



Memorandum August 16, 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, August 27, 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. Transportation Alternatives (TA) Call for Projects will be postponed
 - b. SAMCo State of the District Luncheon will be held on Wednesday, September 19, 2018
 - c. San Antonio is the site of the Association of Metropolitan Planning Organizations (AMPO) annual conference which will be held on September 24-28th at the Westin Riverwalk
 - d. The MPO Office will be closed on Monday, September 3rd for Labor Day
3. Citizens to be Heard

Alamo Area 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

Transportation Policy Board**August 27, 2018**

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 June 25, 2018 Meeting Minutes
5. **Action** on the MPO's FY 2019 Staff Operating Budget – MPO (Martinez)
6. **Action** on Amendments to the FY 2018-2019 Unified Planning Work Program - MPO (Geiger)

Items for Individual Discussion and Appropriate Action:

7. Discussion and Appropriate Action on *The Future of Autonomous and Connected Vehicles* Presentation – SWRI (Steve Dellenbeck)
8. Discussion and Appropriate **Action** on a Resolution of Support for Loop 1604 from SH 16 to IH 35 North as a Non-Toll Project – TxDOT (Bean)
9. Discussion and Appropriate Action on Air Quality Status and Metropolitan Transportation Plan Development – MPO (Blazosky)
10. 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
11. Executive Session - Pursuant to Chapter 551, Subchapter D, Texas Government Code

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

12. Adjourn

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Transportation Policy Board**August 27, 2018****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. Jordana Matthews	Advanced Transportation District	210-362-2000
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 Wayne Peters	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
Ms. Patricia Rodriguez	VIA Metropolitan Transit	210-362-2000

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. Transportation Alternatives (TA) Call for Projects will be postponed
- b. SAMCo State of the District Luncheon will be held on Wednesday, September 19, 2018
- c. San Antonio is the site of the Association of Metropolitan Planning Organizations (AMPO) annual conference which will be held on September 24-28th at the Westin Riverwalk
- d. The MPO Office will be closed on Monday, September 3rd for Labor Day

Transportation Policy Board

August 27, 2018

3. Citizens to Be Heard

Transportation Policy Board

August 27, 2018

4. Approval of the June 25, 2018 Meeting Minutes

Issue

The June 25, 2018 meeting minutes are attached for your review.

Action Requested

A motion to approve the June 25, 2018 meeting minutes.



Transportation Policy Board Meeting Minutes June 25, 2018

1. Roll Call

Members Present:

Ms. Jordana Matthews
Commissioner Kevin Wolff (Chair)
Ms. Renee Green, P.E.
Mayor Pro Tem Wayne Peters
Councilman Greg Brockhouse
Councilwoman Shirley Gonzales
Councilman Rey Saldaña
Councilwoman Ana E. Sandoval
Ms. Bridgett White
Ms. Betty Ann Matthies
Commissioner Kevin Webb
Ms. Cheryl Landman
Judge Kyle Kutscher
Councilman Ron Cisneros
Councilman Kevin Hadas
Mr. Mario Jorge
Ms. Patricia Rodriguez

Advanced Transportation District
Bexar County
Bexar County
City of New Braunfels
City of San Antonio
City of San Antonio
City of San Antonio
City of San Antonio
City of San Antonio
City of Seguin
Comal County
Greater Bexar County Council of Cities
Guadalupe County
Kendall County Geographic Area
Northeast Partnership
Texas Department of Transportation
VIA Metropolitan Transit

Members Absent:

Mr. Michael J. Lynd, Jr.
Commissioner Tommy Calvert
Commissioner Sergio "Chico" Rodriguez
Mr. Mike Frisbie, P.E.

Alamo Regional Mobility Authority
Bexar County
Bexar County
City of San Antonio

Others Present:

Ms. Diane Rath
Mr. Frank Garza
Mr. Isidro "Sid" Martinez
Mr. Vic Boyer
Mr. Jeff Arndt

Alamo Area Council of Governments
Davidson Troilo Ream & Garza
Metropolitan Planning Organization
San Antonio Mobility Coalition
VIA Metropolitan Transit

Commissioner Wolff called the meeting to order at 1:32 p.m.

