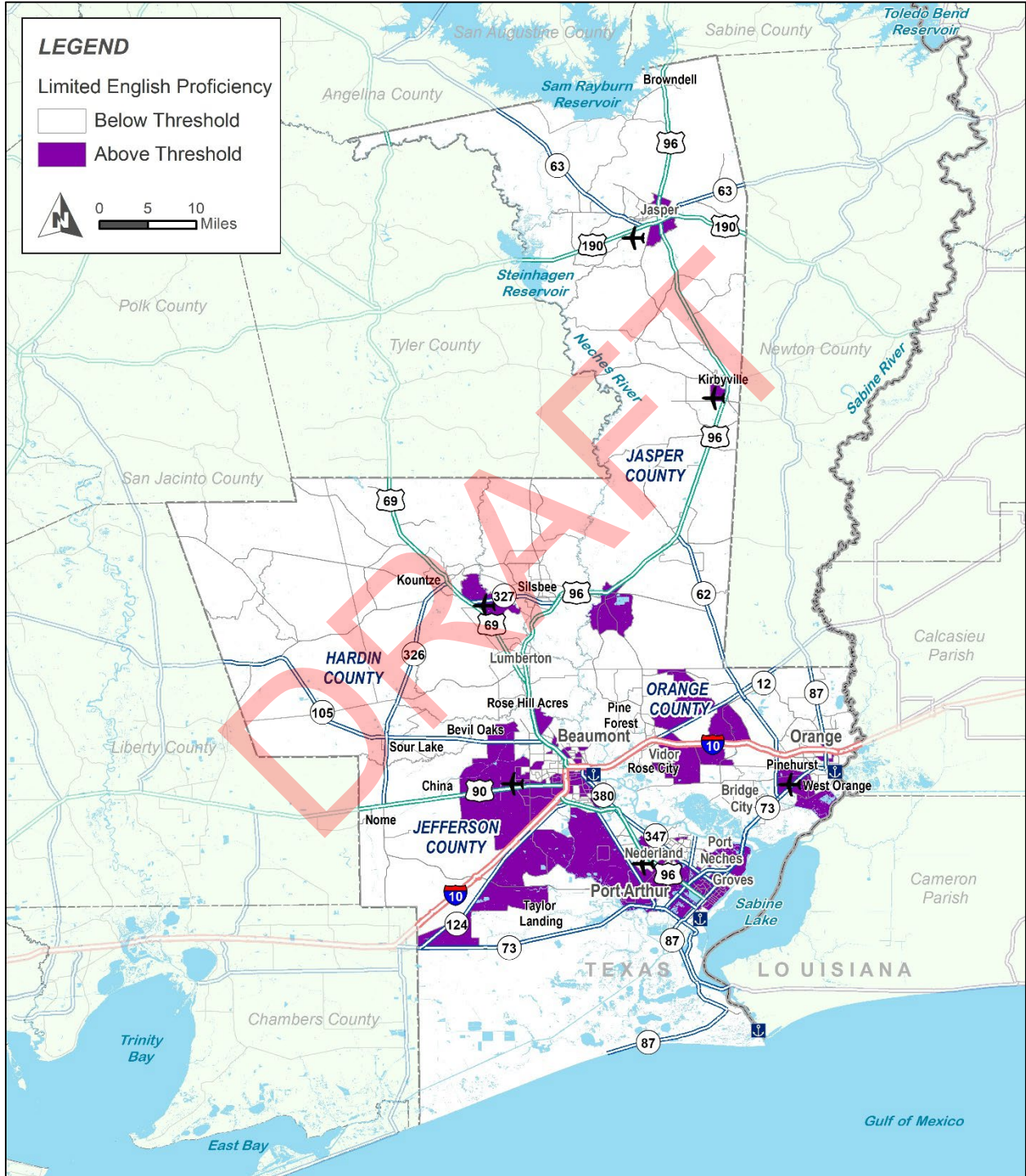
Source: U.S. Census Bureau. 2017-2021 American Community Survey 5-Year Estimates.

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

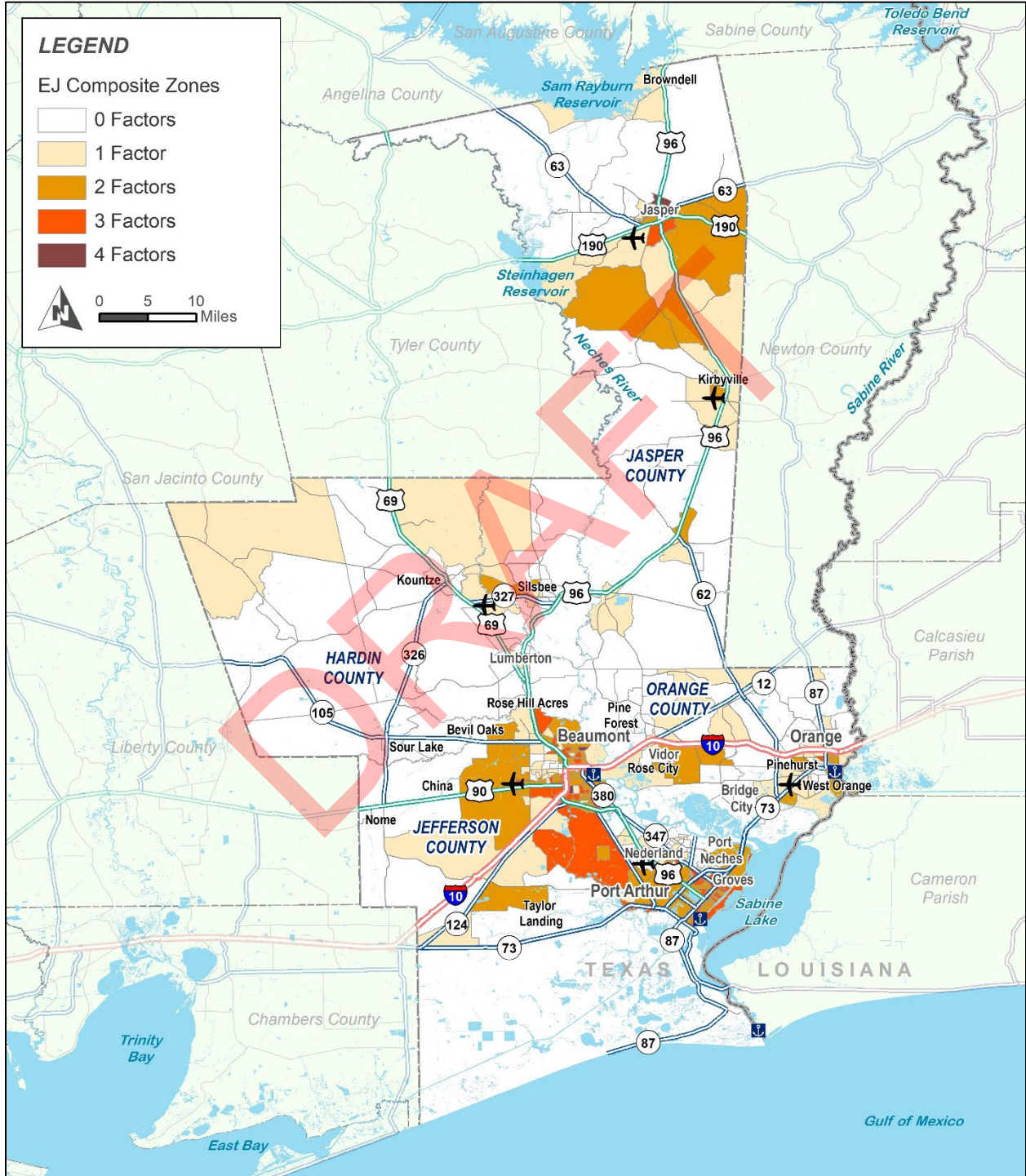
Number of Indicators with Thresholds Met/Exceeded	Number of Census Block-Groups	Percent of Census Block-Groups in SETRPC Region
0 Indicators	120	34%
1 Indicator	89	25%
2 Indicators*	94	27%
3 Indicators*	47	13%
4 Indicators*	4	1%

*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

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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:

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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

DRAFT

Adopted by the Transportation Planning Committee on month day, 2023

Prepared by WSP



Table of Contents

Chapter 1: Introduction	2
1.1 Introduction	2
1.2 Plan Summary.....	2
Chapter 2: Meaningful Access: Four-Factor Analysis	4
2.1 The number or proportion of LEP persons who may reside within the SETRPC metropolitan planning area.	4
2.2 The frequency with which LEP persons interact with the SETRPC	13
2.3 The nature and importance of services provided by the SETRPC to the LEP population	13
2.4 The resources available to the SETRPC and overall cost to provide LEP assistance	13
Chapter 3: Engaging the LEP Population	14
3.0 Language Assistance.....	14
3.0.1 Interpretation Services.....	15
3.0.2 Translation of Documents.....	15
3.1 Staff and Contractor Compliance.....	15
3.2 Monitoring and Updates	15
3.3 Dissemination of the SETRPC LEP Plan.....	16

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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.

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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%

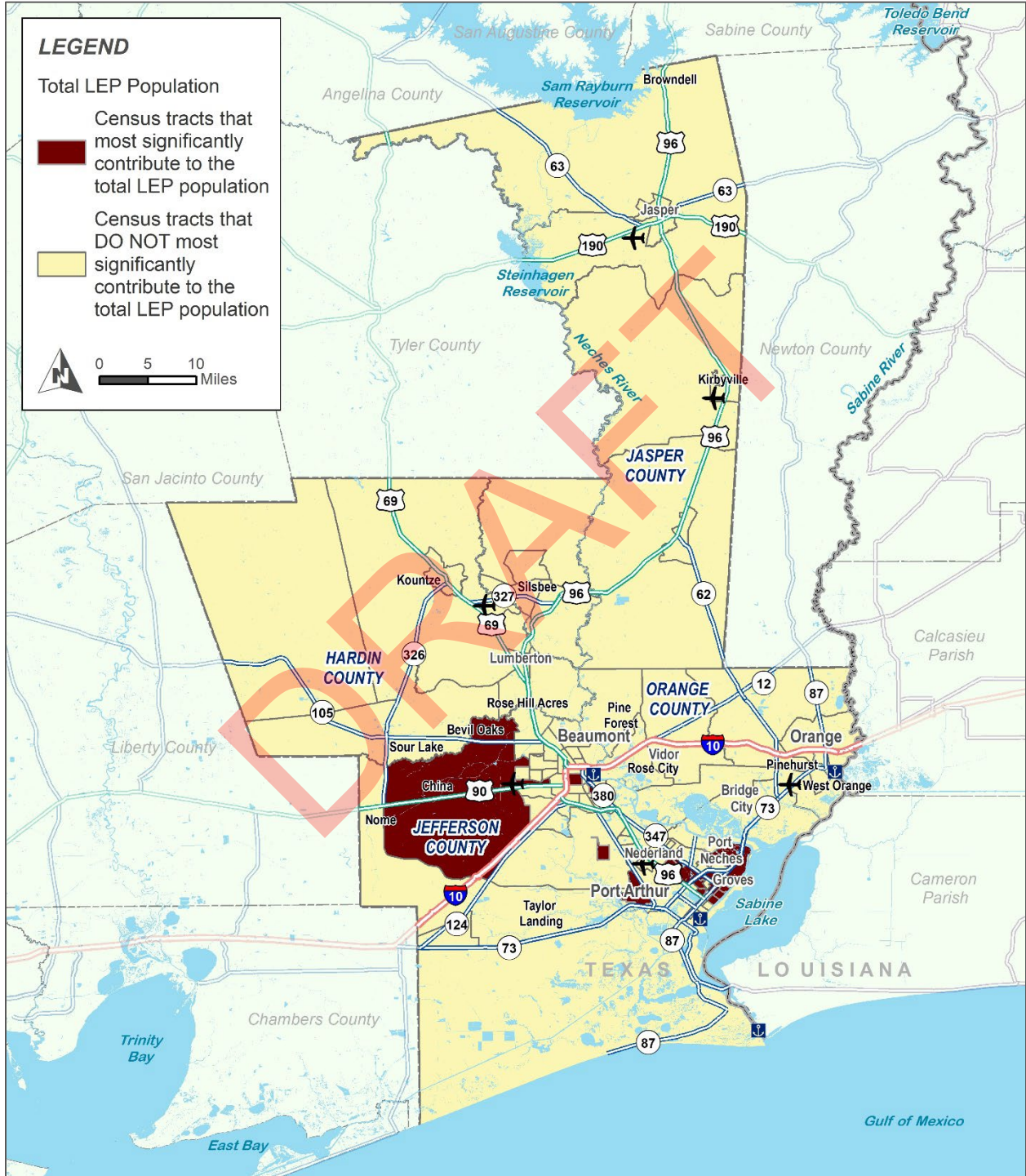
County	Census Tract	Total Number of Persons 5 Years and Over	Persons 5 Years and Over, with Ability to Speak English Less than Very Well					
			All Languages		Spanish		French	
			Total	Percentage*	Total	Percentage*	Total	Percentage*
Jefferson	Tract 51	936	0	0.00%	0	0.00%	0	0.00%
Jefferson	Tract 54	1,246	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).

