



**South East Texas Regional Planning Commission  
Metropolitan Planning Organization (SETRPC-MPO)  
Transportation & Environmental Resources Division**

**JOHRTS TRANSPORTATION CONFORMITY PRE-ANALYSIS CONSENSUS PLAN  
INTERAGENCY CONSULTATION TEAMS MEETING**

**TUESDAY, January 23, 2024**

**10:00 A.M.**

# **AGENDA**

- I. WELCOME AND INTRODUCTIONS
- II. PURPOSE
- III. DRAFT SETRPC-MPO JOHRTS TRANSPORTATION CONFORMITY PRE-ANALYSIS CONSENSUS PLAN FOR THE JOHRTS MTP-2050 AND THE JOHRTS FY 2025-2028 TIP
- IV. QUESTIONS AND ANSWERS
- V. NEXT STEPS
- VI. ADJOURNMENT



## **JOHRTS TRANSPORTATION CONFORMITY PRE-ANALYSIS CONSENSUS PLAN INTERAGENCY MEETING**

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DATE: January 23, 2024

TIME: 10:00 a.m.

PLACE: South East Texas Regional Planning Commission (SETRPC)  
(Teams Meeting)

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### **I. WELCOME AND INTRODUCTIONS**

Mr. Bob Dickinson, Director, Transportation & Environmental Resources, called the meeting to order, welcomed guests and requested introductions.

### **II. DRAFT SETRPC-MPO JOHRTS TRANSPORTATION CONFORMITY PRE-ANALYSIS CONSENSUS PLAN FOR THE JOHRTS MTP-2050 AND THE JOHRTS FY 2025-2028 TIP**

Mr. Dickinson gave a brief overview of the Pre-Analysis Consensus Plan. Here were some of the main points discussed:

- SETRPC-MPO needs to update the acronym from JOHRTS to JJORTS as well as clarify that the change is due to the addition of Jasper County.
- SETRPC-MPO needs to change the plan years from 2023 to 2024 as the plan will not be adopted until 2024.
- SETRPC-MPO needs to clarify in the explanation that the conformity determination will be completed on two documents: MTP-2050 and the JOHRTS FY 2025-2028.
- It was suggested that we may want to modify or completely remove the instructions.
- SETRPC-MPO can drop in the timeline in the "note" section.
- Mr. Phillip Tindall asked if there was a possibility of having a redesignation of the MPO since we were adding Jasper County.
- It was discussed if the change from JOHRTS to JJOHRTS would need a Governor's approval.
- It was discussed that the MTP-2050 and the FY 2025-2028 TIP will include Jasper County's projects.

- Mr. Tindall will send examples of resolutions regarding the redesignation of an MPO.

**III. COMMENTS, QUESTIONS AND ANSWERS**

Ms. Barbara Maley, from FHWA, stated that their comments will be sent to SETPRC-MPO in writing

Ms. Jamie Zech stated that TCEQ did not have any comments on the Pre-Analysis Consensus Plan.

No other comments were made.

**IV. ADJOURNMENT**

Mr. Dickinson adjourned the meeting at 10:37 a.m.

**PARTICIPANTS**

Barbara Maley	FHWA
Jose Campos	FHWA
Krystal Lastrape	FHWA
Jamie Zech	TCEQ
Jeff Riley	EPA – Region 6
Janie Temple	TxDOT
Laura Norton	TxDOT
Lisa Collins	TxDOT – Beaumont District
Mansour Shiraz	TxDOT – TP&P
Phillip Tindall	TxDOT – TP&P
Raymond Sanchez	TxDOT – TP&P
Tim Wood	TxDOT
Todd Carlson	Texas A&M - Transportation Institute

**SETRPC STAFF PRESENT**

Bob Dickinson	Director, SETRPC
Lucie Michaud	Administrative Assistant, SETRPC

# Pre-Analysis Consensus Plan

## PACP Submission Information

<b>Prepared by</b>	South East Texas Regional Planning Commission
<b>Meeting Date</b>	<b>Purpose of Meeting</b>
January 23, 2024	JJOHRTS transportation conformity pre-analysis consensus plan interagency consultation Teams meeting

