



## Memorandum November 27, 2017

**This agenda is subject to revision up to 72 hours prior to the meeting.**

**To:** All Members, Transportation Policy Board  
**From:** Kevin Wolff, Chair and Sid Martinez, Director  
**Subject:** Transportation Policy Board Meeting Notice and Agenda

The next meeting of the **MPO Transportation Policy Board** is scheduled for  
**Monday, December 4, 2017 at 1:30 p.m.**  
at the VIA Metro Center Community Room located at 1021 San Pedro.  
The following agenda items will be discussed and action will be taken as appropriate.  
Items may be taken out of the order shown.

*Citizens to be Heard: Speakers will be allowed up to three (3) minutes each to address the Transportation Policy Board on any **one** specific agenda item. While speakers who have signed up may donate their time to another speaker, the maximum time allowed for any individual speaker will be nine (9) minutes. Speakers who wish to address the Board on multiple items or on items not listed on the agenda must do so under Citizens to be Heard. All speakers must sign the register and state their names and any organizations they represent.*

### Agenda:

1. Roll Call
2. Director's Report – MPO (Martinez)
  - a. STP-MM project submittals are due to the MPO on Monday, December 4, 2017
  - b. The next Transportation Policy Board meeting is scheduled for Monday, January 22, 2018 at 1:30 p.m. at the VIA Metro Center located at 1021 San Pedro, San Antonio, Texas 78212
  - c. The MPO Office will be closed on Monday, December 25, 2017; and Monday, January 1 and Monday, January 15, 2018
3. Citizens to be Heard

MPO meetings are accessible to persons with disabilities. To arrange for special assistance or an interpreter, please call 210-227-8651 or TDD 1-800-735-2989 (Relay Texas) at least five working days in advance.

Las reuniones son accesibles a personas con discapacidad. Si usted necesita asistencia especial o un intérprete, llame al (210) 227-8651 o al TDD 1-800-662-4954 (Relay Texas) con cinco días hábiles de anticipación.

Please provide any written comments on any agenda items within three days prior to the meeting, to the MPO at:

**825 South Saint Mary's Street • San Antonio, Texas 78205**

(210) 227-8651 (210) 227-9321 TDD 1 (800) 735-2989

[www.alamoareampo.org](http://www.alamoareampo.org)

**Consent Agenda:** All items under the Consent Agenda are acted upon collectively unless opposition is presented, in which case, the contested item will be considered, discussed and appropriate action taken separately.

4. **Approval** of the October 23, 2017 Meeting Minutes
5. **Action** on Revisions to MPO Policies and Bylaws – MPO (Martinez)

**Items for Individual Discussion and Appropriate Action:**

6. Presentation on the Outcomes of the Joint AAMPO/CAMPO Transportation Policy Board Meeting (Capital Alamo Connection Study)
7. Discussion and Appropriate Action on Performance Measures and Target Setting – MPO (Blazosky)
8. Presentation of Amendments to the Metropolitan Transportation Plan and the FY 2017-2020 Transportation Improvement Program – MPO (Geiger)
9. Monthly Status Reports
  - a. Alamo Regional Mobility Authority (Renee Green)
  - b. Air Quality Issues (Diane Rath)
  - c. City of San Antonio (Mike Frisbie)
  - d. San Antonio Mobility Coalition (Vic Boyer)
  - e. Texas Department of Transportation (Mario Jorge)
  - f. VIA Metropolitan Transit (Jeff Arndt)
  - g. Others
10. Discussion and Appropriate Action on Agenda Items for Upcoming Transportation Policy Board Meetings – MPO (Martinez)
11. Executive Session - Pursuant to Chapter 551, Subchapter D, Texas Government Code

At any time during the meeting of the MPO Transportation Policy Board, the Board reserves the right to adjourn into executive Session at any time to discuss any of the matters listed on the posted agenda, as authorized by Texas Government Code Section 551.071 (consultation with attorney), Section 551.072 (deliberations about real property), Section 551.074 (personnel matters), and Section 551.086 (economic development)

12. Adjourn

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**1. Roll Call**

Commissioner Kevin A. Wolff ( <i>Chair</i> )	Bexar County	210-335-2613
Councilman Rey Saldaña ( <i>Vice Chair</i> )	City of San Antonio, District 4	210-207-7281
Ms. Rebecca Cedillo	Advanced Transportation District	210-299-5858
Vacant	Alamo Regional Mobility Authority	
Commissioner Tommy Calvert	Bexar County	210-335-2614
Commissioner Sergio "Chico" Rodriguez	Bexar County	210-335-2611
Ms. Renee Green, P.E.	Bexar County	210-335-6700
Mayor Pro Tem Ron Reaves	City of New Braunfels	830-221-4000
Councilman Greg Brockhouse	City of San Antonio, District 6	210-207-7065
Councilwoman Shirley Gonzales	City of San Antonio, District 5	210-207-7043
Councilwoman Ana Sandoval	City of San Antonio, District 7	210-207-7044
Mr. Michael S. Frisbie, P.E.	City of San Antonio	210-207-8140
Ms. Bridgett White	City of San Antonio	210-207-0147
Mayor Don Keil	City of Seguin	830-303-7333
Commissioner Kevin Webb	Comal County	830-221-1100
Mayor Chris Riley [Leon Valley]	Greater Bexar County Council of Cities	210-684-1391
Judge Kyle Kutscher	Guadalupe County	830-303-8857
Councilman Ron Cisneros	Kendall County Geographic Area	830-249-9511
Councilman Kevin Hadas [Selma]	Northeast Partnership	210-651-6661
Mr. Mario Jorge, P.E.	Texas Department of Transportation	210-615-5803
Dr. Richard Gambitta	VIA Metropolitan Transit	210-299-5858

**Ex-Officio Members**

Mr. Greg P. Wood	Federal Highway Administration
Mr. Nick Page	Texas Department of Transportation
Mr. Jeff Arndt	VIA Metropolitan Transit
Ms. Diane Rath	Alamo Area Council of Governments
Mr. Vic Boyer	San Antonio Mobility Coalition

**2. Director's Report**

- a. STP-MM project submittals are due to the MPO on Monday, December 4, 2017
  
- b. The next Transportation Policy Board meeting is scheduled for Monday, January 22, 2018 at 1:30 p.m. at the VIA Metro Center located at 1021 San Pedro, San Antonio, Texas 78212
  
- c. The MPO Office will be closed on Monday, December 25, 2017; and Monday, January 1 and Monday, January 15, 2018

**3. Citizens to Be Heard**

**4. Approval of the October 23, 2017 Meeting Minutes**

**Issue**

The October 23, 2017 meeting minutes are attached for your review.

**Action Requested**

**A motion to approve the October 23, 2017 meeting minutes.**



## Transportation Policy Board Meeting Minutes October 23, 2017

### 1. Roll Call

#### **Members Present:**

Mr. Lester Bryant	Advanced Transportation District
Ms. Renee Green, P.E.	Bexar County
Commissioner Sergio "Chico" Rodriguez	Bexar County
Commissioner Kevin A. Wolff (Chair)	Bexar County
Mayor Pro Tem Wayne Peters	City of New Braunfels
Councilman Greg Brockhouse	City of San Antonio
Councilwoman Shirley Gonzales	City of San Antonio
Councilwoman Ana E. Sandoval	City of San Antonio
Mr. Michael Frisbie, P.E.	City of San Antonio
Ms. Bridgett White	City of San Antonio
Ms. Betty Mathies	City of Seguin
Mr. Scott Haag	Comal County
Mayor Chris Riley	Greater Bexar County Council of Cities
Judge Kyle Kutscher	Guadalupe County
Councilman Ron Cisneros	Kendall County Geographic Area
Councilman Kevin Hadas	Northeast Partnership
Mr. Mario Jorge	Texas Department of Transportation
Dr. Richard Gambitta	VIA Metropolitan Transit

#### **Members Absent:**

Commissioner Tommy Calvert	Bexar County
Councilman Rey Saldaña	City of San Antonio

#### **Others Present:**

Mr. Frank Garza Davidson	Troilo Ream & Garza
Mr. Isidro "Sid" Martinez	Metropolitan Planning Organization
Mr. Brian Buchanan	VIA Metropolitan Transit

Commissioner Wolff called the meeting to order at 1:30 p.m.

## 2. Director's Report

- a. An AAMPO/CAMPO Joint Transportation Policy Board meeting will be held on Wednesday, November 1, 2017 from around 9:30 a.m. to noon at the New Braunfels Civic/Convention Center located at 375 S Castell Ave, New Braunfels, TX 78130
- b. The November and December Transportation Policy Board meetings are combined into one meeting that will be held on Monday, December 4, 2017
- c. A calendar of 2018 and 2019 Transportation Policy Board meetings is provided
- d. The MPO will host public meetings in support of the Metropolitan Transportation Plan Development in late October and early November
- e. STP-MM project submittals are due to the MPO on Monday, December 4, 2017
- f. GIS Day will be held on Wednesday, November 15, 2017 at the UTSA Main Campus; more information can be found at [www.sagisday.com](http://www.sagisday.com)
- g. The MPO Office will be closed on Friday, November 10<sup>th</sup> in observance of Veterans Day and November 23<sup>rd</sup> and 24<sup>th</sup> for the Thanksgiving Holidays

## 3. Citizens to be Heard

Don Dixon directed his comments to agenda item #5, Roadway and Transit Amendments to the Metropolitan Transportation Plan and the FY 2017-2020 Transportation Improvement Program.

**Consent Agenda:** All items under the Consent Agenda are acted upon collectively unless opposition is presented, in which case, the contested item will be considered, discussed and appropriate action taken separately.

4. **Approval of the September 25, 2017 Meeting Minutes**
5. **Action on the Roadway and Transit Amendments to the Metropolitan Transportation Plan and the FY 2017-2020 Transportation Improvement Program**
6. **Action on the Contract Award for the MPO's Audit of Expenditures – Fiscal Years 2016-2017, 2017-2018, 2018-2019, 2019-2020, and 2020-2021**

**Commissioner Sergio “Chico” Rodriguez moved and Mayor Chris Riley seconded the motion to approve the Consent Agenda. The motion was unanimously approved.**



**Items for Individual Discussion and Appropriate Action:**

**7. Discussion and Appropriate Action on a Resolution of Support for Future Air Transportation Alternatives and Surface Transportation Initiatives**

Dr. Gambitta moved and Ms. Renee Green seconded the motion to approve the Resolution of Support. The motion was unanimously approved.

**8. Discussion and Appropriate Action on the MPO's Policies and Bylaws**

For information and discussion only.

**9. Monthly Status Reports**

- a. Alamo Regional Mobility Authority (Renee Green)
- b. Air Quality Issues (Diane Rath)
- c. City of San Antonio (Mike Frisbie)
- d. San Antonio Mobility Coalition (Vic Boyer)
- e. Texas Department of Transportation (Mario Jorge)
- f. VIA Metropolitan Transit (Brian Buchanan)
- g. Others

For information and discussion only.

**10. Discussion and Appropriate Action on Agenda Items for Upcoming Transportation Policy Board Meetings**

This item was not considered.

**11. Executive Session - Pursuant to Chapter 551, Subchapter D, Texas Government Code**

This item was not considered.

**There being no further business, the meeting was adjourned at 2:25 p.m.**

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**Commissioner Kevin A. Wolff, Chair  
Transportation Policy Board**

**5. Action on Revisions to the MPO's Policies and Bylaws**

**Purpose**

The purpose of this agenda item is to take action on the MPO's policies and bylaws.

**Issue**

The MPO's policies and bylaws were last updated in October 2014 and January 2015, respectively, when the MPO boundary was expanded.

The MPO Executive Committee initially reviewed the MPO's bylaws at their meeting on September 22, 2017. A revised set of bylaws was then presented to the Executive Committee at their October 13, 2017 meeting and to the Transportation Policy Board at their October 23, 2017 meeting. The bylaws are listed below.

Article 1: Transportation Policy Board Information  
Article 2: Organization of the Transportation Policy Board  
Article 3: Functions of the Transportation Policy Board  
Article 4: Election of Chair and Vice Chair, Duties of Chair and Vice Chair, and  
Terms of Office of the Transportation Policy Board  
Article 5: Transportation Policy Board Meetings  
Article 6: Committees of the Board  
Article 7: Advisory Committees  
Article 8: General Organization of the Metropolitan Planning Organization  
Article 9: Amendments  
Article 10: Effective Date

On a parallel path, the Technical Advisory Committee has reviewed the following MPO policies:

Policy 1: Guidelines for Funding Planning Studies in the Unified Planning Work Program  
Policy 2: Public Participation Plan  
Policy 3: Guidelines for Programming Projects in the Metropolitan Transportation Plan and the Transportation Improvement Program  
Policy 5: Technical Advisory Committee

The Technical Advisory Committee will be making a recommendation to the Transportation Policy Board at their meeting on December 1, 2017 on any updates to the policies; draft policies and bylaws are attached for your review. The Bicycle and Pedestrian Mobility Advisory Committees have also taken action on their respective committee bylaws.

**Action Requested**

**A motion to approve revisions to the MPO policies and bylaws.**

**BYLAWS  
OF THE  
ALAMO AREA METROPOLITAN PLANNING ORGANIZATION  
TRANSPORTATION POLICY BOARD**

**ARTICLE I**

**TRANSPORTATION POLICY BOARD INFORMATION**

**Background**

On November 8, 1974, the City of San Antonio, Bexar County, and the State of Texas agreed to participate in a continuing, comprehensive, cooperative transportation planning process for the San Antonio-Bexar County Urban Transportation Study area as provided in the Federal-Aid Highway Act of 1962. On January 12, 1978, the Metropolitan Transit Authority, also known as VIA Metropolitan Transit, became a signatory party to that agreement. The San Antonio – Bexar County Urban Transportation Study Steering Committee, now known as the Transportation Policy Board, has been designated by the Governor as the Metropolitan Planning Organization (MPO) for the San Antonio urbanized area with a Metropolitan Area Boundary that encompasses all of Bexar, Comal and Guadalupe Counties and a portion of Kendall County. The Transportation Policy Board is a one-committee structure composed of elected officials of general-purpose local government, transportation agency staff and other stakeholders which have responsibility for project implementation within the study area.

**ARTICLE II**

**ORGANIZATION OF THE TRANSPORTATION POLICY BOARD**

**A. General Purpose**

The Transportation Policy Board will furnish policy guidance and direction for the MPO and manage the affairs of the MPO.

**B. Number of Representatives**

The Transportation Policy Board will furnish policy guidance and direction for the MPO. This Board will consist of six (6) representatives from the City of San Antonio, four (4) of which shall be members of the San Antonio City Council and two (2) shall be appointed by the City of San Antonio; four (4) representatives from Bexar County, three (3) of which shall be members of Bexar County Commissioners Court and one (1) shall be appointed by Bexar County; one (1) elected official from Comal County, one (1) elected official from the City of New Braunfels, one

(1) elected official from Guadalupe County, one (1) elected official from the City of Seguin, one (1) elected official from the Kendall County Geographic Area\*, one (1) appointed official from the Texas Department of Transportation; one (1) representative from the Metropolitan Transit Authority, one (1) representative from the Advanced Transportation District, one (1) representative from the Alamo Regional Mobility Authority, one (1) Mayor representing the Greater Bexar County Council of Cities, and one (1) elected official from the Northeast Partnership of Cities.

### C. Voting

The voting membership will be as follows:

VOTING MEMBERSHIP	
City of San Antonio	4 elected officials; 2 appointed
County of Bexar	3 elected officials; 1 appointed
Comal County	1 elected official
City of New Braunfels	1 elected official
Guadalupe County	1 elected official
City of Seguin	1 elected official
Kendall County Geographic Area*	1 elected official
Metropolitan Transit Authority	1 appointed
Advanced Transportation District	1 appointed
Alamo Regional Mobility Authority	1 appointed
Texas Department of Transportation	1 appointed
Greater Bexar County Council of Cities	1 Mayor
Northeast Partnership of Cities	1 elected official

\*Representative should be an elected official residing in Kendall County appointed by the Mayor of the City of Boerne.

### D. Designation of Representatives

Each agency or coalition shall designate its representative(s) to the Transportation Policy Board through written communication to the MPO Chair. Voting members of the Transportation Policy Board may have an alternate member to exercise a member's authority. The representing entities of voting members on the Transportation Policy Board shall also designate alternate members in writing to the MPO Chair prior to the first meeting for which the alternate is designated. The alternate designated by a member organization will count toward a quorum and may vote on any matter. Alternates representing elected officials shall be elected or formerly elected officials from the appointing entity. The authority of an alternate member designated under this policy shall continue until it is rescinded or changed by written notice from the designating entity to the MPO Chair.

### E. Resignation

Any member of the Board may resign at any time. Such resignations shall be made in writing to the appointing entity and shall take effect at the time specified therein or, if no time is

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specified, at the time of its receipt. The acceptance of resignation shall not be necessary to make it effective, unless expressly so provided in the resignation. The appointing entity shall take action to fill any vacancy as outlined in Article II, Section D.

#### **F. Meetings and Attendance**

The Transportation Policy Board shall attempt to meet monthly and any such meetings must be conducted in accordance with the provisions of the Texas Open Meetings Act, Chapter 551, Texas Government Code. Regular attendance of all Board members is needed to make sound policy decisions that reflect the needs of the entire planning area. After three consecutive absences during one twelve month period, the MPO Chairperson will consult with the absent member's nominating entity and decide on a course of action for that individual's future participation.

#### **G. Ex-Officio Non-voting Membership to the Transportation Policy Board**

The non-voting membership of the Transportation Policy Board shall be as follows:

<b>NON-VOTING MEMBERSHIP</b>
Federal Highway Administration
Federal Transit Administration
Texas Department of Transportation (Austin Office)
President/CEO (or staff designee) of the Metropolitan Transit Authority
San Antonio Mobility Coalition
▼
Alamo Area Council of Governments (AACOG)

**Deleted:** \*A Non-governmental Member or alternate (as determined by the Transportation Policy Board).

**Non-voting members can neither make nor second motions, but can participate in discussions in all sessions, including executive sessions.**

**Deleted:** \*The non-governmental member shall serve until December 31, 2014 and then the position as a non-voting member of the Transportation Board will be eliminated. ¶

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### **ARTICLE III**

#### **FUNCTIONS OF THE TRANSPORTATION POLICY BOARD**

##### **General Functions**

1. Provide policy guidance for the transportation planning process.
2. Adopt and revise policies necessary to meet the needs of the Transportation Policy Board, including but not limited to Funding Procedures for Planning Studies, Public Participation Plan, Guidelines for Programming Projects in the Transportation Improvement Plan and an Ethics Policy.