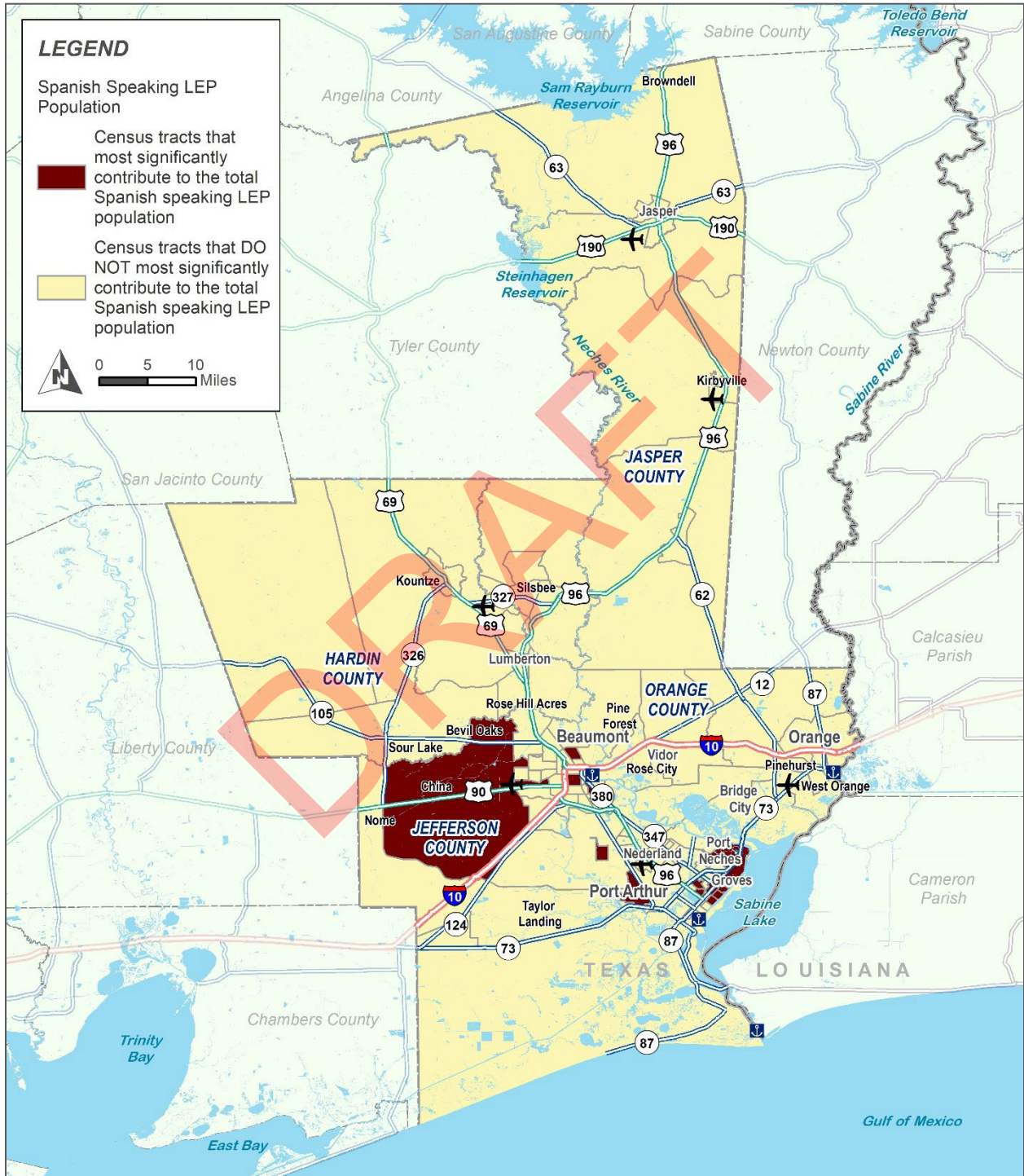
Source: 2011-2015 American Community Survey 5-Year Estimates, Table B16001

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



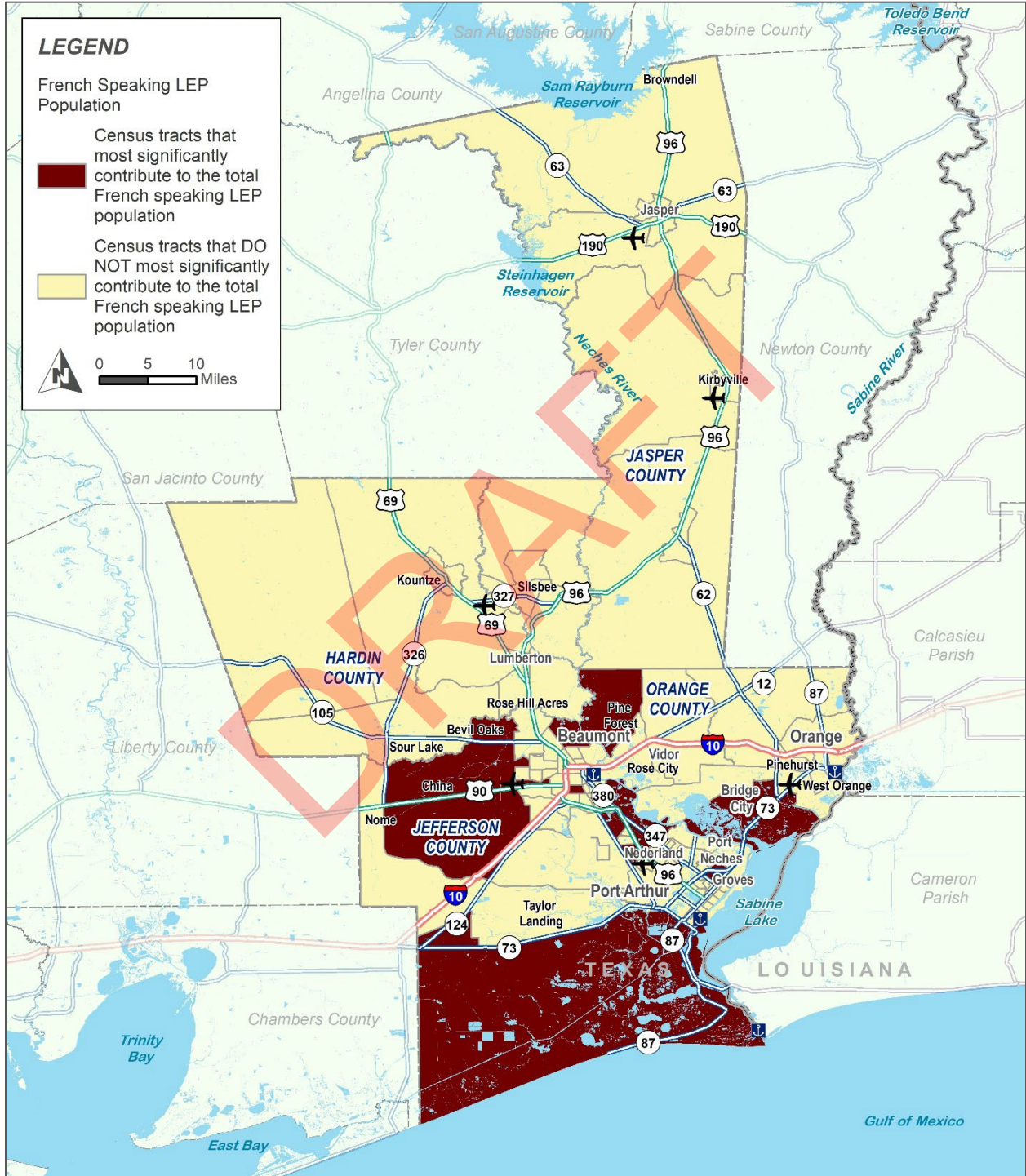
Source: 2011-2015 American Community Survey 5-Year Estimates, Table B16001

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).

DRAFT



July 27, 2023

TO: JJOHRTS TRANSPORTATION PLANNING COMMITTEE

FROM: BOB DICKINSON, DIRECTOR
TRANSPORTATION & ENVIRONMENTAL RESOURCES DIVISION

SUBJECT: REVIEW AND APPROVAL OF THE SETRPC "DRAFT" FY 2022 ANNUAL
TRANSPORTATION PROJECT LISTING

Enclosed for your review and approval is the SETRPC "DRAFT" 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.

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
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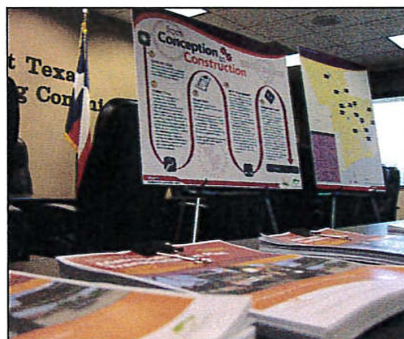
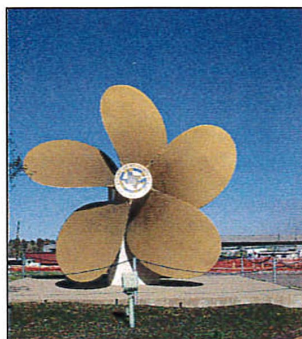
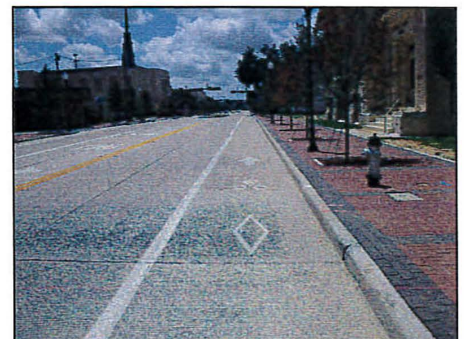
FY 2022 Annual Transportation Project Listing

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)

DRAFT

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
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Project Name/Facility: IH 10	Limits: From: SH 73, EAST To: JEFFERSON C/L	Funding Categories: 12
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Project Description:
WIDEN EXISTING FOUR LANE TO SIX LANE

Amount of Federal Funding Programmed in MPO TIP:

Federal-Aid Project Number:
1602470

CSJ Number: 0739-02-160	MPO Project ID: 14011-F40N	Sponsor: TXDOT	Phase of Work: C
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Project Name/Facility: IH 10	Limits: From: Chambers Co/L, east To: Hamshire Rd	Funding Categories: 12
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Project Description:
Widen freeway from 4 to 6 lanes

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:
1802811

CSJ Number: 0028-09-121	MPO Project ID:	Sponsor: TXDOT	Phase of Work: C
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Project Name/Facility: IH 10	Limits: From: AT NECHES RIVER TURNAROUND To: (FRONTAGE ROADS)	Funding Categories: 10
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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

BICYCLE PROJECTS

NO PROJECTS

DRAFT

TRANSIT PROJECTS

NO PROJECTS

DRAFT

FY 2022 Annual Project Listing
SETRPC-Metropolitan Planning Organization

GROUPED PROJECTS

Federal-Aid Project Number:
0108180

CSJ Number:
0028-13-134

MPO Project ID:

Sponsor:
TXDOT

Phase of Work:
C

Project Name/Facility:
IH 10

Limits:
From: US 69 NORTH INTERCHANGE
To: 0.508 MI E OF US 90

Funding Categories:
8

Project Description:
INSTALL HIGH MAST LIGHTING

Amount of Federal Funding Programmed in MPO TIP: \$ 596,948.74

Amount of Federal Funding Obligated in Fiscal Year: \$ 596,948.74

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

Federal-Aid Project Number:
0108181

CSJ Number:
0028-09-116

MPO Project ID:

Sponsor:
TXDOT

Phase of Work:
C

Project Name/Facility:
IH 10

Limits:
From: JEFFERSON COUNTY LINE, EAST
To: 5.201 MI E OF JEFFERSON COUNTY LINE

Funding Categories:
8

Project Description:
HIGH MAST LIGHTING

Amount of Federal Funding Programmed in MPO TIP: \$ 170,000.00

Amount of Federal Funding Obligated in Fiscal Year: \$ 170,000.00

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

Federal-Aid Project Number:
1802808

CSJ Number:
0306-03-133

MPO Project ID:

Sponsor:
TXDOT

Phase of Work:
C

Project Name/Facility:
SH 73

Limits:
From: AT VETERANS MEMORIAL BRIDGE
To: (STR 201240030603030)

Funding Categories:
10

Project Description:
EMERGENCY RELIEF

Amount of Federal Funding Programmed in MPO TIP: \$ 1,141,984.00

Amount of Federal Funding Obligated in Fiscal Year: \$ 1,141,984.00

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: 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:	MPO Project ID:	Sponsor:	Phase of Work:
0028-07-058		TXDOT	C

Project Name/Facility:	Limits:	Funding Categories:
US 90	From: S MAJOR DRIVE, EAST	8
	To: IH 10	

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:	MPO Project ID:	Sponsor:	Phase of Work:
0920-00-131		TXDOT	C

Project Name/Facility:	Limits:	Funding Categories:
VA	From: DISTRICTWIDE	1
	To: .	

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:	MPO Project ID:	Sponsor:	Phase of Work:
0920-00-132		TXDOT	C

Project Name/Facility:	Limits:	Funding Categories:
VA	From: DISTRICTWIDE	1
	To: .	

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:
1194-02-019

MPO Project ID:

Sponsor:
TXDOT

Phase of Work:
C

Project Name/Facility:
FM 943

Limits:
From: FM 1003, NORTH
To: POLK COUNTY LINE

Funding Categories:
1

Project Description:
SURFACING/ROADWAY RESTORATION

Amount of Federal Funding Programmed in MPO TIP: \$ 1,685,397.89

Amount of Federal Funding Obligated in Fiscal Year: \$ 1,685,397.89

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

Federal-Aid Project Number:
2022366

CSJ Number:
0028-13-141

MPO Project ID:

Sponsor:
TXDOT

Phase of Work:
C

Project Name/Facility:
IH 10

Limits:
From: US 90, EAST
To: PINE ST.

Funding Categories:
8

Project Description:
HAZARD ELIMINATION & SAFETY

Amount of Federal Funding Programmed in MPO TIP: \$ 900,766.83

Amount of Federal Funding Obligated in Fiscal Year: \$ 900,766.83

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

Federal-Aid Project Number:
2022537

CSJ Number:
0508-04-182

MPO Project ID:

Sponsor:
TXDOT

Phase of Work:
C

Project Name/Facility:
SH 73

Limits:
From: SH 124, EAST
To: 0.627 MILES SOUTH OF PORTLAND ST.

Funding Categories:
8

Project Description:
HAZARD ELIMINATION & SAFETY

Amount of Federal Funding Programmed in MPO TIP: \$ 159,257.39

Amount of Federal Funding Obligated in Fiscal Year: \$ 159,257.39

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: 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

DRAFT

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

Resolution

NO. 2023-9

**A RESOLUTION BY THE TRANSPORTATION PLANNING COMMITTEE OF
THE JEFFERSON-ORANGE-HARDIN REGIONAL TRANSPORTATION
STUDY ADOPTING THE JOHRTS FY 2022 ANNUAL TRANSPORTATION
PROJECT LISTING (ATPL)**

WHEREAS, the SETRPC-MPO is designated by the Governor of Texas, in accordance with federal law, as the transportation planning decision-making body for the JOHRTS area, being Jefferson, Orange, and Hardin Counties in southeast Texas; and

WHEREAS, the SETRPC-MPO is responsible for preparing and submitting the UPWP to the Department of Transportation (TxDOT); and

NOW, THEREFORE, BE IT RESOLVED by the SETRPC-MPO Transportation Planning Committee that:

Section 1: The Director of the SETRPC-MPO is hereby authorized to submit the JOHRTS FY 2022 Annual Transportation Project Listing (ATPL) to TxDOT on behalf of the Transportation Planning Committee.

Section 2: This resolution shall be effective upon adoption.

**INTRODUCED AND PASSED BY THE TRANSPORTATION PLANNING COMMITTEE OF
THE JEFFERSON-ORANGE-HARDIN REGIONAL TRANSPORTATION STUDY ON this
the 27th day of July 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



July 27, 2023

TO: JJOHRTS 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. Our region's MTP-2045 was last updated in 2019 and is due to be updated for the horizon year 2050.

SETRPC has been working on the JJOHRTS MTP-2050 development. SETRPC completed model inputs files for 2050 Travel Demand Model development. In addition to the model development, 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 JJOHRTS 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 in August 2023 to 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 any questions arise, feel free to contact me at 409-899-8444 x7520 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>

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
- Conducted cost estimates for candidate projects
- Continued coordination with TxDOT Beaumont District and TxDOT TPP on travel demand model updates

Next Steps

- Project scoring and prioritization
- Develop financial plan
- 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



July 27, 2023

TO: JJOHRTS TRANSPORTATION PLANNING COMMITTEE

FROM: BOB DICKINSON, DIRECTOR
TRANSPORTATION & ENVIRONMENTAL RESOURCES DIVISION

SUBJECT: SOUTH EAST TEXAS TRANSIT (SETT) RURAL TRANSIT PASSENGER TRIPS
SUMMARY

The South East Texas Regional Planning Commission (SETRPC) is a rural transit district as designated by Texas Transportation Code Chapter 458. SETRPC utilizes federal and state funds to provide Section 5310 (Enhanced Mobility of Seniors and Individuals with Disabilities) and Section 5311 (Formula Grants for Rural Areas) transportation services through its transportation program, South East Texas Transit (SETT).