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## ACRONYMS

Acronym/Abbreviation	Definition
JJOHRTS	Jasper-Jefferson-Orange-Hardin Regional Transportation Study
JOHRTS	Jefferson-Orange-Hardin Regional Transportation Study
MPO	Metropolitan Planning Organization
MTP	Metropolitan Transportation Plan
SETRPC	South East Texas Regional Planning Commission
TIP	Transportation Improvement Program
TDM	Transportation Demand Model
TTI	Texas A&M Transportation Institute
TxDOT	Texas Department of Transportation

# 1 THE PURPOSE OF TRANSPORTATION CONFORMITY EMISSIONS ANALYSIS

Table 1. Reasons for the Transportation Conformity Emissions Analysis (40 CFR § 93.104)

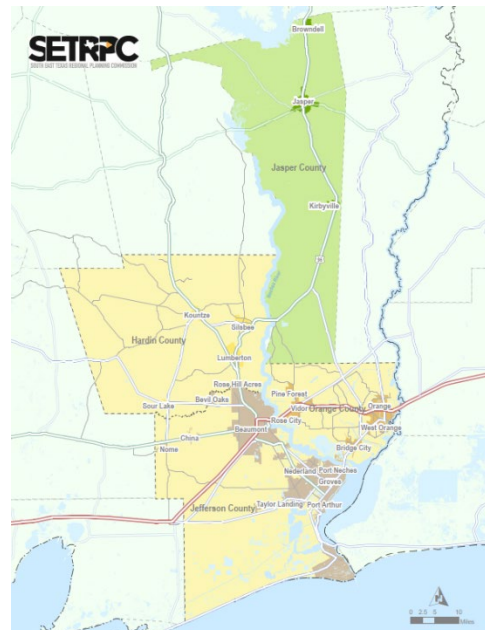
Check Box	Reasons	Years Covered
X	a. New Metropolitan/Regional Transportation Plan (demographics, horizon year, etc.)	2024-2050
	b. Modify Existing Metropolitan/Regional Transportation Plan (interim year adjustments)	
X	c. New or Amended Transportation Improvement Program	2025-2028
	d. State Implementation Plan (SIP) Requirements	
	e. Newly Designated Non-Attainment Area	

**Explanation:**

The South East Texas Regional Planning Commission (SETRPC) MPO serves as the Metropolitan Planning Organization (MPO) for southeast Texas. Recently, there has been a boundary expansion of the SETRPC MPO region. Originally encompassing a three-county area consisting of Jefferson, Orange, and Hardin counties, the MPO now extends to include a four-county region with the addition of Jasper County. Jasper County has recently been incorporated into the SETRPC MPO's jurisdiction. Please see the maps below.



**SETRPC MPO Three-County Region**



**SETRPC MPO Four-County Region**

## SETRPC MPO 2050 MTP and 2025-2028 TIP

The current Jefferson-Orange-Hardin Regional Transportation Study (JOHRTS) MTP 2045 and the JOHRTS 2023-2026 TIP were both developed in 2019 and exclusively covered a three-county region. However, with the recent expansion of the Metropolitan Planning Organization (MPO) boundary, the SETRPC MPO is now incorporating Jasper County into its jurisdiction. Consequently, the SETRPC MPO is in the process of developing the new Jasper-Jefferson-Orange-Hardin Regional Transportation Study (JJOHRTS) MTP 2050 and the JJOHRTS 2025-2028 TIP to encompass this additional area.

The SETRPC MPO is proposing the following plan and procedures to conduct a transportation conformity determination for the new JJOHRTS MTP 2050 and the new JJOHRTS FY 2025-2028 TIP. This plan is being submitted to the interagency consultation partners for soliciting consensus before commencement of a full-scale transportation conformity analysis.

The plan and procedures may be revised as SETRPC MPO, TxDOT, and TTI proceed with the conformity determination. Notification of such changes will be made to the interagency consultation partners through the consultation process.