3. The Public Participation Plan Policy shall provide citizens, affected public agencies, representatives of public transportation employees, private providers of transportation, representatives of users of public transportation, representatives of users of pedestrian walkways and bicycle transportation facilities, representatives of the disabled, and other interested parties with a reasonable opportunity to comment on the MPO's transportation plans and programs.
4. Carry out in cooperation with the State and local governments and annually certify a transportation planning process that is in full compliance with Federal requirements outlined in 23 USC 134, 49 USC 1607, 42 LSC 7504, 7506, (c) and (d), The Clean Air Act, as amended, Section 174 and 176 (c), as well as other applicable requirements as specified in 23 CFR Part 450.114.
5. Set goals and cooperatively determine the responsibilities of the participating agencies for planning tasks and a budget in the Unified Planning Work Program.
6. Review and adopt the regional transportation plans (revised as necessary) which provides for both the near-term and long-term needs of the Study area.
7. Develop in cooperation with the State and local governments and annually endorse a staged multi-year Transportation Improvement Program which includes projects in or serving the metropolitan area, initiated by the implementing agencies, and consistent with the Metropolitan Transportation Plan.
8. Review and revise the limits of the Study area as necessary.
9. Designate a Technical Advisory Committee (TAC) and any other such offices, technical committees, or task forces as found necessary to carry out the transportation planning process.
10. Meet at intervals necessary to perform its function.
11. Appoint an MPO Director.

## **ARTICLE IV**

### **ELECTION OF CHAIR AND VICE-CHAIR, DUTIES OF CHAIR AND VICE-CHAIR AND TERMS OF OFFICE OF THE TRANSPORTATION POLICY BOARD**

#### **A. Election of Chair and Vice-Chair**

Every two years, the Transportation Policy Board will elect a Chair and Vice-Chair from the elected officials on the Board. The Chair and Vice-Chair shall be elected by a majority of the Board members present at the meeting. Elections of Chair and Vice-Chair will occur in June 2015 and then in June of every odd year.

#### **B. Term of Office**

An elected official may serve as Chair or Vice-Chair of the Transportation Policy Board for a maximum of four (4) years. Service as Vice-Chair for four (4) years does not prohibit four (4) years of service as Chair or vice versa.

#### **C. Chairman of the Board**

The Chairman (Chair) shall act as the Chairman of the Board and have such powers and duties as may be prescribed and delegated by the Board. The Chair shall preside over the meetings of the Board and act as the lead representative of the Board externally and with the MPO Director.

#### **D. Vice-Chairman of the Board**

If, for any reason, the Chair of the Transportation Policy Board is unable or unavailable to perform those duties for which he/she has been given authorization, the Vice-Chair of the Transportation Policy Board is hereby authorized to act in his/her behalf to perform those duties. In the absence of both the Chair and Vice-Chair, the Transportation Policy Board will appoint a member to conduct the business meeting.

#### **E. Vacancies**

Vacancies in Chair or Vice-Chair whether created by resignation or otherwise, shall be filled by election of the Board of Directors for the remainder of the unexpired term. The election shall be held at the next regular meeting of the Board in accordance with Article IV, Section A.

## ARTICLE V

### TRANSPORTATION POLICY BOARD MEETINGS

#### A. Quorum

A quorum for meetings will consist of fifty (50) percent plus one or greater of the voting members or designated alternates of the Transportation Policy Board. Vacancies are defined as positions on the Transportation Policy Board that are not filled. Vacancies on the Transportation Policy Board will not count against the quorum.

#### B. Meeting Agenda

The Chair of the Board, with the advice of MPO Staff, shall establish the agenda of business to be transacted or considered at all Transportation Policy Board meetings. Any Transportation Policy Board member may submit an agenda item. If for any reason that item is not agendaized by the Chair of the Board, the member may request consideration of the agenda item by three additional Transportation Policy Board members. Upon the request of three Board members MPO staff shall place the item on the next meeting agenda and the item may not be removed unless withdrawn by the requestors.

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**Deleted:** A recurring item will be added to all agendas to allow the inclusion of special or non-routine items on the next Transportation Policy Board meeting agenda. In order to be placed on the next agenda, each proposed item will require a motion for approval, second, and "yes" majority vote of the quorum present. ¶

#### C. Conduct of Meetings

At the meetings of the Board, matters pertaining to the business of the MPO shall be considered in accordance with rules of procedure as from time to time prescribed by the Board. Robert's Rules of Order, Revised will apply to all meetings unless otherwise determined by the Board.

## ARTICLE VI

### COMMITTEES OF THE BOARD

#### A. Executive Committee

The Executive Committee will be comprised of nine (9) Transportation Policy Board members. The Chair and Vice-Chair of the Transportation Policy Board will also serve as the Chair and Vice-Chair of the Executive Committee. Seven (7) other members will be recommended by the Chair and appointed by the Transportation Policy Board. The Executive Committee shall be comprised as follows: City of San Antonio (2), Bexar County (2), Texas Department of Transportation (1), Elected Bexar County area suburban city representative (1), VIA Metropolitan Transit (1), Comal County geographic area representative (1), and Guadalupe County geographic area representative (1). If the Chair or Vice-Chair is a representative from the Executive Committee makeup, their position shall be included in the membership of nine. If the Chair or

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Vice-Chair is an elected official from an entity not part of the Executive Committee makeup, the Executive Committee membership shall be increased to ten (10). All tie votes of the Executive Committee will be forwarded to the full Transportation Policy Board for their consideration. If a member of the Executive Committee is unable to attend an Executive Committee meeting, they may designate an alternate to attend such meeting. The designated representative must represent the same entity of the Executive committee member and such designation must be communicated to the MPO Director at least twenty-four (24) hours before the meeting.

The Executive Committee reports and makes recommendations to the Transportation Policy Board. In discharging its responsibilities from the Board, the Executive Committee shall:

1. Annually review and recommend to the Board any necessary modifications to the Board's governance guidelines and Bylaws to ensure consistency with applicable rules regulations and reflect the evolving nature of the MPO.
2. Annually review the Board's committee structure and recommend to the Board any changes that may be required to accommodate a changing environment.
3. Establish the MPO Director's performance objectives for approval by the Board.
4. Ensure that the annual performance appraisal of the MPO Director is completed in a timely manner and that the criteria of the appraisal are consistent and aligned with the objectives that have been approved by the Board.
5. Assist and advise the MPO Director with certain critical issues, external communications and matters of a strategic and/or tactical nature while always being mindful that some of these matters may require full Board authorization.
6. Assist and advise the MPO staff with the development of the annual budget and any other pertinent financial issues.

#### **B. Nominating Committee**

The Board Chairman shall appoint the three (3) member Nominating Committee. The Nominating Committee will consist of three elected officials who are Board members and have no interest in becoming Chair or Vice-Chair for the term being considered. The Committee is to provide a recommended slate of officers for the positions of Chairman and Vice-Chairman, biennial election of officers. The Nominating Committee shall ask all members of the Board for recommendations for the slate of Officers. The Chairman of the Nominating Committee shall be the presiding officer over the election process during the Board Meeting. During the election process, in addition to the recommended slate of officers, the Board may make nominations from

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the floor to ensure every elected official is given the opportunity to be considered for office. Elections of Chair and Vice-Chair will occur in June of every odd year.

### **C. Other Committees**

The Board Chair or Executive Committee may appoint Committees on an as needed basis to advise the Board on the activities of the MPO. Such Committees may include voting, non-voting Board members as well as members from the communities. Upon the satisfactory completion of the tasking, the Committee may be disbanded by the Board Chair or Executive Committee.

## **ARTICLE VII**

### **ADVISORY COMMITTEES**

#### **A. General**

The Transportation Policy Board may appoint, as needed, Advisory Committees to advise the Board on the activities of the MPO. Such Committees may include Transportation Policy Board members and non-Board members. All Advisory Committees of the Board and subcommittees of Advisory Committees will be required to comply with the Texas Open Meetings Act. The Transportation Policy Board also has the discretion to eliminate, consolidate or create any Advisory Committee that it deems appropriate. Advisory Committees may also be established from time-to-time by the Chairman of the Board as necessary to conduct special, one-time investigations and/or special activity and reports. Upon the satisfactory completion of the tasking, the Chairman of the Board will disband the Advisory Committee.

#### **B. Technical Advisory Committee**

The role of the Technical Advisory Committee (TAC) is to provide technical advice to the Transportation Policy Board on elements of the transportation planning process. At a minimum, the TAC provides technical review and recommendation and/or action on:

- Metropolitan Transportation Plan and amendments
- Transportation Improvement Program and amendments
- Unified Planning Work Program (UPWP) and amendments
- Final reports, technical reports, and technical memoranda resulting from studies undertaken with planning funds programmed in the UPWP

In addition, the TAC provides other technical recommendations as requested by the Transportation Policy Board. The TAC will have the authority subject to the policies and by-laws

of the Transportation Policy Board to create and oversee sub-committees. The TAC will adopt a policy that outlines its goals, membership, procedures and the creation of sub-committees. The TAC policy will be approved by the Transportation Policy Board. A member of the Transportation Policy Board may not serve simultaneously on the TAC. Alternate Board members may serve on the TAC.

## **ARTICLE VIII**

### **GENERAL ORGANIZATION OF THE METROPOLITAN PLANNING ORGANIZATION**

#### **A. Metropolitan Planning Organization (MPO) Director**

A Director acceptable to the Policy Board will be appointed by the Board to work in close cooperation with representatives of various governments and agencies within the Study area. The Director's principal responsibilities will be as follows:

1. Arrange for meetings of the Policy Board and any other subcommittee or task force created by the Policy Board.
2. Maintain the records, meeting minutes, library, and other documents or correspondence associated with the functions of the Policy Board.
3. Maintain liaison and act in an advisory capacity to the Policy Board.
4. Coordinate and maintain liaison between the cities, counties, state, transit operators and other governmental agencies in the continuing transportation planning process.
5. Coordinate and develop the Unified Planning Work Program, the Metropolitan Transportation Plan, and the Transportation Improvement Program in cooperation with participating agencies.
6. Report to the Policy Board on the status of the transportation planning process and recommend special studies, revisions to the Metropolitan Transportation Plan, the Transportation Improvement Program, or the Unified Planning Work Program.
7. Assemble and maintain an adequate, competent staff to perform all appropriate MPO activities as required by law.

## **B. Authorizations**

Based on action taken by the Transportation Policy Board on consultant contract issues, the MPO Director is authorized to execute, sign, and enter into any and all agreements on behalf of the MPO which are necessary to carry out the transportation planning process as delineated in the latest approved Unified Planning Work Program.

## **ARTICLE IX**

### **AMENDMENTS**

These Bylaws may be amended by a two-thirds majority vote of the Transportation Policy Board or their designated alternates in attendance at any duly called meeting wherein an official quorum is present provided, however, that any such proposed amendments are fully set out in writing and furnished to each voting member ten (10) days in advance of the meeting where action is to be taken.

## **ARTICLE IX**

### **EFFECTIVE DATE**

These Bylaws shall become effective upon the adoption of the Board.

## **Policy 1: Guidelines for Funding Planning Studies in the Unified Planning Work Program**

### **A. Development of the Budget Document (Unified Planning Work Program)**

As required by federal and state regulations, the Alamo Area Metropolitan Planning Organization (MPO) adopts a document detailing the transportation planning tasks and their budgets for the study area for a given time period. This document is referred to as the Unified Planning Work Program or UPWP. The Alamo Area MPO currently adopts a two-year UPWP.

In February of the UPWP development year, the MPO's Technical Advisory Committee (TAC), in coordination with MPO staff, will identify priorities for the upcoming two-year time period. Priorities may include refinements to the MPO's processes; development of databases; or other aspects of multi-modal transportation planning to include demographic development and travel demand modeling; public involvement; analysis of geographic subareas or corridors, transit, bicycle and/or pedestrian, freight, environmental, congestion management or other priorities. These priorities must be sufficiently defined because they will then become planning studies to be considered for funding.

In March, TAC and MPO staff will develop scopes of work (specifically noting data requirements, including data that already exists and data that will need to be collected) and budgets for the priorities identified in February. A recommendation will be made for the work to be performed by MPO staff, partner agency staff or consultants. For each identified planning study, MPO staff will identify previous related work and a reasonable timeframe for completing the scope of work.

Throughout April of the UPWP development year, MPO staff, in consultation with TAC as necessary, will prepare a draft UPWP and present it to TAC for review in May. A draft UPWP is also submitted to TxDOT (Austin) by the required deadline.

Prior to the final deadline established by TxDOT for UPWP submittal, TAC will review the final draft UPWP, make a recommendation on its approval and submit it to the Transportation Policy Board for final adoption.

The Transportation Policy Board gives final approval of studies and budgets for inclusion in the Unified Planning Work Program.

### **B. Reporting Requirements**

#### Monthly Progress Report

For studies and projects undertaken by either agency staff or consultant, a written monthly progress report (Form "C") will be prepared and submitted to the MPO with each monthly billing package. This monthly progress report will outline specifically the work accomplished under each work element/deliverable and compare that work, specifically with the objectives and tasks outlined to be accomplished. The progress report will specify and delineate any problems that have occurred as well as indicate whether the study will be completed on time and within the

budget as approved. This report will be submitted along with monthly billings and signed in accordance with the agency or consultant's internal procedures.

#### Annual Performance and Expenditure Report

The annual performance and expenditure report will be prepared by the MPO staff and forwarded to the Texas Department of Transportation and the Federal funding agencies by the required deadline. The annual report work documents work completed for each subtask, and provides a year-to-date funding summary.

#### Technical Memorandum

A Technical Memorandum is a status report of work completed for one or more work elements/deliverable as outlined in the agency or consultant contract, with a timeframe of less than a complete fiscal year. The effort required for each technical memorandum is dependent on the amount of work performed in the timeframe specified in the contract. The technical memorandum format of those products being reviewed by the Technical Advisory Committee will be in report document form. Agencies and consultants will be responsible for providing an electronic version from which to make hardcopies as necessary.

#### Technical Report

A Technical Report is the documentation of work accomplished within an entire fiscal year for a subtask that extends beyond one fiscal year. This document will fully describe the work performed without a requirement for final recommendations or conclusions. Agencies and consultants will be responsible for providing an electronic version to post on the MPO's website and from which to make hardcopies as necessary.

#### Final Report

A Final Report is a stand-alone document that states the objective of the study, describes the planning work accomplished, and provides recommendations or conclusions (this report may consist of work accomplishments in more than a single fiscal year). Agencies and consultants will be responsible for providing an electronic version to post on the MPO's website and from which to make hardcopies as necessary.

### **C. Budget Amendment Approval**

The MPO Director is authorized to approve/disapprove agency and consultant line-item budget amendments that stay within the total contract amount.

The following amendments shall be presented to the Technical Advisory Committee and Transportation Policy Board for review and subsequent approval:

- a. Any proposed change in scope of work for any study (Agency or consultant) regardless of dollar amount.
- b. Any request for additional funding.

#### **D. Participation in Planning Studies**

Transportation Policy Board members, Technical Advisory Committee members and MPO staff shall not be eligible to participate in contracted work for a period of one year following their departure from one of the aforementioned entities. Any violations of this policy will result in the disqualification of the consulting team from the procurement process for that project.

Member agencies of the MPO are ineligible to compete for studies identified in the UPWP as consultant studies.

Adopted: *pending*





# Policy 2: Public Participation Plan - DRAFT

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This text is the Alamo Area Metropolitan Planning Organization's (AAMPO) plan to involve the public. It is called a Public Participation Plan (PPP) and is required by law. People were able to comment on the plan for 45 days. This comment period took place prior to adoption of the plan.

## **Purpose of the Public Participation Plan**

This plan provides a guide for how MPO staff can involve the public. It includes goals, procedures, and tools the MPO will use. It also includes metrics used to measure and evaluate plan performance.

## **AAMPO's Commitment to Public Participation**

People should have a say in transportation decisions that affect their lives. To help make this possible, the AAMPO commits to:

1. Welcome all people into the planning process.
2. Identify people affected and involve them in the process.
3. Get people involved early and keep them involved throughout in the process.
4. Provide people with a variety of ways to participate.
5. Hold meetings at convenient dates, times, and locations.
6. Hold meetings at accessible places (see attachment 1).
7. Make meetings accessible for people with disabilities.
8. Provide interpreters (spoken or sign) if requested at least five (5) working days in advance of a meeting.
9. Use information and graphics that are easy to understand.
10. Talk to people and record their comments.
11. Consider comments in the planning process.

# Public Participation Goals

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## •Goal 1

- The MPO will **engage people in the transportation planning process**. The MPO will do this **according to the goals in this plan and applicable laws**.

## •Goal 2

- The MPO will **keep people informed** of transportation news.

## •Goal 3

- The MPO will **encourage the everyone in the study area to get involved**. This includes those traditionally underserved.

## •Goal 4

- The MPO will **strive to improve** public participation.

## •Goal 5

- The MPO will **work closely with other transportation agencies**.

# Federal and State Requirements

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This plan reflects the AAMPO commitment to the public. It also outlines their role in the regional planning process. It follows the federal and local laws listed below.

## **Federal Highway Administration (FHWA) and Federal Transit Administration (FTA)**

Federal rules for metropolitan transportation planning (23 CFR 450.316) and FHWA guidelines say that Metropolitan Planning Organizations (MPOs) shall develop and use a documented participation plan. The plan defines a process for providing citizens, affected public agencies, representatives of public transportation employees, freight shippers, providers of freight transportation services, private providers of transportation, representatives of users of public transportation, representatives of users of pedestrian walkways and bicycle transportation facilities, representatives of the disabled, and other interested parties with reasonable opportunities to be involved in the metropolitan transportation planning process. AAMPO complies with the ten MPO requirements listed in 23 CFR 450.316.