SETT provides curb-to-curb demand-response service for healthcare, shopping, social services, employment, education, and recreational needs to residents of Orange County, Hardin County, Rural Western Jefferson County, as well as transportation services for seniors, age 65 years and older, and persons with disabilities in the Mid-Jefferson County cities of Groves, Port Neches, and Nederland

SETRPC has compiled the number of unlinked passenger trips from SETT's services for the general public and limited eligibility (elderly and disabled) riders using demand-response service. From fiscal year (FY) 2016 to FY 2017, a decline in the number of general public unlinked passenger trips was observed due to the impact of Hurricane Harvey in August 2017. Beginning in FY 2020, the number of general public and limited eligibility unlinked passenger trips have generally been lower than that of preceding years as a result of the COVID-19 pandemic starting in March 2020. However, the number of trips for both transit services has increased from FY 2021 to FY 2022, and SETRPC expects these numbers to continue increasing and eventually reach pre-pandemic levels.

If you have any questions or concerns, please do not hesitate to contact me at 409-899-8444 x7520 or bdickinson@setrpc.org.

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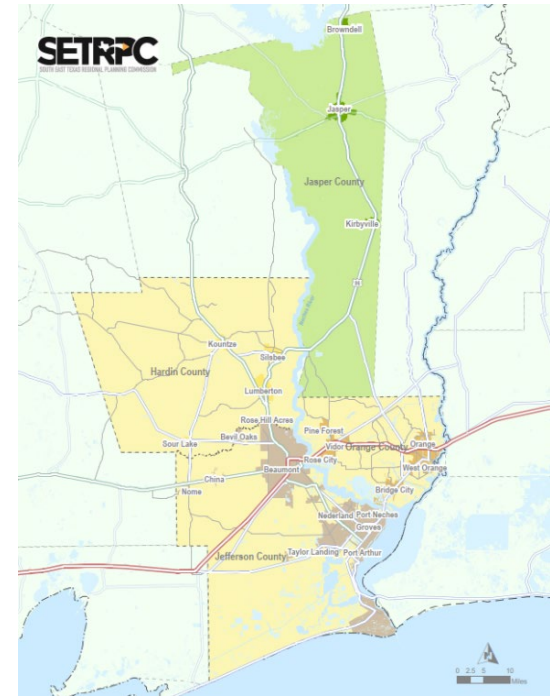
Executive Director – Shanna Burke
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(409) 899-8444 | (409) 347-0138 fax
setrpc@setrpc.org | <http://www.setrpc.org>



SETT Rural Transit Program

South East Texas Transit (SETT) is a rural transportation system that provides curb-to-curb demand/response transportation services for healthcare, shopping, social services, employment, education, and recreational needs. The purpose of SETT is to provide efficient, coordinated, and cost-effective transportation services to residents of Orange County, Hardin County, and rural western Jefferson County, as well as transportation services for seniors and persons with disabilities in the Jefferson County cities of Groves, Port Neches, and Nederland.

The South East Texas Regional Planning Commission (SETRPC) is a designated rural transit district and utilizes federal and state funds to provide Section 5311 and Section 5310 transportation services.



Unlinked Passenger Trips for General Public Passengers and Limited-Eligibility (Elderly & Disabled) Demand Response Service (Fiscal Year 2012 to 2022)

	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017 ¹	FY 2018 ¹	FY 2019	FY 2020 ²	FY 2021 ²	FY 2022
General Public Passengers	56,097	56,158	55,109	55,556	51,991	47,714	42,125	44,606	29,923	27,499	39,956
Limited Eligibility (Elderly & Disabled)	6,116	0	8,548	8,548	8,426	8,843	8,014	8,758	6,593	5,185	6,979
Total	62,213	56,158	63,657	64,104	60,417	56,557¹	50,139¹	53,364	36,516²	32,684²	46,935

¹ Negative impact on number of trips due to Hurricane Harvey in August 2017

² Negative impact on number of trips due to the COVID-19 pandemic starting in March 2020



I-14 System in Texas

STAKEHOLDER LISTENING SESSION

Welcome!!

Please Sign In

- Point phone camera at code on right and open link or click the link in the chat box to sign in.
OR
- You may also type your name and organization in the chat box

Go to www.menti.com and use the code 7480 2672

Instructions

Go to
www.menti.com

Enter the code
7480 2672



Or use QR code



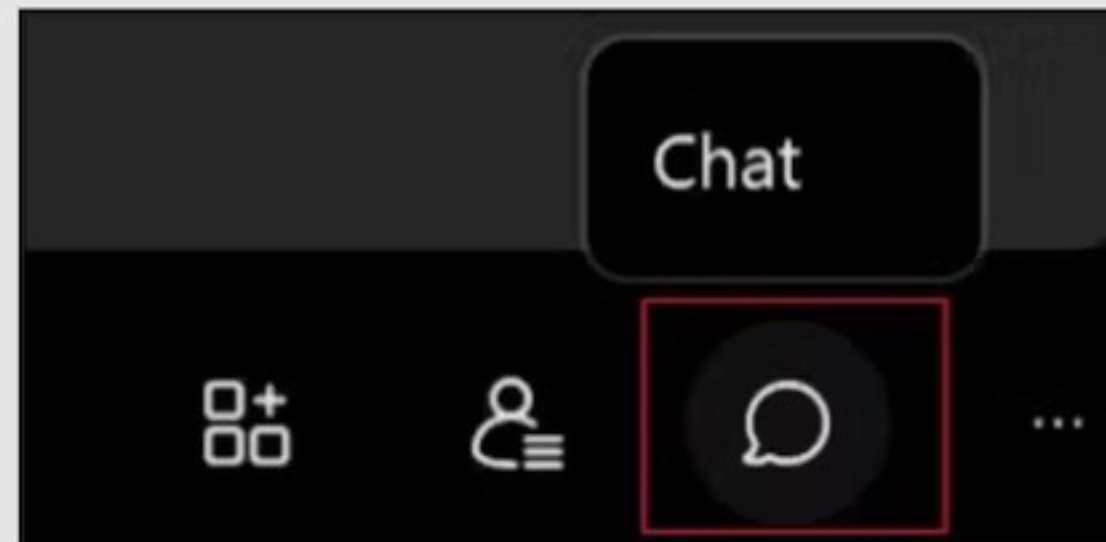
If you would like to provide input during the meeting either:



Wait for the discussion portions and participate on Menti or through Chat



Use the Chat option (lower right side of screen) to submit your question or comment, and we will address after presentation.



Housekeeping

- Mute your line if you are not speaking



- Conserve bandwidth by turning off your camera





Go to www.menti.com and use the code 7480 2672

Instructions

Go to
www.menti.com

Enter the code
7480 2672



Or use QR code

- Mentimeter Polling Exercise
- Provide real-time input to our discussion
- Polling is accessible via computer, smartphone, tablet
- Go to www.menti.com and enter code:

7480 2672

Possible prompt:

The presenter has changed slide.

Cancel

Go to slide



What is your favorite summer pastime?

tennis

cycling

theme parks

swimming

hiking

concerts

fishing



I-14 System

In Texas

STAKEHOLDER LISTENING SESSION

Steve Linhart, AICP
Project Development Manager, TxDOT

April 27, 2023



HELP

#EndTheStreakTX

End the streak of daily deaths on Texas roadways.

[TxDOT.gov](https://www.txdot.gov) (Keyword: #EndTheStreakTX)



#EndTheStreakTX Toolkit





- 1 Welcome & Listening Session Goals
- 2 Overview of the Interstate Highway System
- 3 I-14 System in Texas: Overview
 - Infrastructure
 - Demographics and Economic Analysis
 - Freight
 - Safety
 - Traffic
- 4 I-14 System in Texas: Implementation Strategy
- 5 I-14 System in Texas: Resources



Inform



Engage



**Solicit
Feedback**



Overview of the Interstate Highway System

Interstate Highway System in Texas



First created in 1956, the Interstate Highway System remains critical roadway infrastructure:

- Connecting principal metropolitan areas, cities, and industrial centers
- Serving the national defense
- Providing important corridors to Canada and Mexico

There are more than 3,400 main lane centerline miles in the Interstate Highway System in Texas

Source: Texas Roadway Inventory, 2021



Benefits of an Interstate Highway



Improve Safety, Mobility, and Connectivity



Improve Travel Time and Reduce Travel Time Costs



**Improve Freight Movement
Facilitate the Flow of Goods and International Trade**



Increase Access to Markets



Alleviate Congestion and Improve Reliability



Create Economic Opportunities

Safety Design Standards of an Interstate Highway



Full control of access; no driveways connecting to main lanes; no stop signs or traffic signals on main lanes



Higher design speeds



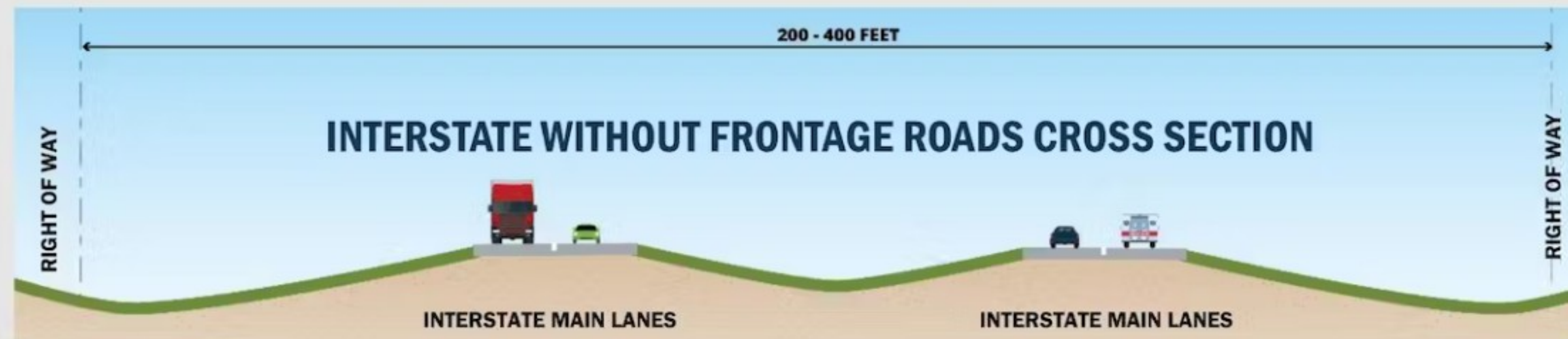
Limited access points; grade separations needed



Larger right-of-way widths; min. main lanes and shoulders



Entrance and exit ramps decel/accel lanes



National I-14 System



Designated and Future Interstates in Texas



Future IH Corridor	Approximate Corridor Length (mi.)	Current Interstate Highway Designation (mi.)
I-69	1,088	172
I-14	1,031	26
Ports-to-Plains	963	124

When completed, the three future interstates will connect state, national and global markets through Texas seaports and border crossings.



- Designated by Congress as a High Priority Corridor #84 (Central Texas Corridor)
- Central Texas Corridor was defined in the Fixing America's Surface Transportation (FAST) Act of 2015:
 - Generally, US 190 from I-10 to SH 63 to the Sabine River Bridge
 - Authorized to be upgraded as an interstate highway and designated as I-14 upon meeting standards
- The Infrastructure Investment and Jobs Act of 2021 (IIJA) added highways to the Central Texas Corridor and continues to authorize the upgrade of highways to interstate standards

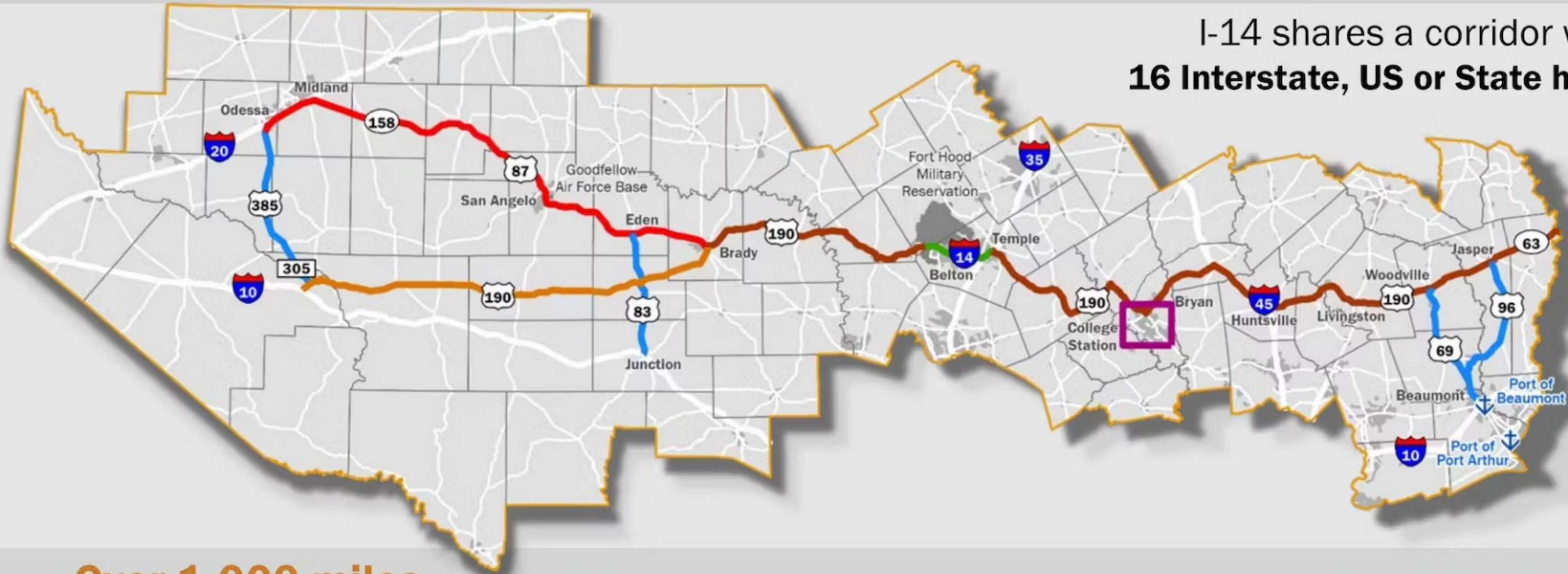


The first 25-mile section of I-14 from Copperas Cove to I-35 at Belton was added to the Interstate Highway System in 2017.