Specifically, the Regional Transportation Conformity process will consist of the JJOHRTS MTP-2050 and the JJOHRTS FY 2025-2028 TIP. Per allowances specifically outlined for the Beaumont region as an "orphan area" in *Transportation Conformity Guidance for the South Coast II Court Decision* issued by EPA in November 2018, this conformity analysis will NOT be based on regional emissions analysis. As such, **no regional travel or emissions analysis will be performed as part of this conformity determination.** Consequently, the sections pertaining to travel demand model and emission model (Sections 5 to 9) will not be applicable to the SETRPC MPO Regional Transportation Conformity process.

There can be serious impacts to the southeast Texas region in the absence of a regional transportation conformity determination. Federal actions, specifically those related to non-exempt or added capacity projects, are prohibited from proceeding without a conformity determination on the JJOHRTS MTP-2050 and the JJOHRTS FY 2025-2028 TIP. This determination ensures that proposed transportation projects comply with federal air quality standards and regulations. Therefore, until a conformity determination is made, these projects cannot move forward with federal funding or support.



## 2 TIMELINE FOR THE TRANSPORTATION CONFORMITY DOCUMENT DEVELOPMENT

Table 2. Anticipated Transportation Conformity Timeline

#	Task Items	Timeframe
1	Pre-Analysis Consensus Plan Review and Approval	12/15/2023 - 2/15/2024
2	Travel Model Networks Development and Emissions Analysis	N/A
3	Regional Technical and Transportation Planning Committee Information	4/1/2024 - 4/30/2024
4	Public Meetings and Comment Period	4/1/2024 - 4/30/2024
5	Regional Technical and Transportation Planning Committee Approval	5/1/2024-5/31/2024
6	Consultative Partner Review Period	7/15/2024 -10/31/2024
7	USDOT Air Quality Conformity Determination Anticipated	November 2024
8	Deadline for MTP Update	11/21/2024

## 3 METROPOLITAN TRANSPORTATION PLAN (MTP) OR REGIONAL TRANSPORTATION PLAN (RTP) / TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

Table 3. MTP or RTP / TIP

Plan / Program Name	Years Covered	Fiscally Constrained
2050 Metropolitan Transportation Plan	2024-2050	Yes
2025-2028 Transportation Improvement Program	2025-2028	Yes

### 3.1 DEFINITION OF REGIONALLY SIGNIFICANT PROJECTS (FROM 40 CFR § 93.101)

The networks used in the SETRPC Travel Demand Model (TDM) consist of existing and planned future roadways. Functionally classified roadways (collector and above) or projects seeking federal funding are considered regionally significant. Most of the roadways contained in the model networks are regionally significant. Some roadways are included that are not regionally significant but are necessary to define the traffic analysis zone (TAZ) structure used in the TDM. Applicable State Implementation Plan (SIP), related Emissions Budget, and Transportation Control Measures (TCM)

## 4 APPLICABLE STATE IMPLEMENTATION PLAN (SIP), RELATED EMISSIONS BUDGET, AND TRANSPORTATION CONTROL MEASURES (TCM)

Table 4. Applicable SIP and Emissions Budget(s)

SIP	Attainment Year	Pollutant	Emission Budget (TPD)
PM <sub>10</sub> SIP	N/A	N/A	N/A
Ozone SIP	N/A	N/A	N/A
Ozone SIP	N/A	N/A	N/A

Table 5. TCM strategies, if applicable.

#	TCM	Strategies	Effective Date
1	TCM	N/A	N/A

## 5 CONFORMITY ANALYSIS YEARS

Table 6. Conformity Analysis Years

Variable	Information
Baseline Conformity Year, if applicable.	N/A
Attainment Year	N/A
Analysis Years	N/A
TIP year(s)	N/A
Last Year of Maintenance Plan (if applicable)	N/A
Other	N/A

## 6 DEMOGRAPHICS USED IN CONFORMITY ANALYSIS

Table 7. Demographics

(If using data other than the latest available (i.e., 2020 US Census), please include an explanation.)

