



Memorandum January 10, 2018

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, January 22, 2018 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. Update on the Capital-Alamo Connections Study
 - b. The MPO will begin holding a series of public meetings and online input in mid to late February in support of the development of the FY 2019-2022 Transportation Improvement Program
 - c. The February 2018 TPB meeting may be cancelled
 - d. The MPO Office will be closed on Monday, February 19, 2018 in observance of Presidents' Day
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

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 December 4, 2017 Meeting Minutes
5. **Action** on the Annual Disadvantaged Business Enterprise Report – MPO (Martinez)
6. **Action** on Amendments to the FY 2018-2019 Unified Planning Work Program – MPO (Geiger)
7. **Action** on Roadway and Transit Amendments to the Metropolitan Transportation Plan and the FY 2017-2020 Transportation Improvement Program – MPO (Geiger)
8. **Action** on a Contract Amendment for Subtask 4.3 Travel Demand Model Updates – MPO (Geiger)

Items for Individual Discussion and Appropriate Action:

9. **Action** on Performance Measures and Target Setting (Safety and Transit) – MPO (Blazosky)
10. Status Report on the Development of the FY 2019-2022 Transportation Improvement Program – MPO (Geiger)
11. 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
12. 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)

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
Mr. Michael J. Lynd, Jr.	Alamo Regional Mobility Authority	210-335-7065
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

a. Update on the Capital-Alamo Connections Study

c. The February 2018 TPB meeting may be cancelled

d. The MPO Office will be closed on Monday, February 19, 2018 in observance of Presidents' Day

3. Citizens to Be Heard

4. Approval of the December 4, 2017 Meeting Minutes

Issue

The December 4, 2017 meeting minutes are attached for your review.

Action Requested

A motion to approve the December 4, 2017 meeting minutes.



**Transportation Policy Board
Meeting Minutes
December 4, 2017**

1. Roll Call

Members Present:

Mr. Lester Bryant	Advanced Transportation District
Commissioner Tommy Calvert	Bexar County
Ms. Renee Green, P.E.	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
Councilman Rey Saldaña	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
Commissioner Kevin Webb	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 Sergio "Chico" Rodriguez	Bexar County
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Others Present:

Ms. Diane Rath	Alamo Area Council of Governments
Mr. Vic Boyer	San Antonio Mobility Coalition
Mr. Isidro "Sid" Martinez	Metropolitan Planning Organization
Mr. Frank Garza Davidson	Troilo Ream & Garza
Mr. Jeff Arndt	VIA Metropolitan Transit

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

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

There were none.

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

Mayor Chris Riley moved and Judge Kutscher seconded the motion to approve the Consent Agenda. The motion was unanimously approved.

Items for Individual Discussion and Appropriate Action:

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

For information and discussion only.

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

For information and discussion only.

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

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 (Jeff Ardnt)
- 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 3:26 p.m.

Commissioner Kevin A. Wolff, Chair
Transportation Policy Board

5. Action on the Annual Disadvantaged Business Enterprise Report

Purpose

The purpose of this agenda item is to accept the Annual Disadvantaged Business Enterprise (DBE) report which documents participation in the MPO's consultant contracts.

Issue

In September 1989, the MPO Transportation Policy Board established a DBE goal of 25% for all consultant contracts.

In January 1998, this goal was reviewed and the MPO Director was given authorization to manage the MPO's DBE participation goal for individual contracts so that the overall DBE participation meets or exceeds 25%. It was also agreed that an annual update would be provided to the Transportation Policy Board.

In January 2003 it was agreed that the annual report will reflect a rolling five-year average.

As indicated on the attached FY 2017 report, the MPO's actual DBE participation for consultant contracts is 29%, 4 percentage points higher than the established goal.

Action Requested

A motion to accept the MPO's Disadvantaged Business Enterprise Report for FY 2017 as presented.

**Alamo Area Metropolitan Planning Organization
FY 2013-2017 Contracting History**

Contract	Budget	Percent (Budget)	Expended	Percent (Expended)	Completion Date
Regional Throughfare Planning Study					Active
<i>Parsons Brinckerhoff</i>	\$225,000		\$148,507		
MIG, Inc.	\$38,000		\$14,937		
Non-DBE	\$263,000	88%	\$163,444	97%	
James W. Gray, Jr. Rialto Studio	\$22,000		\$903		
Gonzalez De La Garza	\$15,000		\$3,882		
DBE	\$37,000	12%	\$4,785	3%	
Total	\$300,000		\$168,229		
Travel Demand Model Updates Study					Active
<i>Cambridge Systematics</i>	\$158,839		\$118,824		
AECOM	\$73,443		\$19,499		
Non-DBE	\$232,282	84%	\$138,323	88%	
Connetics Transportation Group	\$26,371		\$17,460		
Dunbar Transportation Consulting	\$16,347		\$1,765		
DBE	\$42,718	16%	\$19,225	12%	
Total	\$275,000		\$157,548		
SA-BC Comprehensive Transportation Micro-Model Study					Active
<i>Cambridge Systematics</i>	\$119,671		\$98,484		
Non-DBE	\$119,671	85%	\$98,484	83%	
Connetics Transportation Group	\$20,329		\$20,042		
DBE	\$20,329	15%	\$20,042	17%	
Total	\$140,000		\$118,526		
Legal (2015 - 2020) FY 2017 ONLY					September 2017
	\$0		\$0		
Non-DBE	\$0	0%	\$0	0%	
<i>Davidson & Troilo</i>	\$40,000		\$7,253		
DBE	\$40,000	100%	\$7,253	100%	
Total	\$40,000		\$7,253		
Fiscal Years 2012, 2013, 2014, 2015 & 2016 Audit					May 2017
	\$0		\$0		
Non-DBE	\$0	0%	\$0	0%	
<i>Garza/Gonzales & Associates</i>	\$125,000		\$119,060		
DBE	\$125,000	100%	\$119,060	100%	
Total	\$125,000		\$119,060		

Contract	Budget	Percent (Budget)	Expended	Percent (Expended)	Completion Date
Regional Multimodal Study of Managed and/or Transit Priority Lanes					April 2017
<i>Parsons Brinckerhoff</i>	\$247,077		\$247,055		
Chuck Fuhs, LLC	\$2,663		\$2,663		
Non-DBE	\$249,740	83%	\$249,718	83%	
Gonzalez De La Garza	\$50,260		\$50,260		
Gram Traffic Counting, Inc.	\$0		\$0		
DBE	\$50,260	17%	\$50,260	17%	
Total	\$300,000		\$299,978		
Legal (2015 - 2020) FY 2016 ONLY					September 2016
	\$0		\$0		
Non-DBE	\$0	0%	\$0	0%	
<i>Davidson & Troilo</i>	\$40,000		\$6,365		
DBE	\$40,000	100%	\$6,365	100%	
Total	\$40,000		\$6,365		
Regional Bicycle and Pedestrian Planning Study					August 2016
<i>Halff Associates, Inc.</i>	\$151,416		\$153,130		
Non-DBE	\$151,416	55%	\$153,130	56%	
RJ Rivera Associates	\$2,583		\$194		
Toole Design Group	\$121,001		\$120,946		
DBE	\$123,584	45%	\$121,140	44%	
Total	\$275,000		\$274,270		
Legal (2015 - 2020) FY2015 ONLY					September 2015
	\$0		\$0		
Non-DBE	\$0	0%	\$0	0%	
<i>Davidson & Troilo</i>	\$40,000		\$3,101		
DBE	\$40,000	100%	\$3,101	100%	
Total	\$40,000		\$3,101		
Traffic Signal Re-Timing Study VI					September 2015
<i>Kimley Horn</i>	\$281,189		\$280,258		
Gerry De Camp	\$6,101		\$4,052		
Non-DBE	\$287,290	78%	\$284,310	77%	
AC Group, LLC	\$82,710		\$82,710		
DBE	\$82,710	22%	\$82,710	23%	
Total	\$370,000		\$367,020		

Contract	Budget	Percent (Budget)	Expended	Percent (Expended)	Completion Date
Support for the Metropolitan Transportation Plan Update					February 2015
<i>Parsons Brinckerhoff</i>	\$372,327		\$361,242		
Non-DBE	\$372,327	74%	\$361,242	76%	
Bain Medina Bain, Inc.	\$21,521		\$19,776		
Ximenes & Associates, Inc.	\$72,215		\$70,687		
Bender Wells Design Clark, Inc.	\$33,937		\$26,260		
DBE	\$127,673	26%	\$116,723	24%	
Total	\$500,000		\$477,965		
Legal (2010 - 2015)					February 2015
	\$0		\$0		
Non-DBE	\$0	0%	\$0	0%	
<i>Davidson & Troilo</i>	\$80,000		\$55,275		
DBE	\$80,000	100%	\$55,275	100%	
Total	\$80,000		\$55,275		
Total					
Non-DBE	\$1,675,726	67%	\$1,448,651	71%	
DBE	\$809,274	33%	\$605,939	29%	
Total	\$2,485,000		\$2,054,590		

6. Action on Amendments to the FY 2018-2019 Unified Planning Work Program

Purpose

The purpose of this agenda item is to take action on amendments to the FY 2018-2019 Unified Planning Work Program.

Issue

In January, after the previous fiscal year has been closed out, the Unified Planning Work Program (UPWP) is amended to reflect carryover dollar amounts for individual subtasks, primarily planning studies being conducted by consultants.

Remaining budgets for five studies are being amended as shown below:

Subtask 2.3 Regional Transportation Attitude Survey III

Current Programmed Amount: \$150,000

Actual FY 2017 Carryover Amount: \$200,000

Subtask 3.4 Bike Share Master Plan

Current Programmed Amount: \$200,000

Actual FY 2017 Carryover Amount: \$225,000

Subtask 4.2 San Antonio-Bexar County Comprehensive Transportation Micro-Model

Current Programmed Amount: \$10,000

Actual FY 2017 Carryover Amount: \$21,476

Subtask 4.3 Travel Demand Model Updates

Current Programmed Amount: \$150,000

Actual FY 2017 Carryover Amount: \$192,454

Subtask 4.4 Regional Thoroughfare Plan Study

Current Programmed Amount: \$100,000

Actual FY 2017 Carryover Amount: \$131,773

The revised pages of the UPWP are attached. Revised information is underlined and designated with a footnote of '1'.

At their meeting on January 5, 2018, The Technical Advisory Committee unanimously recommended approval of this item.

Action Requested

A motion to approve the amendments to the FY 2018-2019 Unified Planning Work Program.

FY 2018 – 2019 UNIFIED PLANNING WORK PROGRAM



Adopted by the Transportation Policy Board:
Amended by the Transportation Policy Board:

June 26, 2017
January 22, 2018

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¹ Amended by the AAMPO Transportation Policy Board on January 22, 2018.

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¹ Amended by the AAMPO Transportation Policy Board on January 22, 2018.

Subtask 2.3 Regional Transportation Attitude Survey III ¹

2.3.1 A consultant will undertake a regional transportation attitude study in the Alamo Area to gather statistically valid data with respect to public perceptions of regional transportation needs and issues and of preferences and priorities for future transportation system enhancements. While the focus will be on transportation, the survey will address other aspects of transportation planning including air quality, Edwards Aquifer protection, energy, safety, noise reduction, drainage, neighborhood protection, historical site preservation, protection of trees and other features of the natural landscape. This project is an update of the San Antonio – Bexar County Regional Transportation Attitude Study conducted in 1997-1998 and in 2006-2007. It is expected the questionnaire and data collection methodology will be similar to the original study to allow for direct comparisons of survey results.

Responsible Agency: Metropolitan Planning Organization (consultant)

Funding Requirement: \$200,000 (estimated FY 2017 carryover) ¹

Product(s): Technical Memoranda, Final Report, data file of survey records

E. Funding Summary ¹

Subtask	Subtask Name	Responsible Agency	TPF *	Other	Local	Total
2.1	Staff Support	MPO	\$782,000			\$782,000
2.2	VIA Origin and Destination Survey	VIA	\$200,000			\$200,000
2.3 ¹	Regional Transportation Attitude Survey III	MPO	<u>\$200,000</u>			<u>\$200,000</u>
Total ¹			<u>\$1,182,000</u>			<u>\$1,182,000</u>
FY 2018 TPF ¹			<u>\$782,000</u>			<u>\$782,000</u>
FY 2019 TPF			\$400,000			\$400,000
Total FY 2018 and 2019 TPF ¹			<u>\$1,182,000</u>			<u>\$1,182,000</u>
TxDOT will apply transportation development credits sufficient to provide the match for FHWA PL-112 and FTA 5303 programs. As the credits reflect neither cash nor man-hours, they are not reflected in the funding tables.						Section
* TPF is a combination of FHWA PL 112 and FTA 5303 funds.						

¹ Amended by the AAMPO Transportation Policy Board on January 22, 2018.

Responsible Agency: Metropolitan Planning Organization
 Funding Requirement: \$1,468,000 (\$716,000 budgeted for FY 2018 and \$752,000 budgeted for FY 2019)

Subtask 3.3 Air Quality Planning

- 3.3.1** The purpose of this Subtask is to provide technical analysis for air quality planning in the region. At this time, the region has not yet been designated non-attainment for ozone. Once designated non-attainment, the MPO staff is responsible for transportation conformity as outlined under Subtask 3.1.4. Tasks that will be performed by AACOG staff under this Subtask may include refining the photochemical model as new data becomes available; conducting photochemical model runs; conducting trend analyses; conducting model sensitivity tests; identifying, evaluating and recommending on-road control measures; and updating emissions inventories. This type of work for on-road sources has been invaluable and the region desires to continue investing in this analysis. Should the region require a photochemical model, AACOG desires to conduct the work with oversight by the Texas Commission on Environmental Quality (TCEQ). The work will be guided by local and State agencies and will be designed to meet Environmental Protection Agency defined standards for reliability and accuracy. Work performed under this subtask will not duplicate tasks being conducted by TCEQ nor the Texas A&M Transportation Institute. It must be noted that for air quality planning, the area outside the metropolitan area boundary affects the area within the metropolitan area boundary.

Responsible Agency: Alamo Area Council of Governments
 Funding Requirement: \$100,000 (\$50,000 budgeted for FY 2018 and \$50,000 budgeted for FY 2019)
 Product(s): Technical Memoranda, Status Reports and Technical Report(s)

Subtask 3.4 Bike Share Master Plan Study ¹

- 3.4.1** This project is a third party contract for a consultant to evaluate and make recommendations on the existing Bike Share program within Bexar County and determine the feasibility of expanding the program to Comal, Guadalupe and Kendall counties. Within Bexar County the selected consultant will analyze existing data, review best practices, assess station locations, conduct public outreach, develop an implementation plan, and recommend program goals and performance measures. Within Comal, Guadalupe and Kendall counties, the selected consultant will assess the interest in developing a bike share program, identify potential origins and destinations for bike share usage, assess potential station locations, conduct public outreach, identify potential management structure(s), and identify potential capital and operating funding sources. The entire study process will be documented in a final report.

Responsible Agency: Metropolitan Planning Organization (consultant)
 Funding Requirement: ~~\$225,000 (estimated)~~ FY 2017 carryover ¹
 Product(s): Data Sets/Layers, Technical Memoranda, Final Report

¹ Amended by the AAMPO Transportation Policy Board on January 22, 2018.

E. Funding Summary ¹

Subtask	Subtask Name	Responsible Agency	TPF *	Other	State	Total
3.1	Staff Support	MPO	\$1,468,000			\$1,468,000
3.3	Air Quality Planning	AACOG	\$100,000			\$100,000
3.4 ¹	Bike Share Study	MPO	<u>\$225,000</u>			<u>\$225,000</u>
Total ¹			<u>\$1,793,000</u>			<u>\$1,793,000</u>
FY 2018 TPF ¹			<u>\$991,000</u>			<u>\$991,000</u>
FY 2019 TPF			\$802,000			\$802,000
Total FY 2018 and 2019 TPF ¹			<u>\$1,793,000</u>			<u>\$1,793,000</u>
<p>TxDOT will apply transportation development credits sufficient to provide the match for FHWA PL-112 and FTA 5303 programs. As the credits reflect neither cash nor man-hours, they are not reflected in the funding tables.</p> <p>* TPF is a combination of FHWA PL 112 and FTA 5303 funds.</p>						

¹ Amended by the AAMPO Transportation Policy Board on January 22, 2018.

Subtask 4.2 San Antonio – Bexar County Comprehensive Transportation Micro-Model ¹

- 4.2.1** This project is a third party contract for a consultant to assist with the calibration of the Alamo Area Metropolitan Planning Organization model to allow for a more detailed level of analysis to support city planning, policy development, and implementation to support localized and regional road networks. This study will provide a foundation for sub-regional transportation planning to assist local governments with implementation of the Metropolitan Transportation Plan and creation of local Transportation Plans, Policies, and Mobility Strategies.

Responsible Agency: Metropolitan Planning Organization/City of San Antonio (consultant)
 Funding Requirement: \$21,476 (~~estimated~~ FY 2017 carryover) ¹
 Product(s): Data sets, technical memoranda, technical report

Subtask 4.3 Travel Demand Model Updates ¹

- 4.3.1** This project is a third party contract for a consultant to assist with modifications and updates to the San Antonio MultiModal Model (SAMM v 3.0) four step travel demand modeling process. The current travel demand model area covers all of Bexar, Comal, Guadalupe, Kendall and Wilson counties. The modeling region is expected to expand to include Atascosa and Medina counties. A new series of traffic counts, travel surveys and a transit on-board travel survey have been completed or are expected to be underway during the two-year timeframe of the UPWP. The MPO also plans for the selected consultant to provide assistance with roadway and transit network coding, peak hour modeling, explore integrating the AAMPO and CAMPO travel demand models, calibrating and validating the 2015 base year models. The consultant will also assist with specific testing such as high capacity transit improvements, bicycle facilities, and recommendations from the Regional Thoroughfare Plan Study.

Responsible Agency: Metropolitan Planning Organization (consultant)
 Funding Requirement: \$192,454 (\$117,454 in ~~estimated~~ FY 2017 carryover and \$75,000 in FY 2018 funding) ¹
 Product(s): Data sets, technical memoranda, technical report

Subtask 4.4 Regional Thoroughfare Plan Study ¹

- 4.4.1** This project is a third party contract for a consultant to assist with consolidating current Major Thoroughfare Plans and making recommendations for a Regional Thoroughfare Plan. Each implementing agency will be responsible for adopting recommendations specific to their jurisdiction. The study area includes Atascosa, Bexar, Comal, Guadalupe, Kendall, Medina and Wilson counties. The selected consultant will document adopted plans, existing conditions and constraints. Based on analysis, the consultant will recommend a regional thoroughfare plan classification system that build off of the Strategic Multimodal Transportation Plan. It is noted that travel outside the MPO study area affects travel within the study area.

Responsible Agency: Metropolitan Planning Organization (consultant)
 Funding Requirement: \$131,773 (~~estimated~~ FY 2017 carryover) ¹
 Product(s): Data sets, technical memoranda, final report

¹ Amended by the AAMPO Transportation Policy Board on January 22, 2018.