I-14 System in Texas: Regional Characteristics



I-14 shares a corridor with **16 Interstate, US or State highways**



Over 1,000 miles

I-14 North (Future): 210 miles

I-14 South (Future): 175 miles

I-14 (Future): 409 miles (including 25 miles of existing I-14)

Future Interstate: 234 miles

I-214 to be determined

44 Cities/Towns along route

283 cities/towns in region

32 Counties

5 MPOs

- I-14 (Existing)
- I-14 (Future)
- I-14 North (Future)
- I-14 South (Future)
- I-214 (Future) Study Area
- Future Interstate
- County Boundary

What are some benefits of having an interstate highway system in your region?

4 Answers

Safety and improved mobility

Relief to I10- Very dangerous section currently here in East Texas.

Retail, manufacturing



3PL- Third Party Logisitcs



Existing and Future Conditions

I-14 Interstate Criteria



-  Interstate criteria not met
-  Interstate criteria met

956 (92%)

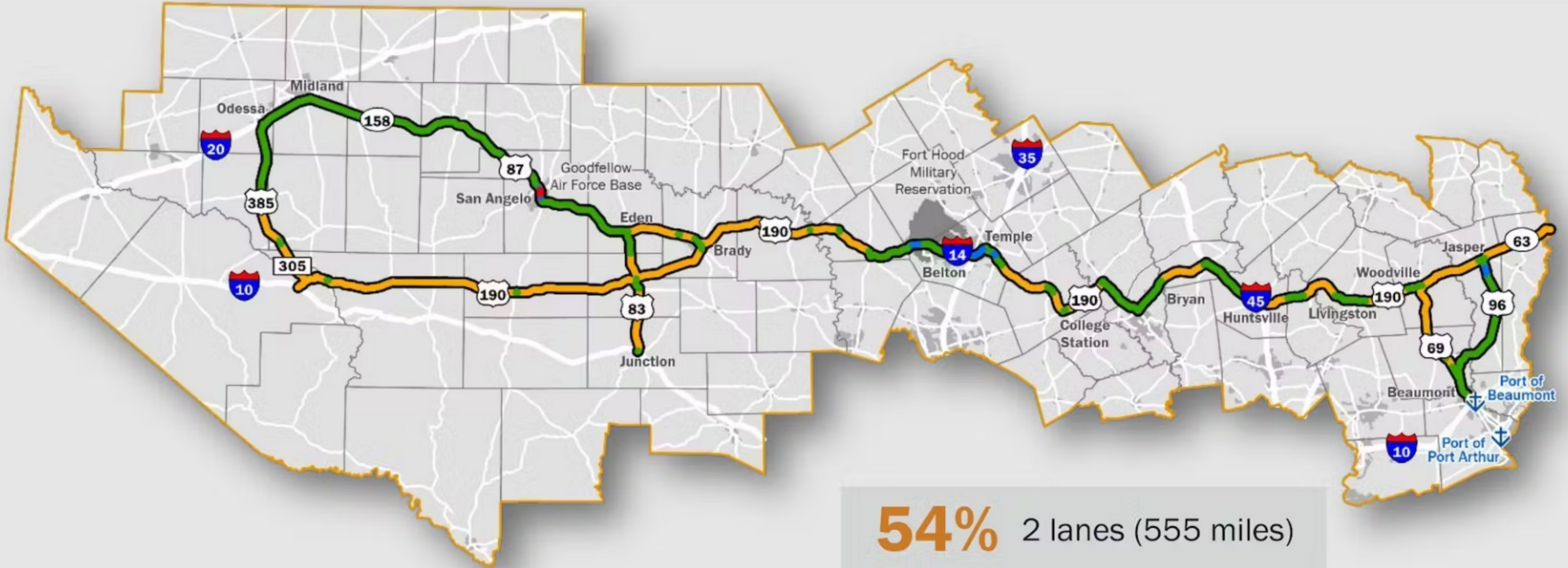
non-interstate miles

78 (8%)

interstate miles

Source: TxDOT Roadway Inventory, 2021

I-14 System: Main Lanes

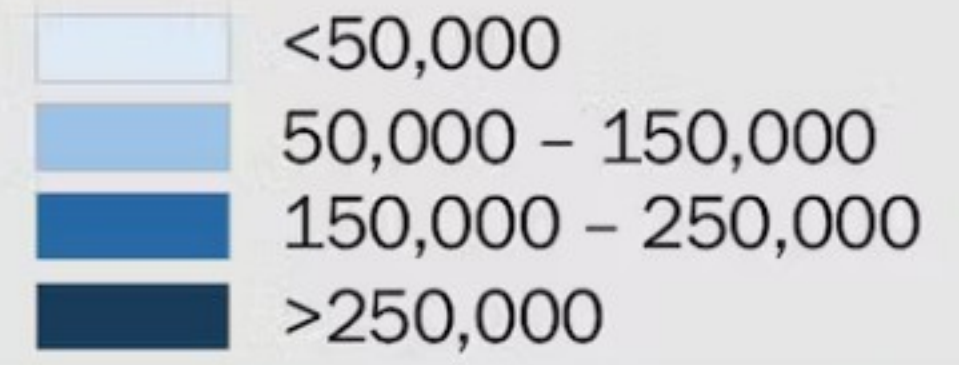


- 2 lanes
- 4 lanes
- 6 lanes
- 8 lanes

54%	2 lanes (555 miles)
44%	4 lanes (451 miles)
2%	6 lanes (25 miles)

Source: TxDOT Roadway Inventory, 2021

Total Population in the I-14 System Region – 2020 & 2050



Top 5 Counties

1. Montgomery
2. Williamson
3. Bell
4. McLennan
5. Jefferson

4.2M
(14.5%)



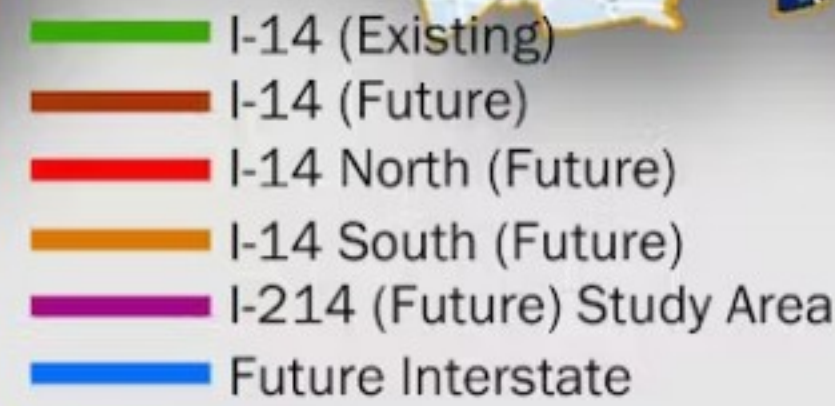
Top 5 Counties

1. Williamson
2. Montgomery
3. Bell
4. Brazos
5. McLennan

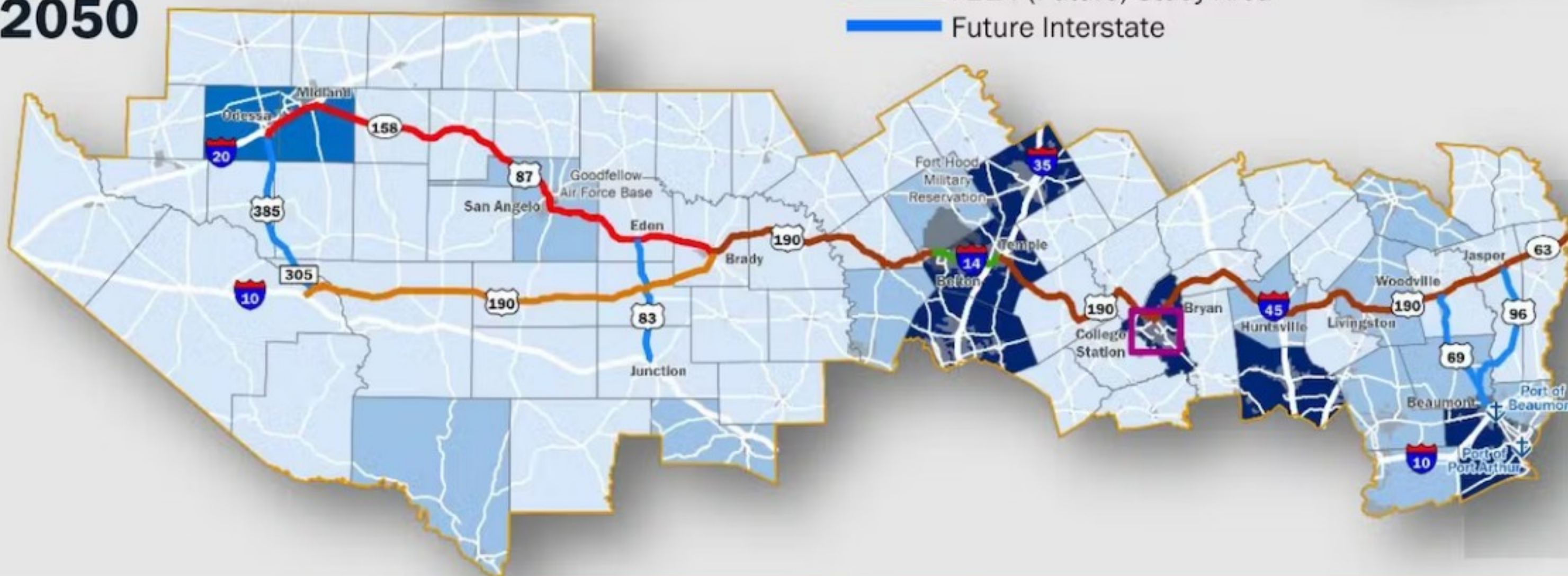
6.2M
(15.0%)

Source: Woods & Poole, 2022

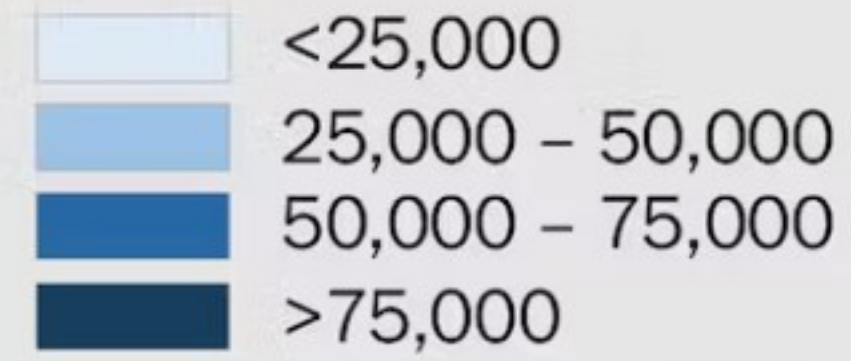
2020



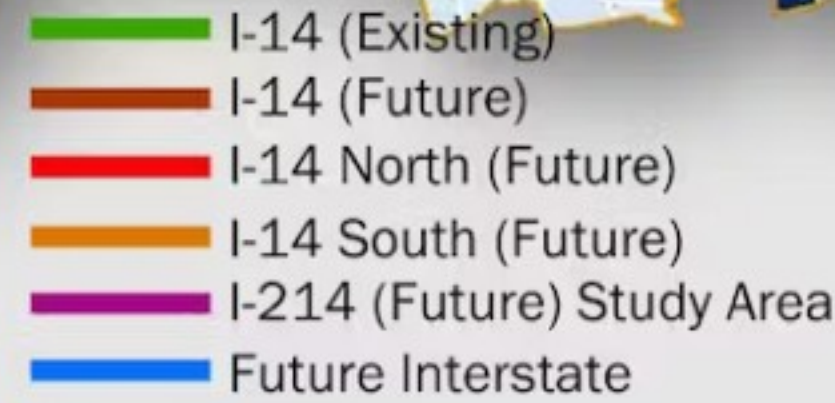
2050



I-14 System Sociodemographic Data: Total Employment – 2020 & 2050



2020

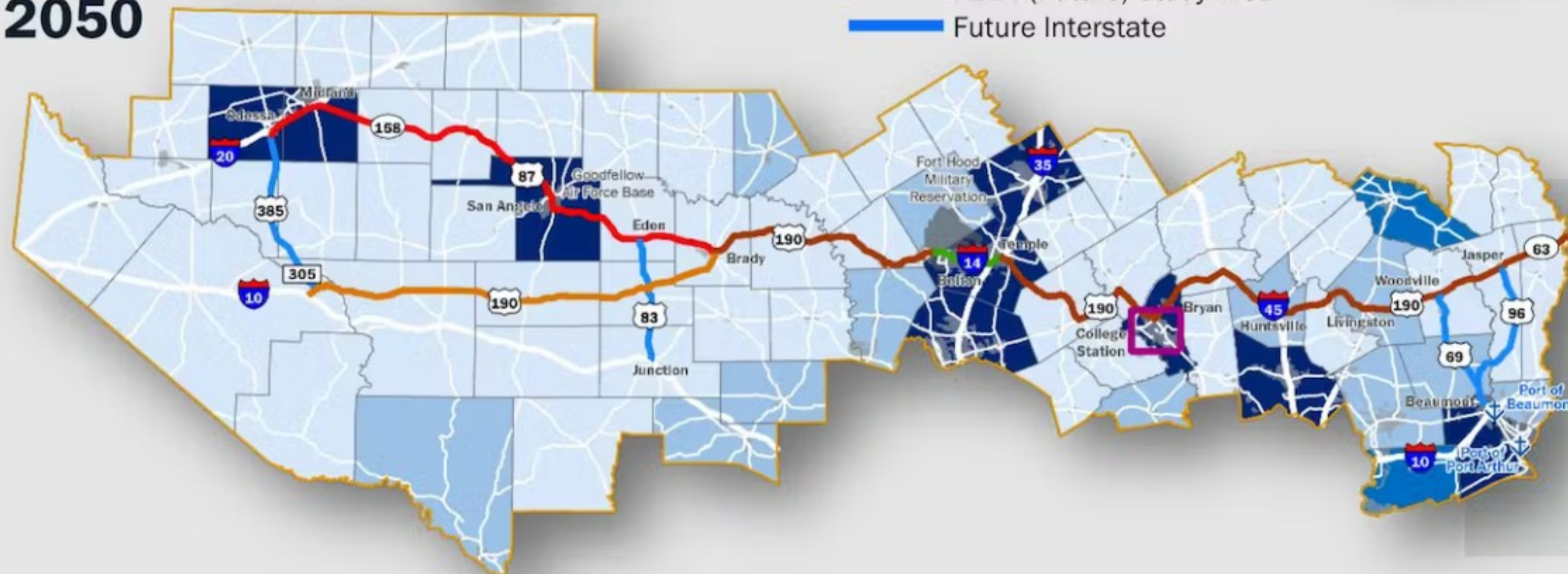


Top 5 Counties

2.2M
(12.8%)

1. Montgomery
2. Williamson
3. Bell
4. McLennan
5. Jefferson

2050



Top 5 Counties

3.9M
(12.8%)