## **Fixing America's Surface Transportation Act (FAST Act)**

The current transportation bill is the Fixing America's Surface Transportation (FAST) Act. It was passed by Congress and signed by President Obama on December 4, 2015. The FAST Act authorizes \$305 billion nationwide over fiscal years 2016 through 2020 for transportation spending. It is the first law enacted in over ten years that provides long-term funding certainty for surface transportation.

## **Americans with Disabilities Act of 1990**

The Americans with Disabilities Act of 1990 (ADA) stipulates involving the community, particularly those with disabilities in the development and improvement of services.

## **The Age Discrimination Act of 1975**

The Age Discrimination Act of 1975 prohibits discrimination based on age in programs or activities receiving Federal financial assistance. The Act prohibits recipients of Federal financial assistance from taking actions that result in denying or limiting services or otherwise discriminating based on age.

## **Title VI of the Civil Rights Act of 1964.**

Title VI states that "No person in the United States shall, on the grounds of race, color, or national origin, be excluded from participation in, be denied the benefit of, or be subjected to discrimination under any program or activity receiving federal financial assistance." Title VI serves as the legal foundation for what is today referred to as environmental justice. AAMPO adheres to Title VI and environmental justice principles.

## **Executive Order 13166 – Limited English Proficiency**

Executive Order 13166 was created to "... improve access to federally conducted and federally assisted programs and activities for persons who, as a result of national origin, are limited in their English proficiency ..." Federal agencies were directed to provide guidance and technical

assistance to recipients of federal funds as to how they can provide meaningful access to limited English proficient users of federal programs. Consistent with Executive Order 13166 and U.S. Department of Transportation (DOT) guidance, AAMPO has developed a Limited English Proficiency Plan } in order to ensure meaningful input opportunities for persons with limited English proficiency. The AAMPO LEP plan is available on the AAMPO website ([www.alamoareampo.org](http://www.alamoareampo.org)) and calls for translations of vital documents, such as public notices, into Spanish. AAMPO may, at its discretion, translate documents into additional languages if the nature of the document and the character of the document's target audience justify additional translation. The LEP plan provides further guidance for serving limited English-speaking populations.

### **Executive Order 12898 on Environmental Justice**

This order was signed by President Clinton in 1994. It reinforced the requirements of Title VI of the Civil Rights Act of 1964 that focused federal attention on the environmental and human health condition in minority and low-income communities:

*Each federal agency shall make achieving environmental justice part of its mission by identifying and addressing, as appropriate, disproportionately high and adverse human health or environmental effects of its programs, policies and activities on minority populations and low-income populations.*

### **Executive Order 13175 – Consultation and Coordination with Tribal Governments**

Executive Order 13175 states that “in formulating or implementing policies that have tribal implications, agencies shall establish regular and meaningful consultation and collaboration with tribal officials to reduce the imposition of unfunded mandates upon Indian tribes.”

At least one American Indian tribe has expressed an interest in being notified of activities throughout the state of Texas. Though there are no tribal governments located in the Alamo Area MPO study area, the MPO will actively seek to keep tribal governments informed of major decisions affecting the region. The MPO will continue to communicate with Native American Indian tribal leaders on an ongoing basis to identify issues of common concern.

### **Disclaimers**

In order to share appropriate requirements with the public related to various laws and regulations, the MPO regularly uses the following disclaimers. Their purpose and use is described below.

#### **American's with Disabilities Act Statement**

The following disclaimer will be included on public meeting notices as appropriate:

*All MPO meetings will be conducted in accordance with the Americans with Disabilities Act (ADA) and are accessible to persons with disabilities. Arrangements for special assistance or an interpreter can be made by calling the Metropolitan Planning Organization office at (210)-227-8651, or Relay Texas at 1-800-735-2989 at least five (5) business days in advance. The meeting facilities will also be within a reasonable distance of a transit route in counties where transit service is readily available.*

## **Title VI and Environmental Justice Statement**

The following MPO Title VI and Environmental Justice Nondiscrimination Statement will be included in informational items and collateral materials as appropriate:

*The Alamo Area Metropolitan Planning Organization (MPO), as a recipient of Federal funding and under Title VI of the Civil Rights Act and related statutes, ensures that no person shall on the grounds of race, religion, color, national origin, sex, age or disability be excluded from participation in, denied benefits of, or otherwise discriminated against by any MPO program or activity.*

## **Report Language**

The following language shall be included in all reports published by the MPO:

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

This language shall be displayed on the interior front cover page in a place of prominence in accordance with the contract between TxDOT and the Alamo Area MPO.

## **Federal Transit Administration Section 5307 Language**

For newspaper ads in support of the development of the Transportation Improvement Program, by agreement with the transit provider, the language shown below must be included in the ad text itself:

*The TIP development process is being used to satisfy the public hearing requirements of FTA's Section 5307 program and this public notice of public involvement activities and time established for public review and comments on the TIP will satisfy the FTA Program of Projects requirements.*

# Target Audiences

The MPO takes great pride in working with people and other agencies. The AAMPO strongly believes that people should have a say in decisions that impact their lives. The AAMPO staff keeps a contact list on a continuous basis. People and groups that AAMPO targets are listed below. This list is not exclusive. The AAMPO also reaches out to the public at large.

Target Audiences
Airport operators
Board and committee members
Business and trade organizations
Citizens expressing an interest in transportation planning
City and academic libraries
Civic and public interest groups
Community-based associations
Commuters
Disabled populations
Elected local, state and federal officials
Emergency response agencies
Environmental groups
Faith-based organizations
Freight shippers
Higher education faculty, staff, and students
Homeowner, neighborhood and resident associations
Local media outlets
Military Bases
Natural disaster risk reduction agencies
Private transportation organizations and employees
Providers of freight transportation services
Public agencies and staff
Public health organizations
Public ports
Public transportation
School districts
Social service organizations
Tourism industry
Traditionally underserved populations (described in greater detail in the following section)
Transportation advocates
Tribal governments
Users of pedestrian walkways and bicycle transportation facilities
Users of ridesharing services such as Uber and Lyft
Any other interested parties

# Diversity and Inclusiveness

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AAMPO commits to engage traditionally underserved groups. These groups include low-income and minority populations. Federal laws protect more groups. The AAMPO also protects two more groups. All protected groups are listed here.

## Protected Categories

Both Title VI of the Civil Rights Act of 1964 (Title VI) and Executive Order 12898 (EO 12898) on Environmental Justice (EO 12898) are specific in the description of the populations they protect. Title VI prohibits discrimination based on race, color and national origin. EO 12898 protects minority and low-income populations. Discrimination against persons based on gender, age, and disability are addressed by other nondiscrimination statutes. Collectively, these populations are often referred to as “traditionally underserved” in the transportation planning process.

### Minority

Persons considered minorities are identified by the U.S. Census as people of African, Hispanic, Asian, American Indian, or Alaskan Native origin. Executive Order 12898 and the DOT and FHWA Orders on Environmental Justice consider minority persons as persons belonging to any of the following groups:

- **Black** – a person having origins in any of the black racial groups of Africa.
- **Hispanic** – a person of Mexican, Puerto Rican, Cuban, Central or South American, or other Spanish culture or origin, regardless of race.
- **Asian** – a person having origins in the Far East, Southeast Asia, or the Indian subcontinent.
- **American Indian and Alaskan Native** – a person having origins in North America and who maintains cultural identification through tribal affiliation or community recognition.

### Low Income

A person whose household income (or in the case of a community or group, whose median household income) is at or below the U.S. Department of Health and Human Services poverty guidelines. The national poverty guidelines are issued annually by the Department of Health and Human Services and are available at <http://aspe.hhs.gov/poverty/poverty.shtml>.

### Elderly

Any persons over the age of 65.

### People with Disabilities

Under the Americans with Disabilities Act of 1990, a qualified individual with a disability is a person that 1) has a physical or mental impairment that substantially limits one or more major life activities; 2) has a record of such an impairment; or 3) is regarded as having such an impairment.

**Limited English Proficiency**

People who do not speak English as their primary language and have a limited ability to read, speak, write, or understand English may be considered limited English proficient.

**Additional Categories**

Additionally, AAMPO includes low-literacy populations and those without personal transportation as traditionally underserved populations, although they are not protected by either a federal act or an executive order.

**Low Literacy**

People who have difficulty using certain reading, writing, and computational skills considered necessary for functioning in everyday life may be considered to have low literacy. Persons with low literacy are generally defined as having less than fifth-grade reading and comprehension skills.

**Zero Car Households**

Households without cars or access to one.



# Board and Committees

The AAMPO board and committees provide one of the most regular and consistent ways for public involvement. Following is a list of committees supported by MPO staff. The table below identifies the day of the month, time, and location of their meetings.

Committee	Date/Time	Location
Technical Advisory Committee (TAC) *	First Friday of the month at 1:30 p.m.	TxDOT District Office Building 2 Hearing Room 4615 NW Loop 410 San Antonio, TX 78229
Bicycle Mobility Advisory Committee (BMAC) *	Second Wednesday of the month at 9:00 a.m.	MPO Conference Room B 825 South Saint Mary's Street San Antonio, TX 78205
Pedestrian Mobility Advisory Committee (PMAC) *	Third Wednesday of the month at 3:30 p.m.	MPO Conference Room B at 825 South Saint Mary's Street, San Antonio, TX 78205
Transportation Policy Board (TPB) *	Fourth Monday of the month at 1:30 p.m.	VIA Metro Center Community Room 1021 San Pedro San Antonio, TX 78212

\* Meeting dates and locations are subject to change. The BMAC and PMAC committees hold joint evening meetings several times a year. Some committees choose to cancel meetings in July and December. For the most current information, please visit [www.alamoareampo.org/calendar](http://www.alamoareampo.org/calendar).

MPO meetings are open to all. For special needs or translator, call 210-227-8651. You can also call TDD 1-800-735-2989 (Relay Texas). Please call at least five working days before the meeting. Meeting dates, times, and locations may change. You can call 210-227-8651 to confirm the meeting. The table below lists the timing of information on the website.

Materials	What is available on the web?	When is it posted on the web?
Meeting agendas and packets	Transportation Policy Board <a href="http://www.alamoareampo.org/Committees/TPB/">www.alamoareampo.org/Committees/TPB/</a>  Technical Advisory Committee <a href="http://www.alamoareampo.org/Committees/TAC/">www.alamoareampo.org/Committees/TAC/</a>  Bicycle Mobility Advisory Committee <a href="http://www.alamoareampo.org/Committees/BMAC/">www.alamoareampo.org/Committees/BMAC/</a>  Pedestrian Mobility Advisory Committee <a href="http://www.alamoareampo.org/Committees/PMAC/">www.alamoareampo.org/Committees/PMAC/</a>	One week prior to the meeting

Materials	What is available on the web?	When is it posted on the web?
Meeting Information	Board and committee meeting dates and times <a href="http://www.alamoareampo.org/Calendar/">www.alamoareampo.org/Calendar/</a>	Online calendar is posted and updated throughout the year, along with board/committee web pages.  Meeting information pages updated monthly.
Livestreaming	Transportation Policy Board meetings only <a href="http://www.alamoareampo.org/mpolive">www.alamoareampo.org/mpolive</a>	Listen or watch the Transportation Policy Board meetings live or in a searchable archive available 24 hours after the event.
News releases	News and media items, published or broadcast <a href="http://www.alamoareampo.org/news/">www.alamoareampo.org/news/</a>	Review news releases after sending to the media.  Timing of the news release varies depending on the news item or event.

### Meeting Notices

The Texas Open Meetings Act requires notice of any public meeting where a decision could be made or that may be attended by more than one elected official. The MPO regularly posts MPO Transportation Policy Board (TPB), Technical Advisory Committee (TAC), Bicycle Mobility Advisory Committee (BMAC) and Pedestrian Mobility Advisory Committee (PMAC) meetings in the Texas Register, at the Bexar County Courthouse Bulletin Board, and with Comal and Guadalupe counties.

### Public Comments

The MPO accepts public comments at every regular meeting of the board and committees. Comments can be spoken or in writing.

# Public Participation Toolbox

The MPO communicates with the public in a variety of ways. Information shared covers the MPO's programs, projects and studies. MPO information materials display the MPO logo and include contacts. This section describes some of the communication tools the MPO uses.

## Philosophy of External Communications

Guiding principles for external communications include:

- **Informative:** The MPO will provide information. The MPO does not advocate on issues.
- **Concise:** The MPO will provide clear and concise information.
- **Clear:** The MPO will use easy to understand text and graphics.
- **Engaging:** The MPO will hold meetings that are fun, interactive, and meaningful.

The MPO uses the "Spectrum of Public Participation." It was developed by the International Association of Public Participation. The spectrum helps identify when to use tools in the process.

## IAP2'S PUBLIC PARTICIPATION SPECTRUM



The IAP2 Federation has developed the Spectrum to help groups define the public's role in any public participation process. The IAP2 Spectrum is quickly becoming an international standard.

INCREASING IMPACT ON THE DECISION					
	INFORM	CONSULT	INVOLVE	COLLABORATE	EMPOWER
PUBLIC PARTICIPATION GOAL	To provide the public with balanced and objective information to assist them in understanding the problem, alternatives, opportunities and/or solutions.	To obtain public feedback on analysis, alternatives and/or decisions.	To work directly with the public throughout the process to ensure that public concerns and aspirations are consistently understood and considered.	To partner with the public in each aspect of the decision including the development of alternatives and the identification of the preferred solution.	To place final decision making in the hands of the public.
PROMISE TO THE PUBLIC	We will keep you informed.	We will keep you informed, listen to and acknowledge concerns and aspirations, and provide feedback on how public input influenced the decision.	We will work with you to ensure that your concerns and aspirations are directly reflected in the alternatives developed and provide feedback on how public input influenced the decision.	We will look to you for advice and innovation in formulating solutions and incorporate your advice and recommendations into the decisions to the maximum extent possible.	We will implement what you decide.

The table shows different communication tools. The last column shows the level of participation. It corresponds to the Spectrum of Participation. Some strategies, such as outreach tools, are solely informational. Others can include multiple points on the spectrum.

<b>Meetings/Events/Speaking Engagements</b>		
<b>Type</b>	<b>Description</b>	<b>Level of Participation</b>
Project Workshops/Open-Houses	This type of public meeting is open and more informal. Team members interact with the public on a one-on-one basis. Short presentations may be given at these meetings. They will be followed by small group exercises or exhibits that people can visit on their own.	Inform Consult Involve Collaborate
MPO Exhibit Tables	MPO staff attend other agency events and man tables or booths. These include activities, maps, charts and informational brochures. Exhibit tables may also be used at malls or other public venues.	Inform Consult
Small Group Meetings	During projects such as planning studies, meetings are held with small groups that have an interest in the project. Meetings could be with homeowners or neighborhood associations, civic groups, special interest groups, or other groups of affected or interested parties.	Inform Consult Involve
Advisory committee meetings	The AAMPO staff supports four committees and several subcommittees. These groups provide input, advice and recommendations to the planning process. Committees work to build consensus on their recommendations before sending them to the board.	Inform Consult Involve Collaborate
Transportation Policy Board	The board is made up of elected officials and representatives from the various cities, counties, and public agencies within the MPO study area. It is the sole decision-making body within the MPO process.	Inform Consult Involve Collaborate Empower

Online/Electronic Tools		
Type	Description	Level of Participation
AAMPO Website	The website was established in 1998 with basic information about the MPO process, members, meeting times and contact information. The site has been expanded to include information about specific projects undertaken by the MPO. Bicycle, pedestrian and trails information and event schedules are also included. Work products such as the UPWP, TIP and MTP are available from the website. The site provides many links to other transportation related sites from the local to national level. The site is continually maintained and updated by MPO staff and is used to promote regular and special meetings, planning studies, bicycle and pedestrian events, publications and work products.	Inform
FastTrack E-Newsletter	The MPO publishes an electronic newsletter on a bi-weekly basis and distributes it according to the database e-mail list. Citizens are added to the distribution list at their own request. Opportunities to be added to the list occur during public meetings hosted by the MPO, during public events attended by the MPO, on the MPO website, and when citizens contact MPO staff. Each issue of the newsletter includes staff contact information, upcoming meeting schedules, the MPO website address, project highlights, and current planning project status reports. Information regarding significant transportation issues, MPO awards, and other one-time activities are also included.	Inform Consult
Social Media	The MPO will utilize appropriate social media avenues to post pertinent information and notices on a frequent basis. This also provides another opportunity for the public to provide public input to the MPO's on-going planning process.	Inform Consult Involve
Project-specific Web Sites	For individual projects, project-specific websites may be used. These sites are used when project information is too extensive to be included on the MPO site. Project websites can contain study area maps, meeting announcements, descriptions of alternatives, comment forms, user surveys and project team contact information. Links to project sites are provided from the MPO site.	Inform Consult Involve

Online/Electronic Tools		
Type	Description	Level of Participation
Crowdsourcing	The MPO will utilize different online tools to solicit input, ideas, and suggestions from the public. This could be in the form of comments on a map or submitted via an online form.	Inform Consult
Online meetings	The MPO will provide online participation opportunities as appropriate. These opportunities will include webinar options for participation during the day or virtual public meetings. These will be advertised at the same time as the public meetings.	Inform Consult Involve

Public Notice Delivery Tools		
Type	Description	Level of Participation
US Postal Service	Traditional mail service is used for formal public hearing notices, as well as to publicize public meetings/workshops.	Inform
Email	Email blasts are used in addition to traditional mailing to stakeholders and community members. Recipients have previously opted in to communications by providing their email addresses.	Inform Consult
Location Placement	Meeting notices are posted in high-traffic gathering places, including but not limited to: schools, parks, libraries, community centers, and other such gathering places.	Inform
Transit	Meeting flyers and related collateral material may also be available on buses, notifying riders of upcoming meetings.	Inform

Print and Broadcast Media Tools		
Type	Description	Level of Participation
Display Ads	These ads are used to promote meetings that are not regularly scheduled, such as corridor or subarea workshops, project specific meetings, open houses or	Inform

Print and Broadcast Media Tools		
Type	Description	Level of Participation
	hearings. They are published in local/regional newspapers that provide the best coverage at an economical price.	
Press Releases	Formal press releases are sent to local media (newspaper, TV and radio) to announce upcoming meetings and activities and to provide information on specific issues being considered by MPO committees.	Inform
TV and Radio Public Affairs Shows	MPO staff will solicit radio and talk show appearances to provide information or to promote events and topics as appropriate.	Inform
Video and Audio Public Service Announcements	MPO staff will produce audio and video public service announcements for selected events and distribute them to the appropriate metro area radio, TV and cable stations.	Inform

Multimedia Tools		
Type	Description	Level of Participation
Printed Newsletter	The MPO publishes a quarterly hardcopy newsletter that is mailed to the contact mailing list and e-mailed to the electronic contact list. Included are feature stories about the transportation planning process as well as ongoing studies, projects and issues. A Spanish version is also available upon request.	Inform
Project Newsletters	For individual projects, such as corridor or subarea studies, that are typically performed using consulting services, newsletters are often used to address specific project issues. These newsletters are mailed to targeted residents, businesses and property owners in the area affected by a particular study. Information regarding upcoming project meetings, alternatives being proposed in the area, and other project news is reported in these newsletters.	Inform
Other Newsletters	When project-specific newsletters are not used, articles may be prepared for publication in other newsletters produced by municipalities, homeowner associations,	Inform

Multimedia Tools		
Type	Description	Level of Participation
	church groups, civic groups, or others that may have an interest in the project. These articles are subject to the publication dates and space restrictions of publishers.	
Video Blogs	On a monthly basis, the MPO produces, in English and Spanish, a brief video blog called V-News. V-News highlights upcoming meetings of MPO standing committees, special project meetings or public events being undertaken by the MPO, and may include useful information related to various planning issues, such as air quality, safety, and transportation options.	Inform
Flyers, Posters and Fact Sheets	To provide summary information regarding MPO policy, programs and projects, flyers, posters and fact sheets may be distributed at public meetings, posted on the MPO web site, and displayed in public places such as libraries and community centers. Individuals and special interest groups can also request fact sheets directly from the MPO staff office.	Inform
Bus Placards	The MPO will use advertising space in VIA buses whenever possible as provided by VIA Metropolitan Transit for various MPO events.	Inform
Banners	The MPO will consider using banner advertising such as physical street banners and internet page banners as appropriate for MPO events and activities.	Inform

### Partner Agency Collaboration

MPO staff will attend and participate in as many transportation partner public participation activities as is feasible to enhance public consideration of transportation issues, plans, and programs and to reduce redundancies and costs.