Transportation Policy Board

June 25, 2018

2. Director's Report

- a. The region's first Vision Zero Summit was a success!
- b. Transportation Alternatives (TA) Call for Projects will likely begin this Fall
- c. The July 2018 Transportation Policy Board meeting will likely be cancelled
- d. The MPO Office will be closed on Wednesday, July 4th for Independence Day

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 May 21, 2018 Meeting Minutes
5. Action on Amendments to the Metropolitan Transportation Plan
6. Action on Amendments to the FY 2018-2019 Unified Planning Work Program
7. Action on the Final Report for the Regional Transportation Attitude Survey III

Councilwoman Ana E. Saldana moved and Ms. Cheryl Landman seconded to approve the Consent Agenda. The motion passed unanimously.

Items for Individual Discussion and Appropriate Action

8. Discussion and Appropriate Action on the FY 2019 Unified Transportation Program

Commissioner Kevin Webb moved and Ms. Cheryl Landman seconded to approve the project list and resolution of support for the FY 2019 Unified Transportation Program. Mr. Mario Jorge abstained. The motion passed.

9. Discussion and Appropriate Action on Crash Data Presentation

For information and discussion only.

Transportation Policy Board

June 25, 2018

10. 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

For information and discussion only.

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

This item was not considered.

12. Adjourn

There being no further business, the meeting was adjourned at 2:53 p.m.

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

Transportation Policy Board

August 27, 2018

5. Action on the MPO's FY 2019 Staff Operating Budget

Purpose

The purpose of this agenda item is to take action on the MPO's fiscal year 2019 staff budget.

Issue

In accordance with MPO policy, the Executive Committee met on Wednesday, August 15, 2018 to review the MPO's proposed FY 2019 line item budget.

The MPO continues to commit to:

- a competent staff to do the required planning work
- continued strong partnerships with member agencies and sharing resources and information
- efficient and effective use of resources
- a proactive and inclusive approach to public involvement and information
- professional support and response to the MPO Transportation Policy Board using best practices and continuing to enhance planning, modeling and mapping capabilities

The Executive Committee reviewed the draft budget and unanimously recommended forwarding it to the Board for review and approval.

The draft line item budget is attached as is a brief presentation.

Action Requested

A motion to approve the FY 2019 MPO Staff Operating Budget.

FY 2019 MPO Staff/Line-Item Budget



Transportation Policy Board
Meeting
August 27, 2018



Background

- MPO staff operating expenses are funded through the Federal Highway Administration and Federal Transit Administration Planning Funds
- Reimbursable program where Bexar County serves as the MPO's fiscal agent
- Staff operating budget is also included in the larger budget of studies (Unified Planning Work Program – UPWP) which includes all MPO expenses



Background

- MPO planning funds are included as part of the federal transportation bill, currently the Fixing America's Surface Transportation (FAST) Act
- The FAST Act was approved by Congress and signed by President Obama in December, 2015. The Act funds surface transportation infrastructure planning and investment through Fiscal Year 2020
 - The Act authorizes a total of \$305 billion over those 5 years
 - Planning funds are a small fraction of the FAST Act; less than 1% of annual infrastructure distributions



Background

- Like most federal funds, planning funds also require a 20% local match
- TxDOT covers that match for all MPOs on a statewide basis
- The MPO follows the federal fiscal year, which begins October 1st
- The MPO Staff Operating Budget is a framework for planning
- The budget provides flexibility for changes, revisions and new directions as needed



Operating Budget Includes:

Staff Salaries & Benefits

Travel & Professional Training

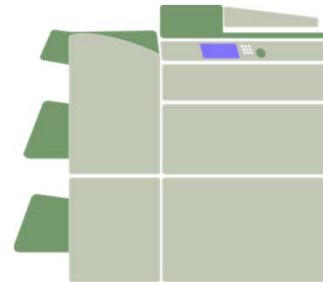
Equipment

Rent & Utilities

Printing

Contract Labor

Communications





MPO Staff

- Currently allocated 17 Full-time equivalent (FTE) positions
- All 17 positions are currently filled
- Proposed budget does increase the overall number of FTE's by one to a total of 18
- Additional position will be responsible for the Commute Solutions Program
- Proposed budget allows for a maximum 5% combined market adjustment and performance based merit increase for eligible MPO employees



Line Items w/ Largest % Change

Line Item	% Change	Reason
Salaries & Wages	9.04%	Adding 1 FTE; up to 5% increase for MPO employees
Payroll Tax & Fringe	11.34%	This line-item is percentage of Salaries & Wages (30.5%)
Staff Training	-11.34%	No AMPO or TxDOT Planning Conference in FY 2019
Travel Local Mileage	-22.73%	Using more technology as a meeting option
Auditing Services	-12.58%	Second year of contract (first year is usually higher)
Contract Services	-49.48%	Carpet replacement and temp employee occurred in FY 2018
Public Notices	-20.00%	Only one RFP will be issued in FY 2019; more online ads
Postage	-10.00%	Less mail-outs; more e-mail distribution
Books & Periodicals	30.00%	Multi-media design subscriptions
Supplies – Food	-37.50%	No Walk&Roll food expense in FY 2019



Line Items w/ Largest % Change

Line Item	% Change	Reason
Storage Rental	-16.92%	Downsized one off-site storage unit
Telephone Usage	-25.13%	Realized cost savings through AT&T
Indirect Cost	9.05%	Increase in Personnel due to 1 additional FTE
Grant Equipment	-32.56%	Replaced some furniture in FY 2018
Total Budget Change	5.73%	Increase mainly attributed to change in Personnel



UPWP Funds Available for Staff Operations

Staff Funding Available in FY 2018-2019 UPWP	\$4,900,000
FY 2018 Staff Operating Budget	\$2,331,800
Draft FY 2019 Staff Operating Budget	\$2,465,400
Amount left Unprogrammed	\$108,800
<i>Any unused funding will be available to program in future Unified Planning Work Programs</i>	



Budget Summary

*Overall Proposed Staff Operating Budget for
Fiscal Year 2019:*

\$2,465,400

- Represents a 5.73% overall increase from FY 2018
- Looking for your approval today along with a recommendation for full board approval at the August TPB meeting

ALAMO AREA METROPOLITAN PLANNING ORGANIZATION

Fiscal Year 2019 Budget

LINE ITEM		BUDGET
FIXED ASSETS	Reference Books	\$ -
PERSONNEL SALARIES	Salaries & Wages	1,336,900
BENEFITS	Payroll Tax & Fringe (~29% of Personnel)	407,800
TRAVEL & TRAINING	Staff Training	47,400
	Travel Local Mileage	3,400
	Auditing Services	28,000
	Contract Services	19,500
	Print/Bind/Reproduction	8,000
	Education Incentive (Tuition Reimbursement)	-
	Rental-Building	158,900
	Rental-Copier	7,500
	Garbage Disposal Services	2,500
	Public Notices	14,400
	Pest Control Services	800
	Janitorial Services	12,500
	Cable	700
	Electric & Gas	12,500
	Internet Services	7,500
	Water & Sewage	2,100
OPERATIONAL COSTS	Repairs & Maintenance-Equipment	1,800
	Repairs & Maintenance-Building	9,200
	Supplies-Office	10,000
	Postage	5,400
	Books & Periodicals (Subscriptions)	6,500
	Supplies-Food	1,000
	Office Furniture - non-capital (\$1,000≤x<\$5,000)	33,300
	Compensated Absences	20,000
	Insurance	6,500
	Public Meeting (Space & Livestreaming)	10,900
	Storage Rental	5,400
	Telephone Usage	14,000
	Indirect Cost (16.23% of Personnel)	217,000
	Computer Services	48,200
	Grant Equipment (x<\$1,000)	5,800
	Office & Other Equipment (x≥\$5,000)	-
TOTAL		\$ 2,465,400

TPB APPROVAL (Chair): _____

Transportation Policy Board**August 27, 2018****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 two amendments to the FY 2018-2019 Unified Planning Work Program (UPWP).