E. Funding Summary ¹

Subtask	Subtask Name	Responsible Agency	TPF *	Local	Total
4.1	Staff Support	MPO	\$930,000		\$930,000
4.2 ¹	Comprehensive Transportation Plan Micro-Model	MPO/CoSA	<u>\$21,476</u>		<u>\$21,476</u>
4.3 ¹	Travel Demand Model Updates	MPO	<u>\$192,454</u>		<u>\$192,454</u>
4.4 ¹	Regional Thoroughfare Plan Study	MPO	<u>\$131,773</u>		<u>\$131,773</u>
Total ¹			<u>\$1,275,703</u>		<u>\$1,275,703</u>
FY 2018 TPF ¹			<u>\$799,703</u>		<u>\$799,703</u>
FY 2019 TPF			\$476,000		\$476,000
Total FY 2018 and 2019 TPF ¹			<u>\$1,275,703</u>		<u>\$1,275,703</u>
<p>TxDOT will apply transportation development credits sufficient to provide the match for FHWA PL-112 and FTA 5303 programs. As the credits reflect neither cash nor man-hours, they are not reflected in the funding tables.</p> <p>* TPF is a combination of FHWA PL 112 and FTA 5303 funds.</p>					Section

¹ Amended by the AAMPO Transportation Policy Board on January 22, 2018.

Budget Summary by Task and Funding Source ¹

UPWP Task	FTA Task	Description	Transportation Planning Funds (TPF) *	FY 2018 TPF	FY 2019 TPF	State	Other	Total Funds
1.0	44.21.00	Administration/Management	\$1,554,000	\$758,000	\$796,000			\$1,554,000
2.0 ¹	44.22.00	Data Development and Maintenance	<u>\$1,182,000</u>	<u>\$782,000</u>	\$400,000			<u>\$1,182,000</u>
3.0 ¹	44.24.00 44.25.00	Short Range Planning	<u>\$1,793,000</u>	<u>\$991,000</u>	\$802,000			<u>\$1,793,000</u>
4.0 ¹	44.23.01 44.23.02	Metropolitan Transportation Plan	<u>\$1,275,703</u>	<u>\$799,703</u>	\$476,000			<u>\$1,275,703</u>
5.0	44.27.00	Special Studies	\$246,000	\$120,000	\$126,000		\$534,000	\$780,000
Total ¹			<u>\$6,050,703</u>	<u>\$3,450,703</u>	\$2,600,000		\$534,000	<u>\$6,584,703</u>
<p>TxDOT will apply transportation development credits sufficient to provide the match for FHWA PL-112 and FTA Section 5303 programs. As the credits reflect neither cash nor man-hours they are not reflected in the funding tables.</p> <p>* TPF is a combination of FHWA PL 112 and FTA 5303 funds.</p>								

¹ Amended by the AAMPO Transportation Policy Board on January 22, 2018.

Budget Summary by Funding Source ¹

Transportation Planning Funds (TPF)	
FHWA (PL-112+ Section 5303) (FY 2018)	\$2,593,000
FHWA (PL-112+ Section 5303) (FY 2019)	\$2,593,000
Programmed Carryover ¹	<u>\$695,703</u>
Estimated unprogrammed carryover funding	\$800,000
Total TPF Available to Program ¹	<u>\$6,681,703</u>
Total TPF Programmed ¹	<u>\$6,050,703</u>
FY 2018 ¹	<u>\$3,450,703</u>
FY 2019	\$2,600,000
TPF Balance Note: per the MPO's FY 2009 audit the MPO will maintain a minimum balance of \$55,000 for compensated absences liability. The MPO also has a five year legal services contract with a total unprogrammed potential liability of approximately \$160,000 to FY 2019.	\$631,000
Other Funds	
STP-MM (Federal portion only)	\$427,200
Transportation Development Credits	\$106,800
Total Other Funds Programmed	\$534,000
Total Funds Programmed ¹	<u>\$6,584,703</u>

¹ Amended by the AAMPO Transportation Policy Board on January 22, 2018.

7. Action on Roadway and Transit Amendments to the Metropolitan Transportation Plan and the FY 2017-2020 Transportation Improvement Program

Purpose

The purpose of this agenda item is to take action on roadway and transit 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 were 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.

The roadway amendments include:

- moving up the US 281 North project from FY 2019 to FY 2018,
- updating the funding distribution for Prop1/Prop 7 projects to reflect both federal and state participation rather than 100% state funding as is currently shown in the TIP, and
- augmenting the scope of work for the City of San Antonio's ITS project (0915-12-601) to specify the upgrade of traffic signal controllers

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.

One transit project, #9831 is proposed to be added back into the TIP and MTP. This project was originally in the FY 2015-2018 TIP but did not get carried over into the FY 2017-2020 TIP when it was approved. VIA is now needing the project in the current TIP so they can request the funding in their federal grant application this year.

At their meeting on January 5, 2018, the Technical Advisory Committee unanimously recommended approval of this item.

Action Requested

A motion to approve the roadway and transit amendments to the Metropolitan Transportation Plan and the FY 2017-2020 Transportation Improvement Program.

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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	\$34,500,000	
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: \$34,500,000	Type of Work:		Operational			
Preliminary Engineering:	\$1,690,000	<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:	\$34,500,000			4 - Connectivity	\$24,300,000	\$2,700,000	\$0	\$0	\$27,000,000
Construction Engineering:	\$1,380,000			1 - Prvnt Mnt/Rehab	\$6,750,000	\$750,000	\$0	\$0	\$7,500,000
Contingencies:	\$2,415,000			Other	\$0	\$0	\$0	\$0	\$0
Indirect Costs:	\$690,000			Other	\$0	\$0	\$0	\$0	\$0
Other Field	\$1,380,000			Totals	\$31,050,000	\$3,450,000	\$0	\$0	\$34,500,000
Total Project Cost:	\$42,055,000								
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								

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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	0915-12-601	VA	C	San Antonio	CoSA	5425.0	\$1,500,000	
Limits From:	In City of San Antonio					Revision Date:	2/2018		
Limits To:	-					Project History:	1/18 - update project description; 10/17 - add project; created from 0915-12-580		
Description:	Intelligent Transportation Systems - Enhancements - Upgrade Traffic Signal Controllers								
Remarks:	2nd Qtr 18 - update project description								
Total Project Cost Information (TxDOT %):			Cost of Approved Phases: \$1,500,000	Type of Work: Operational					
Preliminary Engineering:	\$73,500	<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:	\$1,500,000			7 - STP-MM	\$1,200,000	\$0	\$300,000	\$0	\$1,500,000
Construction Engineering:	\$90,000			Other	\$0	\$0	\$0	\$0	\$0
Contingencies:	\$45,000			Other	\$0	\$0	\$0	\$0	\$0
Indirect Costs:	\$75,000			Other	\$0	\$0	\$0	\$0	\$0
Other Field	\$90,000			Totals	\$1,200,000	\$0	\$300,000	\$0	\$1,500,000
Total Project Cost:	\$1,873,500								

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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	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		Authorized Funding by Category/Share					
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:	\$10,000,000		2 - Metro Corridor	\$6,000,000	\$1,500,000	\$0	\$0	\$7,500,000
Construction Engineering:	\$400,000	\$10,000,000	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							
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							
Total Project Cost Information (TxDOT %):		Cost of Approved Phases:	Type of Work: Added Capacity: Non - Toll					
Preliminary Engineering:	\$980,000		Authorized Funding by Category/Share					
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		Totals	\$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							
Total Project Cost Information (TxDOT %):		Cost of Approved Phases:	Type of Work: Operational					
Preliminary Engineering:	\$49,000		Authorized Funding by Category/Share					
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		Totals	\$800,000	\$200,000	\$0	\$0	\$1,000,000
Total Project Cost:	\$1,219,000							

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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	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							
Total Project Cost Information (TxDOT %):			Type of Work: Operational					
Preliminary Engineering:	\$392,000	Cost of Approved Phases: \$8,000,000	<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>
Construction Cost:	\$8,000,000							<u>Total</u>
Construction Engineering:	\$320,000		2 - Metro Corridor		\$6,400,000	\$1,600,000	\$0	\$0
Contingencies:	\$560,000		Other		\$0	\$0	\$0	\$0
Indirect Costs:	\$160,000		Other		\$0	\$0	\$0	\$0
Other Field	\$320,000		Other		\$0	\$0	\$0	\$0
Total Project Cost:	\$9,752,000		Totals		\$6,400,000	\$1,600,000	\$0	\$0
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							
Total Project Cost Information (TxDOT %):			Type of Work: Added Capacity: Non - Toll					
Preliminary Engineering:	\$1,960,000	Cost of Approved Phases: \$40,000,000	<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>
Construction Cost:	\$40,000,000							<u>Total</u>
Construction Engineering:	\$1,600,000		12 - Strat Pri		\$32,000,000	\$8,000,000	\$0	\$0
Contingencies:	\$2,800,000		Other		\$0	\$0	\$0	\$0
Indirect Costs:	\$800,000		Other		\$0	\$0	\$0	\$0
Other Field	\$1,600,000		Other		\$0	\$0	\$0	\$0
Total Project Cost:	\$48,760,000		Totals		\$32,000,000	\$8,000,000	\$0	\$0
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							
Total Project Cost Information (TxDOT %):			Type of Work: Operational					
Preliminary Engineering:	\$588,000	Cost of Approved Phases: \$12,000,000	<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>
Construction Cost:	\$12,000,000							<u>Total</u>
Construction Engineering:	\$480,000		1 - Prvnt Mnt/Rehab		\$1,200,000	\$300,000	\$0	\$0
Contingencies:	\$840,000		2 - Metro Corridor		\$8,000,000	\$2,000,000	\$0	\$0
Indirect Costs:	\$240,000		3 - LC		\$0	\$0	\$0	\$500,000
Other Field	\$480,000		Other		\$0	\$0	\$0	\$0
Total Project Cost:	\$14,628,000		Totals		\$9,200,000	\$2,300,000	\$0	\$500,000

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FY 2018							MPO Proj ID	Year of Expenditure
TxDOT District	County	CSJ	Hwy	Phase	City	Project Sponsor	No.	Cost
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							
Total Project Cost Information (TxDOT %):			Type of Work:		Operational			
Preliminary Engineering:	\$147,000	Cost of Approved Phases:			Authorized Funding by Category/Share			
ROW Purchase:	\$0							
Construction Cost:	\$3,000,000							
Construction Engineering:	\$120,000							
Contingencies:	\$210,000							
Indirect Costs:	\$60,000							
Other Field	\$120,000							
Total Project Cost:	\$3,657,000							
			Funding Categories					
			2 - Metro Corridor		Federal	State	Local	Local Contribution
			Other					Total
			Other					
			Other					
			Totals					

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		Funding Categories	Authorized Funding by Category/Share				
ROW Purchase:	\$0			Federal	State	Local	Local Contribution	Total
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	\$34,500,000
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: \$34,500,000	Type of Work:		Operational			
Preliminary Engineering:	\$1,690,000		Funding Categories	Authorized Funding by Category/Share				
ROW Purchase:	\$0			Federal	State	Local	Local Contribution	Total
Construction Cost:	\$34,500,000		4 - Connectivity	\$24,300,000	\$2,700,000	\$0	\$0	\$27,000,000
Construction Engineering:	\$1,380,000		1 - Prvnt Mnt/Rehab	\$6,750,000	\$750,000	\$0	\$0	\$7,500,000
Contingencies:	\$2,415,000		Other	\$0	\$0	\$0	\$0	\$0
Indirect Costs:	\$690,000		Other	\$0	\$0	\$0	\$0	\$0
Other Field:	\$1,380,000		Totals	\$31,050,000	\$3,450,000	\$0	\$0	\$34,500,000
Total Project Cost:	\$42,055,000							
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		Funding Categories	Authorized Funding by Category/Share				
ROW Purchase:	\$0			Federal	State	Local	Local Contribution	Total
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: \$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	0915-12-601	VA	C	San Antonio	CoSA	5425.0	\$1,500,000	
Limits From:	In City of San Antonio					Revision Date:	2/2018		
Limits To:	.					Project History:	1/18 - update project description; 10/17 - add project; created from 0915-12-580		
Description:	Intelligent Transportation Systems - Enhancements - Upgrade Traffic Signal Controllers								
Remarks:	2nd Qtr 18 - update project description								
Total Project Cost Information (TxDOT %):			Cost of Approved Phases: \$1,500,000	Type of Work: Operational					
Preliminary Engineering:	\$73,500	<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:	\$1,500,000			7 - STP-MM	\$1,200,000	\$0	\$300,000	\$0	\$1,500,000
Construction Engineering:	\$90,000			Other	\$0	\$0	\$0	\$0	\$0
Contingencies:	\$45,000			Other	\$0	\$0	\$0	\$0	\$0
Indirect Costs:	\$75,000			Other	\$0	\$0	\$0	\$0	\$0
Other Field:	\$90,000			Totals	\$1,200,000	\$0	\$300,000	\$0	\$1,500,000
Total Project Cost:	\$1,873,500								

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	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		Authorized Funding by Category/Share					
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:	\$10,000,000		2 - Metro Corridor	\$6,000,000	\$1,500,000	\$0	\$0	\$7,500,000
Construction Engineering:	\$400,000	\$10,000,000	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							
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							
Total Project Cost Information (TxDOT %):		Cost of Approved Phases:	Type of Work: Added Capacity: Non - Toll					
Preliminary Engineering:	\$980,000		Authorized Funding by Category/Share					
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		Totals	\$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							
Total Project Cost Information (TxDOT %):		Cost of Approved Phases:	Type of Work: Operational					
Preliminary Engineering:	\$49,000		Authorized Funding by Category/Share					
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		Totals	\$800,000	\$200,000	\$0	\$0	\$1,000,000
Total Project Cost:	\$1,219,000							

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	2452-02-119	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							
Total Project Cost Information (TxDOT %):			Cost of Approved Phases:	Type of Work: Operational				
Preliminary Engineering:	\$392,000			Authorized Funding by Category/Share				
ROW Purchase:	\$0			<u>Funding Categories</u>	<u>Federal</u>	<u>State</u>	<u>Local</u>	<u>Local Contribution</u>
Construction Cost:	\$8,000,000							<u>Total</u>
Construction Engineering:	\$320,000	\$8,000,000		2 - Metro Corridor	\$6,400,000	\$1,600,000	\$0	\$0
Contingencies:	\$560,000			Other	\$0	\$0	\$0	\$0
Indirect Costs:	\$160,000			Other	\$0	\$0	\$0	\$0
Other Field:	\$320,000			Other	\$0	\$0	\$0	\$0
Total Project Cost:	\$9,752,000			Totals	\$6,400,000	\$1,600,000	\$0	\$0
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							
Total Project Cost Information (TxDOT %):			Cost of Approved Phases:	Type of Work: Added Capacity: Non - Toll				
Preliminary Engineering:	\$1,960,000			Authorized Funding by Category/Share				
ROW Purchase:	\$0			<u>Funding Categories</u>	<u>Federal</u>	<u>State</u>	<u>Local</u>	<u>Local Contribution</u>
Construction Cost:	\$40,000,000							<u>Total</u>
Construction Engineering:	\$1,600,000	\$40,000,000		12 - Strat Pri	\$32,000,000	\$8,000,000	\$0	\$0
Contingencies:	\$2,800,000			Other	\$0	\$0	\$0	\$0
Indirect Costs:	\$800,000			Other	\$0	\$0	\$0	\$0
Other Field:	\$1,600,000			Other	\$0	\$0	\$0	\$0
Total Project Cost:	\$48,760,000			Totals	\$32,000,000	\$8,000,000	\$0	\$0
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							
Total Project Cost Information (TxDOT %):			Cost of Approved Phases:	Type of Work: Operational				
Preliminary Engineering:	\$588,000			Authorized Funding by Category/Share				
ROW Purchase:	\$0			<u>Funding Categories</u>	<u>Federal</u>	<u>State</u>	<u>Local</u>	<u>Local Contribution</u>
Construction Cost:	\$12,000,000							<u>Total</u>
Construction Engineering:	\$480,000	\$12,000,000		1 - Prvnt Mnt/Rehab	\$1,200,000	\$300,000	\$0	\$0
Contingencies:	\$840,000			2 - Metro Corridor	\$8,000,000	\$2,000,000	\$0	\$0
Indirect Costs:	\$240,000			3 - LC	\$0	\$0	\$0	\$500,000
Other Field:	\$480,000			Other	\$0	\$0	\$0	\$0
Total Project Cost:	\$14,628,000			Totals	\$9,200,000	\$2,300,000	\$0	\$500,000

**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	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 (B1/B7); temporarily closed in FY 2027		
Description:	Intersection operational improvements - EB to WB turnaround								
Remarks:	2nd Qtr 18 - revise funding distribution								
Total Project Cost Information (TxDOT %):			Cost of Approved Phases: \$3,000,000	Type of Work: Operational					
Preliminary Engineering:	\$147,000	<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:	\$3,000,000			2 - Metro Corridor	\$2,400,000	\$600,000	\$0	\$0	\$3,000,000
Construction Engineering:	\$120,000			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			Totals	\$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		Authorized Funding by Category/Share					
ROW Purchase:	\$0							
Construction Cost:	\$75,000,000							
Construction Engineering:	\$3,000,000							
Contingencies:	\$5,250,000							
Indirect Costs:	\$1,500,000							
Other Field:	\$3,000,000							
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		Authorized Funding by Category/Share					
ROW Purchase:	\$0							
Construction Cost:	\$171,000,000							
Construction Engineering:	\$6,840,000							
Contingencies:	\$11,970,000							
Indirect Costs:	\$3,420,000							
Other Field:	\$6,840,000							
Total Project Cost:	\$208,449,000							

FY 2018 Transit Project Amendments

Alamo Area MPO MTP and FY 2017-2020 TIP

San Antonio TxDOT District

YOE=Year of Expenditure

General Project Information		Funding Information (YOE)	
Project Sponsor:	VIA Metropolitan Transit	Federal Funding Category:	FTA - Section 5307
MPO Project Number:	9831	Federal (FTA) Funds:	\$16,416,000
Apportionment Year:	2018	State Funds from TxDOT:	\$0
Project Phase:	PE,R,C	Other Funds:	\$0
Project Description:	Transit: Revenue Vehicles &	Fiscal Year Cost:	\$20,520,000
	Transit: Passenger Facilities	Total Project Cost:	\$20,520,000
	Bus purchase, park & ride facilities, and bus	TDC Requested:	\$4,104,000
	stop amenities	TDC Awarded:	\$0
Section 5309 ID #:	N/A	Date TDC Awarded:	N/A
TIP Amnd Approval:	TPB Approved 1-22-18	TIP Amnd	<u>2016 project: move back into TIP</u>
		Remarks:	<u>(ref CSJ 0915-12-560)</u>

Project detail can be found in the appendices.

8. Action on a Contract Amendment for Subtask 4.3 Travel Demand Model Updates

Purpose

The purpose of this agenda item is to take action on an amendment to the contract between the MPO and Cambridge Systematics, Inc. for Subtask 4.3 Travel Demand Model Updates.

Issue

In November 2015, the MPO issued the Notice to Proceed to Cambridge Systematics for the Travel Demand Model Updates Study with a budget of \$275,000. Tasks included assistance with roadway and transit network coding, updates to the mode choice model, refining the HOV and managed lane component of the model, outlining a plan for AAMPO/CAMPO travel demand model integration, and model calibration and validation for the updated travel demand model.