# Public Participation Procedures

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The MPO generates major planning documents that require public input and community consensus. As a result, they are made available for public comment using various outreach strategies. Members of the public can view all of the required documents, and any amendments, on the MPO website at [www.alamoareampo.org](http://www.alamoareampo.org) or call 210-230-6929 to receive a copy. Following is a list of the major planning documents produced by the MPO.

- Metropolitan Transportation Plan, or long-range plan
- Transportation Improvement Program, or short-range plan
- Unified Planning Work Program
- Public Participation Plan
- Performance Measures Report
- Transportation Conformity Document (if/when needed)

The Transportation Policy Board has set different approval processes depending on the item agendized for action. The two-step approval process is for new TIP, MTP and Transportation Conformity documents, as well as amendments to the TIP and MTP. The two-step process means that items will be presented to the Transportation Policy Board one month with action scheduled for the following month, allowing for an approximate public comment period of 30 days.

The MPO also has a process for an expedited, or one-step process for TIP and MTP amendments, that allows the board to hear the item presented and take action within one meeting.

Other items such as amendments to the Unified Planning Work Program, consultant contract awards and resolutions of support, as examples, are acted upon by the Transportation Policy Board in a one-step approval process.

Below, please find a description of the two-step and expedited one-step processes. The following page identifies the planning steps required for each planning document produced by the MPO along with the minimum outreach strategies recommended for each. Whenever possible, the MPO will strive to go beyond the minimum outreach strategies.

## Two-Step Approval Process

1. Present, for informational purposes, the Proposed Action to the Technical Advisory Committee/Transportation Policy Board in month one
2. Present, for Action, to the Technical Advisory Committee/Transportation Policy Board in month two

## Expedited One-Step Approval Process (for TIP and MTP Amendments only)

- Transportation Policy Board hears a presentation and takes action at one meeting as opposed to two board meetings

- Reserved for items requiring quick action due to impending federal or state requirements or deadlines (or for other reasons deemed in the community's best interest)
- Requires a 75% vote by the Transportation Policy Board to enter into a time certain public hearing and the Board will solicit input into the amendment(s) prior to taking action

	Approval Process						Minimum Outreach Activities						
	Two-Step Approval Process	One-Step Approval Process	Expedited One-Step Process w/ 75% Board Vote for public hearing	30 Day Comment Period	45 Day Comment Period	60 Day Comment Period	Partner Agency Coordination	News release	Newspaper Ads	Social media	E-newsletter	Video	Neighborhood presentations
<b>TIP/MTP Development Process &amp; Adoption of the TIP/MTP</b>	★			★			★	★	★	★	★	★	★
<b>Routine amendments to the TIP/MTP occurring between annual updates</b>	★			★			★						
<b>Expedited process, urgent amendments to the TIP/MTP</b>			★				★						
<b>Adoption of the Unified Planning Work Program</b>	★			★			★						
<b>Amendments to the Unified Planning Work Program</b>		★					★						
<b>Public Participation Plan</b>	★				★		★			★	★		
<b>Consultant Contract Award</b>		★					★						
<b>Performance Measures and Targets</b>	★			★			★						
<b>Transportation Conformity</b>						★	★	★	★	★	★	★	★
Note: this list is illustrative and may not reflect all the items the Transportation Policy Board may consider for action.													

# Monitoring and Evaluation

This PPP will be reviewed and adopted, with revisions if necessary, at least every three (3) years. The following performance measures will be recorded by staff on a continuous basis to monitor and evaluate the effectiveness of participation strategies. Where appropriate, the Deputy Director and the Planning/Public Involvement Program Manager will set yearly targets. Adjustments to strategies will be made as needed to meet the public involvement plan goals.

Goals Addressed	Public Involvement Tool	Evaluation Method
Goals 1, 2, 3, 4, and 5	Public Participation Plan	To be reviewed every three years
Goal 2	AAMPO Website	Number of New Users Number of Returning users Page Views Sessions
Goal 2	FastTrack E-Newsletter	Number of Subscribers Number of Emails Accepted Unique/Total Views
Goals 1, 2, and 3	Open Houses, Meetings, Workshops, and Public Hearings	Number of Attendees
Goals 1, 2, and 3	Newspaper Advertisements	Sign-in sheets – “How did you hear about this meeting?”
Goals 1, 2, and 3	Direct Mailings	Distribution
Goals 1, 2, and 3	Press Releases	Press Mentions
Goals 1, 2, and 3	Surveys	Number of Responses
Goals 1, 2, and 3	Facebook	Likes Total Daily Reach Total Daily Impressions
Goals 1, 2, and 3	Twitter	Followers Impressions Retweets Likes
Goal 2	Instagram	Followers
Goal 2	YouTube	No measure required
Goals 1, 2, and 3	Webstreaming	Number of people watching
Goal 5	Attend Partner Agency Events	Number of Events

In addition to the measures listed above, the MPO will provide meeting evaluation forms at public meetings, workshops, and hearings to collect qualitative feedback from participants that can be used to improve meeting processes for future events.

## Revisions and Amendments

This Public Participation Plan reflects the current policies of the Alamo Area MPO. At a minimum, these policies will be reviewed, revised if necessary and adopted every three (3) years.

**Administrative amendments** to the PPP include changes to the public involvement tools and strategies, revision of references to applicable regulations, misspellings, omissions or typographical errors. Staff performs these updates, with no notification required.

**Amendments** to the Participation Plan include any other changes that do not fit the administrative definition above. A two-step process and 45 days of public comment are required before adoption. If the document changes significantly due to public comments, an additional 45-day comment period is required.

Development of a new Public Participation Plan follows a two-step process and requires a 45-day comment period.

Enclosure 1: Sample Checklist for Planning an Accessible Meeting

Enclosure 2: Limited English Proficiency Plan

Enclosure 3: Social Media Plan

Enclosure 4: Brand Standards

Adopted:

## **Policy 3: Guidelines for Programming Projects in the Metropolitan Transportation Plan and the Transportation Improvement Program**

This document constitutes the Alamo Area Metropolitan Planning Organization's process for programming projects in the Metropolitan Transportation Plan and the Transportation Improvement Program. When considered for amendment, this document shall be subject to a public comment period of approximately 30 days prior to adoption by the Metropolitan Planning Organization Transportation Policy Board.

### **A. Purpose**

The Alamo Area Metropolitan Planning Organization (MPO) develops a Transportation Improvement Program (TIP) that programs projects for a minimum of the following four (4) fiscal years. The TIP is forwarded to the Texas Department of Transportation (TxDOT) for inclusion into the Statewide Transportation Improvement Program. The TIP project selection process begins with the long-range Metropolitan Transportation Plan process. The public is invited to fully participate in the Metropolitan Transportation Plan development process thus assisting in the selection and prioritization of transportation improvement projects. Implementing agencies which include the Alamo Area Council of Governments, Alamo Regional Mobility Authority, cities and counties within the MPO study area, the Texas Department of Transportation (TxDOT), and VIA Metropolitan Transit, participate in the Metropolitan Transportation Plan development process with one of the final products of the process being a prioritized list of transportation projects to be eventually considered for inclusion in the TIP.

Projects in the TIP are either selected by the Transportation Policy Board in consultation with the State (TxDOT) and transit operator (VIA) or selected by the State (TxDOT) in cooperation with the MPO. Projects selected by the Transportation Policy Board are those that are to be funded with Surface Transportation Program - Metro Mobility (STP-MM), Transportation Alternatives (TA), Congestion Mitigation & Air Quality (CMAQ), and any other future U.S. Department of Transportation (USDOT) or TxDOT funds suballocated to the local level.

### **B. Project Funding Categories**

Project funding categories in the TIP and MTP include but are not limited to:

- Category 1 Preventative Maintenance & Rehabilitation
- Category 2 Metropolitan and Urban Corridor Projects
- Category 3 Non-Traditional Funding
- Category 4 Statewide Connectivity Corridor
- Category 5 Congestion Mitigation and Air Quality (CMAQ) <sup>1</sup>
- Category 6 Structure Rehabilitation

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<sup>1</sup> The Alamo Area MPO does not currently receive this type of funding.

- Category 7 Surface Transportation Program – Metro Mobility or STP-MM
- Category 8 Safety
- Category 9 Transportation Alternatives
- Category 10 Miscellaneous
- Category 11 District Discretionary
- Category 12 Strategic Priority
- Federal Transit Administration Section 5307 (Urbanized Area Formula Grant Program)
- Federal Transit Administration Section 5309 (Capital Grant Program)
- Federal Transit Administration Section 5310 (Elderly and Disabled Transportation Assistance Grant Program)
- Federal Transit Administration Section 5339 (Bus and Bus Facilities Infrastructure Investment Program)

### **C. Use of ‘Grouped’ Control Section Job (CSJ) Numbers**

A CSJ (Control Section Job number) is an identifying project number used by the Texas Department of Transportation. The MPO will use ‘Grouped’ CSJs for the following types of projects:

- Preliminary Engineering
- Right-of-Way Acquisition
- Preventive Maintenance and Rehabilitation
- Bridge Replacement and Rehabilitation
- Railroad Grade Separations
- Safety
- Landscaping
- Intelligent Transportation Systems Deployment
- Bicycle and Pedestrian
- Safety Rest Areas and Truck Weigh Stations
- Transit Improvements

Projects that fall within these categories will be listed in an appendix of the Transportation Improvement Program. Generally these Grouped CSJs will be used for projects funded under Category 1 (Preventive Maintenance & Rehabilitation), Category 6 (Structure Rehabilitation), Category 8 (Safety), and Category 10 (Miscellaneous). These projects are initially included in an Appendix of a new TIP and are revised or amended administratively as allowed in Section G Administrative Revisions.

Grouped CSJs will not be used for wholly or partially funded Category 2 (Metropolitan and Urban Corridor), Category 5 (CMAQ, when allocated), Category 7 (STP-MM), or Category 9 (Transportation Alternatives) projects.

## **D. Use of Appendix D - Projects Undergoing Environmental Assessment**

The purpose of Appendix D is to identify projects that are undergoing preliminary engineering and environmental analysis (PE/EA) consistent with early project development. The Federal Highway Administration allows these projects to be referenced in the current Transportation Improvement Program in order to facilitate the feasibility and PE/EA phases. This Appendix contains projects that are scheduled for implementation beyond the four years of the TIP time frame, and it in no way implies that these projects are programmed in the TIP. Cost estimates are preliminary and do not represent any commitment of construction funding. Consistency with the Metropolitan Transportation Plan will be verified as alternatives are examined in studies or environmental clearance efforts.

Projects listed in Appendix D will include, at a minimum, MPO ID number, county, sponsoring entity, street name, project limits, project description, estimated let date and preliminary project cost.

## **E. Quarterly Review of Projects**

### Category 2 (Metropolitan and Urban Corridor) Projects

The implementing agency will submit amendments to the Category 2 (Metropolitan and Urban Corridor) projects to the MPO in writing. For cost increases greater than 10%, the implementing agency will also submit to the MPO justification for the cost increase and the funding source of the additional amount. For new projects being amended into the TIP that are not part of the current Unified Transportation Program, the implementing agency will also submit to the MPO which other Category 2 projects are being amended to allow for the inclusion of the new project unless the new projects are funded using additional allocation.

### Category 7 (STP-MM) and Category 9 (TA) Projects

Every three (3) months, a detailed review of Category 7 (STP-MM) and Category 9 (TA) funded projects in the TIP will be conducted. These projects will be reviewed for progress towards their letting (contract) dates, cost estimates, description and limits. If warranted by the detailed review, projects may be re-prioritized at the discretion of the Transportation Policy Board.

If the quarterly review warrants amendment(s) to the TIP, such amendment(s) will be presented to the Transportation Policy Board for consideration in sufficient time to allow the amendment(s) to be incorporated into the next regularly scheduled quarterly amendment of the Statewide Transportation Improvement Program.

## **F. Amendment Process**

The following changes will require an amendment to the TIP and MTP:

- Adding or deleting project(s)
- Revising the project scope of work
- Revising the project cost
- Revising funding categories
- Revising the phase of work (ex: from P.E. to construction)
- Revising project limits

Amendments to the TIP and MTP require a two-step process. To permit adequate public review and comment, amendments to the TIP and MTP will be presented at a Transportation Policy Board meeting with action on the amendment occurring at the following Transportation Policy Board meeting (approximately 30 days after initial presentation). TIP and MTP amendments are provided in the meeting package which is posted on the MPOs website a week prior to TAC and TPB meetings. Amendments to both the TIP and the MTP may be initiated concurrently.

Amendments to the TIP or the MTP requiring quick action due to impending federal or state requirements or deadlines (or for other reasons deemed in the community's best interest) may be accomplished by a 75% vote of the TPB quorum present to waive the routine two-step process. In these cases, the Transportation Policy Board will hold a special public hearing within their normal meeting agenda to specifically solicit public comment on the proposed TIP or MTP amendment. These actions will be emphasized on the meeting agenda that is both mailed and e-mailed out ten (10) days prior to the Transportation Policy Board meeting. This will alert the public and permit special attendance to comment on the action prior to adoption by the Transportation Policy Board.

Governing bodies of the sponsoring agencies will promptly notify the MPO in writing of any currently programmed projects that are proposed to be deleted from the TIP. The governing body of the sponsoring agency shall state its preference for project replacement in the written notification. The Transportation Policy Board will provide direction and/or may consider action at the next appropriate meeting with respect to amending the TIP.

To the extent possible, any project amended outside the timeframe of the current TIP due to funding limitations will have priority consideration in being amended back into the TIP when additional funding becomes available.

## **G. Administrative Revisions**

The MPO Director is authorized to approve certain "administrative changes" to the TIP with the notification of such to the appropriate transportation planning partners. The intent of this section is not to circumvent the public process for amending the TIP, but to allow for minor corrections to the TIP that do not materially change a project's function including minor revisions to project limits, scope or cost.



## **H. Category 7 (STP-MM) Projects**

### Basic Requirements for STP-MM Projects

All projects submitted for consideration for funding through normal Category 7 (STP-MM) program allocations will compete through a standard project call when a new TIP is being developed. The Transportation Policy Board will approve a schedule, parameters and project selection criteria prior to the formal project call. Submitted projects must meet the following basic requirements:

1. Projects will be submitted to the MPO through an implementing agency (Alamo Area Council of Governments, Alamo Regional Mobility Authority, Texas Department of Transportation, VIA Metropolitan Transit and cities and counties within the MPO Study Area) and appropriate commitments of local match shall be made. Approval of the commitment of the local match from the Texas Department of Transportation District Engineer or the policy body of the local agency submitting the project for consideration will be obtained and submitted to the MPO. An 'in-kind' match is not allowed for construction projects.
2. All submitted projects shall be developed in accordance with minimum standards as defined by AASHTO and/or NACTO, as applicable.
3. Each implementing agency is encouraged to address Title VI and Environmental Justice considerations in submitting projects to the MPO for consideration.
4. Agencies should consider the transit service area when submitting projects.
5. Pedestrian and bicycle facilities will be included in all future transportation improvement projects. Any exceptions will need to be adequately justified by management of the implementing entity. Bicycle and pedestrian components included in a funded project may not be deleted from the project at a future date.
6. Funded STP-MM projects will also be included in the MTP. Note: Amendments to the MTP and the TIP are made through the amendment process at the discretion of the Transportation Policy Board. Amendments to the MTP and TIP, can be made simultaneously.
7. A roadway project submitted for consideration in the TIP must be on a functionally classified facility as defined by the MPO and approved by Federal Highway Administration through the State. Roadway projects on facilities classified as a local street or minor collector do NOT qualify for Federal funding.
8. All deadlines set by the MPO are firm.