Issue

When the FY 2018-2019 UPWP was approved in June 2017, the MPO did not program 100% of the available federal transportation planning funds. At that time, the Technical Advisory Committee (TAC) recommended considering funding for new planning studies as the need arose and the Transportation Policy Board was in agreement. Recommendations for funding new planning studies will still be presented to and acted upon by the TAC and the Transportation Policy Board. These revisions to the UPWP must be approved by the Transportation Policy Board and the Federal Highway Administration.

The first UPWP amendment is to add Subtask 3.2 New Braunfels Transit Study. This study is supported by the City of New Braunfels Comprehensive Plan and VIA Metropolitan Transit's 2040 Vision Plan. The study will evaluate multiple aspects of fixed route transit service. New Braunfels currently has a demand response transit service but growth, congestion and public interest have necessitated planning for expanded transit services. This study is proposed to use the MPO's unprogrammed federal transportation planning funds.

The second amendment is to add the City of San Antonio's Multimodal Planning Study. This study was added to the FY 2019-2022 Transportation Improvement Program in April 2018 through the STP-MM Call for Projects. Planning studies, regardless of funding source, are to be included in the UPWP. This amendment will keep the UPWP, TIP and MTP consistent.

The revised pages of the UPWP are attached. Added information is underlined and designated with a footnote of '3'.

At their meeting on Friday, August 3rd, 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
June 25, 2018
August 27, 2018

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

² Amended by the AAMPO Transportation Policy Board on June 25, 2018.

³ Amended by the AAMPO Transportation Policy Board on August 27, 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 3.2 New Braunfels Transit Study³

3.2.1 This project is a third party contract for a consultant to study fixed route transit service in the City of New Braunfels. Currently demand response transit service is available, however, with increased population and employment growth, formal study of multimodal transportation solutions is necessary. The study scope of work will include identification of potential routes (including connectivity to San Antonio, Seguin, Schertz/Cibolo, and current and proposed park and carpool facilities); projected ridership levels; passenger amenity packages; potential street improvements; capital costs; operating costs; funding sources; cost/benefit analyses; and phasing of implementation. The study will also consider service to the disability community, discuss emerging technologies, and include a proactive public involvement component. This study is supported by both the City of New Braunfels' Comprehensive Plan and VIA Metropolitan Transit's 2040 Vision Plan.

Responsible Agency: Alamo Area MPO
 Funding Requirement: \$250,000 budgeted for FY 2019
 Product(s): Technical Memoranda, Status Reports, Data Layers and Technical Report(s)

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)

³ Amended by the AAMPO Transportation Policy Board on August 27, 2018.

Subtask 3.4 Bike Share Master Plan Study¹

- 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 (FY 2017 carryover)¹

Product(s): Data Sets/Layers, Technical Memoranda, Final Report

Subtask 3.5 City of San Antonio Multimodal Planning Study³

- 3.5.1** This project is a third party contract for a consultant to conduct an arterial planning study to address safety, congestion, multimodal transportation, and economic impact for a selected corridor within the City of San Antonio to better prepare for a future, large scale multimodal project. Coordination will occur between the City of San Antonio, VIA Metropolitan Transit and other transportation partners. The SA Tomorrow and VIA's 2040 Vision Plan established system level needs which will require the transformation for arterial corridors to better accommodate multimodal transportation.