Variables	Forecasting method
Population	N/A
Employment	N/A
Socio-economic	N/A
Other	N/A

## 7 TRAVEL DEMAND MODEL

**Table 8. Land-Use Model**

<b>Model Factor</b>	<b>Detail and Methodology</b>
<b>Study Area (sq-mi)</b>	N/A
<b>Traffic Analysis Zones (TAZs)</b>	N/A
<b>Counties</b>	N/A

**Table 9. Travel Demand Model**

<b>Model Factor</b>	<b>Detail and Methodology</b>
<b>Model Validation Year</b>	N/A
<b>Software</b>	N/A
<b>VMT HPMS Factor</b>	N/A
<b>Mode Split Method</b>	N/A
<b>Countries Covered by Model</b>	N/A
<b>Other</b>	N/A

**Table 10. Projects**

<b>Project Element</b>	<b>Description</b>
<b>Regionally Significant Definition</b>	Most roadways currently represented in the travel model network is considered regionally significant or is functionally classified collector and above or for which a project on the roadway is seeking federal funding.
<b>Capacity Changes</b>	SETRPC will identify capacity changes resulting from proposed MTP and TIP project descriptions.
<b>CMAQ Projects</b>	SETRPC receives no CMAQ funding and therefore the MTP and TIP contain no CMAQ projects.
<b>Non-Federal Projects</b>	SETRPC will identify regionally significant projects in the MTP and TIP that do not receive federal funding (local initiatives, private ventures, etc.).
<b>Exempt Projects</b>	SETRPC will identify exempt projects in the TIP according to the specifications outlined in the Conformity Regulations (§93.126, §93.127, and §93.128).
<b>Other</b>	

**Table 11. Seasonal Factor**

<b>Factor</b>	<b>Information</b>	
<b>Base Data</b>	N/A	
<b>Year of the Base Data</b>	N/A	
<b>Season</b>	<b>Summer</b>	<b>Winter</b>
<b>Seasonal Period</b>	N/A	N/A
<b>Adjustment Factor</b>	N/A	N/A

**Table 12. Hourly Distribution Factors**

<b>Factor</b>	<b>Information</b>	
<b>Season</b>	N/A	N/A
<b>Hour</b>	<b>Hourly Factor</b>	
<b>00:00-1:00</b>	N/A	N/A
<b>1:00-2:00</b>	N/A	N/A
<b>2:00-3:00</b>	N/A	N/A
<b>3:00-4:00</b>	N/A	N/A
<b>4:00-5:00</b>	N/A	N/A
<b>5:00-6:00</b>	N/A	N/A
<b>6:00-7:00</b>	N/A	N/A
<b>7:00-8:00</b>	N/A	N/A
<b>8:00-9:00</b>	N/A	N/A
<b>9:00-10:00</b>	N/A	N/A
<b>10:00-11:00</b>	N/A	N/A
<b>11:00-12:00</b>	N/A	N/A
<b>12:00-13:00</b>	N/A	N/A
<b>13:00-14:00</b>	N/A	N/A
<b>14:00-15:00</b>	N/A	N/A
<b>15:00-16:00</b>	N/A	N/A
<b>16:00-17:00</b>	N/A	N/A
<b>17:00-18:00</b>	N/A	N/A
<b>18:00-19:00</b>	N/A	N/A
<b>19:00-20:00</b>	N/A	N/A
<b>20:00-21:00</b>	N/A	N/A
<b>21:00-22:00</b>	N/A	N/A
<b>22:00-23:00</b>	N/A	N/A
<b>23:00-24:00</b>	N/A	N/A
<b>Total<sup>1</sup></b>	N/A	N/A

## 8 EMISSION MODELING

Table 13. Emission Modeling

Pollutants Reported			
<b>Pollutants</b>		N/A	N/A
Emission Factor Development			
<b>Emission Model Version<sup>1</sup></b>		N/A	N/A
<b>Years Modeled</b>		N/A	N/A
<b>Time periods</b>		N/A	N/A
<b>Functional Class</b>		N/A	N/A
<b>VMT mix</b>		N/A	N/A
<b>Speed</b>		N/A	N/A
<b>Vehicle Registration</b>		N/A	N/A
MOVES External Condition			
<b>Calendar Year</b>	<b>Baseline Year, if Applicable</b>	N/A	N/A
	<b>Other Years</b>	N/A	N/A
<b>Evaluation Month</b>		N/A	N/A

The current latest year-end vehicle registration data is 2021.