### STP-MM Call for Projects Process

Prior to each STP-MM project call, MPO staff will develop the schedule, submittal form and call for projects process, to include workshop(s) jointly hosted by the MPO and TxDOT. These items will be reviewed and acted upon by the Bicycle Mobility Advisory Committee (BMAC), Pedestrian Mobility Advisory Committee (PMAC), and Technical Advisory Committee (TAC) with final action by the Transportation Policy Board.

MPO staff will be responsible for assembling data for the technical scoring process. A subcommittee of BMAC and PMAC will score standalone bicycle and pedestrian projects. A subcommittee of TAC will score added capacity and operational projects.

### STP-MM Project Selection

The TAC will review the technical scoring, public input, project readiness and agency priorities and make a recommendation to the MPO's Executive Committee on a slate of projects to be funded. The Executive Committee will make a recommendation to the Transportation Policy Board. The TAC may request presentations by implementing agencies.

### STP-MM Project Implementation

1. Unless allocated a fixed amount, each STP-MM project will have a cost figure in the approved TIP that is an estimate. This TIP "Estimated Construction Bid" shall include all construction costs at 100% and shall designate what percent match is required by the local agency.

"Estimated Construction Bid" is defined as all anticipated bid item costs of the improvement project, other than for right-of-way acquisition, utility relocation or betterment, preliminary engineering, environmental analysis/clearance, contingency, change orders and construction engineering. The amount programmed as the "Construction Cost" in the TIP shall equal the "Estimated Construction Bid".

2. Unless allocated a fixed amount, each selected STP-MM project may be adjusted when bids are approved.
  - a. If bids are higher than the TIP Construction Cost, the TIP estimate shall become a fixed construction funding cap.
  - b. If the Approved Construction Bid is lower than the TIP Construction Cost, the TIP shall be administratively revised by MPO staff to reflect the approved Construction bid (excludes any right-of-way acquisition, utility relocation or betterment, preliminary engineering, environmental analysis/clearance, contingency, and construction engineering)

- c. Following the establishment of the project construction amount in items 2a and 2b above, the sponsoring entity is then eligible for up to 10% contingency of STP-MM project funding towards eligible change orders and up to 11% of STP-MM project funding towards eligible construction engineering and construction management costs. An under run in contingency cannot cover an over run in construction engineering/construction management and vice versa.

As these eligible change orders and eligible construction engineering costs are potential costs, they are not specifically programmed in the TIP towards the STP-MM. These costs, if incurred, would impact future fiscal allocations and it must be acknowledged that this could require the delay and/or re-scoping of existing TIP projects to remain fiscally constrained by fiscal year.

- 3. Once a project is included in the TIP, TxDOT and the local governmental entity (implementing agency) shall execute a Funding Agreement.
  - a. Prior to letting, the executed Funding Agreement will be based on the Estimated Construction Bid (identified as Construction Cost in the TIP) and reflect:

Estimated Construction Bid + maximum 10% contingency of STP-MM project funding for eligible change orders + maximum 11% of STP-MM funding for eligible construction engineering and construction management costs.

- b. Post Letting, if the Approved Construction Bid (excluding any right-of-way acquisition, utility relocation or betterment, preliminary engineering, environmental analysis/clearance, contingency, and construction engineering) is lower than the TIP Construction Cost, the Funding Agreement will be amended and re-executed to reflect:

Approved Construction Bid + maximum 10% contingency of STP-MM project funding for eligible change orders + maximum 11% of STP-MM funding for eligible construction engineering and construction management costs.

- 4. Owner requested change orders will be covered 100% by the local agency. Owner requested change orders are the result of changes requested by the local agency, not included in the original TPB approved scope of work.

## **I. Category 9 (TA) Projects**

### Basic Requirements for TA Projects

The MPO will hold a competitive call for projects for TA funding. The Transportation Policy Board will approve a schedule, parameters and project selection criteria prior to the formal project call. Submitted projects must meet the following basic requirements:

1. Projects will be submitted to the MPO through an implementing agency and appropriate commitments of local match shall be made. Approval of the commitment of the local match from the agency submitting the project for consideration will be obtained and submitted to the MPO. An 'in-kind' match is not allowed for construction projects.
2. All submitted projects shall be developed in accordance with minimum standards as defined by AASHTO and/or NACTO, as applicable.
3. Each implementing agency is encouraged to address Title VI and Environmental Justice considerations in submitting projects to the MPO for consideration.
4. Agencies should consider the transit service area when submitting projects.
5. Funded TA projects will also be included in the MTP. Note: Amendments to the MTP and the TIP are made through the amendment process at the discretion of the Transportation Policy Board. Amendments to the MTP and TIP, can be made simultaneously.
6. All deadlines set by the MPO are firm.

#### TA Call for Projects Process

Prior to each TA project call, MPO staff will develop the schedule, submittal form and call for projects process. These items will be reviewed and acted upon by the Bicycle Mobility Advisory Committee (BMAC), Pedestrian Mobility Advisory Committee (PMAC), and Technical Advisory Committee (TAC) with final action by the Transportation Policy Board.

MPO staff will be responsible for assembling data for the technical scoring process. A subcommittee of BMAC and PMAC will score TA projects.

#### TA Project Selection

BMAC and PMAC will review the technical scoring, public input, project readiness and agency priorities and make a recommendation to the Technical Advisory Committee on a slate of projects to be funded. The TAC may request project presentations by implementing agencies and will make a recommendation to the MPO's Executive or Transportation Policy Board, as directed by the approved call for projects process.

## **J. Public Involvement**

The MPO commits to a public involvement process that includes the provision of timely information, provides reasonable public access to technical and policy information, provides adequate public notice, seeks out and considers traditionally underserved populations, and documents significant comments. Please see the MPO Policy 2: Public Participation Plan for additional information on public involvement.

Adopted: *pending*

## **Policy 5: Technical Advisory Committee**

### Roles and responsibilities

The Technical Advisory Committee (TAC) is a standing committee. The role of the TAC is to provide technical advice to the Transportation Policy Board on elements of the transportation planning process. Any changes to this policy are subject to majority approval by the Transportation Policy Board.

At a minimum, the TAC provides technical, planning and policy review and recommendations and/or action on:

- Metropolitan Transportation Plan and amendments
- Transportation Improvement Program and amendments
- Unified Planning Work Program (UPWP) and amendments
- Final reports, technical reports, and technical memoranda resulting from studies undertaken with planning funds programmed in the UPWP

In addition, the TAC provides other technical recommendations as requested by the Transportation Policy Board.

### Membership

The voting membership of TAC shall be structured as follows:

Advanced Transportation District	1 representative
Alamo Area Council of Governments:	1 representative
Alamo Regional Mobility Authority	1 representative
Bexar County	1 representative
City of New Braunfels	1 representative
City of San Antonio	3 representatives
City of Seguin	1 representative
Comal County	1 representative
Greater Bexar County Council of Cities	1 representative
Guadalupe County	1 representative
Kendall County Geographic Area	1 representative
MPO Bicycle Mobility Advisory Committee	1 representative
MPO Pedestrian Mobility Advisory Committee	1 representative
Northeast Partnership	1 representative
Private Transportation Providers	1 representative
Texas Department of Transportation	1 representative
VIA Metropolitan Transit	1 representative

The representative(s) and alternate(s) of each governmental agency on the TAC will be designated in writing through each agency's/entity's internal procedures. A member of the Transportation Policy Board may not simultaneously serve on the Technical Advisory Committee. The Private Transportation Providers representative will be selected for recommendation by the TAC. The representative from

the Northeast Partnership and the Suburban Cities will be nominated through letters to the MPO from the Transportation Policy Board representative from the Northeast Partnership and the Chairman of the Greater Bexar County Council of Cities, respectively.

Each agency/entity on the TAC will be allowed to designate one alternate from within the same agency or entity for each representative serving on the TAC. If the representative cannot attend the TAC meeting, the designated alternate may attend and vote as the representative of the agency or entity. Proxies will not be allowed. Members (both primary and alternate) may not represent more than one entity at a time.

A primary member of the Transportation Policy Board may not serve simultaneously on the TAC, however, alternate Transportation Policy Board members may serve on the TAC.

In addition to the voting and ex-officio members, the TAC recognizes individuals and organizations within the community can provide meaningful input into the transportation planning process. These resources will be informed of TAC meetings and invited to provide input in a non-voting capacity as appropriate.

#### Ex-Officio Membership

Ex-officio members shall hold non-voting status on the TAC:

Texas Dept. of Transportation - Transportation Planning and Programming Division  
Texas Commission on Environmental Quality  
Utility Coordination Council

#### Election of Chair and Vice-Chair

Every two years, the TAC will elect a Chair and Vice-Chair from its current membership. The Chair and Vice-Chair shall be elected by a majority of the members present at the meeting. Elections of Chair and Vice-Chair will occur in June 2014 and then in June of every even year.

#### Chair and/or Vice Chair Vacancies

Vacancies in Chair and/or Vice-Chair whether created by resignation or otherwise, shall be filled by election of the TAC for the remainder of the unexpired term and election to be held at the next regular TAC meeting.

#### Quorum

A quorum for meetings will consist of fifty (50) percent plus one or greater of the voting members or designated alternates of the TAC. Vacancies are defined as positions on the TAC that are not filled. Vacancies on the TAC will not count against the quorum.

## Committees

The TAC will have the following committees:

A. Bicycle Mobility Advisory Committee

The role of the Bicycle Mobility Advisory Committee (BMAC) is to improve bicycle mobility within the Alamo Area MPO Study Area. BMAC will provide bold and visionary leadership in all matters affecting bicycle mobility in the MPO study area and be expansive in its vision with its mission throughout the entire region. BMAC will adopt Committee By-laws to outline its goals, desired membership and procedures. BMAC by-laws will be approved by the TAC and the Transportation Policy Board.

B. Pedestrian Mobility Advisory Committee

The role of the Pedestrian Mobility Advisory Committee (PMAC) is to improve pedestrian mobility within the Alamo Area MPO Study Area. PMAC will provide bold and visionary leadership in all matters affecting pedestrian mobility in the MPO study area and be expansive in its vision with its mission throughout the entire region. PMAC will adopt Committee By-laws to outline its goals, desired membership and procedures. PMAC by-laws will be approved by the TAC and the Transportation Policy Board.

Both BMAC and PMAC are advisory committees, and subject to this Policy, will directly advise the TAC on technical matters and the Transportation Policy Board on relevant bicycle and pedestrian-related policy issues.

C. Land Use and Regional Thoroughfare Planning Committee

The role of the Land Use and Regional Thoroughfare Planning Committee is to oversee the development and monitoring of the selected land use (growth) scenario for use in the development of the Metropolitan Transportation Plan and will provide input into the development of a Regional Thoroughfare Plan. The committee will operate on an informal basis and will meet as needed.

D. Freight, Rail and Transit Committee

The role of the Freight, Rail and Transit Committee is to review and provide input on regional freight, passenger rail, and transit initiatives as requested. The committee will operate on an informal basis and will meet as needed.

E. Traffic Incident Management Committee

The role of the Traffic Incident Management (TIM) Subcommittee is to consider input from the regional TIM group, provide direction as necessary, incorporate TIM into regional transportation planning practices, and to foster partnerships and agreements where possible. The committee will operate on an informal basis and will meet as needed.



**Alamo Area Metropolitan Planning Organization  
Bicycle Mobility Advisory Committee By-Laws**  
*December 5, 2016 Approval date pending*

**Purpose**

The Bicycle Mobility Advisory Committee (BMAC) is established by the Alamo Area Metropolitan Planning Organization (MPO) to improve bicycle mobility within the Alamo Area MPO Study Area.

Generally, the BMAC will:

- Provide bold and visionary leadership in all matters affecting bicycle mobility in the MPO study area
- Be expansive in its vision and assertive with its mission throughout the entire community

In particular, the BMAC will:

- Consider all technical and public outreach issues related to bicycle mobility including but not limited to urban design, construction standards, design standards, maintenance, access, connectivity and safety.
- Communicate with and educate the public and elected officials on the importance of bicycling through a speaker's bureau as well as periodic articles and opinion pieces to appropriate agency and mass media.
- Participate in all regional transportation planning activities
- Explore and recommend funding options and opportunities for bicycle-related projects
- Participate in the promotion and implementation of the Regional Bicycle Master Plan and Walkable Community Program as well as other related initiatives
- Promote and participate in annual Walk & Roll activities year round
- Recommend bicycle-related planning studies to be conducted
- Serve as liaison to other stakeholders and interest groups for bicycling
- Communicate and educate both cyclists and motorists that cyclists have the same rights and responsibilities as motor vehicles on the road
- Advise the MPO's Technical Advisory Committee (TAC) and Transportation Policy Board (TPB) on bicycle-related technical and policy issues. Items on which TAC and the BMAC take different actions may still be brought to the TPB for consideration.

## Membership

The BMAC shall consist of a maximum of 25 voting members and a Chair who will vote only in case of a tie. These members define the “voting membership” of the BMAC and shall be appointed in writing by the respective agencies or from nominees.

- One (1) member shall be appointed from each of the following public agency staffs:
  - a) Alamo Area Council of Governments,
  - b) Bexar County Public Works,
  - c) City of Boerne,
  - d) City of New Braunfels,
  - e) City of San Antonio Sustainable Transportation Manager,
  - f) City of San Antonio Transportation & Capital Improvements,
  - g) City of San Antonio Parks and Greenways,
  - h) City of Seguin,
  - i) San Antonio River Authority,
  - j) Texas Department of Transportation - San Antonio District, and
  - k) VIA Metropolitan Transit
- Three (3) citizen members shall be selected from applicants to represent bicycling interests at-large. These members shall reside within the MPO study area and be selected to serve on the BMAC because of their knowledge of and experience with bicycling in the Alamo Area.

An application to fill open citizens-at-large positions will be e-mailed to the MPO's standard mailing list and posted on the MPO's website within one month of a vacancy. A subcommittee of the BMAC will review applications, shortlist and may interview candidates as appropriate, and provide a recommended candidate to the BMAC, which as a whole will select the member.

- One (1) member shall be appointed from a professional organization selected by the BMAC on a rotating basis for a two-year, non-renewable term. The appointee should be serving an officer or staff role in a professional organization such as, but not limited to:
  - American Institute of Architects,
  - American Planning Association,
  - Chambers of Commerce,
  - Congress for New Urbanism,
  - Real Estate Council of San Antonio,
  - San Antonio Board of Realtors, or
  - Urban Land Institute

The rotating position is intended to allow different professional organizations to have representation over time on BMAC. After initial appointment the position will be filled by a candidate applying as the alternate member. The alternate will move into the primary position after two years and the vacant alternate position will be posted.

- One (1) member shall be appointed jointly by the Greater Bexar County Council of Cities (GBCCC) and the Northeast Partnership.

- One (1) member shall be appointed by San Antonio Bike Share.
- One (1) member shall be appointed by the San Antonio Wheelmen.
- One (1) member shall be appointed by the South Texas Off-Road Mountain Bikers (STORM).
- One (1) member shall be appointed by [BikeTexas Earn-A-Bike Co-op](#)
- One (1) member shall be appointed by a cycling organization selected by the BMAC on a rotating basis for a two-year, ~~non~~-renewable term.

An application to fill open bicycling organization positions will be e-mailed to the MPO's standard mailing list and posted on the MPO's website at the end of each two-year term. The rotating bicycle organization position is intended. This is to allow different community cycling groups to have representation over time on the Bicycle Mobility Advisory Committee. The position will be filled by a candidate applying as the alternate member. The alternate will move into the primary position after two years and the vacant alternate position will be posted. A subcommittee of the BMAC will review applications, shortlist, and may interview candidates as appropriate, and provide a recommended candidate to the BMAC, which as a whole will select the primary and alternate members.

- One (1) non-voting member shall be appointed each by:
  - [BikeTexas](#)
  - [Federal Highway Administration](#)
  - [San Antonio Area Tourism Council](#)

Agencies, citizens and organizations are encouraged to appoint an alternate member (except when otherwise described above) to serve in case of an absence. Alternates have full "voting membership" privileges when acting as the primary agency representative. Should a citizen representative decline to appoint an alternate member, the BMAC shall select an alternate from applicants to represent bicycling interests at-large.

The BMAC Chair shall be nominated by the BMAC and will be appointed by the MPO Transportation Policy Board for a two-year term.

The BMAC Vice-Chair shall be a member elected by the BMAC membership.

In order to allow for increased citizen participation, the following terms shall apply:

- Agency staff – no term limit
- Citizens-at-Large – renewable two-year term as approved by BMAC
- Greater Bexar County Council of Cities/Northeast Partnership – renewable two-year term as approved by BMAC
- San Antonio Wheelmen, STORM and [BikeTexas Earn-A-Bike](#) – renewable two-year term as approved by BMAC

- Should a member fail to attend three consecutive meetings of the BMAC, the Chair may recommend that the member be removed and replaced by an alternate or by selecting a representative from previously submitted applications.
- In addition to appointing the voting membership, the BMAC may appoint ex-officio members as appropriate. The ex-officio members are not voting members but will receive all meeting materials and are encouraged to actively participate in all BMAC discussions.

## **Procedures**

- The BMAC shall meet regularly, or as often as necessary.
- The BMAC may meet jointly with the Pedestrian Mobility Advisory Committee (PMAC) as needed.
- BMAC meeting notices and information will be provided by mail or e-mail to all members approximately one week prior to a meeting.
- Meeting minutes shall be made of each meeting. Meeting minutes will be posted on the MPO's website following approval.
- Each agenda will include a "Citizens to Be Heard" item. Participation by interested citizens is encouraged.
- A meeting quorum shall be defined as a majority of the existing voting membership. Vacancies do not count against a quorum. A quorum will be present for all actions taken by the BMAC. The option for members to attend remotely shall be approved by the Chair.
- These by-laws and any future amendments will be approved by the Alamo Area MPO's Technical Advisory Committee.
- Additionally, BMAC will designate a representative and alternate to serve on the voting membership of the TAC. Designation shall be recorded in BMAC's meeting minutes to be officially recognized by the MPO.
- In accordance with Article VII Advisory Committees of the Transportation Policy Board By-Laws for the Alamo Area Metropolitan Planning Organization, all meetings of the Bicycle Mobility Advisory Committee and subcommittees, which may be created, are required to comply with the requirements of the Texas Open Meetings Act.