Responsible Agency: City of San Antonio

Funding Requirement: \$1,000,000 (STP-MM/STBG) funding

Product(s): Technical Memoranda, Status Reports, Data Layers and Technical Report(s)

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

³ Amended by the AAMPO Transportation Policy Board on August 27, 2018.

E. Funding Summary ^{1,3}

Subtask	Subtask Name	Responsible Agency	TPF *	Other	State	Total
3.1	Staff Support	MPO	\$1,468,000			\$1,468,000
<u>3.2 ³</u>	<u>New Braunfels Transit Study</u>	<u>MPO</u>	<u>\$250,000</u>			<u>\$250,000</u>
3.3	Air Quality Planning	AACOG	\$100,000			\$100,000
3.4 ¹	Bike Share Study	MPO	\$225,000			\$225,000
<u>3.5 ³</u>	<u>City of San Antonio Multimodal Planning Study</u>	<u>CoSA</u>		<u>\$1,000,000</u>		<u>\$1,000,000</u>
Total ^{1,3}			<u>\$1,793,000</u>	<u>\$1,000,000</u>		<u>\$1,793,000</u>
FY 2018 TPF ¹			\$991,000			\$991,000
FY 2019 TPF ³			<u>\$1,052,000</u>			<u>\$1,052,000</u>
Total FY 2018 and 2019 TPF ^{1,3}			<u>\$2,043,000</u>			<u>\$2,043,000</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. * TPF is a combination of FHWA PL 112 and FTA 5303 funds.						Section

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

³ Amended by the AAMPO Transportation Policy Board on August 27, 2018.

FY 2018-2019 Unified Planning Work Program

Budget Summary by Task and Funding Source^{1, 2, 3}

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	\$1,182,000	\$782,000	\$400,000			\$1,182,000
3.0 ^{1, 3}	44.24.00 44.25.00	Short Range Planning	<u>\$2,043,000</u>	\$991,000	<u>\$1,052,000</u>		<u>\$1,000,000</u>	<u>\$3,043,000</u>
4.0 ¹	44.23.01 44.23.02	Metropolitan Transportation Plan	\$1,275,703	\$799,703	\$476,000			\$1,275,703
5.0 ²	44.27.00	Special Studies	\$246,000	\$120,000	\$126,000		\$200,000	\$446,000
Total ^{1, 2, 3}			<u>\$6,300,703</u>	\$3,450,703	<u>\$2,850,000</u>		<u>\$1,200,000</u>	<u>\$7,500,703</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, 2018.² Amended by the AAMPO Transportation Policy Board on June 25, 2018.³ Amended by the AAMPO Transportation Policy Board on August 27, 2018.

Budget Summary by Funding Source ^{1, 2, 3}

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	\$695,703
Estimated unprogrammed carryover funding	\$800,000
Total TPF Available to Program ¹	\$6,681,703
Total TPF Programmed ^{1, 3}	<u>\$6,300,703</u>
FY 2018 ¹	\$3,450,703
FY 2019 ³	<u>\$2,850,000</u>
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.	\$381,000
Other Funds	
STP-MM (Federal portion only) ²	\$160,000
Transportation Development Credits ²	\$40,000
STP-MM (Federal + local match) ³	<u>\$1,000,000</u>
Total Other Funds Programmed ^{2, 3}	<u>\$1,200,000</u>
Total Funds Programmed ^{1, 2, 3}	<u>\$7,500,703</u>

¹ Amended by the AAMPO Transportation Policy Board on January 22, 2018.² Amended by the AAMPO Transportation Policy Board on June 25, 2018.³ Amended by the AAMPO Transportation Policy Board on August 27, 2018.

Transportation Policy Board

August 27, 2018

7. Discussion and Appropriate Action on *The Future of Autonomous and Connected Vehicles* Presentation

Purpose

The purpose of this agenda item is to receive a presentation from Southwest Research Institute on autonomous and connected vehicle technology and implementation.

Issue

This presentation, at the request of the Transportation Policy Board Chairman, is regarding the future of autonomous and connected vehicles. This is both an important and timely topic as the region looks to the future of transportation infrastructure and how users will interact with changes in technology.