In June 2017, with action approving the FY 2018-2019 Unified Planning Work Program, an additional \$75,000 was added to this subtask for additional work. The additional work is outlined in Addendum A of the attached contract amendment.

At their meeting on January 5, 2018, the Technical Advisory Committee unanimously recommended approval of the scope of work.

Action Requested

A motion to approve the contract amendment for Subtask 4.3 Travel Demand Model Updates.

COUNTY OF BEXAR) (AMENDMENT TO CONTRACT

WITNESSETH

WHEREAS, the MPO and the consultant, with approval of the Transportation Policy Board, desires to amend the original Contract, effective November 16, 2015, and in accordance with the latest approved FY 2018-2019 Unified Planning Work Program as approved by the Transportation Policy Board, the State of Texas, acting by and through TxDOT, and the U.S. Department of Transportation (US DOT), acting by and through FHWA and FTA;

PURPOSE

- 1.01 In addition to the original Contract scope of work, the consultant agrees to perform the additional tasks, affixed hereto as Addendum A.
- 1.02 The contract amendment amount is \$75,000 and the maximum allowable reimbursement amount for the Contract is \$350,000 as outlined in Addendum B which is affixed hereto.

ARTICLE II

CHANGES TO CONTRACT

2.01 Article 2, Section 2.01 is amended and now reads as follows:

2.01 The term of this contract amendment will begin on _____, 2018 and shall terminate upon the MPO's final approval of work completed by the consultant on or before December 31, 2019, whichever occurs earlier, unless otherwise terminated or modified as hereinafter provided.

ARTICLE III

TERMS AND CONDITIONS

3.01 Except as modified by this Amendment, all other terms and conditions of the original contract, effective November 16, 2015, shall remain unchanged and in full force and effect.

EXECUTED IN DUPLICATE ORIGINALS THIS THE _____ DAY OF _____, A.D., 2018.

Alamo Area MPO

Cambridge Systematics, Inc.

By:_____

By:_____

Title:_____

Title:_____

Attest:

Attest:

By:_____

By:_____

ADDENDUM A

Alamo Area Metropolitan Planning Organization (AAMPO)

Travel Demand Model Updates

Scope of Work

Task 1 – Project Management

Updates to the AAMPO Model will require continued coordination between the Cambridge Systematics (CS) Team, AAMPO, TxDOT, and AAMPO member jurisdictions and planning partners. The project management strategy will focus on consistent communication to ensure a successful project. To ensure that resources for this project are allocated properly, CS will provide monthly progress reports along with each invoice. Additional phone or in-person meetings will be held with AAMPO to discuss progress and deliverables related to the additional tasks described below.

Task 2 – Model Refinements

This task includes any additional model refinements to the San Antonio Multi-Modal Model (SAMM) 4.0 model requested by AAMPO. Model refinements will be undertaken as agreed upon by AAMPO and the CS Team.

Task 3 –External Trips and Visitor Model Update

Under the FAST (Fixing America's Surface Transportation) Act, a tenth planning factor, "Enhance travel and tourism", has been added. There are many visitors to the San Antonio region and this type of travel has an impact on the travel demand model. The purpose of this task is to refine the non-home based special trip model such that it explicitly models visitor travel into and out of the region (i.e. modification of external trips) and visitor travel within the region. In addition, other external travel including truck travel and resident external travel (i.e. internal-to-external trips) will be adjusted to better match observed data. The model will include visitor travel throughout the region, but special attention will be paid to ensuring that specific locations including the airport, downtown, and external stations are appropriately modeled and well calibrated and validated.

Task 3.1 Obtain and Evaluate Data

The CS team will compile all data for use in modeling visitor and external travel. This will include compiling hotel data from InfoGroup or other sources, coordinating with TTI to obtain cell-phone or location-based data, and summarizing published visitor statistics. In addition, the CS team will explore the use of acquiring AirBnB and/or HomeAway data to analyze the magnitude and distribution of overnight stays at short-term rental properties.

Task 3.2 Visitor Model and External Model Framework

Based on the data obtained, a modeling framework will be developed. The framework will lay out the model input data requirements (e.g. number of hotel rooms, special generator locations),

the visitor trip purposes (e.g. hotel-based trips, external-internal auto trip, etc.), and the trip generation, trip distribution, and mode choice methodologies.

Task 3.3 Model Development

Model development will include estimating trip generation rates for each of the visitor trip and external travel trip purposes. The cell-phone data, lodging data, and visitor statistics will be analyzed to determine the overall magnitude of visitor and external travel by trip purpose. Trip generation models will be developed for each visitor trip purpose.

If available, cell-phone or location-based data will be analyzed to determine distribution of visitor travel trips. Destination choice models will be developed using a combination of estimating new destination choice or gravity models, using existing models from the SAMM 4.0 residential components directly, or transferring models from other regions.

Mode choice models will be developed, where applicable, by using or modifying the existing SAMM 4.0 models. The type of mode choice model implemented may be based on visitor location, with visitors staying downtown being subjected to a different mode choice model than those staying in non-downtown locations. Visitors to non-downtown locations may be assumed to travel exclusively by auto modes, while downtown visitors will have a much higher rate of transit use and non-motorized travel.

The external and visitor travel components will be combined with the other components of the SAMM 4.0 model for highway and transit assignment.

Task 3.4 Model Calibration and Validation

The external and visitor models will be calibrated to the available data compiled as part of Task 3.1. The models will be validated by ensuring that the output from the entire SAMM model matches closely with observed data at the regional level by highway facility type and area type. Validation will also focus on ensuring that counts match-up with observed data in specific locations including external stations, airport, downtown, and other locations with high visitor travel. As needed, the visitor, external, or residential model components will be adjusted to produce a well calibrated and validated model.

Task 4 – Application Support

This task includes addressing travel demand modeling needs that arise due to requests from AAMPO, partner agencies, or other entities. The modeling needs may include model application work such as developing input data (i.e. socioeconomic data or roadway and transit network updates), running the model, and producing summary output statistics. This task may also include answering questions about the model or compiling data or model output results from previous scenarios (e.g. base model run). Also part of this task, if applicable, will be to support AAMPO staff in developing model outputs needed to address AAMPO's federal requirements under non-attainment.

Budget Allocation

Budget: \$75,000

9. Action on Performance Measures and Target Setting (Safety and Transit)

Purpose

The purpose of this agenda item is to take action on 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 MAP-21 and the FAST 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.

Presentations introducing transportation performance measures were made by FHWA and AAMPO staff at your June meeting. At your August meeting, AAMPO staff presented regional crash data and resulting trends. At your December meeting, significant discussion continued regarding the targets for the five safety performance measures.

The information presented at the January 5, 2018 Technical Advisory Committee meeting is attached. A more streamlined version will be provided and presented at your meeting. At their January meeting, the Technical Advisory Committee unanimously recommended approval of following VIA's recommendations on transit asset performance measures, and following the Texas Department of Transportation's recommendations on safety performance measures.

Action Requested

Discussion will determine action to be taken.



ACTION ITEM

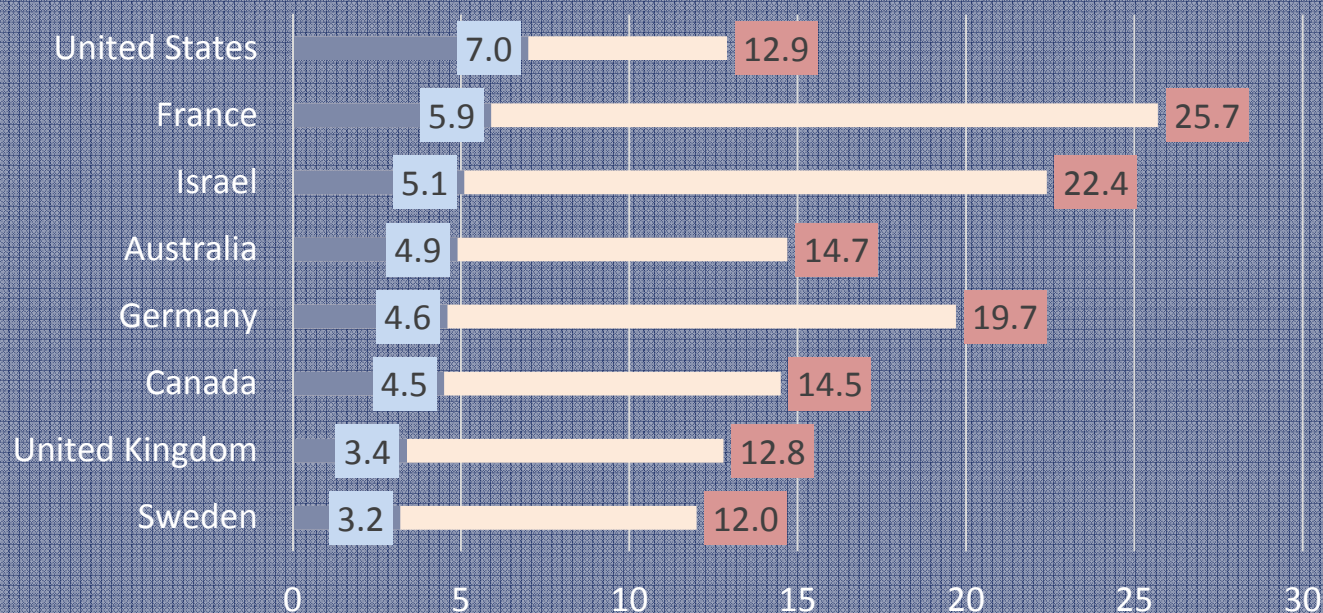
Performance Measure Target Setting

Technical Advisory Committee | January 5, 2018

“A generation ago, driving in the United States was relatively safe.” Today, Americans travel on the most dangerous roads in the industrialized world.

-David Leonhardt, *The New York Times*

Deaths per billion vehicle miles traveled
2015 and 1990



Adapted from *The New York Times*

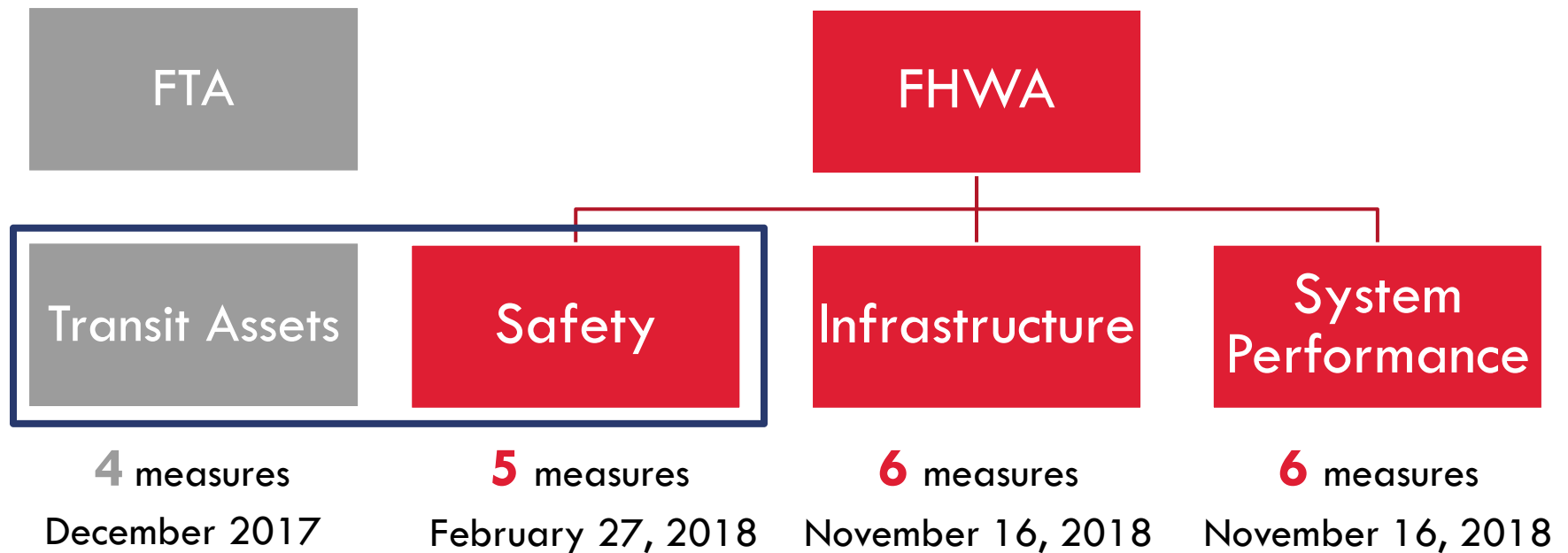
Source: Organisation for Economic Co-operation and Development

Why set a target?



1. To acknowledge a baseline
2. Track progress in key areas over time
3. Gauge the effectiveness of strategies at a regional level
4. Compare performance across the nation

Performance measures are required by MAP-21 and the FAST ACT



Five Safety performance measures

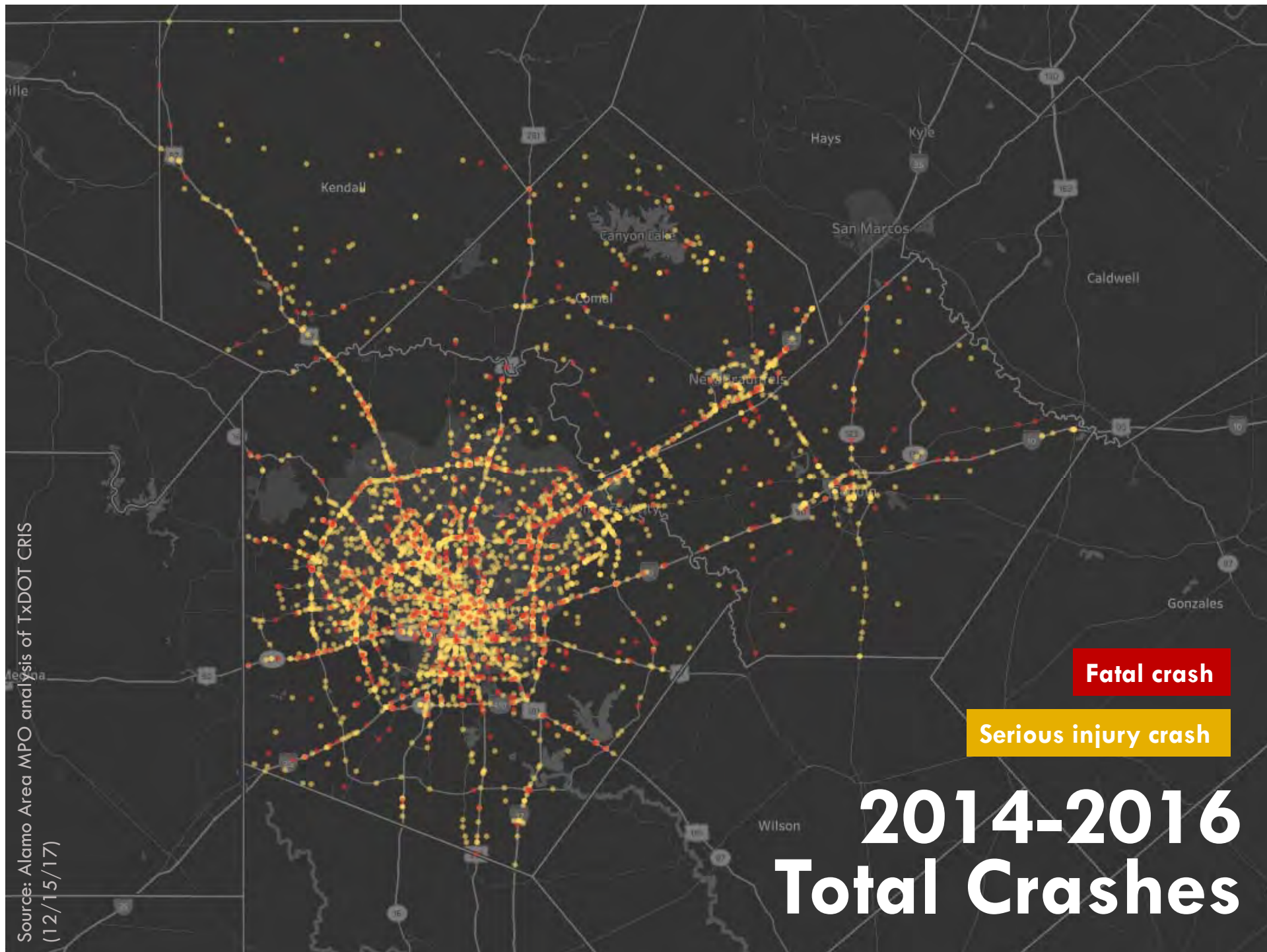


1. **Number of Fatalities:** The total number of persons suffering fatal injuries in a motor vehicle crash during a calendar year.
2. **Rate of Fatalities:** The ratio of total number of fatalities to the number of vehicle miles traveled (VMT, in 100 Million VMT) in a calendar year.
3. **Number of Serious Injuries:** The total number of persons suffering at least one serious injury in a motor vehicle crash during a calendar year.
4. **Rate of Serious Injuries:** The ratio of total number of serious injuries to the number of VMT (in 100 Million VMT) in a calendar year.
5. **Number of Non-motorized Fatalities and Serious Injuries:** The combined total number of non-motorized fatalities and non-motorized serious injuries involving a motor vehicle during a calendar year.