## **Staff Support**

- Support shall be provided to the BMAC by MPO staff within limitations imposed by budgetary and personnel considerations.

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- In consultation with BMAC members, MPO staff will develop the meeting agenda, meeting package, provide meeting minutes, participate in discussions, and coordinate BMAC activities as appropriate.

DRAFT

**Alamo Area Metropolitan Planning Organization  
Pedestrian Mobility Advisory Committee By-laws**

~~October 26, 2015~~ Approval date pending

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**Purpose**

The Pedestrian Mobility Advisory Committee (PMAC) is established by the Alamo Area Metropolitan Planning Organization (MPO) to improve pedestrian mobility within the Alamo Area MPO Study Area.

Generally, the PMAC will:

- Provide bold and visionary leadership in all matters affecting pedestrian mobility in the MPO study area
- Be expansive in its vision and assertive with its mission throughout the entire community

**In particular, the PMAC and its committee members will:**

- Consider all technical and public outreach issues related to pedestrian mobility including but not limited to urban design, construction standards, design standards, maintenance, access, connectivity and safety.
- Communicate with and educate the public and elected officials on the importance of pedestrian travel to the transportation system.
- Participate in all regional transportation planning activities.
- Explore and recommend funding options and opportunities for pedestrian-related projects.
- Participate in the promotion and implementation of the Walkable Community Program as well as other related initiatives.
- Promote and participate in annual Walk & Roll activities year round.
- Recommend pedestrian-related planning studies to be conducted.
- Serve as liaison to other stakeholders and interest groups for walking.
- Advise the MPO's Technical Advisory Committee (TAC) and the Transportation Policy Board (TPB) on pedestrian-related technical, planning and policy issues. Items on which TAC and the PMAC take different actions may still be brought to the TPB for consideration.

## Membership

The PMAC shall consist of 16 voting members and a Chair who will vote only in case of a tie. These members define the “voting membership” of the PMAC and shall be appointed in writing by the respective agencies or from nominees.

- One (1) member shall be appointed from each of the following public agency staffs:
  - Alamo Area Council of Governments
  - Bexar County Public Works
  - City of Boerne
  - City of New Braunfels
  - Four staff representing the City of San Antonio
  - City of Seguin
  - Texas Department of Transportation - San Antonio District
  - VIA Metropolitan Transit
- Two (2) citizen members shall be selected from applicants to represent walking interests at-large. These members shall reside within the MPO study area and be selected to serve on the PMAC because of their knowledge of and experience with walking and pedestrian issues.

An application to fill open citizens-at-large positions will be e-mailed to the MPO's standard mailing list and posted on the MPO's website within one month of a vacancy. A subcommittee of the PMAC will review applications, shortlist and may interview candidates as appropriate, and provide a recommended candidate to the PMAC, which as a whole will select the member.

- One (1) member shall be appointed by the Greater Bexar County Council of Cities (GBCCC).
- One (1) member shall be appointed by the Bexar County Technical Advisory Committee for Persons with Disabilities (TACPD).

• One (1) member shall be appointed by a walking organization.

• One (1) non-voting member shall be appointed each by:

- [City of San Antonio Disability Access Office](#)
- [Federal Highway Administration](#)

All committee members are encouraged to appoint an alternate member to serve in case of an absence. Alternates have full “voting membership” privileges when acting as the primary agency representative.

The PMAC Chair shall be nominated by the PMAC and will be appointed by the MPO Transportation Policy Board for a two-year term. The term may be extended.

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The PMAC Vice-Chair shall be a member elected by the PMAC membership.

**In order to allow for increased citizen participation, the following terms shall apply:**

- Agency staff – no term limit
- Citizen-at-large and the members representing the GBCCC, TACPD, and Walking Organization will have renewable two-year terms as approved by PMAC.
- Should a member, or their designated alternate, fail to attend three consecutive meetings of PMAC, the Chair may recommend that the member be removed and replaced by an alternate or by selecting a representative from previously submitted applications. Any member who will be absent is urged to send written notification to MPO staff prior to the meeting.
- In addition to appointing the voting membership, the PMAC may appoint ex-officio members as appropriate. The ex-officio members are not voting members but will receive all meeting materials and are encouraged to actively participate in all PMAC discussions.

**Procedures**

- The PMAC shall meet monthly or as necessary.
- The PMAC may meet jointly with the Bicycle Mobility Advisory Committee (BMAC) as needed.
- PMAC meeting notices and information will be provided by mail or e-mail to all members a minimum of 72 hours prior to a meeting.
- Meeting minutes shall be made of each meeting. Meeting minutes will be posted on the MPO's website following approval.
- Each agenda will include a "Citizens to Be Heard" item. Participation by interested citizens is encouraged, including requests for agenda topics.
- A meeting quorum shall be defined as a majority of the existing voting membership. Vacancies do not count against a quorum. A quorum will be present for all actions taken by the PMAC. The option for members to attend remotely shall be approved by the Chair.
- These by-laws and any future amendments will be approved by the Alamo Area MPO's Technical Advisory Committee.



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- Additionally, PMAC will designate a representative and alternate to serve on the voting membership of the TAC. Designation shall be recorded in PMAC's meeting minutes to be officially recognized by the MPO.
- In accordance with Article VII Advisory Committees of the Transportation Policy Board By-Laws for the Alamo Area Metropolitan Planning Organization, all meetings of the Pedestrian Mobility Advisory Committee and subcommittees, which may be created, are required to comply with the requirements of the Texas Open Meetings Act.

#### **Staff Support**

- Support shall be provided to the PMAC by MPO staff within limitations imposed by budgetary and personnel considerations.
- In consultation with PMAC members, MPO staff will develop the meeting agenda, meeting package, provide meeting minutes, participate in discussions, and coordinate PMAC activities as appropriate.

**6. Presentation on the Outcomes of the Joint AAMPO/CAMPO Transportation Policy Board Meeting (Capital Alamo Connection Study)**

**Purpose**

The purpose of this agenda item is to receive an update on the results of the joint Alamo Area MPO (AAMPO) and Capital Area MPO (CAMPO) Transportation Policy Board meeting.

**Issue**

The joint AAMPO/CAMPO Transportation Policy Board meeting was held on Wednesday, November 1<sup>st</sup> from 10:00 a.m. to noon at the New Braunfels Civic Center. The meeting was a workshop format and focused on the Austin-San Antonio Corridor, specifically the Capital Alamo Connection Study. The formal presentation process contained an overview presentation and breakout groups that discussed infrastructure, technology and policy within the corridor.

The meeting process and results will be presented at your meeting.

**Action Requested**

**For information and discussion as necessary. No action is requested.**

**7. Discussion and Appropriate Action on Performance Measures and Target Setting**

**Purpose**

The purpose of this agenda item is to discuss proposed regional targets associated with safety and transit asset management performance measures.

**Issue**

The U.S. Department of Transportation (USDOT) is implementing several roadway-related performance requirements created under the federal transportation legislation of MAP-21 (Moving Ahead for Progress in the 21<sup>st</sup> Century, signed in July 2012) and the FAST (Fixing America's Surface Transportation, signed in December 2015) Act. In the coming months, the Transportation Policy Board is required to set regional targets for two of these performance areas: roadway safety and transit asset management.

Statewide safety targets and local transit asset management targets have been set by the Texas Department of Transportation and VIA Metropolitan Transit.

Safety performance measures focus on reducing the number of people killed and seriously injured in motorized and non-motorized crashes. Transit asset management performance measures focus on achieving a state of good repair for the nation's public transportation systems. By reporting targets in the Metropolitan Transportation Plan and Transportation Improvement Program, performance measures can inform planning and funding decisions in the pursuit of regional and national goals.

A presentation introducing transportation performance measures was made by MPO staff at your June meeting. MPO staff will present proposed regional targets at this meeting. Copies of the presentation will be available at your meeting.

**Action Requested**

**For information only and discussion only. Action is scheduled for January 2018.**

**8. Presentation of Amendments to the Metropolitan Transportation Plan and the FY 2017-2020 Transportation Improvement Program**

**Purpose**

The purpose of this agenda item is to review proposed amendments to the Metropolitan Transportation Plan and the FY 2017-2020 Transportation Improvement Program.

**Issue**

The Texas Department of Transportation (TxDOT) amends the Statewide Transportation Improvement Program (STIP) on a quarterly basis. To meet our local process for amending the Transportation Improvement Program (TIP), amendments will be reviewed in December with action scheduled for January 2018. In order to keep the Metropolitan Transportation Plan (MTP) and TIP consistent, amendments to the TIP will also need to be made to the MTP.

All amendments at this time have been requested by TxDOT. The amendments include:

- moving up the US 281 North project from FY 2019 to FY 2018, and
- updating the funding distribution for Prop1/Prop 7 projects to reflect both federal and state funding participation rather than 100% state funding as is currently shown in the TIP.

Two projects in the MTP are being amended to move from out years (FY 2022 and FY 2029) to FY 2021 to reflect upcoming changes to TxDOT's Unified Transportation Program.

The proposed amended projects are attached for your review.

**Action Requested**

**For information only and discussion only. Action is scheduled for January 2018.**

**ALAMO AREA METROPOLITAN PLANNING ORGANIZATION  
FY 2017-2020 TRANSPORTATION IMPROVEMENT PROGRAM  
FIRST QUARTER 2018 AMENDMENTS  
FY 2018**

FY 2018						MPO Proj ID No.		Year of Expenditure Cost	
TxDOT District	County	CSJ	Hwy	Phase	City	Project Sponsor			
15 - San Antonio	Bexar	0025-02-160	IH 10	C	San Antonio	TxDOT	3474.0	\$120,000,000	
Limits From:	IH 410					Revision Date:	2/2018		
Limits To:	Loop 1604					Project History:	1/18 - revise funding distribution; 4/17 - TIP: add project; MTP: move from FY 2024 to FY 2018		
Description:	Expand from 4 lane to 6 lane expressway								
Remarks:	2nd Qtr 18 - revise funding distribution								
Total Project Cost Information (TxDOT %):			Cost of Approved Phases:  \$120,000,000	Type of Work:		Added Capacity: Non - Toll			
Preliminary Engineering:	\$5,880,000	<u>Funding Categories</u>		Authorized Funding by Category/Share					
ROW Purchase:	\$0			<u>Federal</u>	<u>State</u>	<u>Local</u>	<u>Local Contribution</u>	<u>Total</u>	
Construction Cost:	\$120,000,000			2 - Metro Corridor	\$20,507,780	\$9,492,220	\$0	\$0	\$30,000,000
Construction Engineering:	\$4,800,000			4 - Connectivity	\$24,000,000	\$6,000,000	\$0	\$0	\$30,000,000
Contingencies:	\$8,400,000			12 - Strat Pri	\$48,000,000	\$12,000,000	\$0	\$0	\$60,000,000
Indirect Costs:	\$2,400,000			Other	\$0	\$0	\$0	\$0	\$0
Other Field	\$4,800,000			Totals	\$92,507,780	\$27,492,220	\$0	\$0	\$120,000,000
Total Project Cost:	\$146,280,000								
15 - San Antonio	Kendall	0072-06-075	IH 10	C	Boerne	TxDOT	9102.5	\$27,000,000	
Limits From:	US 87 South "Y"					Revision Date:	2/2018		
Limits To:	Cascade Caverns/Scenic Loop					Project History:	1/18 - revise funding distribution; 4/17 - add project; added w/ 12/8/14 adoption of the MTP		
Description:	Reonstruct grade separation at US 87 South "Y", reconfigure ramps & widen frontage road to convert to one way operation								
Remarks:	2nd Qtr 18 - revise funding distribution								
Total Project Cost Information (TxDOT %):			Cost of Approved Phases:  \$27,000,000	Type of Work:		Operational			
Preliminary Engineering:	\$1,323,000	<u>Funding Categories</u>		Authorized Funding by Category/Share					
ROW Purchase:	\$0			<u>Federal</u>	<u>State</u>	<u>Local</u>	<u>Local Contribution</u>	<u>Total</u>	
Construction Cost:	\$27,000,000			4 - Connectivity	\$24,300,000	\$2,700,000	\$0	\$0	\$27,000,000
Construction Engineering:	\$1,080,000			Other	\$0	\$0	\$0	\$0	\$0
Contingencies:	\$1,890,000			Other	\$0	\$0	\$0	\$0	\$0
Indirect Costs:	\$540,000			Other	\$0	\$0	\$0	\$0	\$0
Other Field	\$1,080,000			Totals	\$24,300,000	\$2,700,000	\$0	\$0	\$27,000,000
Total Project Cost:	\$32,913,000								
15 - San Antonio	Kendall	0072-06-076	IH 10	C	Other	TxDOT	9102.6	\$30,000,000	
Limits From:	SH 46					Revision Date:	2/2018		
Limits To:	US 87 South "Y"					Project History:	1/18 - revise funding distribution; 4/17 - add project; added w/ 12/8/14 adoption of the MTP		
Description:	Reconstruct grade separation at SH 46, reconfigure ramps and widen EB frontage road to convert to one way operation								
Remarks:	2nd Qtr 18 - revise funding distribution								
Total Project Cost Information (TxDOT %):			Cost of Approved Phases:  \$30,000,000	Type of Work:		Operational			
Preliminary Engineering:	\$1,470,000	<u>Funding Categories</u>		Authorized Funding by Category/Share					
ROW Purchase:	\$0			<u>Federal</u>	<u>State</u>	<u>Local</u>	<u>Local Contribution</u>	<u>Total</u>	
Construction Cost:	\$30,000,000			4 - Connectivity	\$27,000,000	\$3,000,000	\$0	\$0	\$30,000,000
Construction Engineering:	\$1,200,000			Other	\$0	\$0	\$0	\$0	\$0
Contingencies:	\$2,100,000			Other	\$0	\$0	\$0	\$0	\$0
Indirect Costs:	\$600,000			Other	\$0	\$0	\$0	\$0	\$0
Other Field	\$1,200,000			Totals	\$27,000,000	\$3,000,000	\$0	\$0	\$30,000,000
Total Project Cost:	\$36,570,000								

**ALAMO AREA METROPOLITAN PLANNING ORGANIZATION  
FY 2017-2020 TRANSPORTATION IMPROVEMENT PROGRAM  
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TxDOT District	County	CSJ	Hwy	Phase	City	Project Sponsor	MPO Proj ID No.	Year of Expenditure Cost	
15 - San Antonio	Bexar	0072-07-070	IH 10	C	Other	TxDOT	5405.0	\$29,000,000	
Limits From:	Bexar/Kendall County Line					Revision Date:	2/2018		
Limits To:	Fair Oaks					Project History:	1/18 - revise funding distribution; 4/17 - add project		
Description:	Construct grade separation at Balcones Creek Road; reconfigure ramps and widen FR Rd to convert to one way								
Remarks:	2nd Qtr 18 - revise funding distribution								
Total Project Cost Information (TxDOT %):			Cost of Approved Phases:  \$29,000,000	Type of Work: Operational					
Preliminary Engineering:	\$1,421,000	<u>Funding Categories</u>		Authorized Funding by Category/Share					
ROW Purchase:	\$0			<u>Federal</u>	<u>State</u>	<u>Local</u>	<u>Local Contribution</u>	<u>Total</u>	
Construction Cost:	\$29,000,000			4 - Connectivity	\$26,100,000	\$2,900,000	\$0	\$0	\$29,000,000
Construction Engineering:	\$1,160,000			Other	\$0	\$0	\$0	\$0	\$0
Contingencies:	\$2,030,000			Other	\$0	\$0	\$0	\$0	\$0
Indirect Costs:	\$580,000			Other	\$0	\$0	\$0	\$0	\$0
Other Field	\$1,160,000			Totals	\$26,100,000	\$2,900,000	\$0	\$0	\$29,000,000
Total Project Cost:	\$35,351,000								
15 - San Antonio	Bexar	0253-04-138	US 281	E,R,C	San Antonio	TxDOT	3781.0	\$182,000,000	
Limits From:	0.8 Mi North of Stone Oak					Revision Date:	2/2018		
Limits To:	Bexar/Comal CL					Project History:	1/18 - move from '19 to '18 and revise funding distrib; 4/17 - TIP: add proj; MTP: move '21 to '19 and rev funding; 1/16 - move '16 to '19, rev funding, limits and descr; 4/15 - move '15 to '16 and rev		
Description:	Expand to 6 lane expressway with frontage roads - 4 General Purpose & 2 HOV lanes								
Remarks:	2nd Qtr 18 - move from FY 2019 to FY 2018 and revise funding distribution								
Total Project Cost Information (TxDOT %):			Cost of Approved Phases:  \$182,000,000	Type of Work: Added Capacity: Non - Toll					
Preliminary Engineering:	\$8,920,000	<u>Funding Categories</u>		Authorized Funding by Category/Share					
ROW Purchase:	\$89,200,000			<u>Federal</u>	<u>State</u>	<u>Local</u>	<u>Local Contribution</u>	<u>Total</u>	
Construction Cost:	\$182,000,000			12 - Strat Pri	\$72,800,000	\$18,200,000	\$0	\$0	\$91,000,000
Construction Engineering:	\$7,300,000			2 - Metro Corridor	\$60,800,000	\$15,200,000	\$0	\$0	\$76,000,000
Contingencies:	\$12,740,000			11 - Distr Discr	\$12,000,000	\$3,000,000	\$0	\$0	\$15,000,000
Indirect Costs:	\$3,640,000			Other	\$0	\$0	\$0	\$0	\$0
Other Field	\$7,300,000			Totals	\$145,600,000	\$36,400,000	\$0	\$0	\$182,000,000
Total Project Cost:	\$311,100,000								
15 - San Antonio	Bexar	1479-01-024	SL 1604	C	Other	TxDOT	5369.0	\$10,000,000	
Limits From:	FM 1937					Revision Date:	2/2018		
Limits To:	US 281					Project History:	1/18 - revise funding distribution; 4/17 - add project		
Description:	Expand from 2 lanes to 4 lanes divided								
Remarks:	2nd Qtr 18 - revise funding distribution								
Total Project Cost Information (TxDOT %):			Cost of Approved Phases:  \$10,000,000	Type of Work: Added Capacity: Non - Toll					
Preliminary Engineering:	\$490,000	<u>Funding Categories</u>		Authorized Funding by Category/Share					
ROW Purchase:	\$0			<u>Federal</u>	<u>State</u>	<u>Local</u>	<u>Local Contribution</u>	<u>Total</u>	
Construction Cost:	\$10,000,000			2 - Metro Corridor	\$6,000,000	\$1,500,000	\$0	\$0	\$7,500,000
Construction Engineering:	\$400,000			3 - LC	\$0	\$0	\$0	\$2,500,000	\$2,500,000
Contingencies:	\$700,000			Other	\$0	\$0	\$0	\$0	\$0
Indirect Costs:	\$200,000			Other	\$0	\$0	\$0	\$0	\$0
Other Field	\$400,000			Totals	\$6,000,000	\$1,500,000	\$0	\$2,500,000	\$10,000,000
Total Project Cost:	\$12,190,000								