1. Williamson
2. Montgomery
3. Bell
4. Midland
5. Brazos

Source: Woods & Poole, 2022

I-14 System Economic Data: Gross Regional Product (GRP) 2020 & 2050



2020



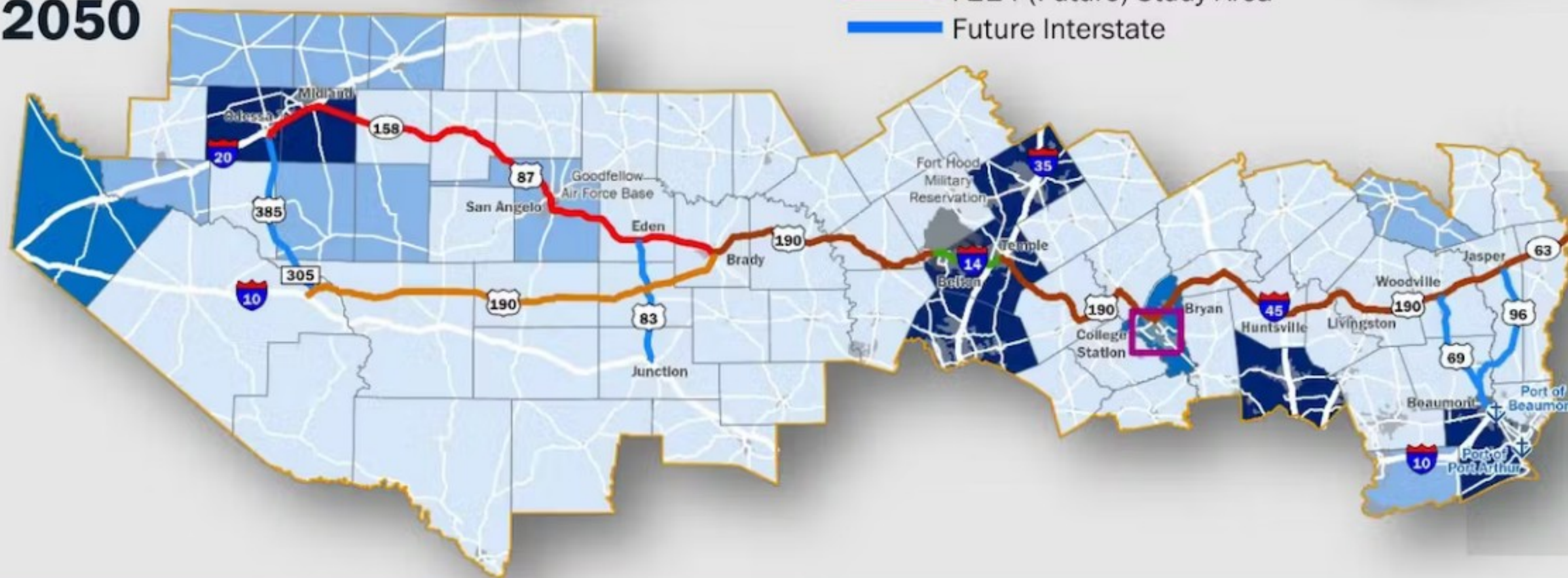
Top 5 Counties

\$202.0B
(12.7%)

1. Montgomery
2. Williamson
3. Jefferson
4. Midland
5. Bell

119.0%
growth

2050



Top 5 Counties

\$442.4B
(12.2%)

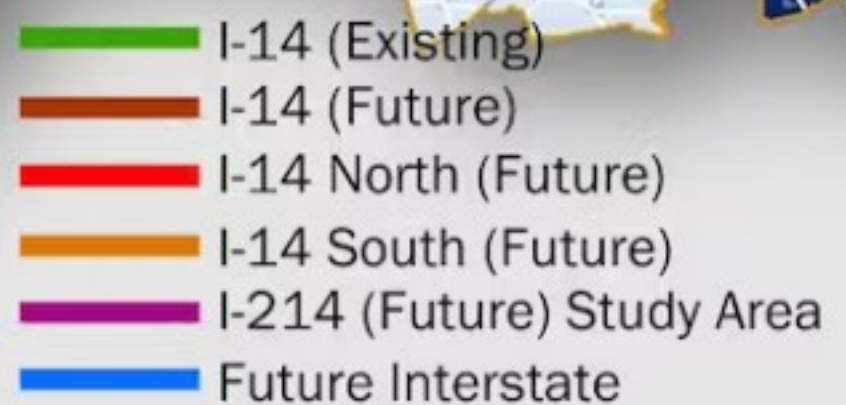
1. Williamson
2. Montgomery
3. Midland
4. Bell
5. Jefferson

Source: Woods & Poole, 2022

I-14 System Total Freight Tonnage by County – 2020 & 2050



2020



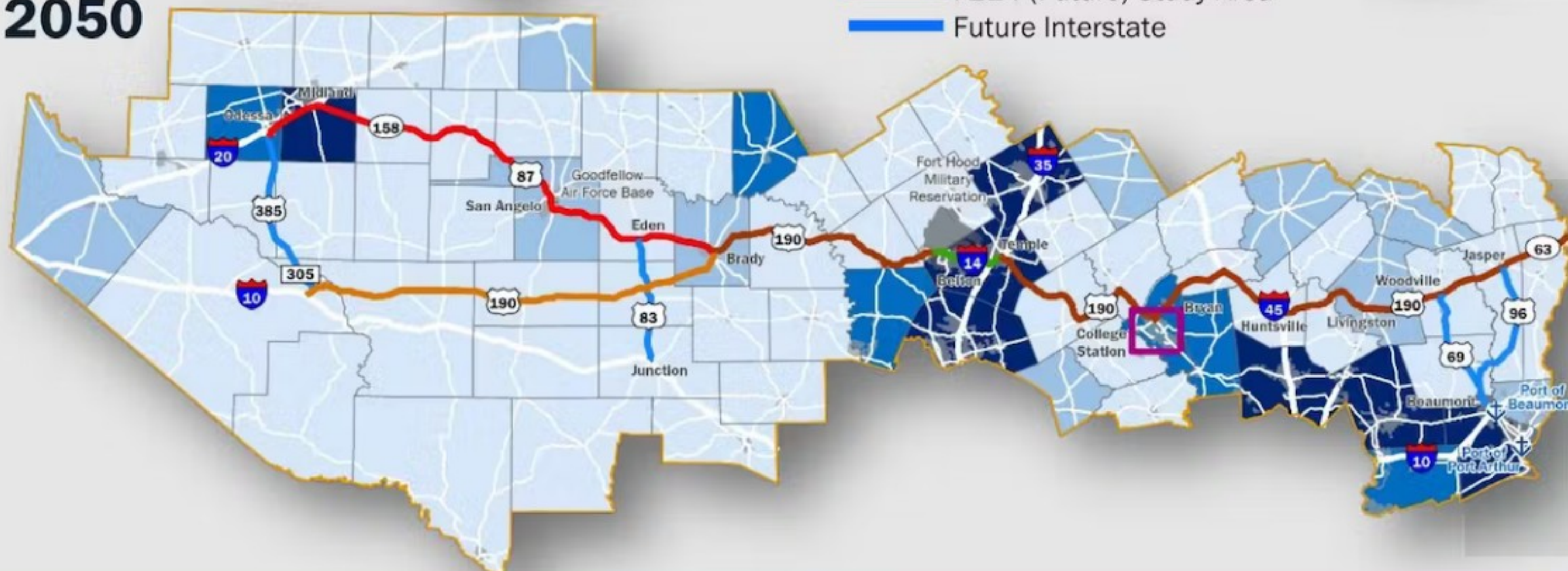
Top 5 Counties

1. Jefferson
2. Williamson
3. Montgomery
4. McLennan
5. Bell

264.2M



2050



Top 5 Counties

1. Jefferson
2. Montgomery
3. Williamson
4. McLennan
5. Bell

497.0M

Source: Transearch (IHS Markit), 2021

What are key industries that you expect the I-14 system to serve in the near and long term?

3 Answers

Logistics and distribution

Military related

Energy production support

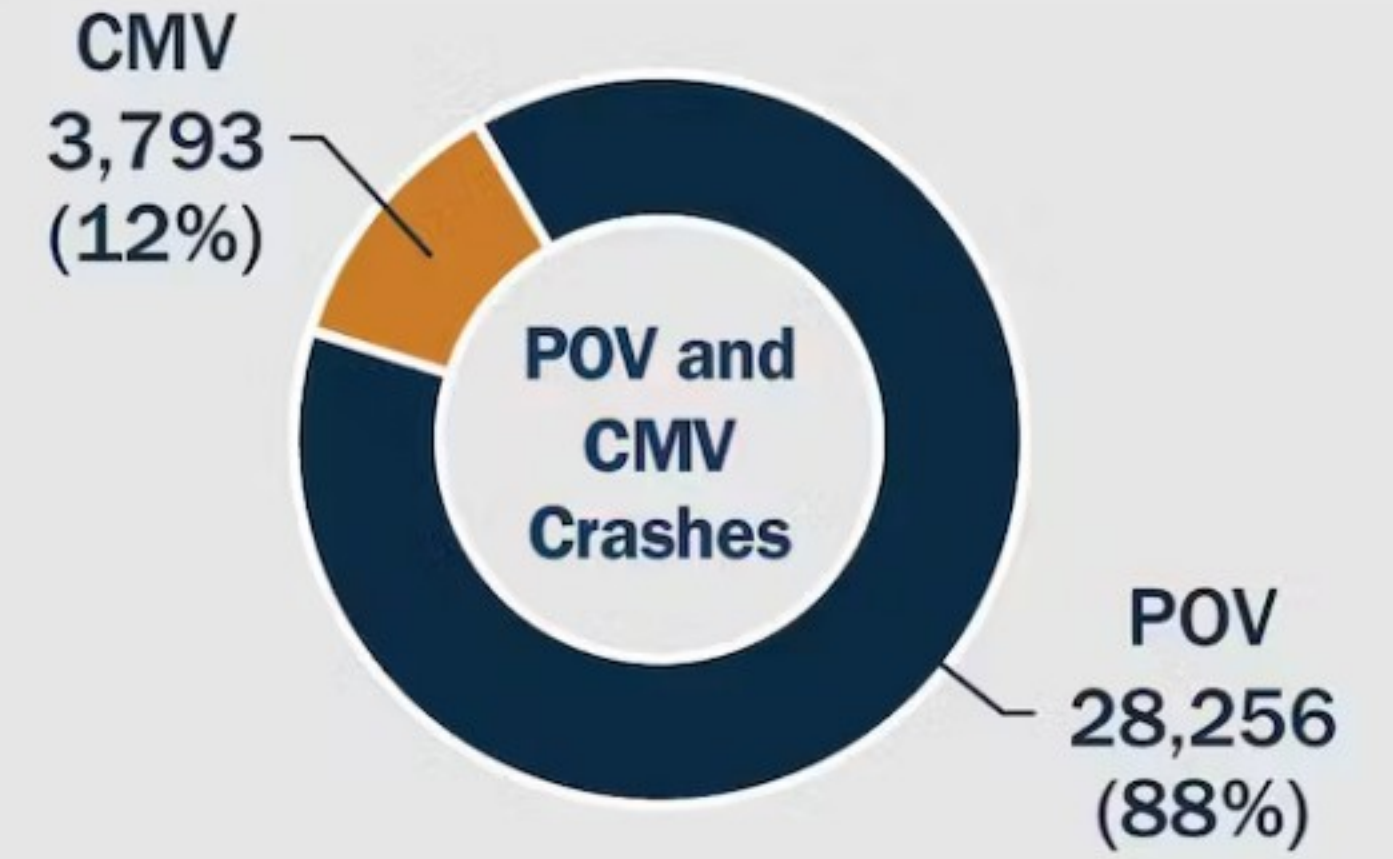
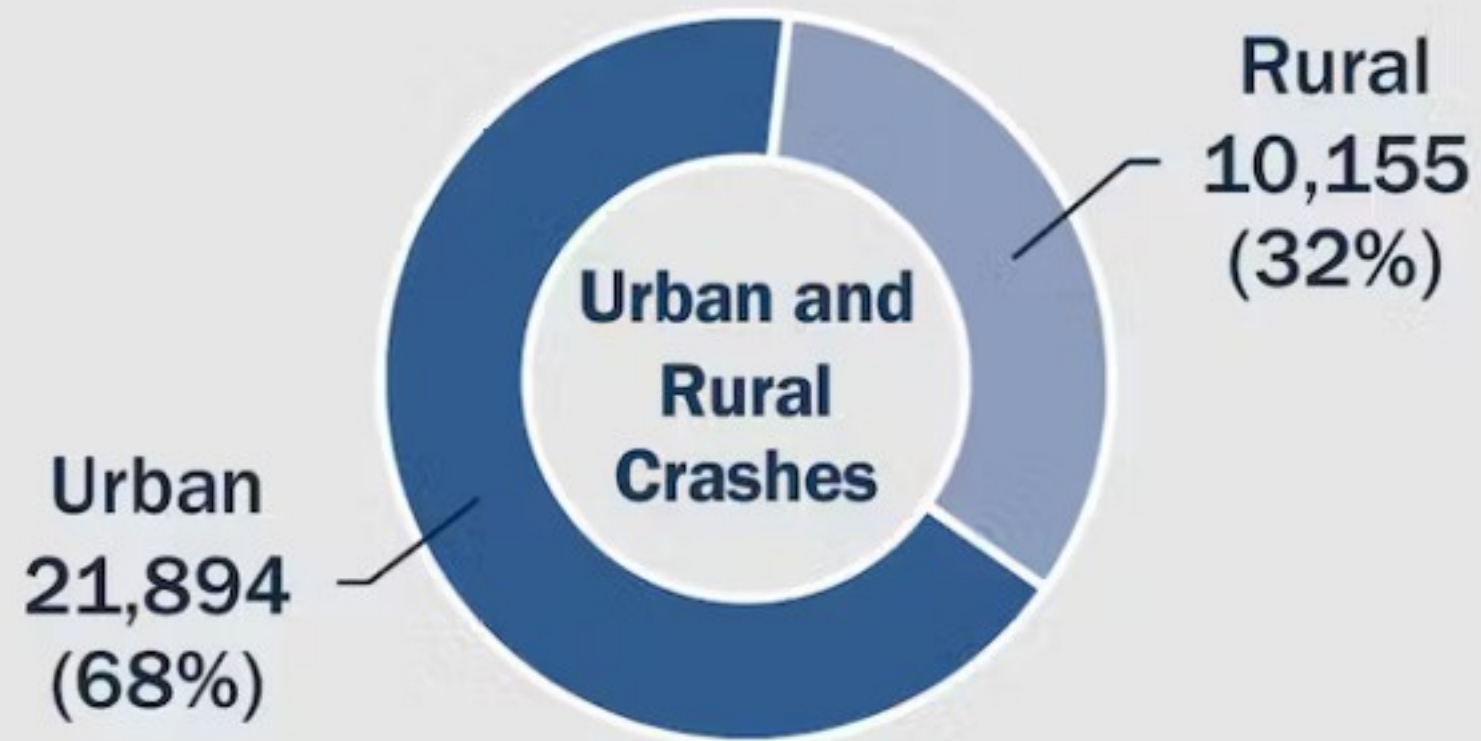
How do you anticipate the I-14 system will impact freight movement?