Action Requested

None. For information and discussion only.

Transportation Policy Board**August 27, 2018****8. Discussion and Appropriate Action on a Resolution of Support for Loop 1604 from SH 16 to IH 35 North as a Non-Toll Project****Purpose**

The purpose of this agenda item is to take action on a resolution of support for the implementation of Loop 1604 from SH 16 (Bandera Road) to IH 35 North as a non-toll project.

Issue

At one time, the IH 10 West, US 281 North, IH 35 North and Loop 1604 corridors were envisioned to be part of a toll network. However, as new state funding sources such as Proposition 1, Proposition 7, and eliminating the Diversions funding, as well as additional funding from the federal level, toll funding has been replaced by these new revenue sources. Previous decisions have been made to remove tolled managed lanes on US 281 North, IH 10 West, and IH 35 North, eliminating the benefit associated with a system of tolled managed lanes and toll direct connectors in the San Antonio region.

In June 2018, the Transportation Policy Board took action on a resolution of support for the implementation of IH 35 North as a non-toll project. A resolution to support the implementation of the Loop 1604 project as a non-toll project, and support the retention of a High Occupancy Vehicle/Special-Use lane component of the project to be able to manage traffic congestion in the future, is attached for your review and action.

The MPO's Executive Committee also unanimously recommended approval of this item at their meeting on Wednesday, August 15th.

Action Requested

A motion to approve the resolution of support for the implementation of Loop 1604 from SH 16 (Bandera Road) to IH 35 North as a non-toll project, while retaining the High Occupancy Vehicle/Special-Use lane component of the project to be able to manage traffic congestion in the future.