**ALAMO AREA METROPOLITAN PLANNING ORGANIZATION**  
**FY 2017-2020 TRANSPORTATION IMPROVEMENT PROGRAM**  
**FIRST QUARTER 2018 AMENDMENTS**  
**FY 2018**

TxDOT District	County	CSJ	Hwy	Phase	City	Project Sponsor	MPO Proj ID No.	Year of Expenditure Cost
15 - San Antonio	Bexar	2255-01-083	SL 1604	C	Other	TxDOT	9109.0	\$20,000,000
Limits From:	FM 1303					Revision Date:	2/2018	
Limits To:	FM 1937					Project History:	1/18 - revise funding distribution; 4/17 - add to TIP, MTP: move from FY 2020 to FY 2018; added w/ 12/8/14 adoption of the MTP	
Description:	Expand from 2 lanes to 4 lane divided							
Remarks:	2nd Qtr 18 - revise funding distribution							
<b>Total Project Cost Information (TxDOT %):</b>		Cost of Approved Phases:	Type of Work: Added Capacity: Non - Toll					
Preliminary Engineering:	\$980,000		<b>Authorized Funding by Category/Share</b>					
ROW Purchase:	\$0		<u>Funding Categories</u>	<u>Federal</u>	<u>State</u>	<u>Local</u>	<u>Local Contribution</u>	<u>Total</u>
Construction Cost:	\$20,000,000		2 - Metro Corridor	\$10,000,000	\$2,500,000	\$0	\$0	\$12,500,000
Construction Engineering:	\$800,000	\$20,000,000	3 - LC	\$0	\$0	\$0	\$7,500,000	\$7,500,000
Contingencies:	\$1,400,000		Other	\$0	\$0	\$0	\$0	\$0
Indirect Costs:	\$400,000		Other	\$0	\$0	\$0	\$0	\$0
Other Field	\$800,000		<b>Totals</b>	\$10,000,000	\$2,500,000	\$0	\$7,500,000	\$20,000,000
Total Project Cost:	\$24,380,000							
15 - San Antonio	Bexar	2452-02-118	SL 1604	C	San Antonio	TxDOT	5334.1	\$1,000,000
Limits From:	at FM 1535					Revision Date:	2/2018	
Limits To:	.					Project History:	1/18 - revise funding distribution; 4/17 - TIP: add project; MTP: move from '27 to '18 and revise limits; 4/16 - funded through 17-20 TIP Call for Projects (P1/P7); temporarily placed in FY 2027	
Description:	Intersection operational improvements - EB to WB turnaround							
Remarks:	2nd Qtr 18 - revise funding distribution							
<b>Total Project Cost Information (TxDOT %):</b>		Cost of Approved Phases:	Type of Work: Operational					
Preliminary Engineering:	\$49,000		<b>Authorized Funding by Category/Share</b>					
ROW Purchase:	\$0		<u>Funding Categories</u>	<u>Federal</u>	<u>State</u>	<u>Local</u>	<u>Local Contribution</u>	<u>Total</u>
Construction Cost:	\$1,000,000		2 - Metro Corridor	\$800,000	\$200,000	\$0	\$0	\$1,000,000
Construction Engineering:	\$40,000	\$1,000,000	Other	\$0	\$0	\$0	\$0	\$0
Contingencies:	\$70,000		Other	\$0	\$0	\$0	\$0	\$0
Indirect Costs:	\$20,000		Other	\$0	\$0	\$0	\$0	\$0
Other Field	\$40,000		<b>Totals</b>	\$800,000	\$200,000	\$0	\$0	\$1,000,000
Total Project Cost:	\$1,219,000							
15 - San Antonio	Bexar	2452-02-119	SL 1604	C	San Antonio	TxDOT	5334.2	\$8,000,000
Limits From:	Bitters Rd					Revision Date:	2/2018	
Limits To:	Huebner Rd					Project History:	1/18 - revise funding distribution; 4/17 - add project	
Description:	Intersection operational improvements- construct 4 turnarounds							
Remarks:	2nd Qtr 18 - revise funding distribution							
<b>Total Project Cost Information (TxDOT %):</b>		Cost of Approved Phases:	Type of Work: Operational					
Preliminary Engineering:	\$392,000		<b>Authorized Funding by Category/Share</b>					
ROW Purchase:	\$0		<u>Funding Categories</u>	<u>Federal</u>	<u>State</u>	<u>Local</u>	<u>Local Contribution</u>	<u>Total</u>
Construction Cost:	\$8,000,000		2 - Metro Corridor	\$6,400,000	\$1,600,000	\$0	\$0	\$8,000,000
Construction Engineering:	\$320,000	\$8,000,000	Other	\$0	\$0	\$0	\$0	\$0
Contingencies:	\$560,000		Other	\$0	\$0	\$0	\$0	\$0
Indirect Costs:	\$160,000		Other	\$0	\$0	\$0	\$0	\$0
Other Field	\$320,000		<b>Totals</b>	\$6,400,000	\$1,600,000	\$0	\$0	\$8,000,000
Total Project Cost:	\$9,752,000							

**ALAMO AREA METROPOLITAN PLANNING ORGANIZATION  
FY 2017-2020 TRANSPORTATION IMPROVEMENT PROGRAM  
FIRST QUARTER 2018 AMENDMENTS  
FY 2018**

TxDOT District	County	CSJ	Hwy	Phase	City	Project Sponsor	MPO Proj ID No.	Year of Expenditure Cost
15 - San Antonio	Bexar	2452-03-112	SL 1604	C	Other	TxDOT	5161.0	\$40,000,000
Limits From:	IH 35					Revision Date:	2/2018	
Limits To:	FM 78					Project History:	1/18 - revise funding distribution; 4/17 - TIP: add project; MTP: Move from FY 2021 to FY 2018 and revise funding; removed from 10/15 Prop 1 list due to financial constraint issues	
Description:	Expand from 4 lane divided to 4 lane expressway							
Remarks:	2nd Qtr 18 - revise funding distribution							
<b>Total Project Cost Information (TxDOT %):</b>		Cost of Approved Phases:	Type of Work: Added Capacity: Non - Toll					
Preliminary Engineering:	\$1,960,000		<b>Authorized Funding by Category/Share</b>					
ROW Purchase:	\$0		<u>Funding Categories</u>	<u>Federal</u>	<u>State</u>	<u>Local</u>	<u>Local Contribution</u>	<u>Total</u>
Construction Cost:	\$40,000,000		12 - Strat Pri	\$32,000,000	\$8,000,000	\$0	\$0	\$40,000,000
Construction Engineering:	\$1,600,000	\$40,000,000	Other	\$0	\$0	\$0	\$0	\$0
Contingencies:	\$2,800,000		Other	\$0	\$0	\$0	\$0	\$0
Indirect Costs:	\$800,000		Other	\$0	\$0	\$0	\$0	\$0
Other Field	\$1,600,000		<b>Totals</b>	\$32,000,000	\$8,000,000	\$0	\$0	\$40,000,000
Total Project Cost:	\$48,760,000							
15 - San Antonio	Bexar	2452-03-118	SL 1604	C	San Antonio	TxDOT	5335.0	\$12,000,000
Limits From:	Redland Rd					Revision Date:	2/2018	
Limits To:	Bulverde Rd					Project History:	1/18 - revise funding distribution; 4/17 - TIP: add project; MTP: move from FY 2021 to FY 2018 and revise funding; removed from 10/15 Prop 1 list due to financial constraint issues	
Description:	Reconfigure ramps,construct turnarounds at Bulverde and operational improvements							
Remarks:	2nd Qtr 18 - revise funding distribution							
<b>Total Project Cost Information (TxDOT %):</b>		Cost of Approved Phases:	Type of Work: Operational					
Preliminary Engineering:	\$588,000		<b>Authorized Funding by Category/Share</b>					
ROW Purchase:	\$0		<u>Funding Categories</u>	<u>Federal</u>	<u>State</u>	<u>Local</u>	<u>Local Contribution</u>	<u>Total</u>
Construction Cost:	\$12,000,000		1 - Prvnt Mnt/Rehab	\$1,200,000	\$300,000	\$0	\$0	\$1,500,000
Construction Engineering:	\$480,000	\$12,000,000	2 - Metro Corridor	\$8,000,000	\$2,000,000	\$0	\$0	\$10,000,000
Contingencies:	\$840,000		3 - LC	\$0	\$0	\$0	\$500,000	\$500,000
Indirect Costs:	\$240,000		Other	\$0	\$0	\$0	\$0	\$0
Other Field	\$480,000		<b>Totals</b>	\$9,200,000	\$2,300,000	\$0	\$500,000	\$12,000,000
Total Project Cost:	\$14,628,000							
15 - San Antonio	Bexar	2452-03-120	SL 1604	C	San Antonio	TxDOT	5333.0	\$3,000,000
Limits From:	at FM 2252					Revision Date:	2/2018	
Limits To:	.					Project History:	1/18 - revise funding distribution; 4/17 - TIP: add project; MTP: move from FY 2021 to FY 2018 and revise funding; removed from 10/15 Prop 1 list due to financial constraint issues	
Description:	Intersection operational improvements - EB to WB turnaround							
Remarks:	2nd Qtr 18 - revise funding distribution							
<b>Total Project Cost Information (TxDOT %):</b>		Cost of Approved Phases:	Type of Work: Operational					
Preliminary Engineering:	\$147,000		<b>Authorized Funding by Category/Share</b>					
ROW Purchase:	\$0		<u>Funding Categories</u>	<u>Federal</u>	<u>State</u>	<u>Local</u>	<u>Local Contribution</u>	<u>Total</u>
Construction Cost:	\$3,000,000		2 - Metro Corridor	\$2,400,000	\$600,000	\$0	\$0	\$3,000,000
Construction Engineering:	\$120,000	\$3,000,000	Other	\$0	\$0	\$0	\$0	\$0
Contingencies:	\$210,000		Other	\$0	\$0	\$0	\$0	\$0
Indirect Costs:	\$60,000		Other	\$0	\$0	\$0	\$0	\$0
Other Field	\$120,000		<b>Totals</b>	\$2,400,000	\$600,000	\$0	\$0	\$3,000,000
Total Project Cost:	\$3,657,000							



**ALAMO AREA METROPOLITAN PLANNING ORGANIZATION**  
**METROPOLITAN TRANSPORTATION PLAN "Mobility 2040"**  
**SECOND QUARTER 2018 AMENDMENTS**  
**FY 2018**

FY 2018					Year of				
TxDOT District	County	CSJ	Hwy	Phase	City	Project Sponsor	MPO Proj ID No.	Expenditure Cost	
15 - San Antonio	Bexar	0025-02-160	IH 10	C	San Antonio	TxDOT	3474.0	\$120,000,000	
Limits From:	IH 410					Revision Date:	2/2018		
Limits To:	Loop 1604					Project History:	1/18 - revise funding distribution; 4/17 - TIP: add project; MTP: move from FY 2024 to FY 2018		
Description:	Expand from 4 lane to 6 lane expressway								
Remarks:	2nd Qtr 18 - revise funding distribution								
Total Project Cost Information (TxDOT %):		Cost of Approved Phases:  \$120,000,000	Type of Work:		Added Capacity: Non - Toll				
Preliminary Engineering:	\$5,880,000		<u>Funding Categories</u>	Authorized Funding by Category/Share					
ROW Purchase:	\$0			<u>Federal</u>	<u>State</u>	<u>Local</u>	<u>Local Contribution</u>	<u>Total</u>	
Construction Cost:	\$120,000,000			2 - Metro Corridor	\$20,507,780	\$9,492,220	\$0	\$0	\$30,000,000
Construction Engineering:	\$4,800,000			4 - Connectivity	\$24,000,000	\$6,000,000	\$0	\$0	\$30,000,000
Contingencies:	\$8,400,000			12 - Strat Pri	\$48,000,000	\$12,000,000	\$0	\$0	\$60,000,000
Indirect Costs:	\$2,400,000			Other	\$0	\$0	\$0	\$0	\$0
Other Field:	\$4,800,000			Totals	\$92,507,780	\$27,492,220	\$0	\$0	\$120,000,000
Total Project Cost:	\$146,280,000								
15 - San Antonio	Kendall	0072-06-075	IH 10	C	Boerne	TxDOT	9102.5	\$27,000,000	
Limits From:	US 87 South "Y"					Revision Date:	2/2018		
Limits To:	Cascade Caverns/Scenic Loop					Project History:	1/18 - revise funding distribution; 4/17 - add project; added w/ 12/8/14 adoption of the MTP		
Description:	Reonstruct grade separation at US 87 South "Y", reconfigure ramps & widen frontage road to convert to one way operation								
Remarks:	2nd Qtr 18 - revise funding distribution								
Total Project Cost Information (TxDOT %):		Cost of Approved Phases:  \$27,000,000	Type of Work:		Operational				
Preliminary Engineering:	\$1,323,000		<u>Funding Categories</u>	Authorized Funding by Category/Share					
ROW Purchase:	\$0			<u>Federal</u>	<u>State</u>	<u>Local</u>	<u>Local Contribution</u>	<u>Total</u>	
Construction Cost:	\$27,000,000			4 - Connectivity	\$24,300,000	\$2,700,000	\$0	\$0	\$27,000,000
Construction Engineering:	\$1,080,000			Other	\$0	\$0	\$0	\$0	\$0
Contingencies:	\$1,890,000			Other	\$0	\$0	\$0	\$0	\$0
Indirect Costs:	\$540,000			Other	\$0	\$0	\$0	\$0	\$0
Other Field:	\$1,080,000			Totals	\$24,300,000	\$2,700,000	\$0	\$0	\$27,000,000
Total Project Cost:	\$32,913,000								
15 - San Antonio	Kendall	0072-06-076	IH 10	C	Other	TxDOT	9102.6	\$30,000,000	
Limits From:	SH 46					Revision Date:	2/2018		
Limits To:	US 87 South "Y"					Project History:	1/18 - revise funding distribution; 4/17 - add project; added w/ 12/8/14 adoption of the MTP		
Description:	Reconstruct grade separation at SH 46, reconfigure ramps and widen EB frontage road to convert to one way operation								
Remarks:	2nd Qtr 18 - revise funding distribution								
Total Project Cost Information (TxDOT %):		Cost of Approved Phases:  \$30,000,000	Type of Work:		Operational				
Preliminary Engineering:	\$1,470,000		<u>Funding Categories</u>	Authorized Funding by Category/Share					
ROW Purchase:	\$0			<u>Federal</u>	<u>State</u>	<u>Local</u>	<u>Local Contribution</u>	<u>Total</u>	
Construction Cost:	\$30,000,000			4 - Connectivity	\$27,000,000	\$3,000,000	\$0	\$0	\$30,000,000
Construction Engineering:	\$1,200,000			Other	\$0	\$0	\$0	\$0	\$0
Contingencies:	\$2,100,000			Other	\$0	\$0	\$0	\$0	\$0
Indirect Costs:	\$600,000			Other	\$0	\$0	\$0	\$0	\$0
Other Field:	\$1,200,000			Totals	\$27,000,000	\$3,000,000	\$0	\$0	\$30,000,000
Total Project Cost:	\$36,570,000								

**ALAMO AREA METROPOLITAN PLANNING ORGANIZATION**  
**METROPOLITAN TRANSPORTATION PLAN "Mobility 2040"**  
**SECOND QUARTER 2018 AMENDMENTS**  
**FY 2018**