2 Answers

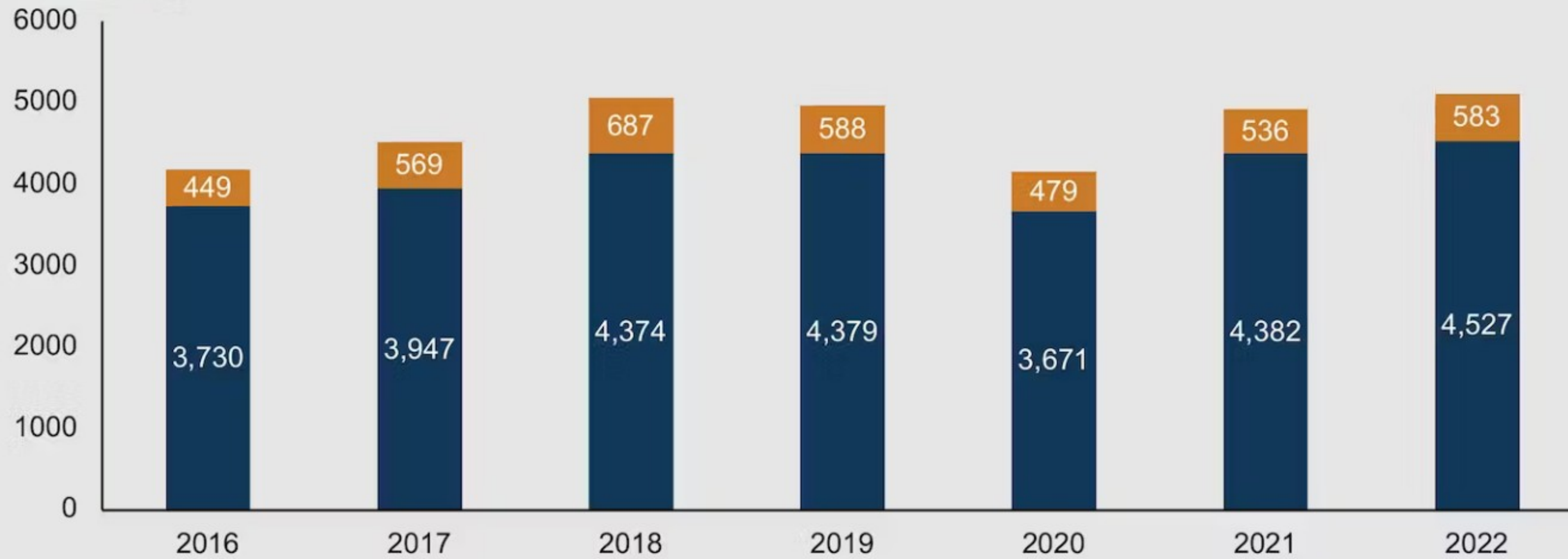
Serve as high elevation alternative to i
-0

Attract more industry to Central Texas

Safety: Total Crashes 2016 - 2022



32,049 total crashes

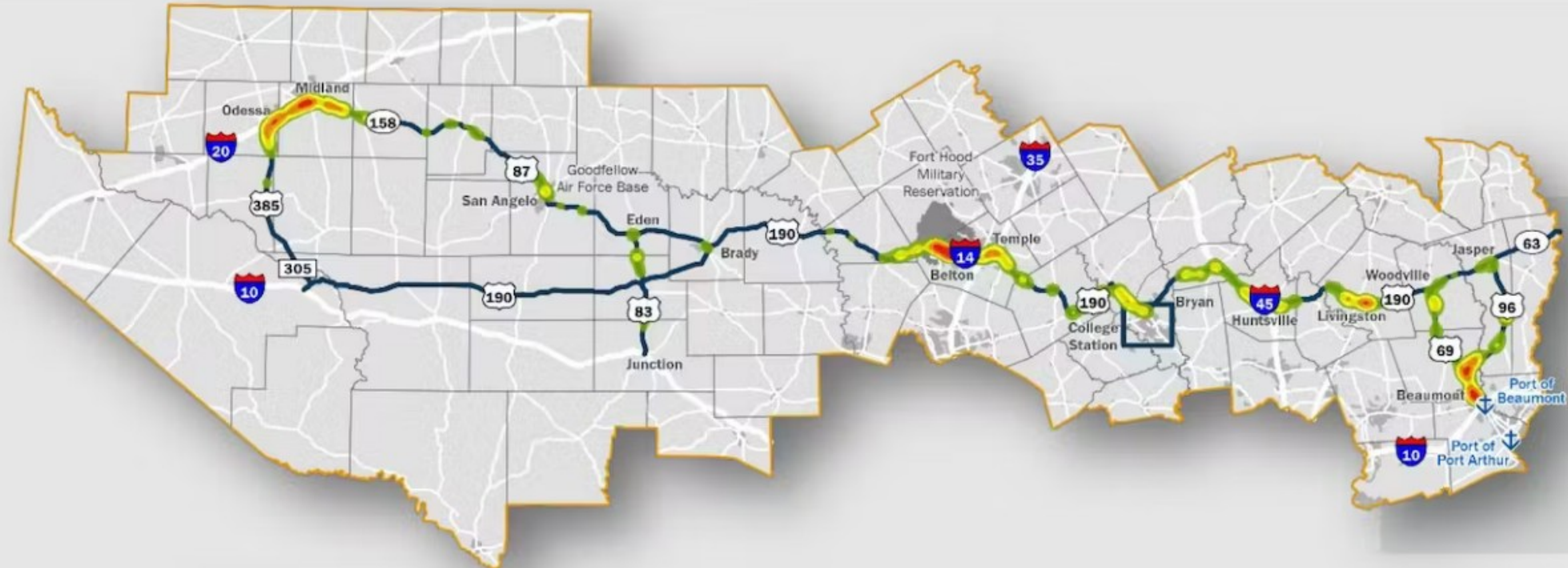


■ Privately Owned Vehicle (POV) Crashes

■ Commercial Motor Vehicle (CMV) Crashes

Source: TxDOT C.R.I.S., 2022

Safety: Fatal Crash Hotspots 2016 - 2022



All Fatal Crashes (Density)



Commercial Motor Vehicle Fatal Crashes (Density)



Source: TxDOT C.R.I.S., 2022

What safety and operational enhancements do you believe are needed along the I-14 system of roadways?

3 Answers

Continue adding Wrong Way signage and lane reflectors

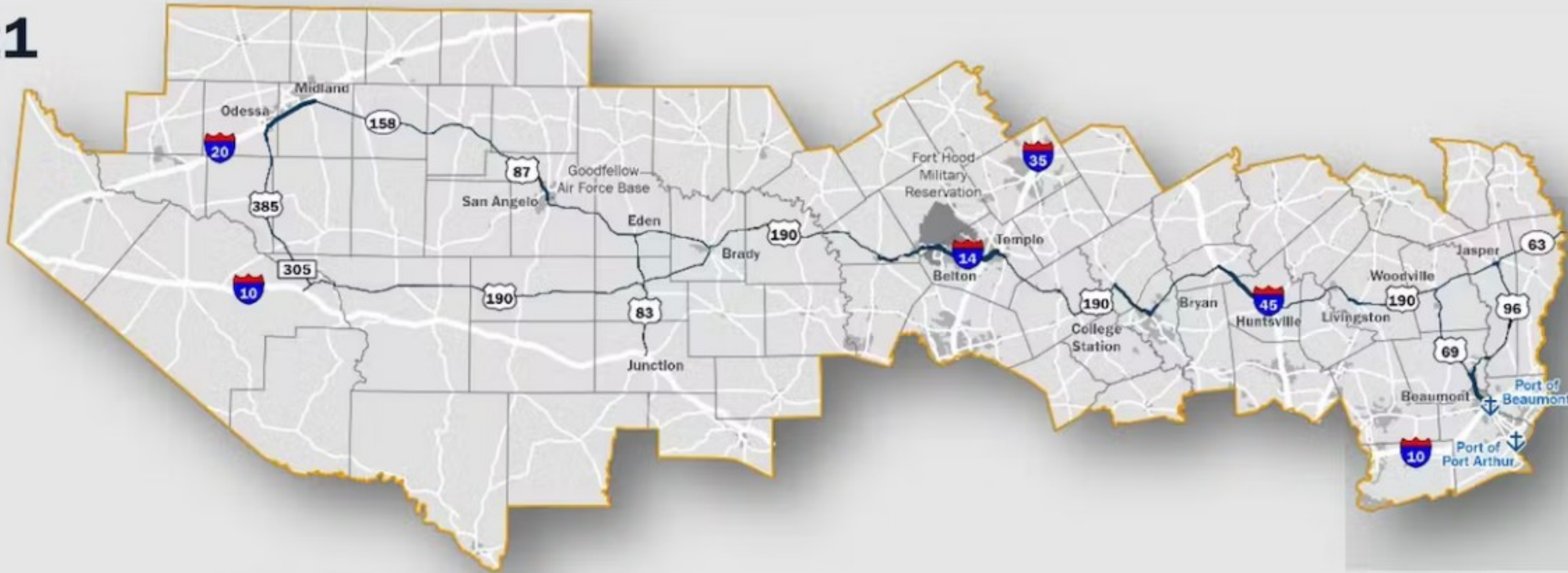
More grade separations

Cameras are always good for investigative/flow trends

Average Daily Traffic: 2021 & 2041



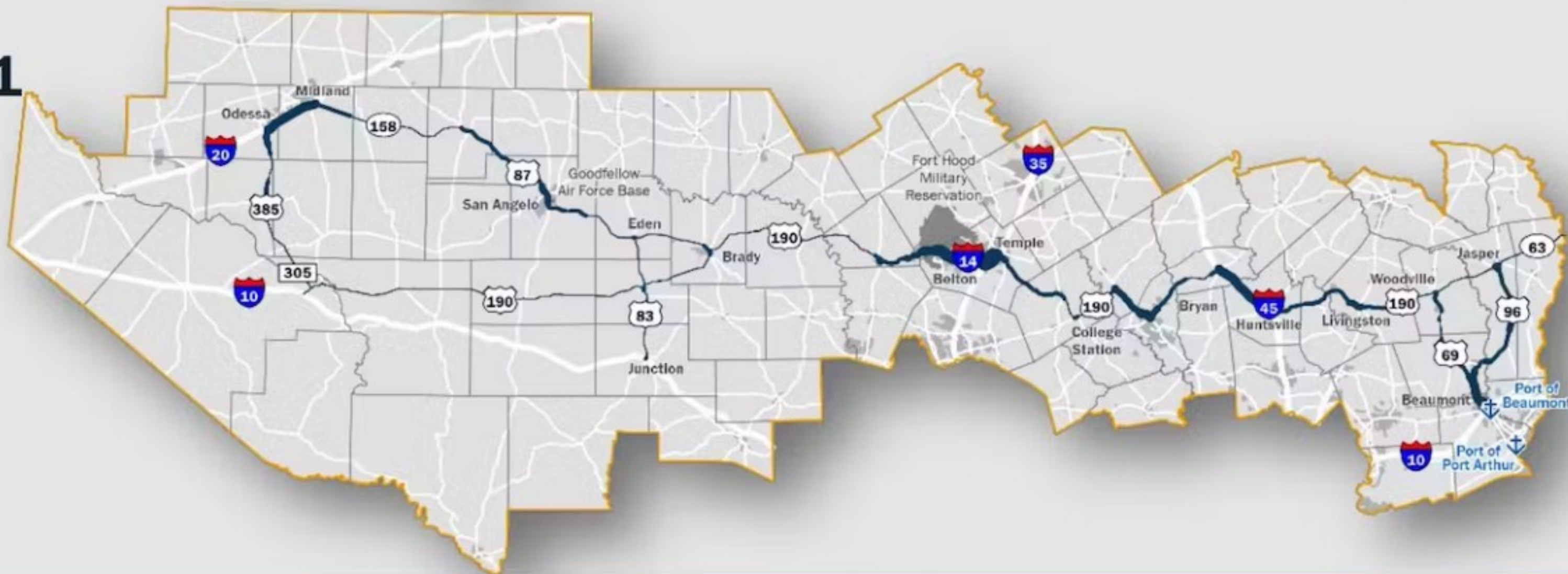
2021



40%
growth

Fort Hood to Temple
segment with the most growth (163%)

2041



ADT

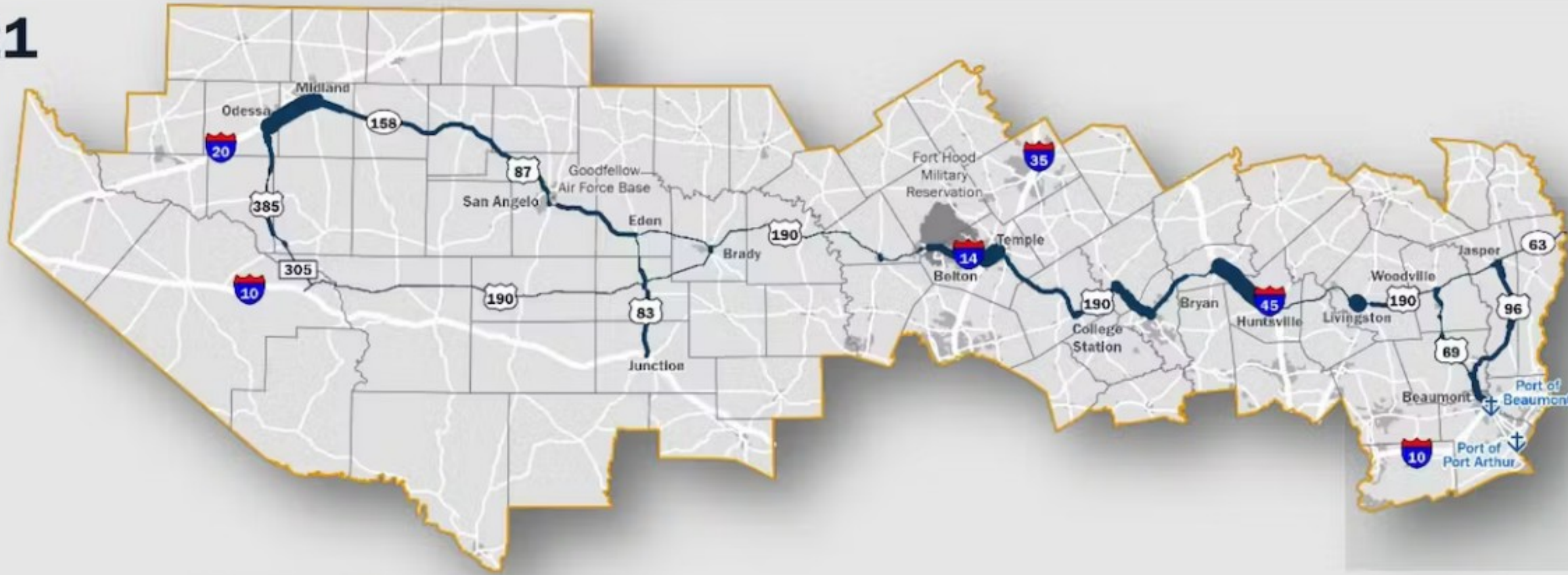
- <10,000
- 10,001 - 25,000
- 25,001 - 50,000
- 50,001 - 100,000
- 100,001 - 150,000
- >150,000