## 9 MOVES INPUT

Table 14. MOVES Input Parameters and data source

Input Parameter	Description	Base Data Source	Notes
<b>Vehicle Population by Source Type</b>	N/A	N/A	N/A
<b>Fleet Age Distribution by Source Type</b>	N/A	N/A	N/A
<b>Fleet VMT by HPMS Vehicle Type</b>	N/A	N/A	N/A

<sup>1</sup> The default emission model used is EPA’s MOVES. The latest version of MOVES is MOVES4 (refer to as just MOVES in this document), which was released on September 12, 2023. A two-year conformity grace period is in effect with the release and ends on September 12, 2025. After this date, MOVES4 must be used for new transportation conformity analyses. The Federal Register notifying this release is available at: <https://www.federalregister.gov/documents/2023/09/12/2023-19116/official-release-of-the-moves4-motor-vehicle-emissions-model-for-sips-and-transportation-conformity>

Road Type VMT distributions	N/A	N/A	N/A
Average Speed Distribution	N/A	N/A	N/A
Ramp Fraction	N/A	N/A	N/A
Fuel Supply ( Table 14)	N/A	N/A	N/A
Fuel Formulation (Table 15)	N/A	N/A	N/A
Fuel Engine Fraction / Diesel Fraction	N/A	N/A	N/A

**Table 15. Fuel Supply**

Fuel Type	Fuel Formulation ID	Market Share	Market Share CV <sup>1</sup>
Gasoline	N/A	N/A	N/A
Diesel	N/A	N/A	N/A

<sup>1</sup>Market Share CV – the coefficient variation of the market share.

**Table 16. Fuel Properties**

Factor	Information					
Fuel Type	N/A	N/A	N/A	N/A	N/A	N/A
Fuel Formulation ID	N/A	N/A	N/A	N/A	N/A	N/A
Fuel Subtype ID	N/A	N/A	N/A	N/A	N/A	N/A
Analysis Year	N/A	N/A	N/A	N/A	N/A	N/A
Season	N/A	N/A	N/A	N/A	N/A	N/A
RVP	N/A	N/A	N/A	N/A	N/A	N/A
Sulfur Level	N/A	N/A	N/A	N/A	N/A	N/A
ETOH Volume	N/A	N/A	N/A	N/A	N/A	N/A
MTBE Volume	N/A	N/A	N/A	N/A	N/A	N/A
ETBE Volume	N/A	N/A	N/A	N/A	N/A	N/A
TAME Volume	N/A	N/A	N/A	N/A	N/A	N/A
Aromatic Content	N/A	N/A	N/A	N/A	N/A	N/A
Olefin Content	N/A	N/A	N/A	N/A	N/A	N/A
Benzene Content	N/A	N/A	N/A	N/A	N/A	N/A
e200	N/A	N/A	N/A	N/A	N/A	N/A
e300	N/A	N/A	N/A	N/A	N/A	N/A
Vol to Wt Percent Oxy	N/A	N/A	N/A	N/A	N/A	N/A
BioDieselEster Volume	N/A	N/A	N/A	N/A	N/A	N/A
Cetane Index	N/A	N/A	N/A	N/A	N/A	N/A
PAH Content	N/A	N/A	N/A	N/A	N/A	N/A