MPOs can agree to **support the statewide targets or**
choose to **develop targets specific for their region**

MAPS

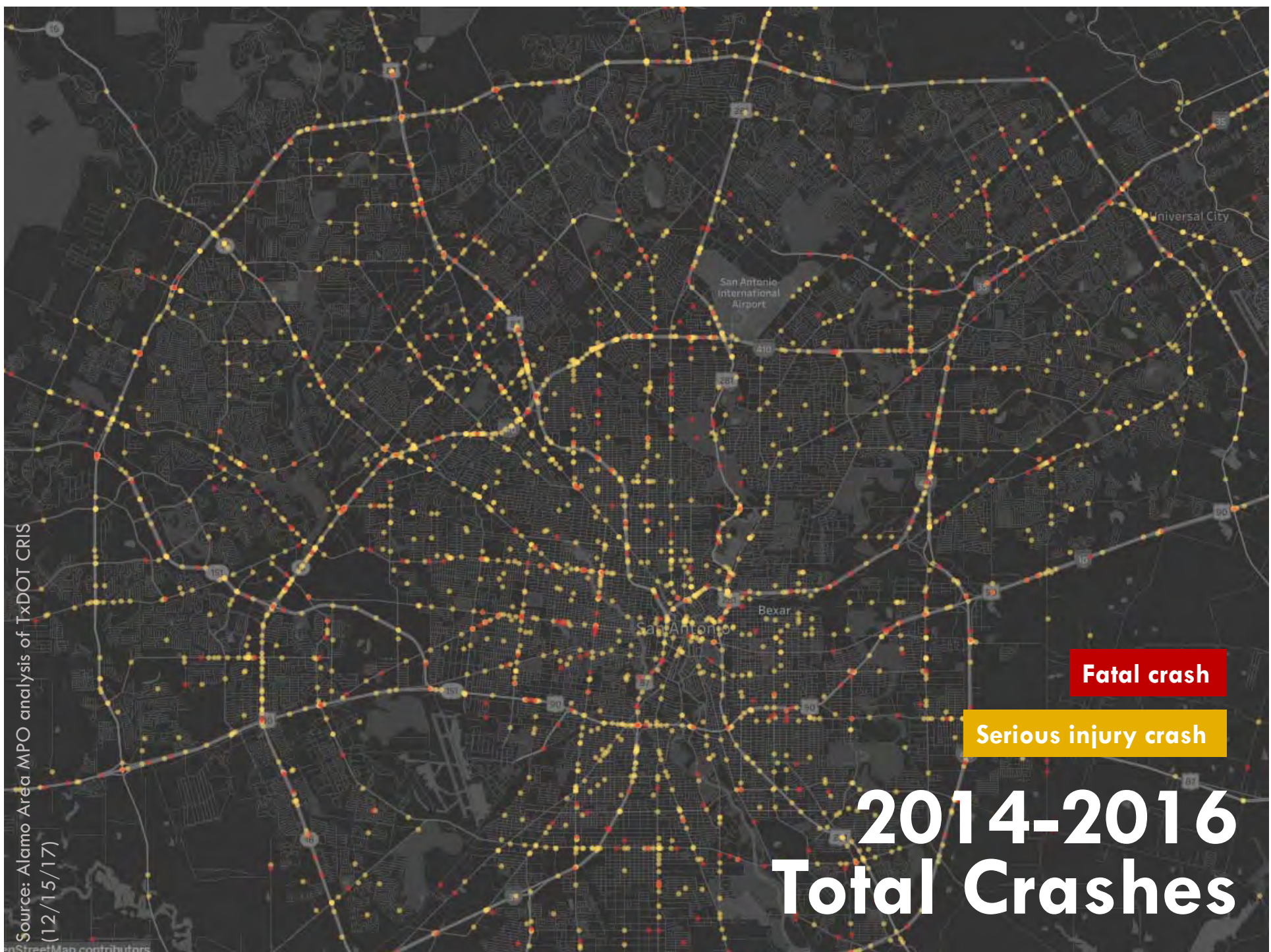
Source: Alamo Area MPO analysis of TxDOT CRIS
(12/15/17)



Fatal crash

Serious injury crash

2014-2016 Total Crashes



Source: Alamo Area MPO analysis of TxDOT CRIS
(12/15/17)

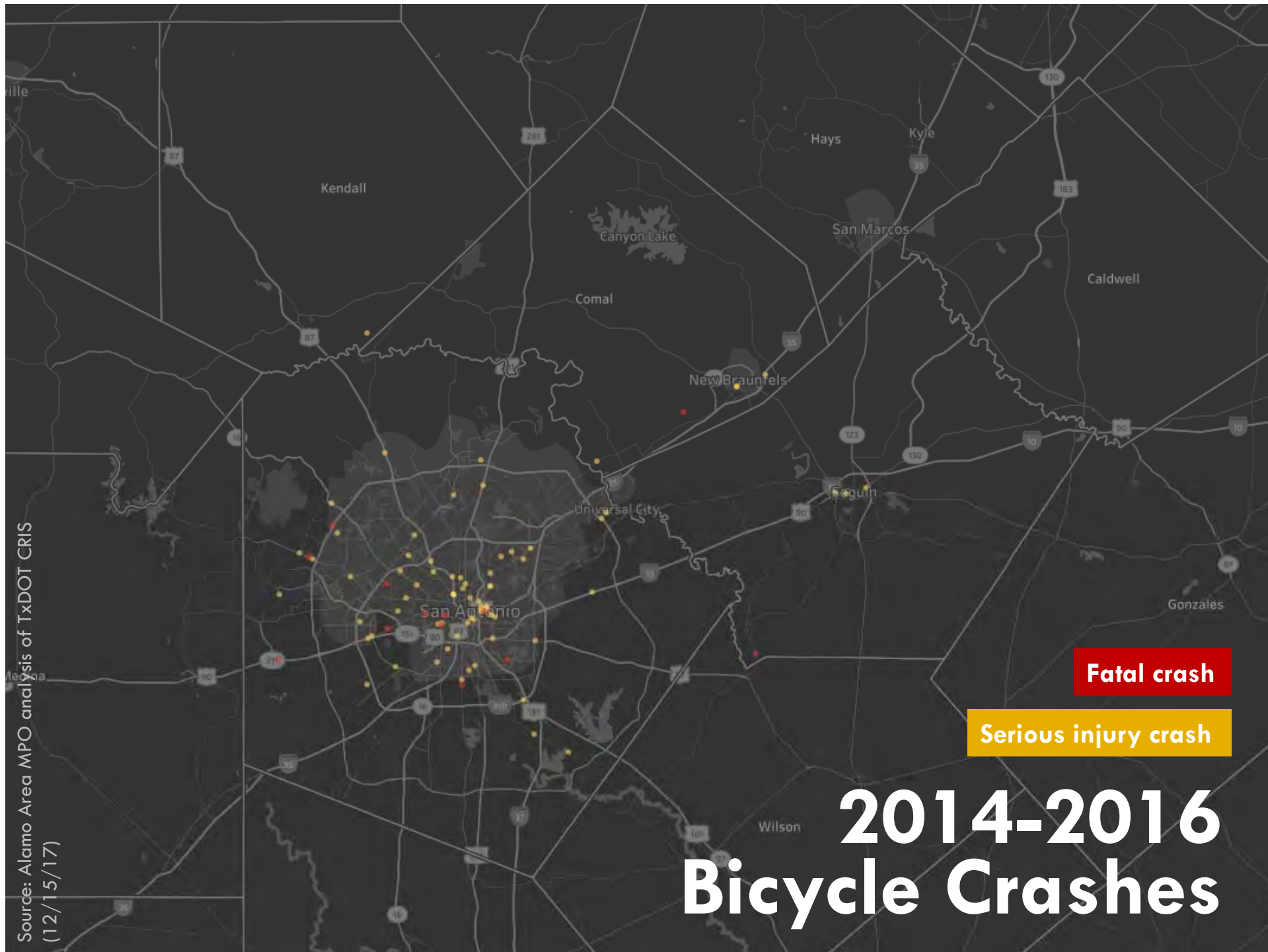
enStreetMap contributors

Fatal crash

Serious injury crash

**2014-2016
Total Crashes**

Source: Alamo Area MPO analysis of TxDOT CRIS
(12/15/17)

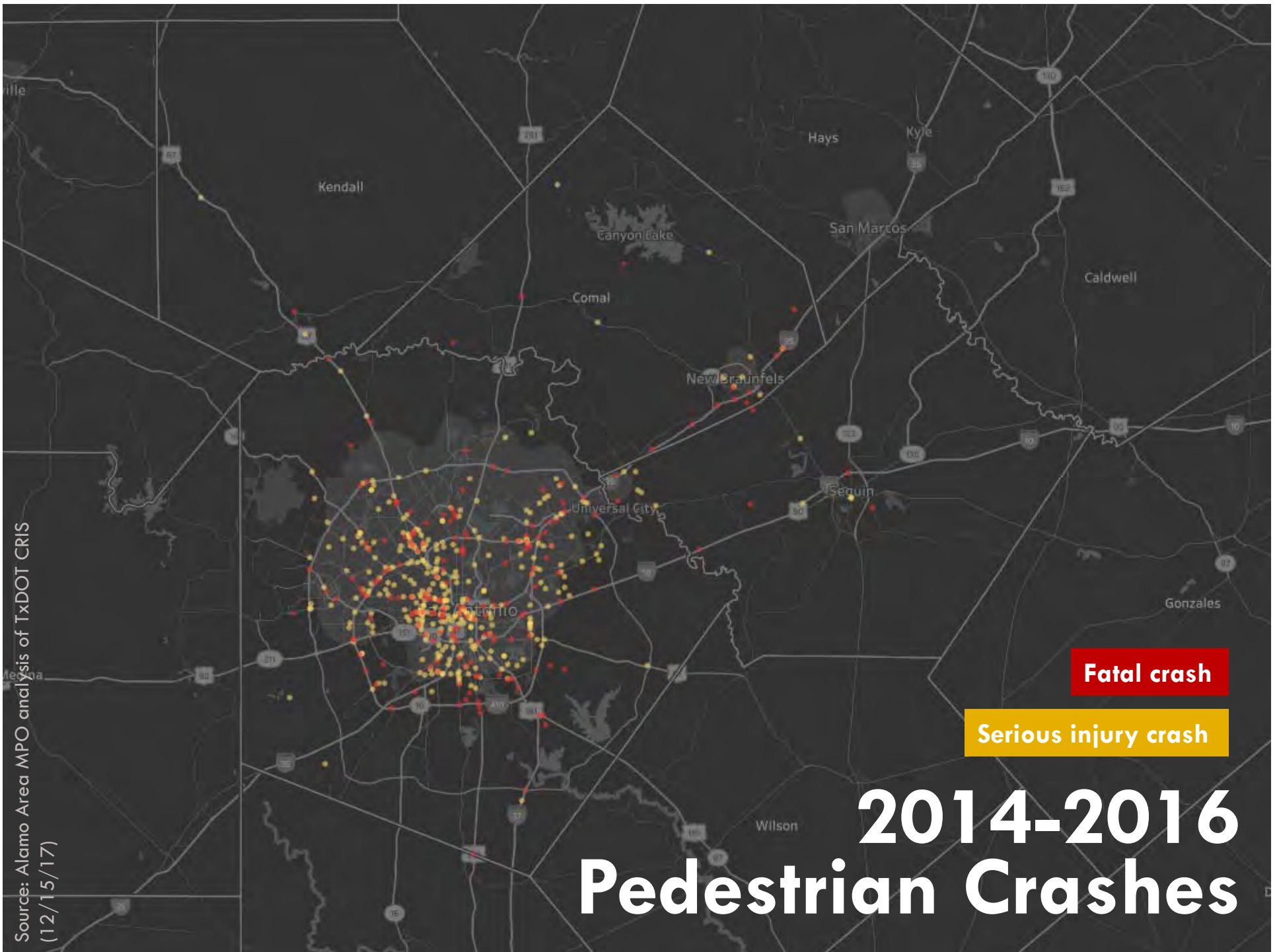


Fatal crash

Serious injury crash

2014-2016 Bicycle Crashes

Source: Alamo Area MPO analysis of TxDOT CRIS
(12/15/17)

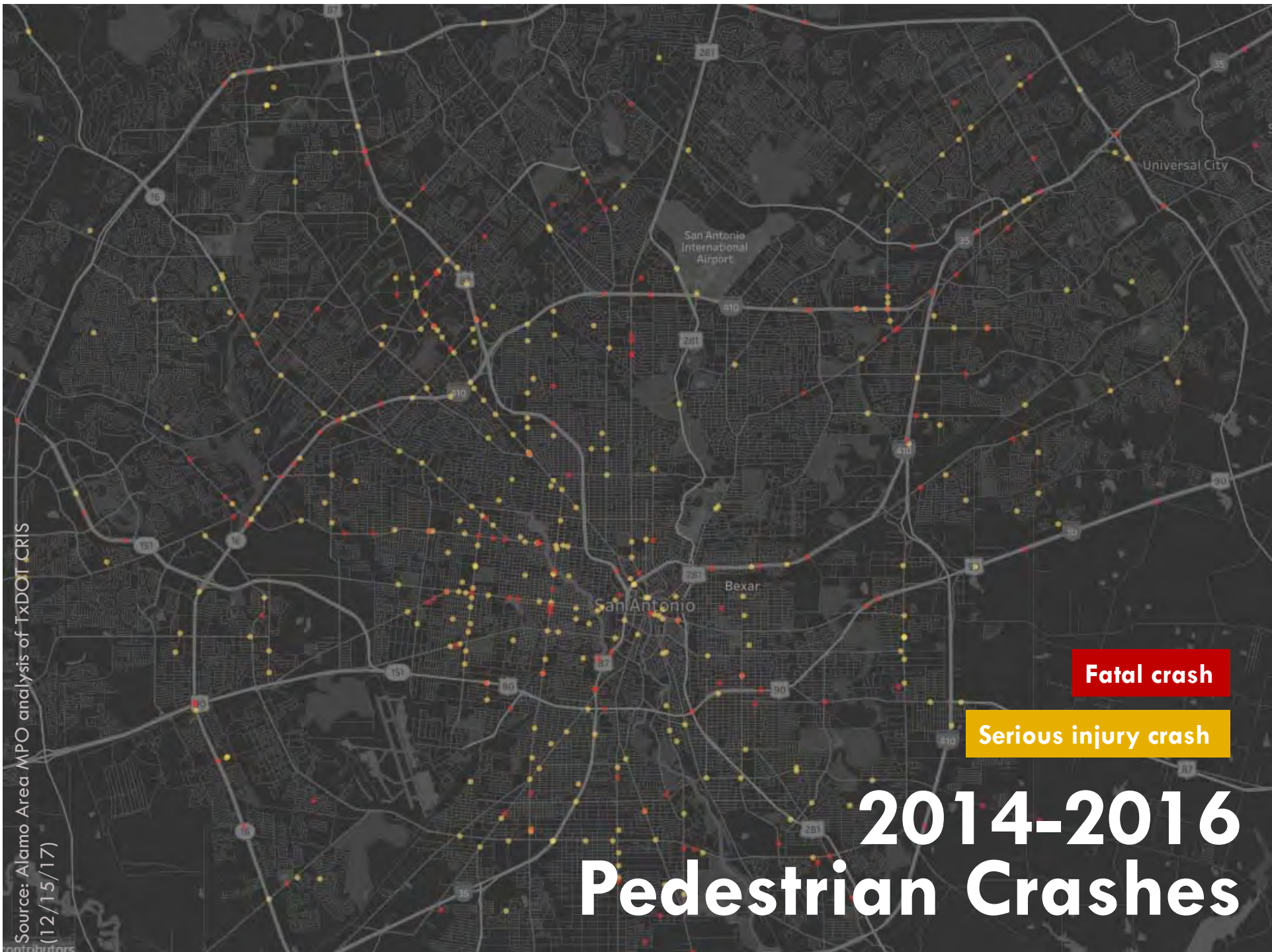


Fatal crash

Serious injury crash

2014-2016 Pedestrian Crashes

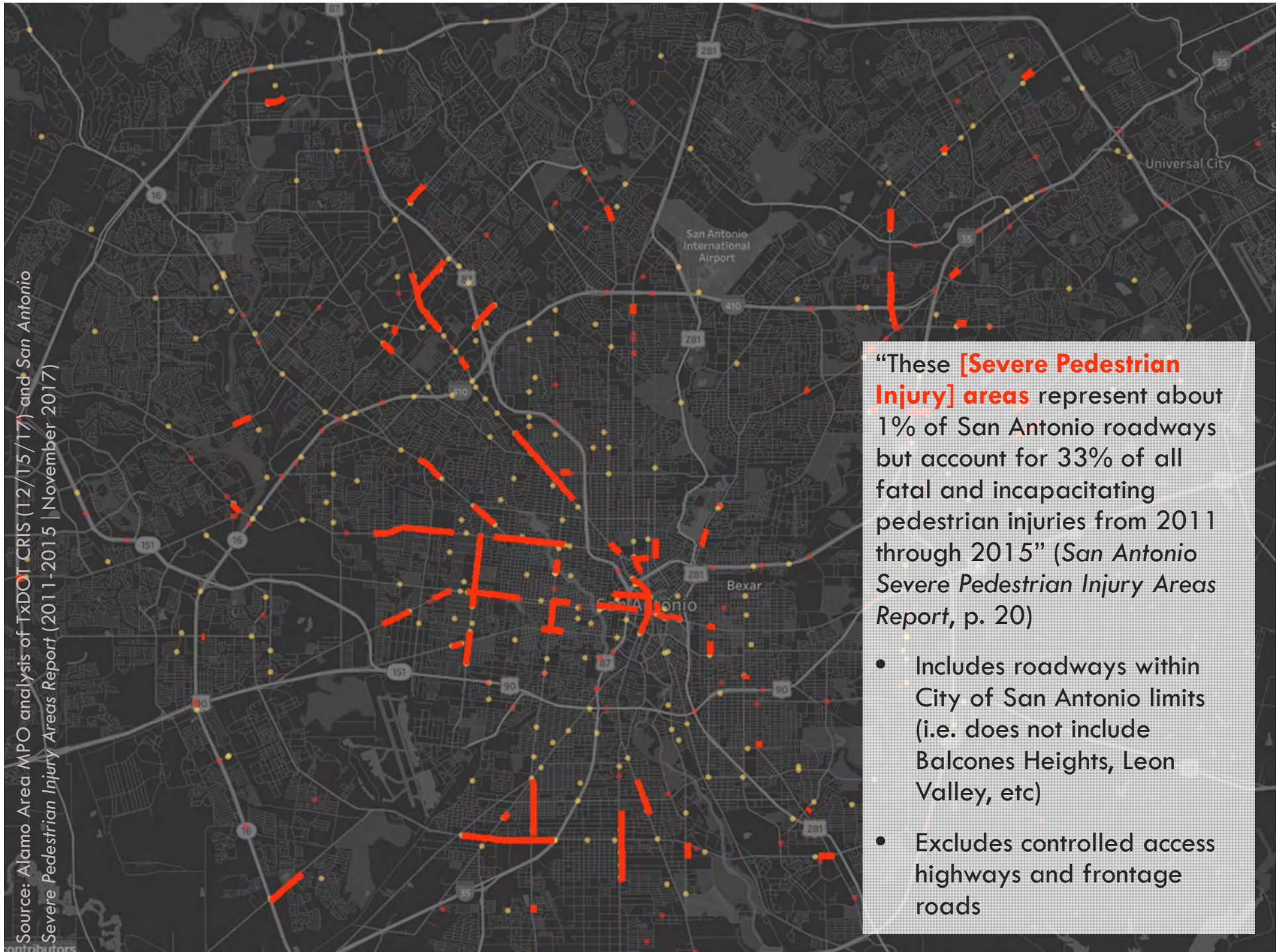
Source: Alamo Area MPO analysis of TxDOT CRIS
(12/15/17)



Fatal crash

Serious injury crash

2014-2016 Pedestrian Crashes

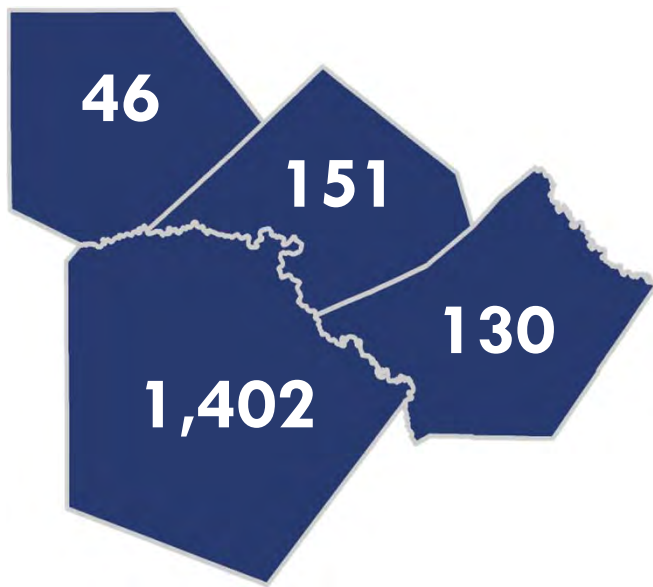


“These [**Severe Pedestrian Injury**] areas represent about 1% of San Antonio roadways but account for 33% of all fatal and incapacitating pedestrian injuries from 2011 through 2015” (*San Antonio Severe Pedestrian Injury Areas Report*, p. 20)