Source: TxDOT Roadway Inventory, 2021

Average Daily Truck Traffic: 2021 & 2041



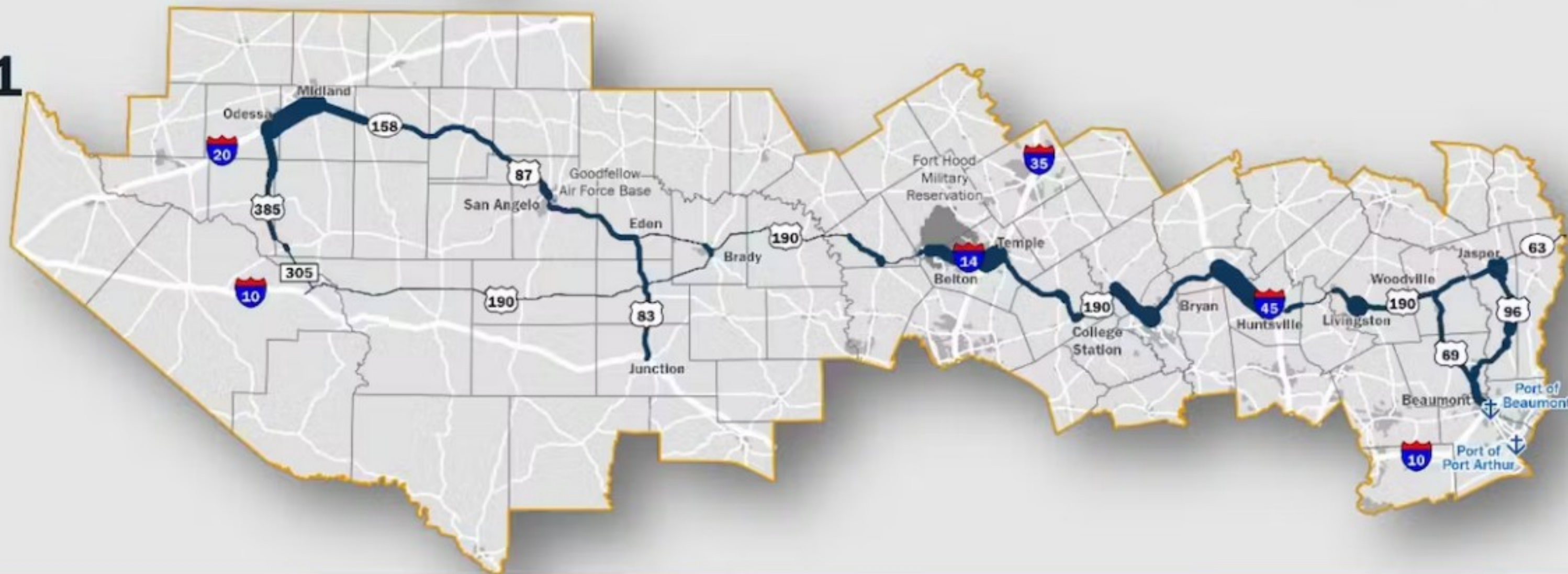
2021



40%
growth

Fort Hood to Temple
segment with the most growth (171%)

2041



Truck ADT

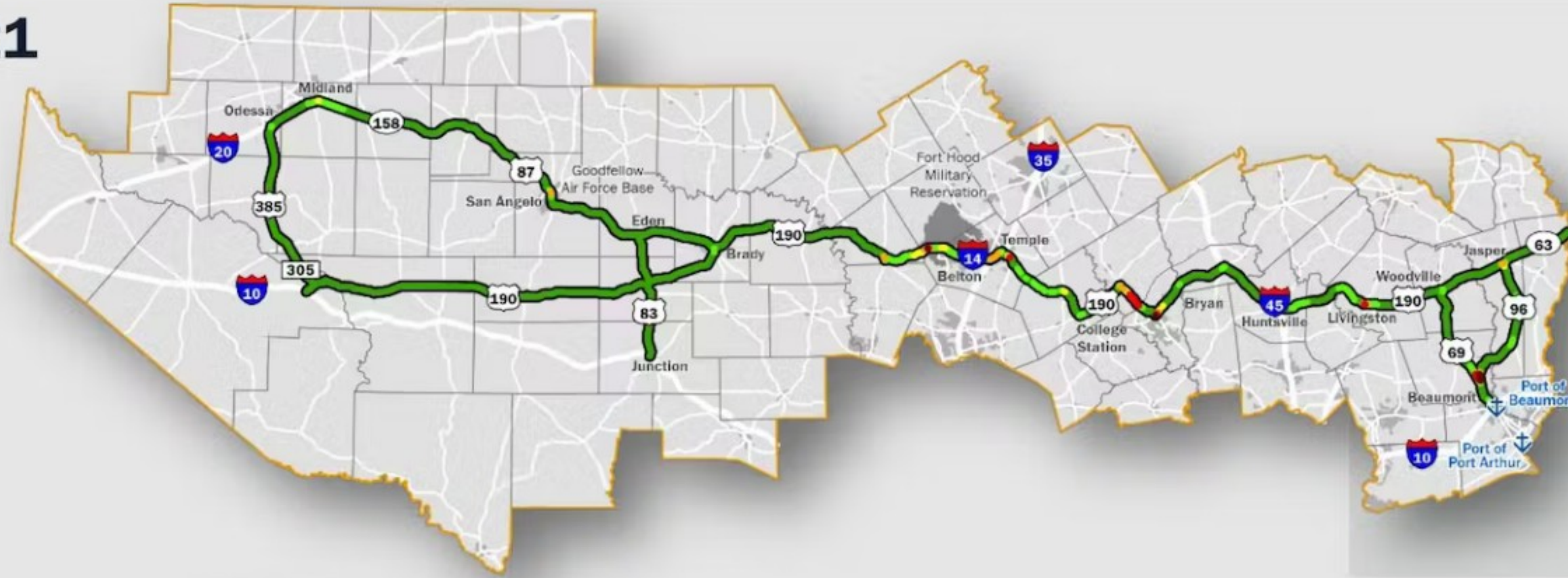
- <1,000
- 1,001 - 2,500
- 2,501 - 5,000
- 5,001 - 7,500
- >7,500

Source: TxDOT Roadway Inventory, 2021

Existing and Future Congestion Levels: 2021 & 2041

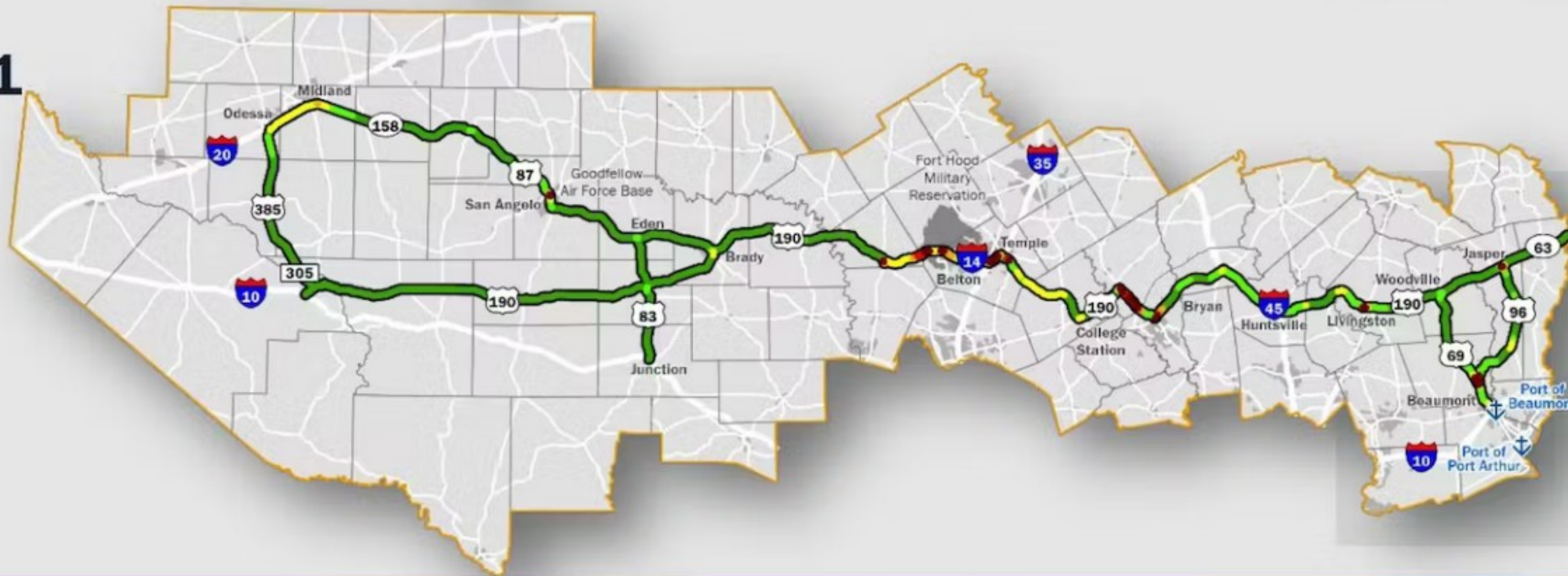


2021



13%
congested
(LOS D or worse)

2041



33%
congested
(LOS D or worse)

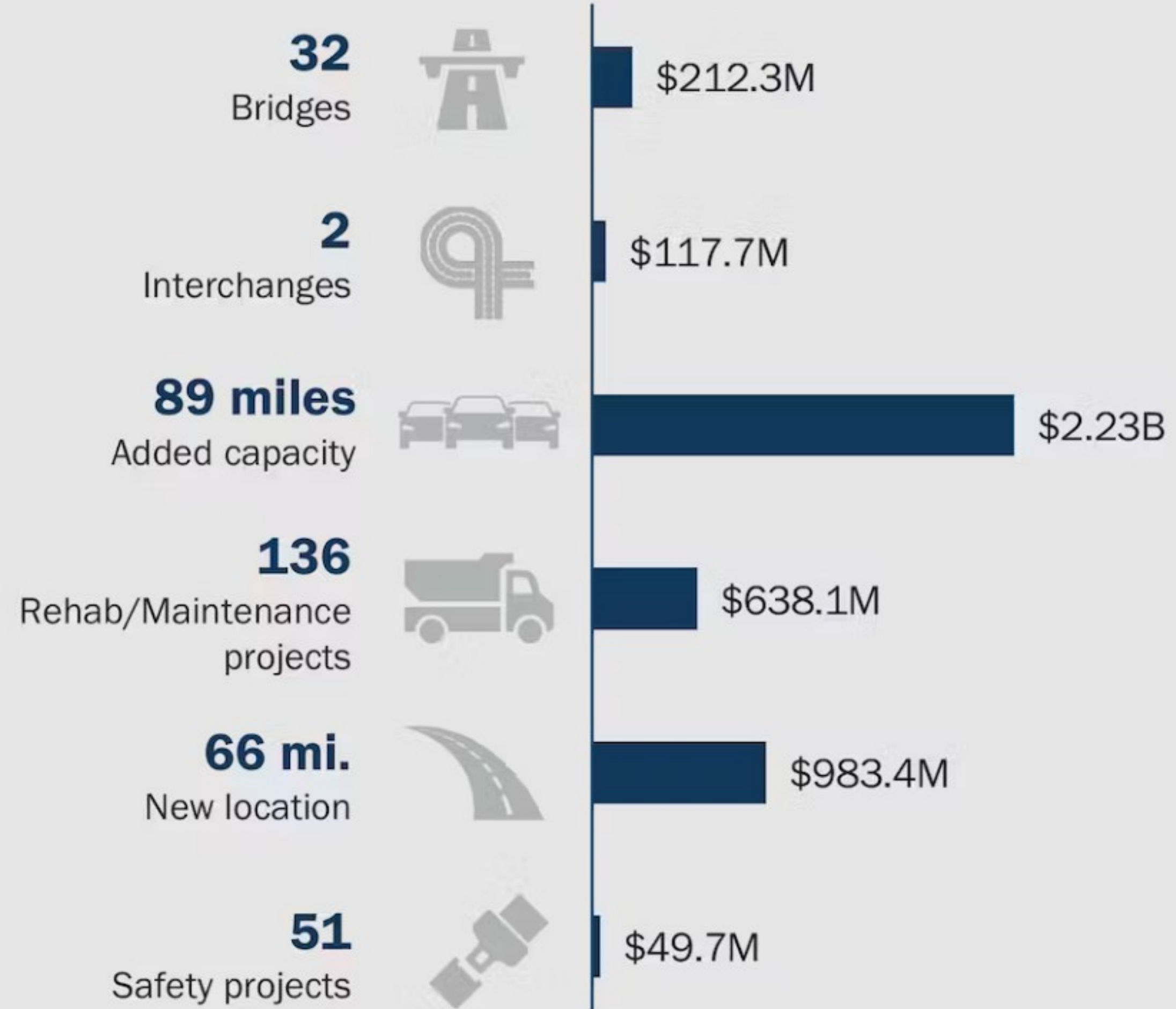
Source: TxDOT Roadway Inventory, 2021

I-14 System Estimated Investments: Active Projects (10 years)



260
Active projects

\$4.23B
construction cost



Source: TxDOT Project Tracker, January 2023



I-14 System in Texas: Implementation Strategy

What is a TxDOT Interstate Implementation Strategy?