T50	N/A	N/A	N/A	N/A	N/A	N/A
T90	N/A	N/A	N/A	N/A	N/A	N/A

**Table 17. Hourly Meteorological Data**

<b>Factor</b>	<b>Information</b>			
<b>County/Area(s)</b>	N/A	N/A	N/A	N/A
<b>Season</b>	N/A	N/A	N/A	N/A
<b>Hour</b>	<b>Temperature (°F)</b>	<b>Relative Humidity (%)</b>	<b>Temperature (°F)</b>	<b>Relative Humidity (%)</b>
<b>00:00-1:00</b>	N/A	N/A	N/A	N/A
<b>1:00-2:00</b>	N/A	N/A	N/A	N/A
<b>2:00-3:00</b>	N/A	N/A	N/A	N/A
<b>3:00-4:00</b>	N/A	N/A	N/A	N/A
<b>4:00-5:00</b>	N/A	N/A	N/A	N/A
<b>5:00-6:00</b>	N/A	N/A	N/A	N/A
<b>6:00-7:00</b>	N/A	N/A	N/A	N/A
<b>7:00-8:00</b>	N/A	N/A	N/A	N/A
<b>8:00-9:00</b>	N/A	N/A	N/A	N/A
<b>9:00-10:00</b>	N/A	N/A	N/A	N/A
<b>10:00-11:00</b>	N/A	N/A	N/A	N/A
<b>11:00-12:00</b>	N/A	N/A	N/A	N/A
<b>12:00-13:00</b>	N/A	N/A	N/A	N/A
<b>13:00-14:00</b>	N/A	N/A	N/A	N/A
<b>14:00-15:00</b>	N/A	N/A	N/A	N/A
<b>15:00-16:00</b>	N/A	N/A	N/A	N/A
<b>16:00-17:00</b>	N/A	N/A	N/A	N/A
<b>17:00-18:00</b>	N/A	N/A	N/A	N/A
<b>18:00-19:00</b>	N/A	N/A	N/A	N/A
<b>19:00-20:00</b>	N/A	N/A	N/A	N/A
<b>20:00-21:00</b>	N/A	N/A	N/A	N/A
<b>21:00-22:00</b>	N/A	N/A	N/A	N/A
<b>22:00-23:00</b>	N/A	N/A	N/A	N/A
<b>23:00-24:00</b>	N/A	N/A	N/A	N/A

**Table 18. I/M Inputs**

<b>Factor</b>	<b>I/M Information</b>					
<b>Test Standards Description</b>	N/A	N/A	N/A	N/A	N/A	N/A
<b>Test Standards ID</b>	N/A	N/A	N/A	N/A	N/A	N/A
<b>Year ID</b>	N/A	N/A	N/A	N/A	N/A	N/A
<b>I/M Program ID</b>	N/A	N/A	N/A	N/A	N/A	N/A
<b>Pollutant Process ID</b>	N/A	N/A	N/A	N/A	N/A	N/A
<b>Source Use Type</b>	N/A	N/A	N/A	N/A	N/A	N/A
<b>Begin Model Year</b>	N/A	N/A	N/A	N/A	N/A	N/A
<b>End Model Year</b>	N/A	N/A	N/A	N/A	N/A	N/A
<b>I/M Compliance</b>	N/A	N/A	N/A	N/A	N/A	N/A

**Table 19. MOVES Emissions Factor Post-Processing to be Performed by County and Year**

<b>Strategy and Post-processing Result</b>	<b>Analysis Year</b>	<b>Counties</b>
<b>Texas Low Emission Diesel Fuel (TxLED)</b>	N/A	N/A



Table 20. Emission Controls Used for Conformity Credit

<b>Emission Reduction Strategy and Years Covered</b>	<b>Modeling or Post-Processing Approach</b>	<b>Analysis Year</b>
<b>Intersection Improvements</b>	N/A	N/A
<b>Transit Service</b>	N/A	N/A
<b>High Occupancy Vehicle/Managed Lanes</b>	N/A	N/A
<b>Park-n-Ride Lots</b>	N/A	N/A
<b>Vanpools</b>	N/A	N/A
<b>Grade Separations</b>	N/A	N/A
<b>Traffic Signal Improvements</b>	N/A	N/A
<b>Intelligent Transportation Systems</b>	N/A	N/A
<b>Clean Vehicle Commitments</b>	N/A	N/A
<b>Bicycle/Pedestrian Facilities</b>	N/A	N/A
<b>Employer Trip Reduction Programs</b>	N/A	N/A
<b>Sustainable Development</b>	N/A	N/A
<b>Public Education/Ozone Season Fare Reduction</b>	N/A	N/A