- Includes roadways within City of San Antonio limits (i.e. does not include Balcones Heights, Leon Valley, etc)
- Excludes controlled access highways and frontage roads

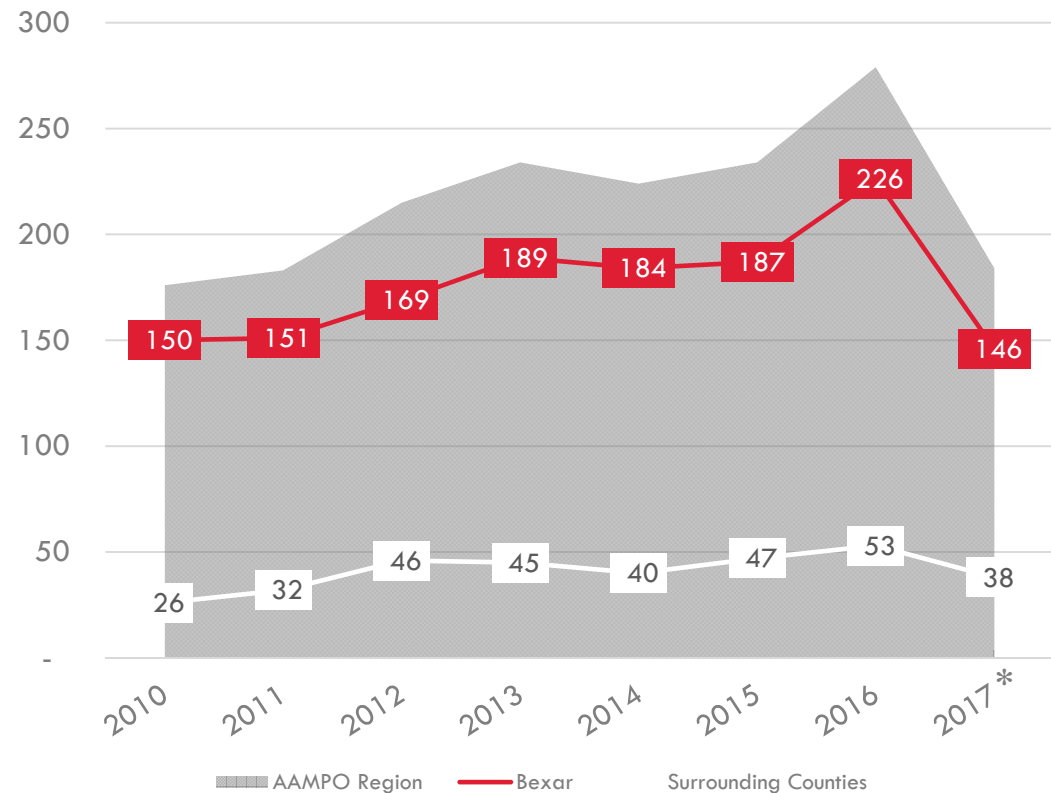


Number of Fatalities (2010-2017)



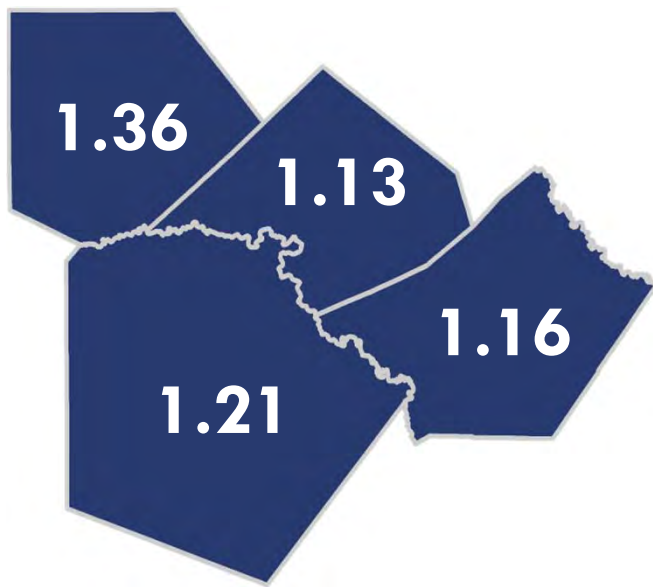
Regional Total:
1,729 fatalities

Number of Traffic Fatalities in
Bexar & Surrounding Counties



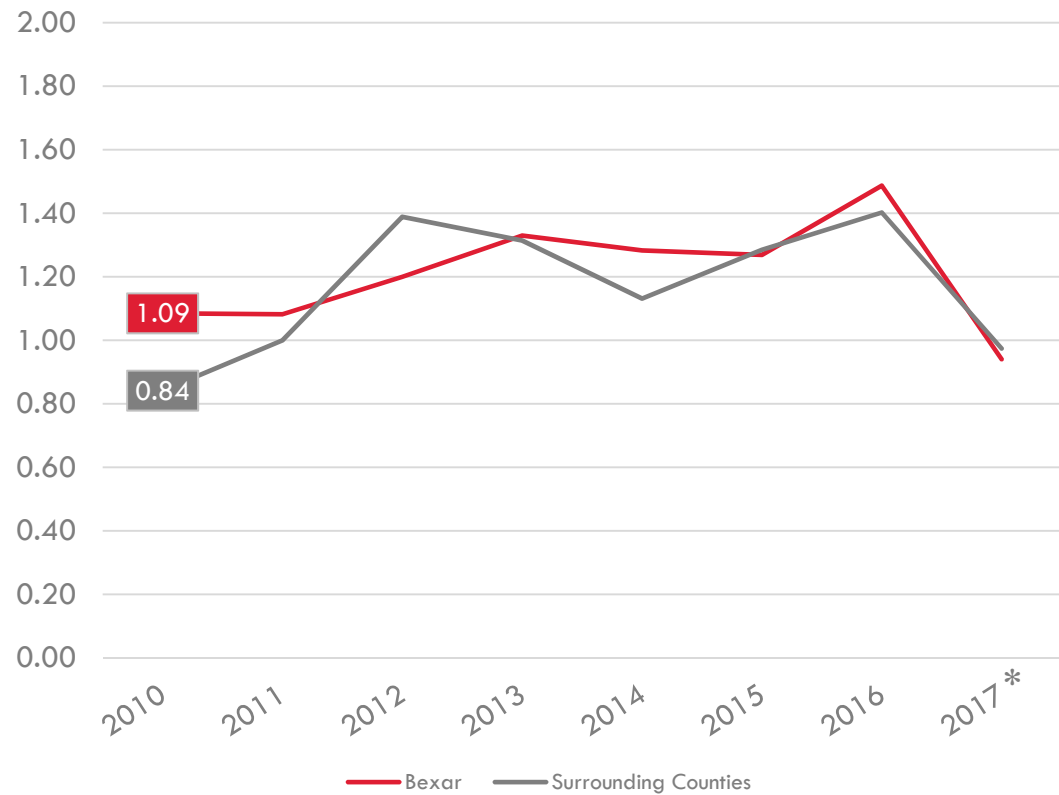
*Through 12/15/2017

Rate of Fatalities 2010-2017



Regional Rate:
1.20 fatalities per
100M VMT

Rate of Traffic Fatalities in
Bexar & Surrounding Counties

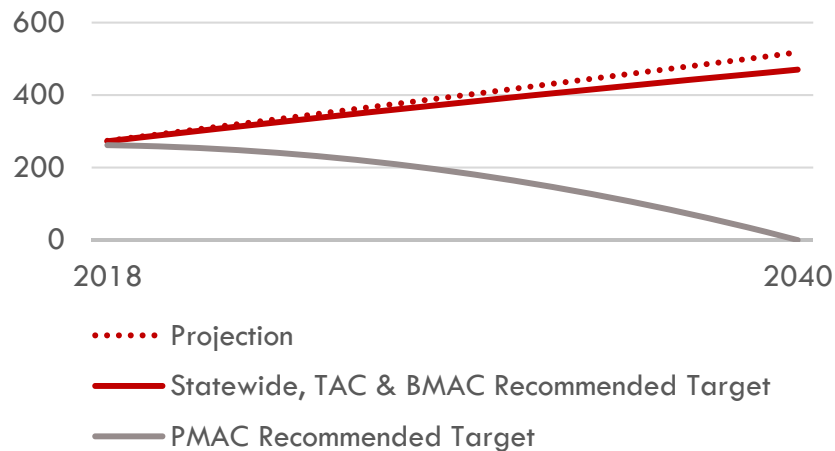


*Through 12/15/2017

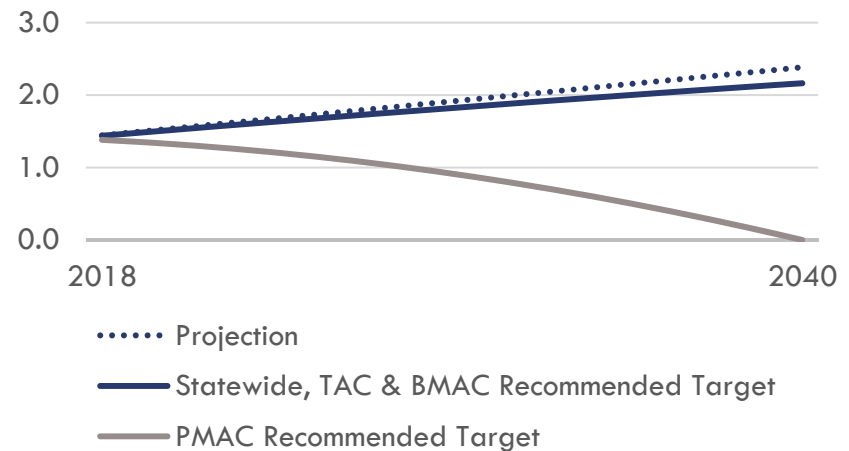
Committee Recommendations for Fatality Targets



Projected Number of Traffic Fatalities

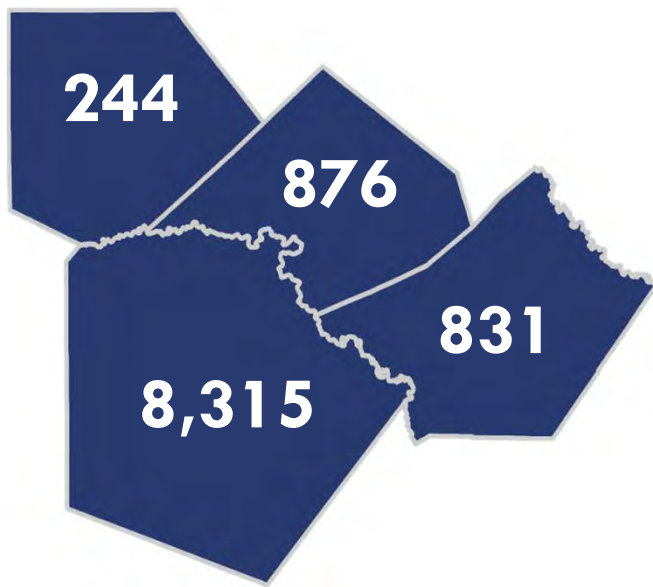


Projected Rate of Traffic Fatalities



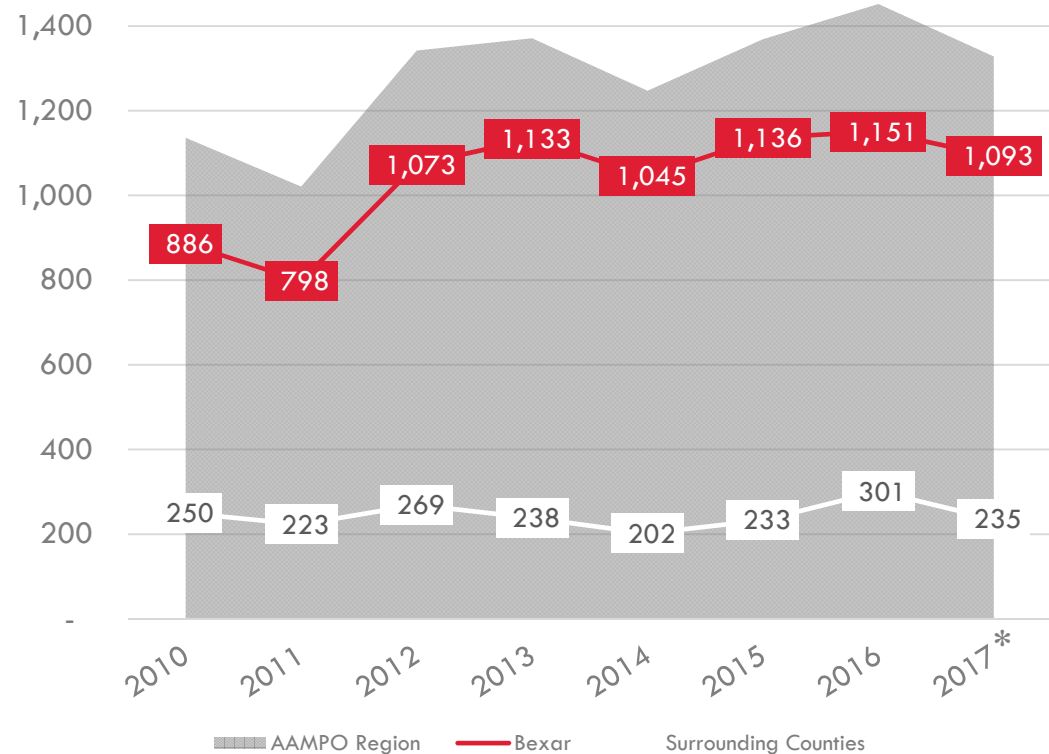
Performance Measure	Projected 2040 Number & Rate (projected from the current data trend line)	Committee Recommended Annual Reduction to Year 2040					
		TAC DRAFT		BMAC (11/8/2017)		PMAC (11/15/2017)	
Number of Fatalities	518	0.4%	470	0.4%	470	4.5%	0
Rate of Fatalities	2.38	0.4%	2.16	0.4%	2.16	4.5%	0

Number of Serious Injuries (2010-2017)



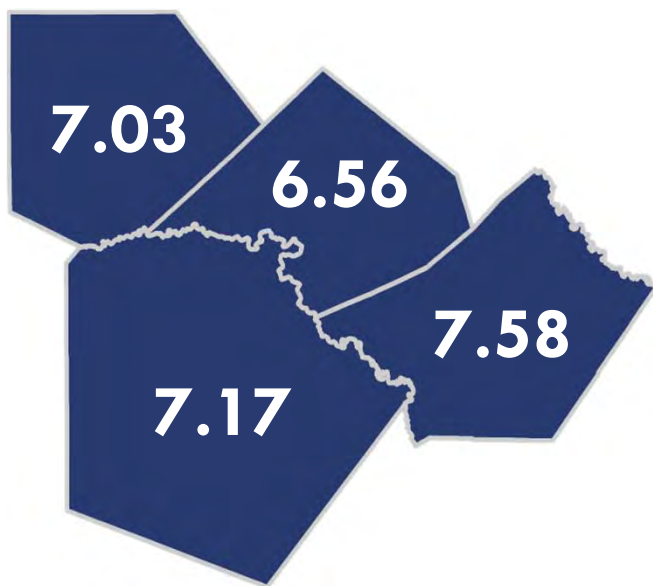
**Regional Total:
10,266 serious injuries**

Number of Serious Injuries in
Bexar & Surrounding Counties



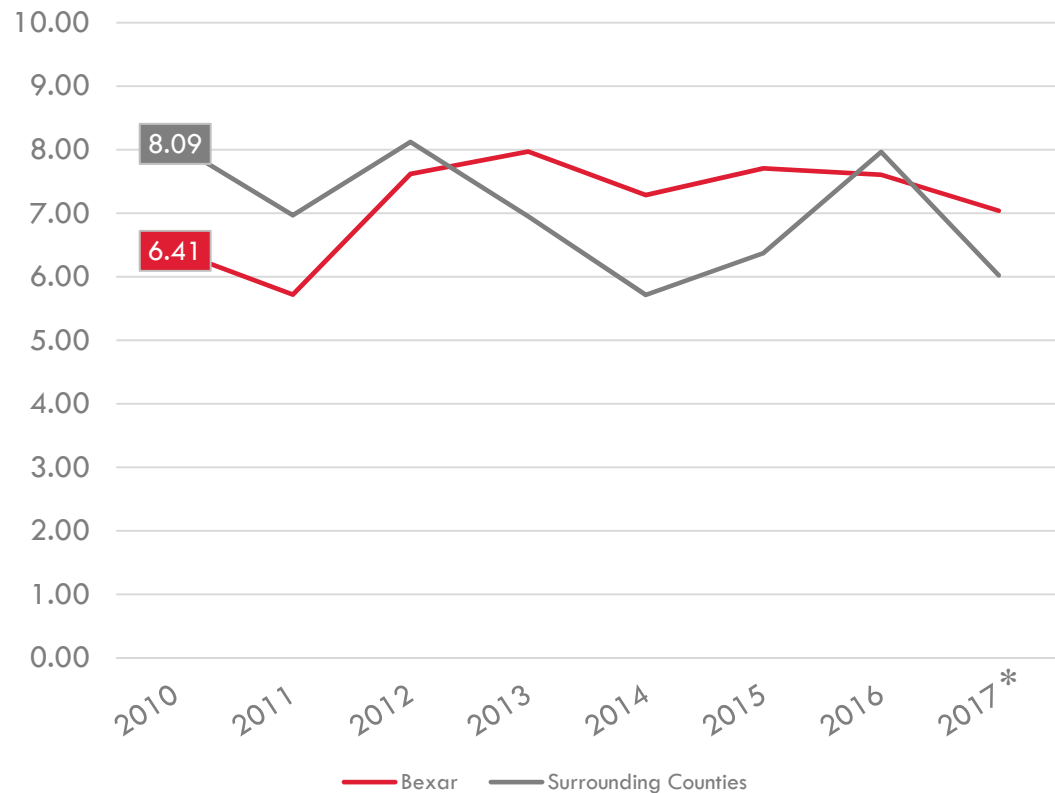
*Through 12/15/2017

Rate of Serious Injuries (2010-2017)