- Comprehensive planning process to guide TxDOT, particularly Districts, on
 - Sequencing the upgrading to interstate standards the roadways comprising the system
 - Identifying where relief route or additional planning studies are needed
 - Estimated funding needed for construction



I-69 Implementation Strategy Update Report

February 2018

Transportation Planning and Programming Division

General Approach in Planning the I-14 System in Texas



- **Build** from existing interstate highways (I-10, I-14, I-20, I-35, I-45), not just radiate from existing I-14
- **Avoid** project planning to interstate standards in areas that do not connect to an existing interstate, or a highway section being developed to interstate standards
- **Avoid** federal, state, local and tribal lands to the extent practicable (National Forests, Big Thicket National Preserve, military installations, Alabama-Coushatta Tribe of Texas)
- **Identify** 4-lane highway sections (undivided and divided) that are also adjacent to existing interstate highways for initial phase of planning and development
- Some highways serve as the “**Main Street**” for communities
 - Roads on new alignment (relief routes) are likely in some areas to avoid a significant number of displacements or impacting environmental features



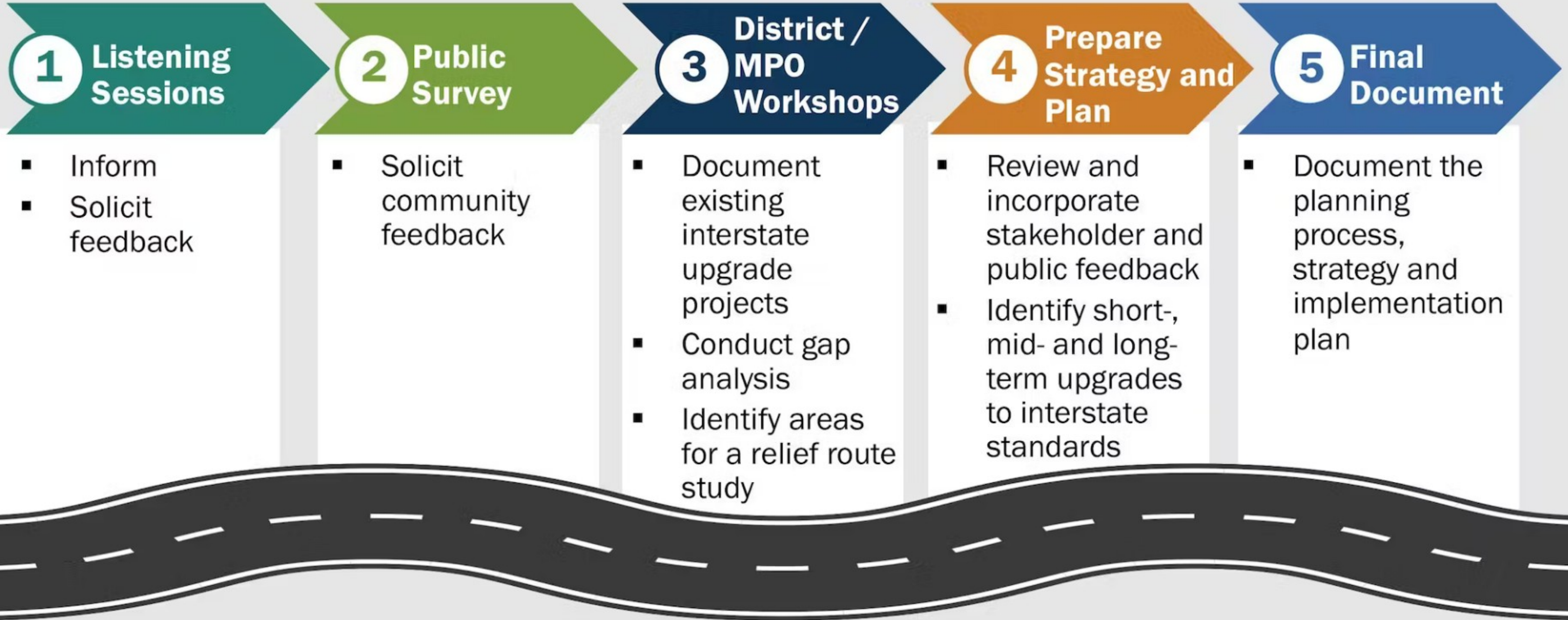
Key Elements of the I-14 System Implementation Strategy



Spring 2023

Summer 2023

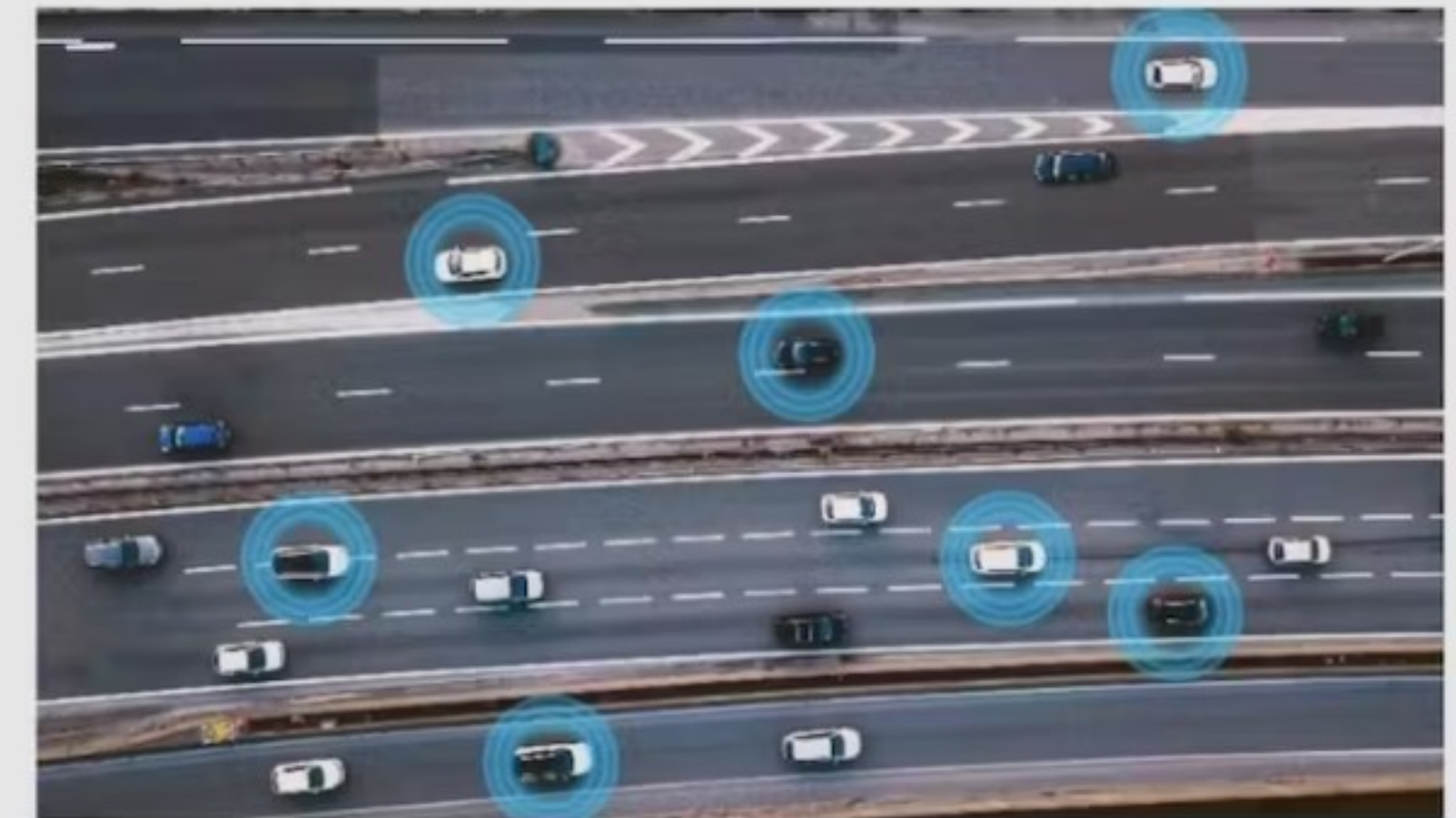
Fall 2023/Winter 2024



I-14 System: Emerging Technologies



- Electric Vehicles (EV)
 - National Electric Vehicle Infrastructure (NEVI) program
 - Texas EV Infrastructure Plan
- Connected and Automated Vehicles (CAV)
 - Standardizing Infrastructure
 - Vehicle-to-infrastructure (V2I) technology
- Intelligent Transportation Systems
 - Trip planning (e.g., ConnectSmart App)
 - Truck Parking Availability System (TPAS)
 - Advance Flood and Fog Detection Warning
 - Smart Work Zones
 - Digital Message Signs





TxDOT is required to complete:

- Feasibility study
- Traffic and safety analysis
- Environmental clearance
- Public involvement
- Engineering and design
- Interstate access justification report (IAJR)
- Railroad agreements
- Right of way acquisition and utility adjustments
- Inclusion of the project in financially constrained plans
 - Unified Transportation Program (UTP)
 - Statewide Transportation Improvement Program (STIP)
 - Transportation Improvement Program (TIP)



Funding

Currently, no specific federal or state funding program set aside to build future interstate highway projects.

- Projects compete with all other Texas highway improvement projects for funding
- Continually balance competing interests throughout the state
 - New construction
 - Maintenance and preservation

Project Selection

- Annual project scoring system evaluates all projects prior to developing the Unified Transportation Program (UTP) each year
- Each project competes for funding during the annual project selection process in the UTP



Congressional designation for a future interstate does not promote future interstates above other projects



I-14 SYSTEM IN TEXAS: RESOURCES

Lorena Echeverria de Misi, PE

Manager, Corridor Planning Branch - TPP

Texas Department of Transportation

☎ (512) 696-3203

✉ Lorena.echeverriademisi1@txdot.gov

Steve Linhart, AICP

Project Development Manager

Texas Department of Transportation

☎ (512) 730-9502

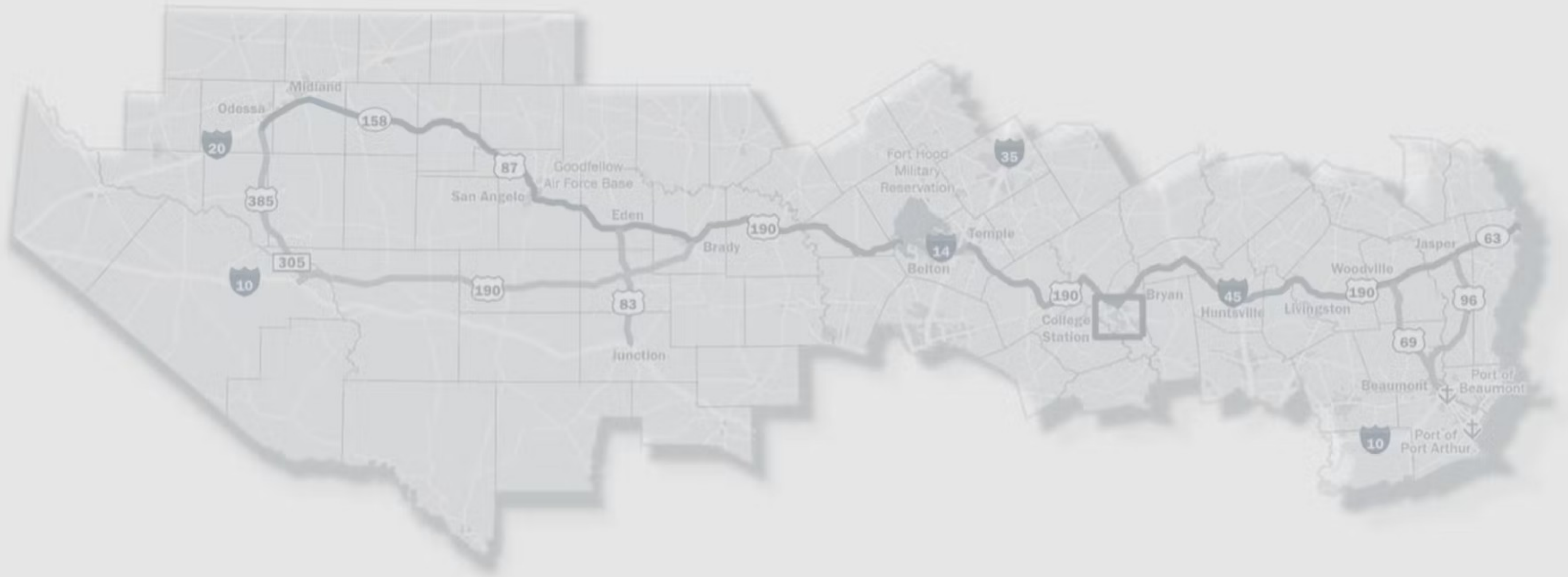
✉ steve.linhart2@txdot.gov

Webpage is active on
TxDOT.gov keyword
"Interstate 14"

Fact sheet is available



Discussion



I-14 System in Texas Implementation Strategy

Stakeholder Listening Session

Thursday, April 27, 2023 9:30 A.M. Session

Webex Chat Comments, Transcribed

- Regarding Menti Question: What are some benefits of having an interstate highway system in your region?
 - John Thompson via Chat:
 - Economic, Evacuation
 - Plus all of the benefits previously noted.
 - Malcom D. Morris via Chat: Facilitate Access to Ft. Polk LA, Economic development for Central Louisiana.

- Regarding Menti Question: What are key industries that you expect eh I-14 system to serve in the near and long term?
 - Malcolm D. Morris via Chat: Military, Timber, Oil & Gas
 - John Thompson via Chat: Timber, Recreational

- Regarding Menti Question: How do you anticipate the I-14 system will impact freight movement?
 - John Thompson via Chat: Relief to existing Interstates
 - Malcom D. Morris via Chat: Increase efficiency and safety.

- Regarding Menti question: What safety and operational enhancements do you believe are needed along the I-14 system of roadways?
 - John Thompson via Chat:
 - Other than Mandated for Interstate?
 - Vicky replied via voice: Either/Or
 - No 2 way feeder streets.

- Chris Lanier via chat: Thanks for the insight and diligence with this project.

- During the Discussion Session:
 - John Thompson via chat: Sabine River Bridge Status?
 - Steve Linhart via Voice: I believe that would be something more for the distract itself. Will get Lisa Collins info down to Mr. Thompson.
 - John Thompson replied via Chat: Thanks
 - Chris Lanier via Chat: How many Bucees will this new stretch support? Ha

- Malcom D. Morris via Chat: How is TxDOT coordinating with LA DOTD as well as other states in the corridor?
 - Steve Linhart via Voice: We're staying in touch with Louisiana DOT and invited them to attend Listening Sessions. We will continue to work with other states as well. They have his contact info. TxDOT received a question from the Youth Infrastructure Coalition (an Alabama organization). They reached out to the TxDOT TPP director about I-14 system. Steve provided the information to them.
 - - Malcom D. Morris: Thank you.

VISION ZERO TEXAS

**WE CAN END
TRAFFIC DEATHS
IN TEXAS**



Safe Streets for Texans - SETRPC

Vision Zero Safe Systems Training

Please join us for a Safe Streets for Texans (SS4T) Training on Vision Zero and the Safe Streets and Roads for All (SS4A) Grant Program.

The training will focus on better understanding Vision Zero and the Safe Systems approach as laid out by the US DOT & FHWA with regards to applying for SS4A Planning and Implementation Grants

[Farm&City](#) and its [Vision Zero Texas](#) program has secured safety grant funding to provide - free of charge - every city, county, tribal agency, and MPO the opportunity to learn more about the Vision Zero / Safe Systems approach.

Thursday, August 17, 2023, 9:00 AM - 2:00 PM CT

City of Orange Planning Department Community Room, 303 8th St, Orange, TX 77630

July 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
72.8% 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
65.67% 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
34.54% 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
29.68% 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
24.38% Complete - A
18% Complete - B

J27- SH 124 0368-02-046
at Taylor's Bayou
Replace Bridge
Let: February 2023
Total Cost \$6,296,239.49
11.14% 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
4.56% 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
50.2% Complete

O21- FM 1442 2562-01-023
FM 105 to FM 408
Center turn lane
Let: August 2021
Total Cost \$7,694,479.73
43.3% 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
99.9% 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
.66% Complete

O25- BU 90Y 0028-15-059
16th St to Simmons Dr.
Surface/ restore
Let: February 2023
Total Cost \$2,977,919.30
25.40% Complete

H3- FM 943 1194-02-019
Polk C/L to FM 1003
Restore roadway
Let: July 2021
Total Cost \$1,940,016.09
95.44% Complete



DATA SOURCE:



Created By: SET-MPO