FY 2018							Year of Expenditure Cost			
TxDOT District	County	CSJ	Hwy	Phase	City	Project Sponsor	MPO Proj ID No.	Year of Expenditure Cost		
15 - San Antonio	Bexar	0072-07-070	IH 10	C	Other	TxDOT	5405.0	\$29,000,000		
Limits From:	Bexar/Kendall County Line					Revision Date:	2/2018			
Limits To:	Fair Oaks					Project History:	1/18 - revise funding distribution; 4/17 - add project			
Description:	Construct grade separation at Balcones Creek Road; reconfigure ramps and widen FR Rd to convert to one way									
Remarks:	2nd Qtr 18 - revise funding distribution									
Total Project Cost Information (TxDOT %):			Cost of Approved Phases:	Type of Work:		Operational				
Preliminary Engineering:	\$1,421,000	29,000,000		Funding Categories	Authorized Funding by Category/Share					
ROW Purchase:	\$0				Federal	State	Local	Local Contribution	Total	
Construction Cost:	\$29,000,000				4 - Connectivity	\$26,100,000	\$2,900,000	\$0	\$0	\$29,000,000
Construction Engineering:	\$1,160,000				Other	\$0	\$0	\$0	\$0	\$0
Contingencies:	\$2,030,000				Other	\$0	\$0	\$0	\$0	\$0
Indirect Costs:	\$580,000				Other	\$0	\$0	\$0	\$0	\$0
Other Field:	\$1,160,000		Totals		\$26,100,000	\$2,900,000	\$0	\$0	\$29,000,000	
Total Project Cost:	\$35,351,000									
15 - San Antonio	Bexar	0253-04-138	US 281	E,R,C	San Antonio	TxDOT	3781.0	\$182,000,000		
Limits From:	0.8 Mi North of Stone Oak					Revision Date:	2/2018			
Limits To:	Bexar/Comal CL					Project History:	1/18 - move from '19 to '18 and revise funding distrib; 4/17 - TIP: add proj; MTP: move '21 to '19 and rev funding; 1/16 - move '16 to '19, rev funding, limits and descr; 4/15 - move '15 to '16 and rev			
Description:	Expand to 6 lane expressway with frontage roads - 4 General Purpose & 2 HOV lanes									
Remarks:	2nd Qtr 18 - move from FY 2019 to FY 2018 and revise funding distribution									
Total Project Cost Information (TxDOT %):			Cost of Approved Phases:	Type of Work:		Added Capacity: Non - Toll				
Preliminary Engineering:	\$8,920,000	182,000,000		Funding Categories	Authorized Funding by Category/Share					
ROW Purchase:	\$89,200,000				Federal	State	Local	Local Contribution	Total	
Construction Cost:	\$182,000,000				12 - Strat Pri	\$72,800,000	\$18,200,000	\$0	\$0	\$91,000,000
Construction Engineering:	\$7,300,000				2 - Metro Corridor	\$60,800,000	\$15,200,000	\$0	\$0	\$76,000,000
Contingencies:	\$12,740,000				11 - Distr Discr	\$12,000,000	\$3,000,000	\$0	\$0	\$15,000,000
Indirect Costs:	\$3,640,000				Other	\$0	\$0	\$0	\$0	\$0
Other Field:	\$7,300,000		Totals		\$145,600,000	\$36,400,000	\$0	\$0	\$182,000,000	
Total Project Cost:	\$311,100,000									
15 - San Antonio	Bexar	1479-01-024	SL 1604	C	Other	TxDOT	5369.0	\$10,000,000		
Limits From:	FM 1937					Revision Date:	2/2018			
Limits To:	US 281					Project History:	1/18 - revise funding distribution; 4/17 - add project			
Description:	Expand from 2 lanes to 4 lanes divided									
Remarks:	2nd Qtr 18 - revise funding distribution									
Total Project Cost Information (TxDOT %):			Cost of Approved Phases:	Type of Work:		Added Capacity: Non - Toll				
Preliminary Engineering:	\$490,000	10,000,000		Funding Categories	Authorized Funding by Category/Share					
ROW Purchase:	\$0				Federal	State	Local	Local Contribution	Total	
Construction Cost:	\$10,000,000				2 - Metro Corridor	\$6,000,000	\$1,500,000	\$0	\$0	\$7,500,000
Construction Engineering:	\$400,000				3 - LC	\$0	\$0	\$0	\$2,500,000	\$2,500,000
Contingencies:	\$700,000				Other	\$0	\$0	\$0	\$0	\$0
Indirect Costs:	\$200,000				Other	\$0	\$0	\$0	\$0	\$0
Other Field:	\$400,000		Totals		\$6,000,000	\$1,500,000	\$0	\$2,500,000	\$10,000,000	
Total Project Cost:	\$12,190,000									

**ALAMO AREA METROPOLITAN PLANNING ORGANIZATION**  
**METROPOLITAN TRANSPORTATION PLAN "Mobility 2040"**  
**SECOND QUARTER 2018 AMENDMENTS**  
**FY 2018**

TxDOT District	County	CSJ	Hwy	Phase	City	Project Sponsor	MPO Proj ID No.	Year of Expenditure Cost
15 - San Antonio	Bexar	2255-01-083	SL 1604	C	Other	TxDOT	9109.0	\$20,000,000
Limits From:	FM 1303					Revision Date:	2/2018	
Limits To:	FM 1937					Project History:	1/18 - revise funding distribution; 4/17 - add to TIP, MTP: move from FY 2020 to FY 2018; added w/ 12/8/14 adoption of the MTP	
Description:	Expand from 2 lanes to 4 lane divided							
Remarks:	2nd Qtr 18 - revise funding distribution							
<b>Total Project Cost Information (TxDOT %):</b>			Type of Work: Added Capacity: Non - Toll					
Preliminary Engineering:	\$980,000	Cost of Approved Phases:	<b>Authorized Funding by Category/Share</b>					
ROW Purchase:	\$0		<u>Funding Categories</u>	<u>Federal</u>	<u>State</u>	<u>Local</u>	<u>Local Contribution</u>	<u>Total</u>
Construction Cost:	\$20,000,000		2 - Metro Corridor	\$10,000,000	\$2,500,000	\$0	\$0	\$12,500,000
Construction Engineering:	\$800,000		3 - LC	\$0	\$0	\$0	\$7,500,000	\$7,500,000
Contingencies:	\$1,400,000		Other	\$0	\$0	\$0	\$0	\$0
Indirect Costs:	\$400,000		Other	\$0	\$0	\$0	\$0	\$0
Other Field:	\$800,000		<b>Totals</b>	\$10,000,000	\$2,500,000	\$0	\$7,500,000	\$20,000,000
Total Project Cost:	\$24,380,000							
15 - San Antonio	Bexar	2452-02-118	SL 1604	C	San Antonio	TxDOT	5334.1	\$1,000,000
Limits From:	at FM 1535					Revision Date:	2/2018	
Limits To:	-					Project History:	1/18 - revise funding distribution; 4/17 - TIP: add project; MTP: move from '27 to '18 and revise limits; 4/16 - funded through 17-20 TIP Call for Projects (P1/P7); temporarily closed in FY 2022	
Description:	Intersection operational improvements - EB to WB turnaround							
Remarks:	2nd Qtr 18 - revise funding distribution							
<b>Total Project Cost Information (TxDOT %):</b>			Type of Work: Operational					
Preliminary Engineering:	\$49,000	Cost of Approved Phases:	<b>Authorized Funding by Category/Share</b>					
ROW Purchase:	\$0		<u>Funding Categories</u>	<u>Federal</u>	<u>State</u>	<u>Local</u>	<u>Local Contribution</u>	<u>Total</u>
Construction Cost:	\$1,000,000		2 - Metro Corridor	\$800,000	\$200,000	\$0	\$0	\$1,000,000
Construction Engineering:	\$40,000		Other	\$0	\$0	\$0	\$0	\$0
Contingencies:	\$70,000		Other	\$0	\$0	\$0	\$0	\$0
Indirect Costs:	\$20,000		Other	\$0	\$0	\$0	\$0	\$0
Other Field:	\$40,000		<b>Totals</b>	\$800,000	\$200,000	\$0	\$0	\$1,000,000
Total Project Cost:	\$1,219,000							
15 - San Antonio	Bexar	2452-02-119	SL 1604	C	San Antonio	TxDOT	5334.2	\$8,000,000
Limits From:	Bitters Rd					Revision Date:	2/2018	
Limits To:	Huebner Rd					Project History:	1/18 - revise funding distribution; 4/17 - add project	
Description:	Intersection operational improvements- construct 4 turnarounds							
Remarks:	2nd Qtr 18 - revise funding distribution							
<b>Total Project Cost Information (TxDOT %):</b>			Type of Work: Operational					
Preliminary Engineering:	\$392,000	Cost of Approved Phases:	<b>Authorized Funding by Category/Share</b>					
ROW Purchase:	\$0		<u>Funding Categories</u>	<u>Federal</u>	<u>State</u>	<u>Local</u>	<u>Local Contribution</u>	<u>Total</u>
Construction Cost:	\$8,000,000		2 - Metro Corridor	\$6,400,000	\$1,600,000	\$0	\$0	\$8,000,000
Construction Engineering:	\$320,000		Other	\$0	\$0	\$0	\$0	\$0
Contingencies:	\$560,000		Other	\$0	\$0	\$0	\$0	\$0
Indirect Costs:	\$160,000		Other	\$0	\$0	\$0	\$0	\$0
Other Field:	\$320,000		<b>Totals</b>	\$6,400,000	\$1,600,000	\$0	\$0	\$8,000,000
Total Project Cost:	\$9,752,000							

**ALAMO AREA METROPOLITAN PLANNING ORGANIZATION**  
**METROPOLITAN TRANSPORTATION PLAN "Mobility 2040"**  
**SECOND QUARTER 2018 AMENDMENTS**  
**FY 2018**

TxDOT District	County	CSJ	Hwy	Phase	City	Project Sponsor	MPO Proj ID No.	Year of Expenditure Cost
15 - San Antonio	Bexar	2452-03-112	SL 1604	C	Other	TxDOT	5161.0	\$40,000,000
Limits From:	IH 35					Revision Date:	2/2018	
Limits To:	FM 78					Project History:	1/18 - revise funding distribution; 4/17 - TIP: add project; MTP: Move from FY 2021 to FY 2018 and revise funding; removed from 10/15 Prop 1 list due to financial constraint issues	
Description:	Expand from 4 lane divided to 4 lane expressway							
Remarks:	2nd Qtr 18 - revise funding distribution							
<b>Total Project Cost Information (TxDOT %):</b>		<b>Cost of Approved Phases:</b>	Type of Work: Added Capacity: Non - Toll					
Preliminary Engineering:	\$1,960,000		<b>Authorized Funding by Category/Share</b>					
ROW Purchase:	\$0		<u>Funding Categories</u>	<u>Federal</u>	<u>State</u>	<u>Local</u>	<u>Local Contribution</u>	<u>Total</u>
Construction Cost:	\$40,000,000		12 - Strat Pri	\$32,000,000	\$8,000,000	\$0	\$0	\$40,000,000
Construction Engineering:	\$1,600,000	\$40,000,000	Other	\$0	\$0	\$0	\$0	\$0
Contingencies:	\$2,800,000		Other	\$0	\$0	\$0	\$0	\$0
Indirect Costs:	\$800,000		Other	\$0	\$0	\$0	\$0	\$0
Other Field:	\$1,600,000		<b>Totals</b>	\$32,000,000	\$8,000,000	\$0	\$0	\$40,000,000
Total Project Cost:	\$48,760,000							
15 - San Antonio	Bexar	2452-03-118	SL 1604	C	San Antonio	TxDOT	5335.0	\$12,000,000
Limits From:	Redland Rd					Revision Date:	2/2018	
Limits To:	Bulverde Rd					Project History:	1/18 - revise funding distribution; 4/17 - TIP: add project; MTP: move from FY 2027 to FY 2018; 4/16 - funded through 17-20 TIP Call for Projects (P1/P7); temporarily placed in FY 2027	
Description:	Reconfigure ramps, construct turnarounds at Bulverde and operational improvements							
Remarks:	2nd Qtr 18 - revise funding distribution							
<b>Total Project Cost Information (TxDOT %):</b>		<b>Cost of Approved Phases:</b>	Type of Work: Operational					
Preliminary Engineering:	\$588,000		<b>Authorized Funding by Category/Share</b>					
ROW Purchase:	\$0		<u>Funding Categories</u>	<u>Federal</u>	<u>State</u>	<u>Local</u>	<u>Local Contribution</u>	<u>Total</u>
Construction Cost:	\$12,000,000		1 - Prvnt Mnt/Rehab	\$1,200,000	\$300,000	\$0	\$0	\$1,500,000
Construction Engineering:	\$480,000	\$12,000,000	2 - Metro Corridor	\$8,000,000	\$2,000,000	\$0	\$0	\$10,000,000
Contingencies:	\$840,000		3 - LC	\$0	\$0	\$0	\$500,000	\$500,000
Indirect Costs:	\$240,000		Other	\$0	\$0	\$0	\$0	\$0
Other Field:	\$480,000		<b>Totals</b>	\$9,200,000	\$2,300,000	\$0	\$500,000	\$12,000,000
Total Project Cost:	\$14,628,000							
15 - San Antonio	Bexar	2452-03-120	SL 1604	C	San Antonio	TxDOT	5333.0	\$3,000,000
Limits From:	at FM 2252					Revision Date:	2/2018	
Limits To:	.					Project History:	1/18 - revise funding distribution; 4/17 - TIP: add project; MTP: move from FY 2027 to FY 2018 and revise description; 4/16 - funded through 17-20 TIP Call for Projects (P1/P7); temporarily placed in FY 2027	
Description:	Intersection operational improvements - EB to WB turnaround							
Remarks:	2nd Qtr 18 - revise funding distribution							
<b>Total Project Cost Information (TxDOT %):</b>		<b>Cost of Approved Phases:</b>	Type of Work: Operational					
Preliminary Engineering:	\$147,000		<b>Authorized Funding by Category/Share</b>					
ROW Purchase:	\$0		<u>Funding Categories</u>	<u>Federal</u>	<u>State</u>	<u>Local</u>	<u>Local Contribution</u>	<u>Total</u>
Construction Cost:	\$3,000,000		2 - Metro Corridor	\$2,400,000	\$600,000	\$0	\$0	\$3,000,000
Construction Engineering:	\$120,000	\$3,000,000	Other	\$0	\$0	\$0	\$0	\$0
Contingencies:	\$210,000		Other	\$0	\$0	\$0	\$0	\$0
Indirect Costs:	\$60,000		Other	\$0	\$0	\$0	\$0	\$0
Other Field:	\$120,000		<b>Totals</b>	\$2,400,000	\$600,000	\$0	\$0	\$3,000,000
Total Project Cost:	\$3,657,000							

**ALAMO AREA METROPOLITAN PLANNING ORGANIZATION**  
**METROPOLITAN TRANSPORTATION PLAN "Mobility 2040"**  
**SECOND QUARTER 2018 AMENDMENTS**  
**FY 2021**

FY 2021						Year of Expenditure Cost			
TxDOT District	County	CSJ	Hwy	Phase	City	Project Sponsor	MPO Proj ID No.	Year of Expenditure Cost	
15 - San Antonio	Comal	0016-04-112	IH 35	C	Other	TxDOT	5375.0	\$75,000,000	
Limits From:	Guadalupe River					Revision Date:	2/2018		
Limits To:	Hays/Comal County Line					Project History:	1/18 - move from FY 2022 to FY 2021 and increase cost from \$50M to \$75M in Cat 4; 4/17 - add project		
Description:	Operational improvements including ramp revisions and intersection improvements - convert frontage road to one way								
Remarks:	2nd Qtr 18 - move from FY 2022 to FY 2021 and increase cost								
Total Project Cost Information (TxDOT %):		Cost of Approved Phases:  \$75,000,000	Type of Work: Operational						
Preliminary Engineering:	\$3,675,000		<u>Funding Categories</u>	Authorized Funding by Category/Share					
ROW Purchase:	\$0			<u>Federal</u>	<u>State</u>	<u>Local</u>	<u>Local Contribution</u>	<u>Total</u>	
Construction Cost:	\$75,000,000			4 - Connectivity	\$0	\$75,000,000	\$0	\$0	\$75,000,000
Construction Engineering:	\$3,000,000			Other	\$0	\$0	\$0	\$0	\$0
Contingencies:	\$5,250,000			Other	\$0	\$0	\$0	\$0	\$0
Indirect Costs:	\$1,500,000			Other	\$0	\$0	\$0	\$0	\$0
Other Field:	\$3,000,000			Totals	\$0	\$75,000,000	\$0	\$0	\$75,000,000
Total Project Cost:	\$91,425,000								
15 - San Antonio	Bexar	0025-02-215	IH 10	C	Other	TxDOT	5396.0	\$171,000,000	
Limits From:	Loop 1604					Revision Date:	2/2018		
Limits To:	Guadalupe/Bexar County Line					Project History:	1/18 - move from FY 2029 to FY 2021; 4/17 - add project to MTP with Prop 1/Prop 7; portion of project may have already been in the MTP		
Description:	Expand from 4 lane to 6 lane expressway								
Remarks:	2nd Qtr 18 - move from FY 2029 to FY 2021								
Total Project Cost Information (TxDOT %):		Cost of Approved Phases:  \$171,000,000	Type of Work: Added Capacity: Non - Toll						
Preliminary Engineering:	\$8,379,000		<u>Funding Categories</u>	Authorized Funding by Category/Share					
ROW Purchase:	\$0			<u>Federal</u>	<u>State</u>	<u>Local</u>	<u>Local Contribution</u>	<u>Total</u>	
Construction Cost:	\$171,000,000			12 - Strat Pri	\$0	\$171,000,000	\$0	\$0	\$171,000,000
Construction Engineering:	\$6,840,000			Other	\$0	\$0	\$0	\$0	\$0
Contingencies:	\$11,970,000			Other	\$0	\$0	\$0	\$0	\$0
Indirect Costs:	\$3,420,000			Other	\$0	\$0	\$0	\$0	\$0
Other Field:	\$6,840,000			Totals	\$0	\$171,000,000	\$0	\$0	\$171,000,000
Total Project Cost:	\$208,449,000								

**9. Monthly Status Reports**

**Purpose**

The purpose of this agenda item is to provide information on several important issues.

**Issue**

Reports will be presented as follows:

- a. Alamo Regional Mobility Authority (Green)
- b. Air Quality Issues (Rath)
- c. City of San Antonio (Frisbie)
- d. San Antonio Mobility Coalition (Boyer)
- e. Texas Department of Transportation (Jorge)
- f. VIA Metropolitan Transit (Arndt)
- g. Others

**Action Requested**

**For information, discussion and action as necessary.**

**10. Discussion and Appropriate Action on Agenda Items for Upcoming Transportation Policy Board Meetings**

**Purpose**

The purpose of this agenda item is to potentially take action on future Transportation Policy Board agenda items.

**Issue**

According to Article V, Section B of the MPO's bylaws, the Transportation Policy Board agenda shall be set as follows:

**B. Meeting Agenda**

The Chair of the Board, with the advice of MPO Staff, shall establish the agenda of business to be transacted or considered at all Transportation Policy Board meetings. Any Transportation Policy Board member may submit an agenda item. If for any reason that item is not agendized the member may request consideration by the Transportation Policy Board and the Transportation Policy Board may take action to place the item on a future agenda through the following process:

*A recurring item will be added to all agendas to allow the inclusion of special or non-routine items on the next Transportation Policy Board meeting agenda. In order to be placed on the next agenda, each proposed item will require a motion for approval, second, and "yes" majority vote of the quorum present.*

**Action Requested**

**For discussion and action as necessary.**

**11. Executive Session - Pursuant to Chapter 551, Subchapter D, Texas Government Code**

At any time during the meeting of the MPO Transportation Policy Board, the Board reserves the right to adjourn into executive Session at any time to discuss any of the matters listed on the posted agenda, as authorized by Texas Government Code Section 551.071 (consultation with attorney), Section 551.072 (deliberations about real property), Section 551.074 (personnel matters), and Section 551.086 (economic development).

**12. Adjourn**