Regional Rate:
7.14 serious injuries
per 100M VMT

Rate of Serious Injuries in
Bexar & Surrounding Counties

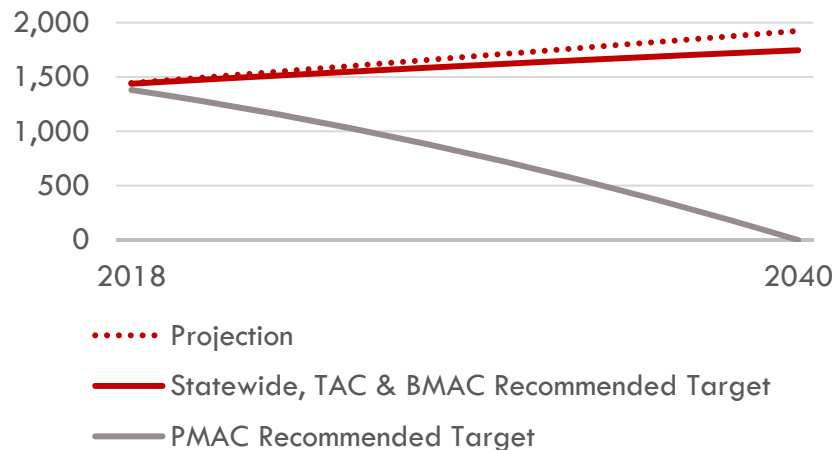


*Through 12/15/2017

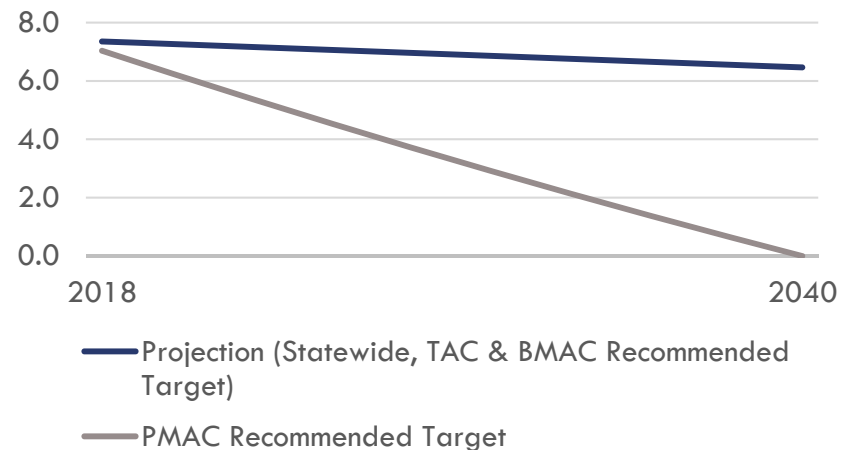
Committee Recommendations for Serious Injury Targets



Projected Number of Serious Injuries

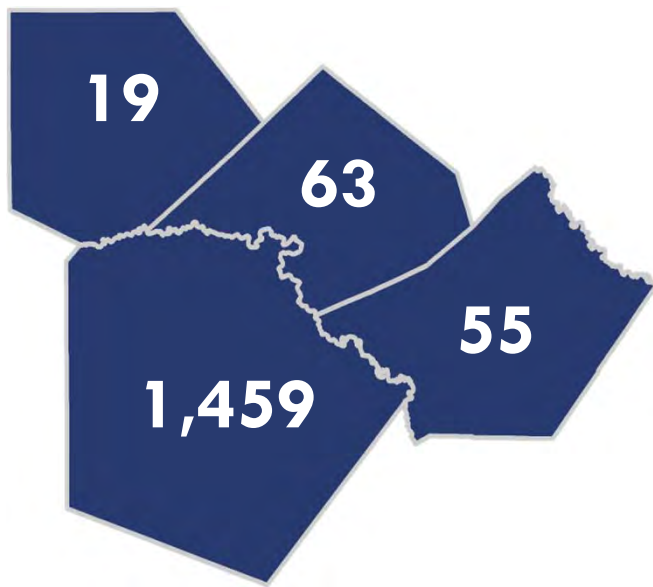


Projected Rate of Serious Injuries



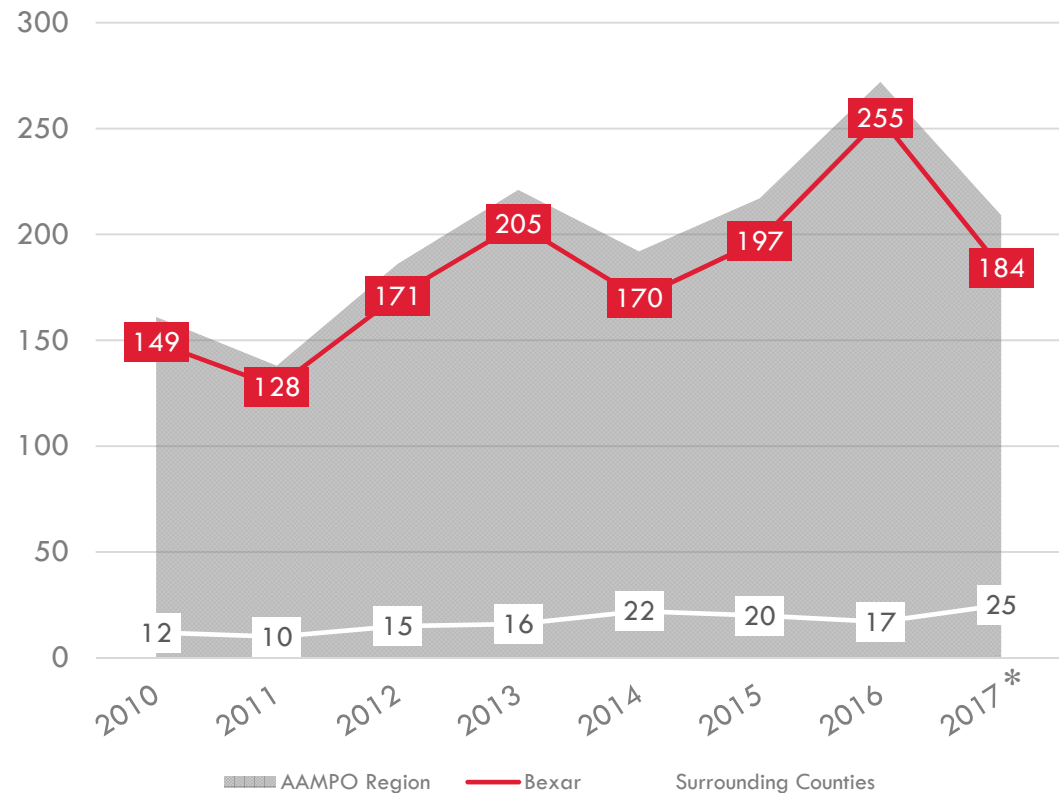
Performance Measure	Projected 2040 Number & Rate (projected from the current data trend line)	Committee Recommended Annual Reduction to Year 2040					
		TAC DRAFT		BMAC (11/8/2017)		PMAC (11/15/2017)	
Number of Fatalities	1,923	0.4%	1,746	0.4%	1,746	4.5%	0
Rate of Fatalities	6.47	n/a	6.47	n/a	6.47	4.5%	0

Number of Non-motorized Fatalities and Serious Injuries (2010-2017)



Regional Total:
1,596 non-motorized fatalities
and serious injuries

Number of Non-Motorized Fatalities and Serious Injuries in Bexar & Surrounding Counties

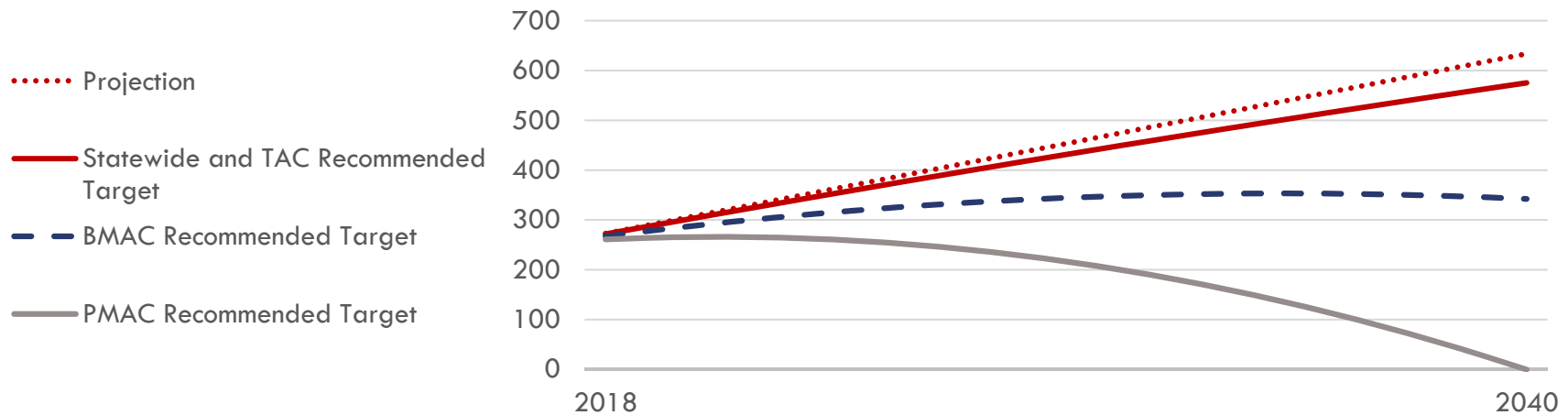


*Through 12/15/2017

Committee Recommendations for Non-motorized Target



Projected Number of Non-motorized Fatalities and Serious Injuries



Performance Measure	Projected 2040 Number (projected from the current data trend line)	Committee Recommended Annual Reduction to Year 2040			
		TAC (11/3/2017)	BMAC (11/8/2017)	PMAC (11/15/2017)	
Number of Non-Motorized Fatalities and Serious Injuries	634	0.4% 575	2.0% 342	4.5%	0

Proposed AAMPO Safety Targets



Performance Measure	2017*	Committee Recommended Percent Reduction in 2018 ¹						
		BMAC		PMAC		TAC		TPB
Number of Fatalities	184	0.4%	272	4.5%	260	0.4%	272	?
Rate of Fatalities	0.95	0.4%	1.44	4.5%	1.38	0.4%	1.44	?
Number of Serious Injuries	1,328	0.4%	1,438	4.5%	1,381	0.4%	1,438	?
Rate of Serious Injuries	6.83	n/a	7.35	4.5%	7.03	n/a	7.35	?
Number of Non-Motorized Fatalities & Serious Injuries	209	2.0%	267	4.5%	261	0.4%	272	?

*Through 12/15/2017

¹Based on 5-year averages

Targets will be revisited annually



Engineering

Road diets help “right size” roadways and provide for safe multimodal travel

“Super 2” or passing lanes improve safety by allowing room to pass slower traffic on rural roads

Traffic calming techniques such as roundabouts, chicanes, bulb-outs, and speed tables reduce speeds

Corridor crossing improvements
Z-crossings, HAWK signals, leading pedestrian intervals increase the visibility of people walking



Engineering guidelines (AASHTO and NACTO) evolve roadway design

Complete Streets and Vision Zero resolutions adopted locally emphasize safety

Access management such as raised medians and driveway consolidation reduces conflict points

Greenway trails, bike lanes, and multimodal infrastructure separate modes

Safety is considered through AAMPO's project submittal, scoring, and funding process

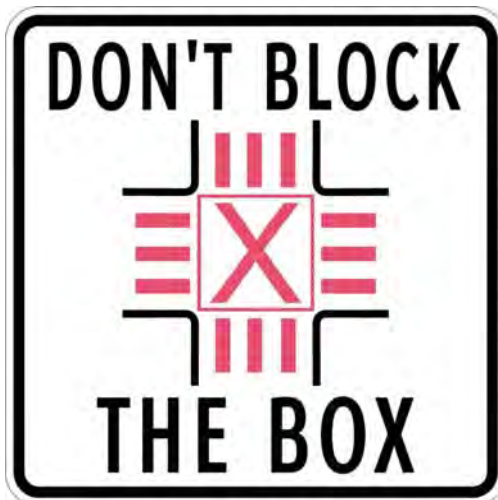


Enforcement

TxDOT's **Wrong Way Driver** Initiative is recognized for saving lives by quickly detecting/detaining drunk drivers

Distracted Driving laws make it illegal to drive while using a cell phone

Safe passing ordinances require at least **3 feet passing distance** when vehicles pass vulnerable users



San Antonio's "**Don't Block the Box**" campaign combined education with additional police presence and enforcement

High visibility enforcement campaigns such as Click It or Ticket or DWI initiatives during Fiesta

**2017 WORLD DAY OF REMEMBRANCE
FOR ROAD TRAFFIC VICTIMS**

BIKE RIDE

Sunday, November 19, 2017

10:00 a.m. - Noon

Games Plaza, Hemisfair Park

You're invited to attend a special bike ride.
Join Vision Zero San Antonio, the community, and our
friends and family as we remember those
who have been killed in roadway crashes.

www.VisionZeroSA.com



Drive safe. Bike safe. Walk safe.

Learn more by visiting www.VisionZeroSA.com



@SanAntonioTC



@sanantoniohotcity

#VisionZeroSA #WDR2017

Education

AAMPO gives
“Share the Road”
talks to CoSA-
held **defensive
driving classes**

AAMPO’s first **Fiesta
medal focused on
multimodal safety
education**

Bexar County
organizations put on the
region’s first **Safe Kids
Day**

AAMPO teaches **Street
Skills classes** and
distributes free helmets
and bike lights in
partnership with CoSA



**Johnson HS Safe
Driving Club**
promote safe
teen driving

A local group of
professionals
working to
improve traffic
safety meets
monthly as
Traffic Jam

AAMPO educates
residents about
safe street design
during Walkable
Community
Workshops

**Local safety
campaigns :**
#My3Feet,
#VIAware,
**#don'tchase
thebus**



Encouragement



Social rides and annual events like **Siclovia** have encouraged thousands of people to try bicycling and allow a venue for sharing safety information

AAMPO has hosted 21 years of **Walk & Roll Rallies** encouraging active forms of transportation and safety in commuting

Earn-a-Bike offers children and adults a chance to earn their bicycle while learning safe riding habits and maintenance



How free Fiesta ride works

1. Call participating taxi company, Yellow Cab (222-2222) or San Antonio Taxis (444-2222). Allow 30 minutes for taxi to arrive.
2. Mention that you would like to use the free Fiesta ride voucher.
3. Cab will pick up from or deliver to a residence, hotel or Fiesta event.

4. Tip and any other charges over \$20 are not covered. Cab company will be reimbursed later by TxDOT.

Source: TxDOT



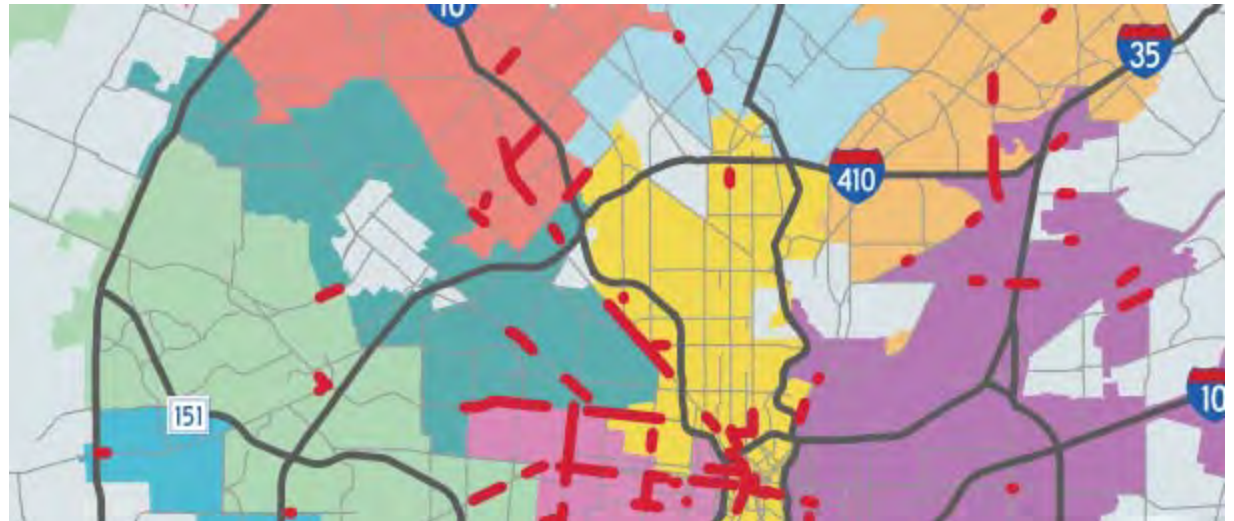
TxDOT and local employers such as Bexar County encourage people to avoid driving under the influence by offering free rides home during holidays/ events like New Years and Fiesta



Bicycle Level of Suitability and Level of Traffic Stress analysis were conducted to help riders identify safer routes for their comfort levels.

MPO has access to the state's CRIS system and regularly pulls and analyzes fatalities and serious injuries

Vision Zero severe pedestrian injury area identified 33% of all pedestrian injuries occur on 1% of corridors
(excludes highways and frontage roads)



MPO studies such as the **Road Diet Study**, the **Pedestrian Safety Action Plan**, and the **Regional Bike & Pedestrian Study** all helped identify potential areas for safety improvements.

TxDOT recently purchased statewide **STRAVA data** which will provide additional data to evaluate bicycle/pedestrian travel patterns and potential safety issues

The Vision Zero Network published six recommendations for MPO leadership and staff

VISION ZERO NETWORK

Centering safety at Metropolitan Planning Organizations

Metropolitan Planning Organizations (MPOs) are a big part of our lives and the regional economy through the planning and programming decisions they make. There are 407 MPOs in the U.S., one for each urbanized area with 50,000 or more people. Congress created MPOs to ensure that expenditures of governmental funds for transportation projects and programs are based on continuing, cooperative, and comprehensive planning across a region.

The role of MPOs is receiving increasing attention as more people across the country acknowledge the travesty of preventable loss of lives on our roadway. Last year, according to the National Safety Council, an estimated 40,000 people lost their lives and more than 4 million more were injured on U.S. roadways. And traffic deaths disproportionately affect those in communities of color, low-income communities, youth, the elderly, and those walking and biking.

In communities across the nation, people are stepping up to say "enough is enough" and to shift the paradigms that allow for such tragedy and pain. Cities are adopting the goal and principles of Vision Zero, which works to eliminate all traffic fatalities and severe injuries, while increasing safe, healthy, equitable mobility for all. Vision Zero strategies emphasize the

need for political leadership, infrastructure improvements, and data-driven strategies that prioritize preventing fatalities on roadways.

Through regional planning, funding, and policy, MPOs are uniquely positioned to embrace Vision Zero and save lives. This resource provides examples from around the country and six recommendations for MPOs to improve safety outcomes.

PLANNING

A central power of MPOs comes in their ability to stimulate a collaborative process to address issues that no single jurisdiction can tackle alone. A region's transportation system is the thread that connects other regional priorities, such as economic competitiveness, access to jobs, public health and safety, environmental quality, and development patterns.

Long range transportation plans

Metropolitan transportation plans identify how transportation funds are spent and must consider ten factors including to: "increase the safety of the transportation system for motorized and non-motorized users." How actively and meaningfully MPOs implement this safety factor in their long-range plan varies.

TRADITIONAL APPROACH

Traffic deaths are **INEVITABLE**
Prevent human behavior
PERFECT COLLISIONS
Prevent **INDIVIDUAL** responsibility
Saving lives is **EXPENSIVE**

VS

VISION ZERO

Traffic deaths are **PREVENTABLE**
Integrate **HUMAN FAILING** in approach
Prevent **FATAL AND SEVERE CRASHES**
SYSTEMS approach
Saving lives is **NOT EXPENSIVE**

National Vision Zero Network Report:



Recommendation 1

Working with state and local partners, **set specific regional traffic safety goals and measure and report out progress.** Use data, targets and metrics to ensure safety is prioritized regionally.

Steps for AAMPO:

- AAMPO board **sets targets** by February 2018
- AAMPO staff **incorporates targets** into TIP/MTP by May 2018
- AAMPO board will **begin discussions around 2019 targets** in Fall/Winter 2018

National Vision Zero Network Report:



Recommendation 2

Measure the **causes of serious crashes** to track, improve performance, and report on progress. Focus on equitable investments and safety outcomes across communities.

Steps for AAMPO:

- MPO staff is planning to conduct a **regional analysis of crash contributing factors** and present findings to the committees and Transportation Policy Board in Summer 2018

National Vision Zero Network Report:



Recommendation 3

Prioritize safety in all
funding decisions

Steps for AAMPO:

- STP-MM projects submitted in December 2017 are being technically scored for factors including safety
- MPO staff can propose changes to project submittal and scoring process in the future based on crash factor analysis

National Vision Zero Network Report:



Recommendation 4

Proactively share safety **resources** with local jurisdictions throughout the region.

Steps for AAMPO:

- MPO staff will publish an update to existing **online safety dashboard** by Fall 2018.
- AAMPO will **host training(s)** on the safety dashboard and *iMap* for agency staff and community leaders

National Vision Zero Network Report:



Recommendation 5

Recommend countermeasures and speed management strategies explicitly in MPO transportation plans and priorities. Support local and state speed management efforts.

Steps for AAMPO:

- MPO staff can produce paper and online resources **explaining speed management strategies** and highlighting existing plans and priorities
- Board can consider a resolution supporting member agencies working with the Texas Legislature to allow **more local control of speed management options**

National Vision Zero Network Report:



Recommendation 6

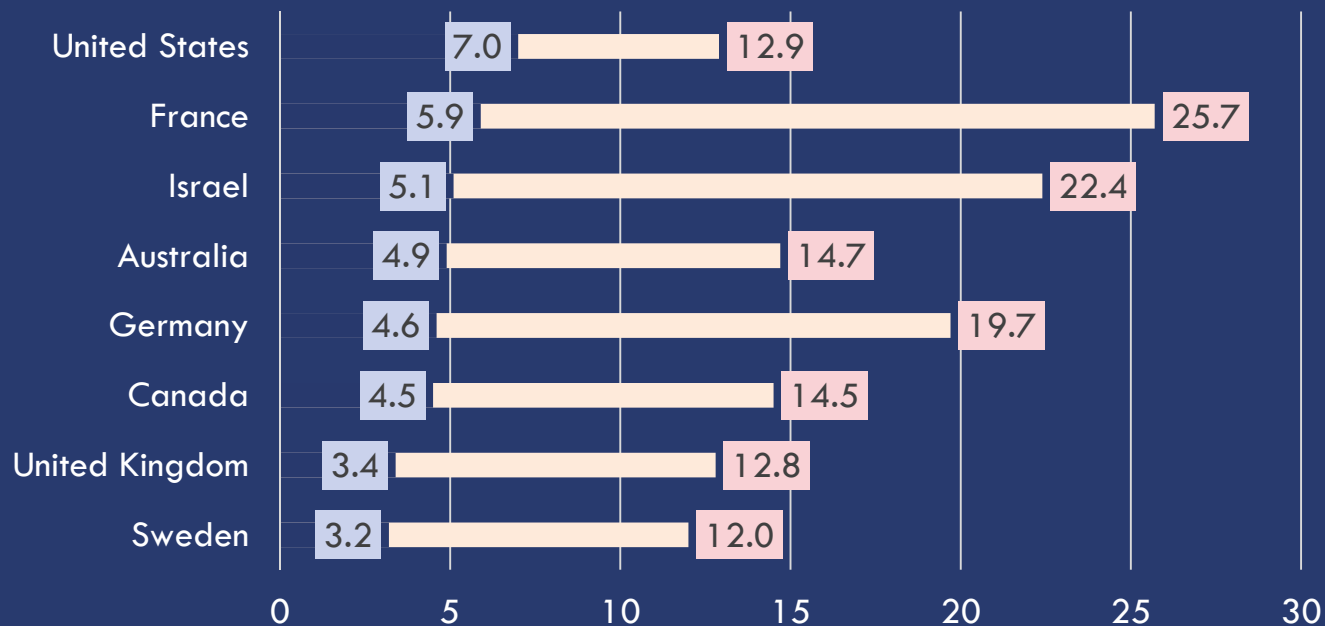
Publicize commitment to safety and equity; offer trainings for staff throughout the region on safety countermeasures and performance management

Steps for AAMPO:

- MPO staff is partnering with local professional organizations to **co-host a Vision Zero workshop**
- MPO staff can **schedule presentations** focused on priority safety areas (i.e. speed, older and younger system users, etc...)

HOW DID THEY DO IT?

Deaths per billion vehicle miles traveled
2015 and 1990



Adapted from *The New York Times*

Source: Organisation for Economic Co-operation and Development

The image shows the cover of a book titled 'Urban Street Design Guide'. The cover has a green background with a grid of white icons representing different urban elements: cars, pedestrians, bicycles, and buildings. The title is written in a bold, white, sans-serif font. The book is positioned on the left side of the slide, partially overlapping a background image of a city street.

Urban

Street

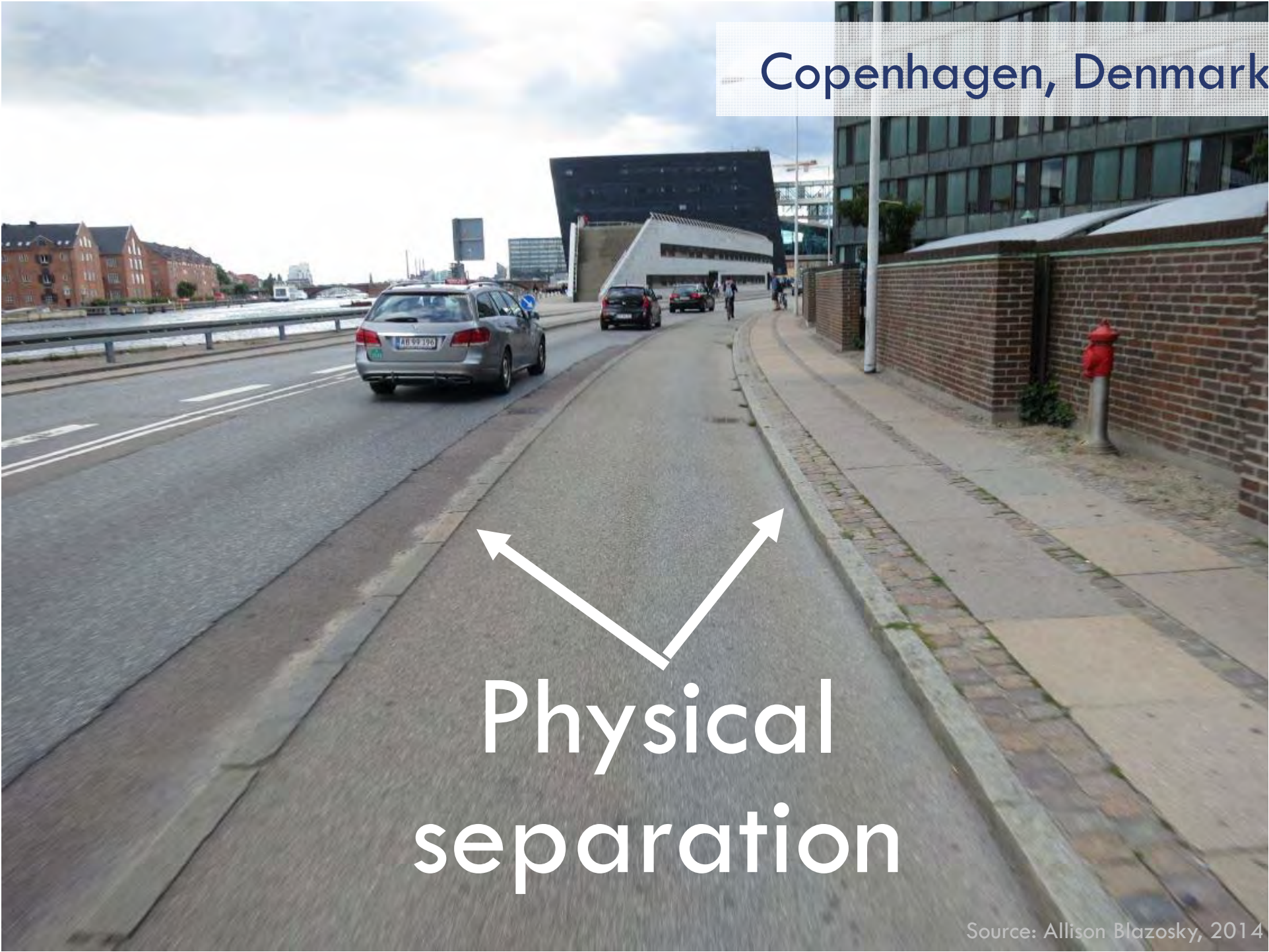
Design

Guide

The background of the slide is a photograph of a city street scene, overlaid with a blue, semi-transparent grid pattern. The street is lined with multi-story buildings, and there are cars, a yellow taxi, and a person on a bicycle visible. The scene is captured from a street-level perspective, looking down the road.

By designing for
human error

Copenhagen, Denmark



Physical
separation

Source: Allison Blazosky, 2014

Copenhagen, Denmark



Continuity and Separation at Intersections

Source: <http://www.voleospeed.co.uk/2013/05/lessons-from-copenhagen.html>



Brighton, England

Shared Streets

Source: <http://gehlpeople.com/cases/new-road-brighton-uk/>



HIT BY A VEHICLE
TRAVELING AT:

**20
MPH**



9 out of 10 pedestrians survive

HIT BY A VEHICLE
TRAVELING AT:

**30
MPH**



5 out of 10 pedestrians survive

HIT BY A VEHICLE
TRAVELING AT:

**40
MPH**



Only 1 out of 10 pedestrians survives

By slowing speeds



With Automated
Speed Enforcement

How do we get there?



- Continue the work of the '5 Es' and implement strategies consistently across the region
- Champion big ideas
- Prepare for wider adoption of Connected and Autonomous Vehicle technology
- Set a meaningful target and track progress

Proposed AAMPO Safety Targets



Performance Measure	2017*	Committee Recommended Percent Reduction in 2018 ¹			
		BMAC	PMAC	TAC	TPB
Number of Fatalities	184	0.4% 272	4.5% 260	0.4% 272	?
Rate of Fatalities	0.95	0.4% 1.44	4.5% 1.38	0.4% 1.44	?
Number of Serious Injuries	1,328	0.4% 1,438	4.5% 1,381	0.4% 1,438	?
Rate of Serious Injuries	6.83	n/a 7.35	4.5% 7.03	n/a 7.35	?
Number of Non-Motorized Fatalities & Serious Injuries	209	2.0% 267	4.5% 261	0.4% 272	?

*Through 12/15/2017

¹Based on 5-year averages

Targets will be revisited annually

Proposed AAMPO Transit Asset Management (TAM) targets



Performance Measure	2018 Target (VIA)	2018 Target (AAMPO)
Equipment SGR	Rehab or replace equipment according to the VIA Board approved capital plan to maintain an overall state of good repair rating of 3 or better	
Rolling Stock SGR	By June 2018, replace 270 fixed route buses with an age of 14 years or greater	
Infrastructure SGR	None (no rail)	
Facilities SGR	Rehab facilities according to the VIA Board approved capital plan to maintain an overall state of good repair rating of 3 or better	

Transit providers (or Group Plan sponsors) will share their targets annually, but **AAMPO will revisit targets only when updating the MTP and/or TIP**

10. Status Report on the Development of the FY 2019 – 2022 Transportation Improvement Program

Purpose

The purpose of this agenda item is to receive a status report on the development of the FY 2019-2022 Transportation Improvement Program.

Issue

In May 2017, the Transportation Policy Board approved the schedule and process for developing the FY 2019-2022 Transportation Improvement Program (TIP). The overall TIP development schedule is attached.

Project submittals for the MPO's Surface Transportation Program – Metropolitan Mobility (STP-MM) funding were due to the MPO on Monday, December 4th. Next steps include technical scoring of projects and public input on the submitted projects. The presentation is attached.

Action Requested

No action is requested this month.



**Alamo Area Metropolitan Planning Organization
FY 2019-2022 Transportation Improvement Program
Agency Call for Surface Transportation Program –
Metro Mobility (STP-MM) Project Funding**

- March 27, 2017: Announce at the Transportation Policy Board meeting that the MPO will hold an agency call for projects to be funded under the STP-MM Program
- April 2017: Presentation to the MPO's Committees on the draft TIP process and schedule
- April 7, 2017: Technical Advisory Committee
April 12, 2017: Bicycle Mobility Advisory Committee
April 19, 2017: Pedestrian Mobility Advisory Committee
April 24, 2017: Transportation Policy Board
- May 22, 2017: Action by the Transportation Policy Board on the TIP process
- June 1, 2017: Agency call for projects begins**
- July 26, 2017: Two workshops (9:30 a.m. and 1:30 p.m.) similar in content and format were held at the MPO Office to provide information and support to agencies submitting projects
- June - November 2017: Agency project development and secure local match
- December 4, 2017: Agency project submittals and commitment of local match were due to the MPO**
- January 2018: Subcommittees of the Technical Advisory Committee, Bicycle Mobility Advisory Committee and Pedestrian Mobility Advisory Committee will score submitted projects as appropriate**
- February 2018: MPO hosts public meetings/workshops/online input
- March 2018: Review of the FY 2019-2022 TIP
- March 9, 2018: Technical Advisory Committee
March 26, 2018: Transportation Policy Board (action on STP-MM funded projects)
- April 2018: Approval of the FY 2019-2022 TIP
- April 6, 2018: Technical Advisory Committee
April 23, 2018: Transportation Policy Board
- May 1, 2018: Deadline for transmittal of the FY 2019-2022 TIP to TxDOT

This information is subject to change. It is the submitting agency's responsibility to visit the MPO's website at www.alamoareampo.org for updated information.

FY 2019-2022 Transportation Improvement Program Development: STP-MM Call for Projects



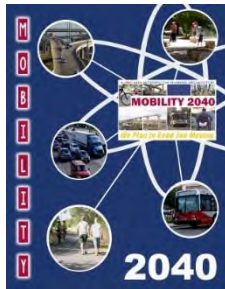
Transportation Policy Board
January 22, 2018



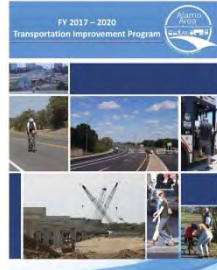
MPO Responsibilities



Unified Planning Work Program:
Planning studies and tasks in a 2 year time period



Metropolitan Transportation Plan:
Future goals, strategies and projects out 25 years



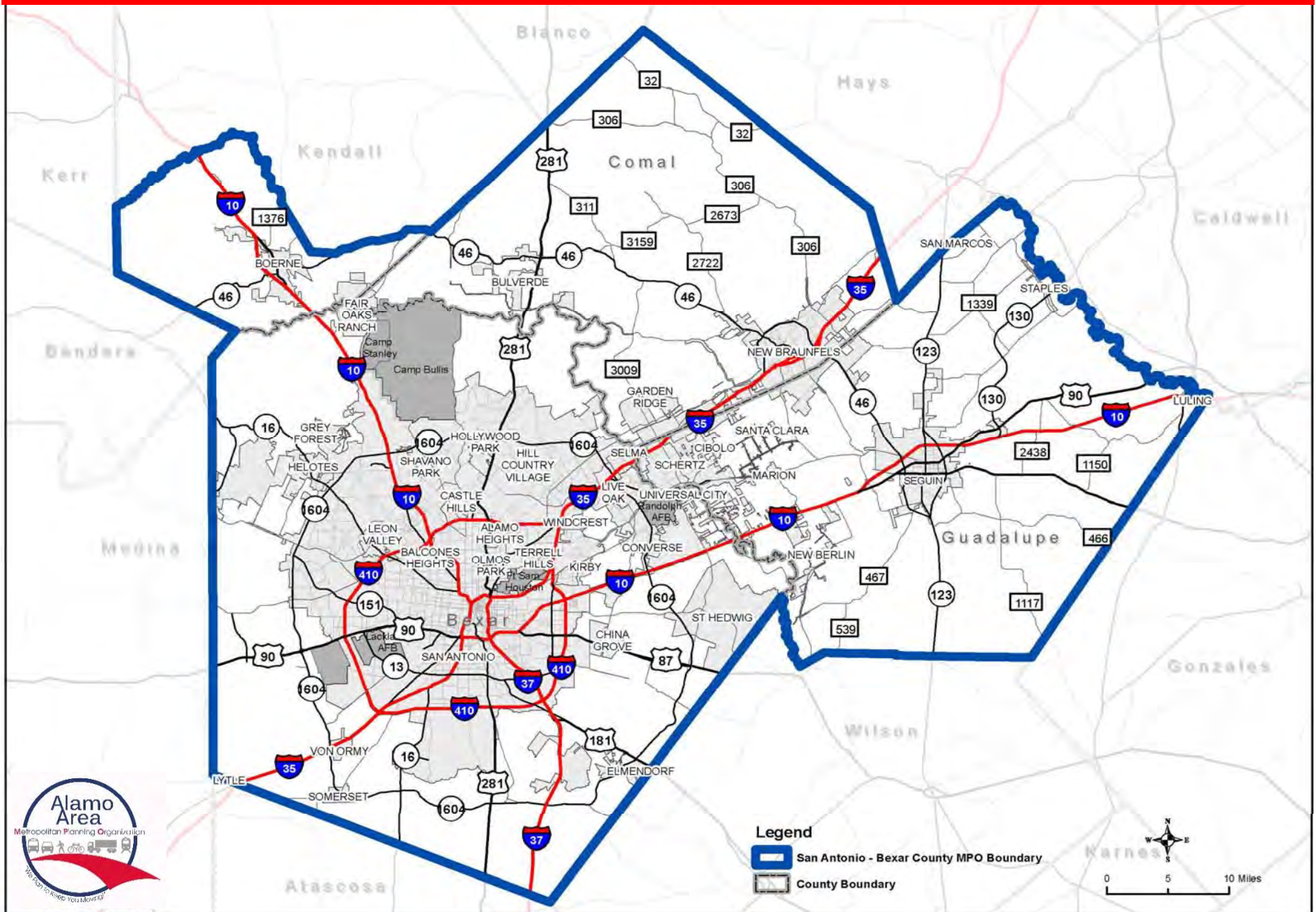
Transportation Improvement Program:
Funded transportation projects in a 4 year time period



Transportation Improvement Program (TIP)

- Covers a time period of four years
- Formally updated every two years
- Financially constrained
- Developed cooperatively among the partner agencies
- Must be consistent with the Metropolitan Transportation Plan
- Approval process occurs in two steps with presentation one month and action the next month
- Approved TIP is tentatively due to TxDOT in May 2018

Alamo Area MPO Region





Types of Projects in the TIP

- Additional vehicle lanes
- Alamo Area Commute Solutions Program
- Bicycle and pedestrian facilities
- Bus and van purchases
- Major planning studies
- Operational/Safety improvements
- Transit passenger facilities



State and Federal Funding Categories in the TIP

- Category 1 – Preventive Maintenance and Rehabilitation
- Category 2 – Metropolitan Area Corridor
- Category 3 – Non-traditional funding sources (local contribution)
- Category 4 – Connectivity
- **Category 7 – Surface Transportation Program
Metropolitan Mobility (STP-MM)**
- Category 9 – Transportation Alternatives Program
- Category 11 – District Discretionary
- Category 12 – Strategic Priority
- Transit project funding



STP-MM: Overview

- “MPO Funded Projects”
- \$150,000,000 - \$170,000,000 is available to program
- Required 20% match for the project construction cost
- Commitment of project development costs and local match by the implementing agency
- Roadway projects must be on “functionally classified roadways”, not local streets
- Projects could be programmed in years 2019, 2020, 2021, 2022, 2023, 2024 or 2025



STP-MM: Eligible Project Categories

- **Added Capacity** – roadway projects which add through travel lanes. These projects would also include bicycle and pedestrian facilities.
- **Operational** – projects which improve the operational function of a facility without adding through lanes. Examples include:
 - Improving intersections, including adding right or left turn lanes
 - Adding a center turn lane
 - Adding acceleration or deceleration lanes
 - Constructing a roundabout
 - Adding or improving intersection signalization
 - Constructing new or reversing ramps
 - Converting frontage roads from two way to one way
 - Reconfiguring travel lanes for a multimodal shift
 - Implementing ITS projects
 - Constructing an interchange

Our project selection process considers:

- Agency priorities
- Project readiness
- Public input
- Technical score



STP-MM: Eligible Project Categories

- **Bicycle** – projects which construct, reconstruct, or upgrade public bicycle facilities.
- **Pedestrian** – projects which construct, reconstruct, or upgrade public pedestrian facilities.
- **Other** – Projects which do not fit within the other major categories. Past examples include:
 - Public Transit Projects
 - Major Planning Studies

Projects that are solely Rehabilitation projects are not eligible

Our project selection process considers:

- Agency priorities
- Project readiness
- Public input
- Technical score



STP-MM: Call for Projects Overview

- Proposed process is very similar to the previous project call process
 - Added capacity, operational, bicycle and pedestrian projects will be technically scored
 - Other projects, to include transit, rideshare or planning studies, will not be scored
 - Additional points for overmatching a project
 - (+50 points for overmatching 5%-10% or +100 points for overmatching more than 10% over the required 20% match)
 - \$1,000,000 minimum project construction cost
 - Rehabilitation projects are not eligible
 - Reimbursable funding program, not a grant program and all federal and state rules apply



STP-MM: Project Requirements

- For infrastructure projects: only eligible items related to construction will be reimbursable; **project development costs are the responsibility of the implementing agency**
- Although the Transportation Policy Board makes all funding decisions associated with STP-MM funds, TxDOT is the federal designated pass-through agency for this funding source. **Entities awarded funding will enter into agreements with TxDOT.** TxDOT will require reimbursement of their costs for review and coordination of the project.
- Cost overruns are the responsibility of the implementing agency; or re-scope project with Transportation Policy Board approval



STP-MM: Project Funding History

- 2011 Call for Projects (FY 2013-2016 TIP)
 - 73 projects totaling nearly \$1B were submitted
 - 19 projects were selected for funding at an amount of nearly \$92M
- 2013 Call for Projects (FY 2015-2018 TIP)
 - 56 projects totaling nearly \$435M were submitted
 - 19 projects were selected for funding at an amount of nearly \$110M
- 2015 Call for Projects (FY 2017-2020 TIP)
 - 40 projects totaling nearly \$400M were submitted
 - 23 projects were selected for funding at an amount of nearly \$166M
(programmed funding out two years past the TIP timeframe)
- 2017 Call for Projects (FY 2019-2022 TIP)
 - 48 projects totaling over \$462M were submitted (includes overmatch)
 - The STP-MM portion totals over \$402M (without overmatch)



Submitted Project Summary

	Number of Projects	Total/STP-MM Portion	Percentage of STP-MM Portion
Added Capacity	13	\$166,523,495/\$148,273,495	37%
Bicycle/ Pedestrian	4	\$21,058,000/\$17,058,000	4%
Operational	27	\$227,696,508/\$199,888,654	50%
Other	4	\$47,301,000/\$37,301,000	9%
Total	48	\$462,579,003/\$402,521,149	100%

Classifications are subject to change.
"Total" includes the overmatch of more than 20%.



Submittal Summary by Agency

Agency	Added Cap	Bike/Ped	Operational	Other	Total
AACOG	0	0	0	1	1
Balcones Hts	0	0	1	0	1
Bexar County	2	0	0	0	2
Boerne	0	0	1	0	1
Castle Hills	0	0	2	0	2
New Braunfels	1	1	0	0	2
San Antonio	2	1	4	1	8
Seguin	1	0	0	0	1
TxDOT **	7	1	19	1	28
Universal City	0	1	0	0	1
VIA Transit	0	0	0	1	1
Total	13	4	27	4	48

** TxDOT has submitted projects on state roadways on behalf of the cities of Fair Oaks Ranch, New Braunfels, Schertz, Shavano Park, Bexar, Comal and Guadalupe counties, and others.

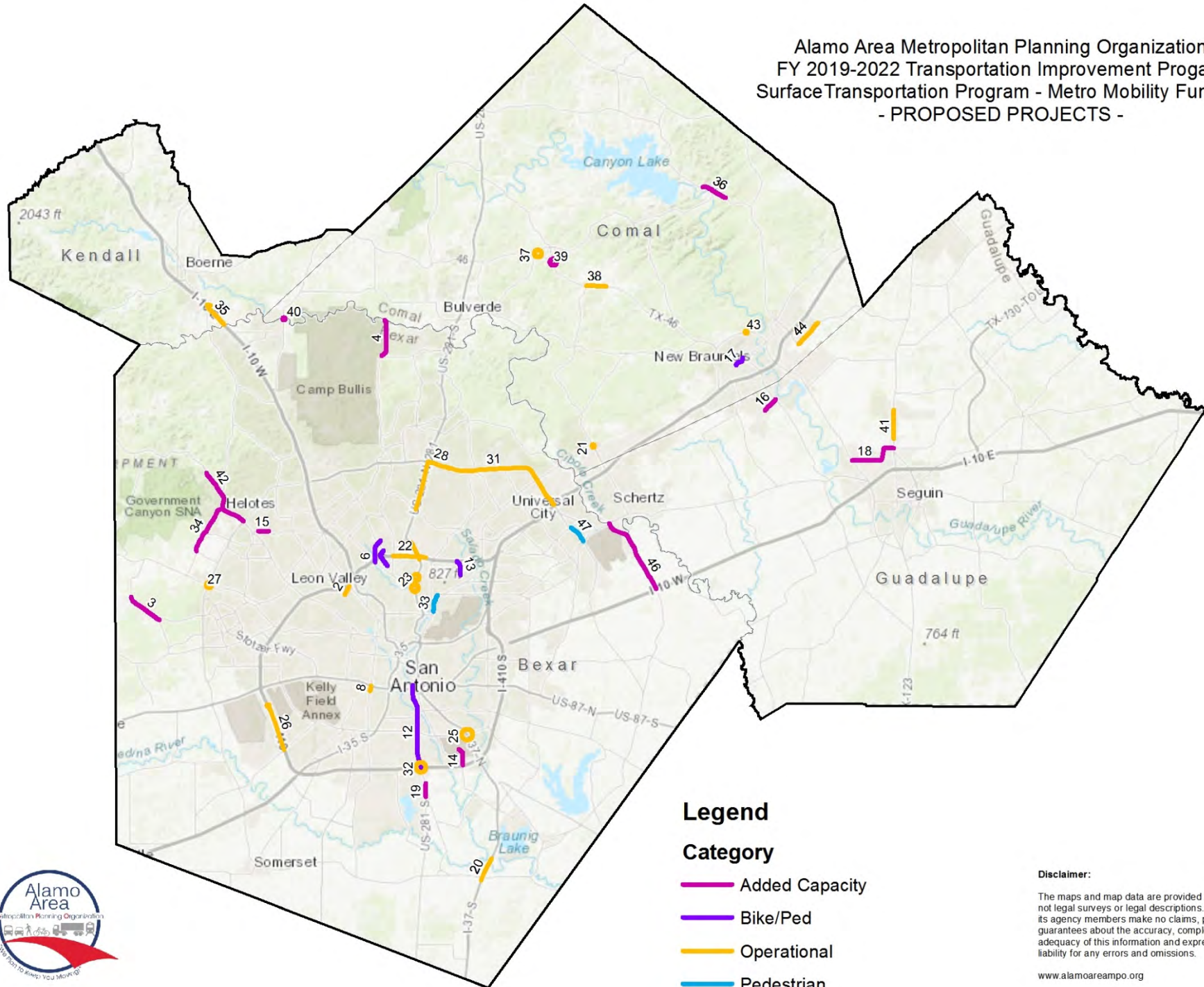


Submittal Summary by Agency

Agency	#of Projects	STP-MM Funding Requested	Percent of Total
AACOG	1	\$801,000	<1%
Balcones Hts	1	\$4,200,000	1%
Bexar County	2	\$26,778,495	7%
Boerne	1	\$2,770,677	1%
Castle Hills	2	\$5,560,027	1%
New Braunfels	2	\$6,073,000	2%
San Antonio	8	\$80,000,000	21%
Seguin	1	\$12,000,000	3%
TxDOT **	28	\$234,557,950	60%
Universal City	1	\$2,500,000	1%
VIA Transit	1	\$15,000,000	4%
Total	48	\$390,241,149	100%

** TxDOT has submitted projects on state roadways on behalf of the cities of Fair Oaks Ranch, New Braunfels, Schertz, Shavano Park, Bexar, Comal and Guadalupe counties, and others.

Alamo Area Metropolitan Planning Organization
 FY 2019-2022 Transportation Improvement Program
 Surface Transportation Program - Metro Mobility Funding
 - PROPOSED PROJECTS -



Legend

Category

- Added Capacity
- Bike/Ped
- Operational
- Pedestrian

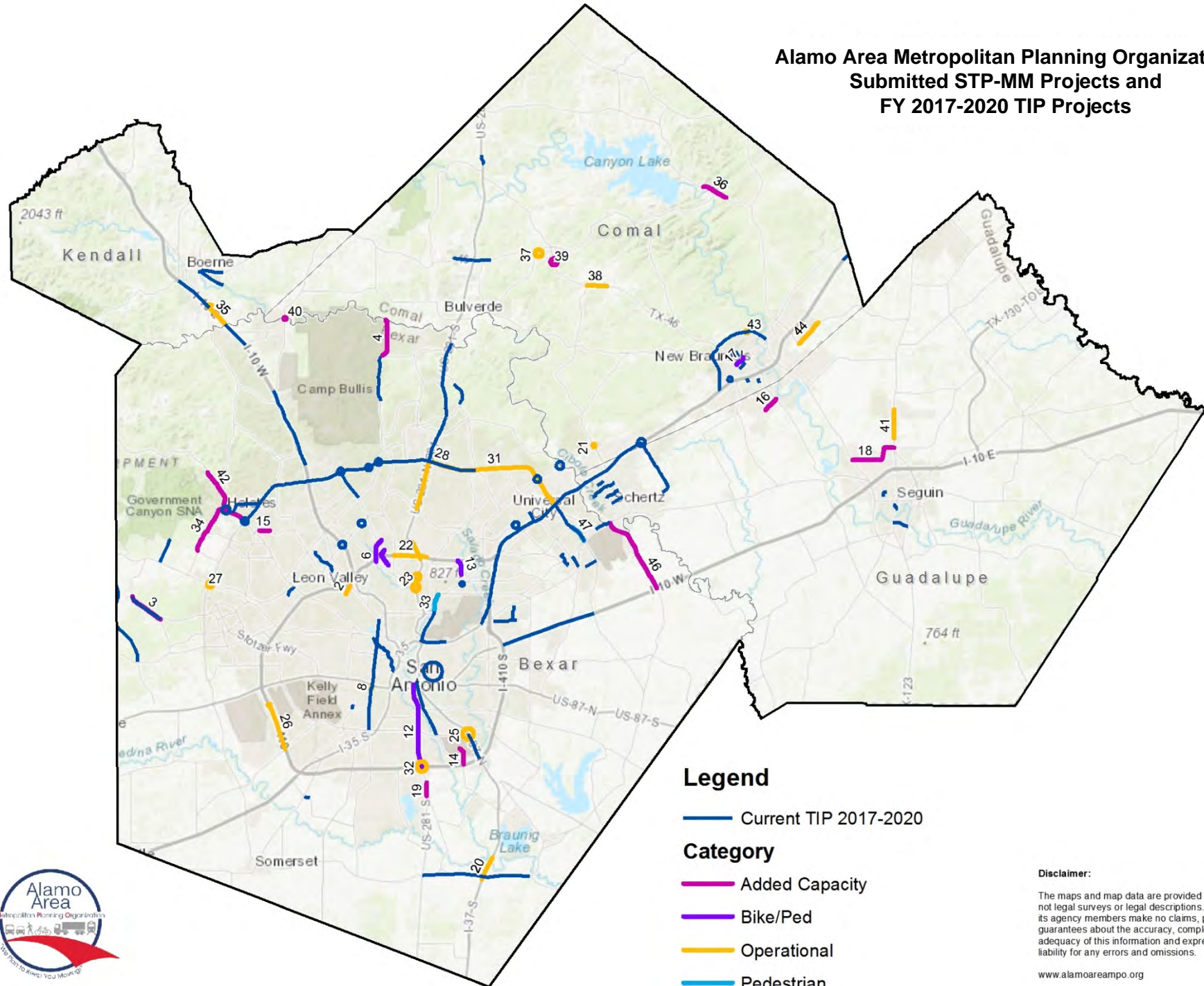
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**Alamo Area Metropolitan Planning Organization
Submitted STP-MM Projects and
FY 2017-2020 TIP Projects**



Legend

— Current TIP 2017-2020

Category

— Added Capacity

— Bike/Ped

— Operational

— Pedestrian

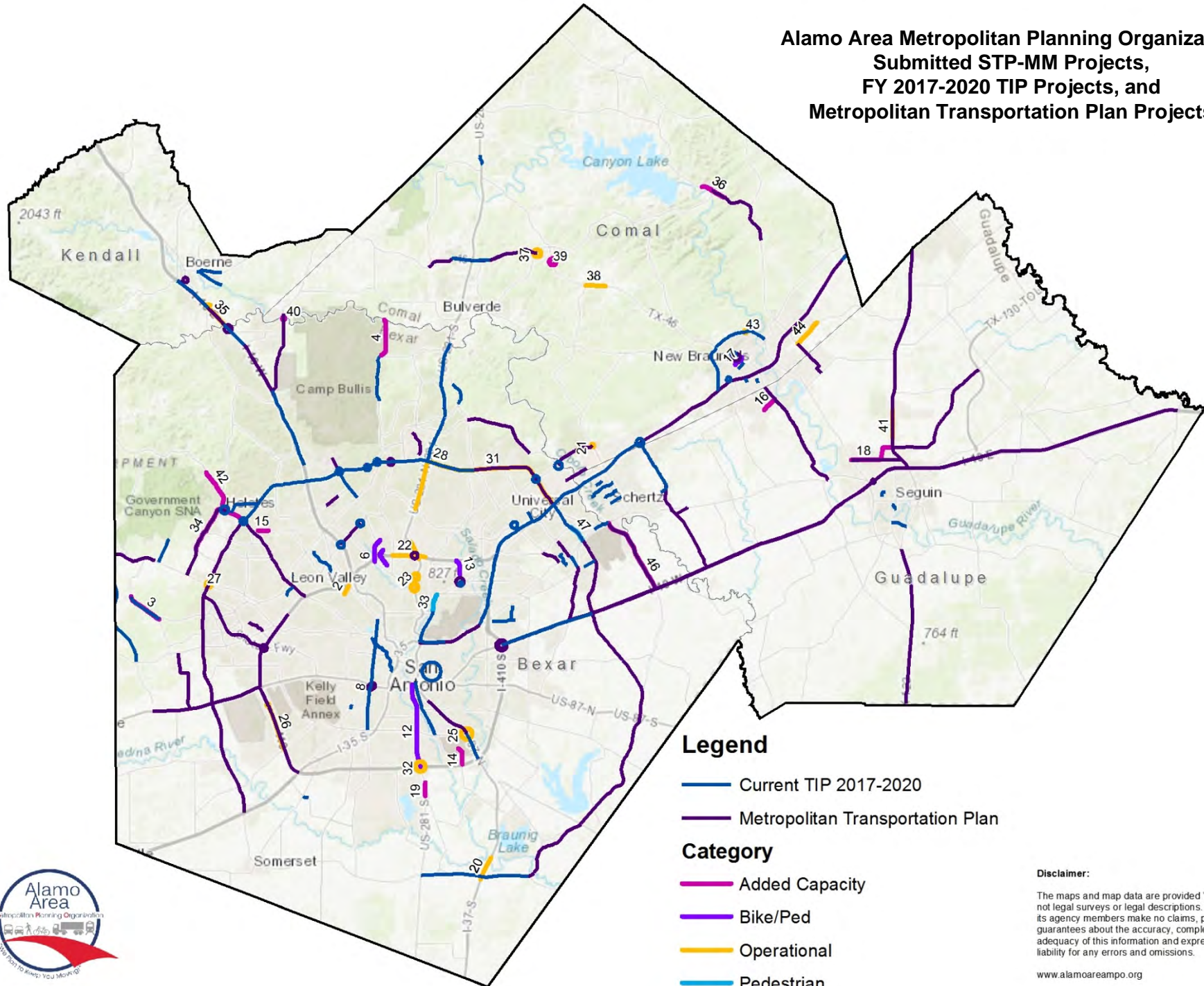
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Alamo Area Metropolitan Planning Organization Submitted STP-MM Projects, FY 2017-2020 TIP Projects, and Metropolitan Transportation Plan Projects



Legend

- Current TIP 2017-2020
- Metropolitan Transportation Plan

Category

- Added Capacity
- Bike/Ped
- Operational
- Pedestrian

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TIP Development Schedule

- ✓ March 27, 2017: Announced Call for Projects
- ✓ April - May 2017: MPO Committee presentations
- ✓ May 22, 2017: Transportation Policy Board adoption of TIP development process
- ✓ June 1, 2017: Call for projects began
- ✓ July 26, 2017 – Two workshops jointly hosted by MPO and TxDOT staff were held to provide information and support to submitting agencies
- ✓ June – November 2017: Agency project development and secure local match
- ✓ December 4, 2017: Project submittals were due to the MPO



TIP Development Schedule

- ➡ January 2018: Projects are scored by MPO Committees
- February 2018: MPO hosts public meetings/workshops and online public input
 - March 2018: Technical Advisory Committee and Transportation Policy Board review the draft TIP; action will be taken on the STP-MM project funding list
 - April 2018: Technical Advisory Committee and Transportation Policy Board take action on the TIP
 - May 1, 2018: Approved TIP is due to TxDOT (tentative)



FY 2019-2022 TIP Development

For information only.
No action is being requested today.

11. 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.

12. 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).

Adjourn