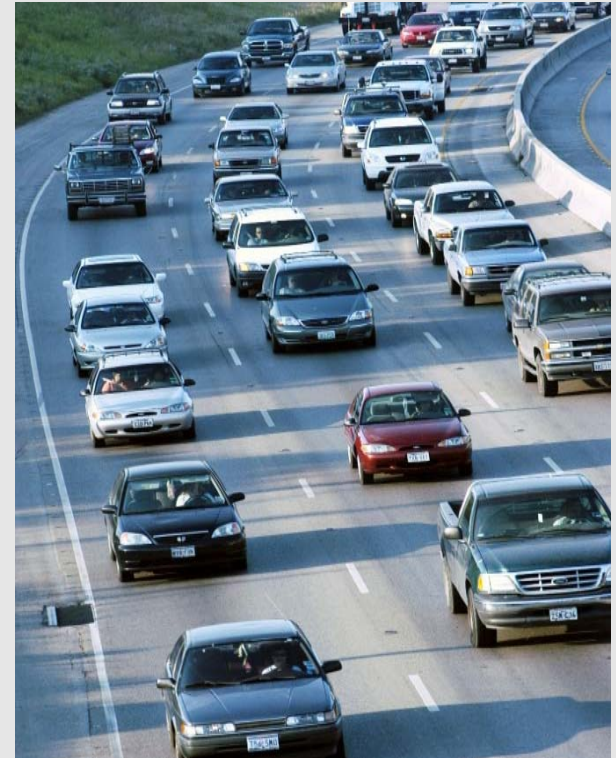
TEXAS DEPARTMENT OF TRANSPORTATION



LOOP 1604: NON-TOLL PLAN

Alamo Area MPO

Transportation Policy Board Meeting

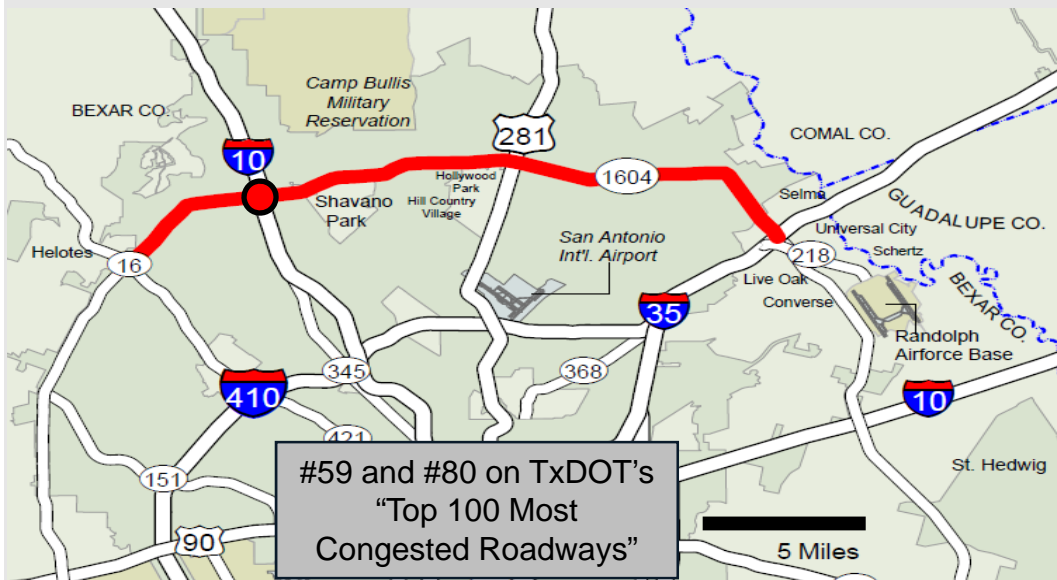


August 2018

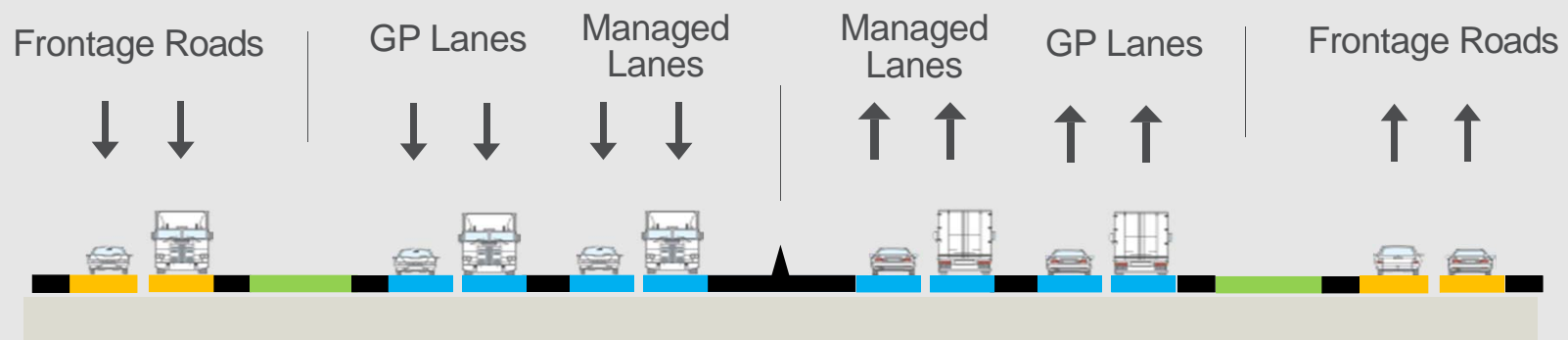
Loop 1604 Plan Change

- Current Loop 1604 Plan
- Proposed Loop 1604 Plan Change
- Resolution and Next Steps

Current Loop 1604 Plan



- ❖ Project Limits – SH 16 (Bandera Road) to I-35
- ❖ Add 2 Tolloed Managed Lanes Each Direction
- ❖ Implementing agency – Alamo RMA
- ❖ Project Cost - \$882 M
- ❖ Funding: \$398.3 M - Category 2 + Anticipated Toll Revenue



Loop 1604 Recommendation

❖ Basis for recommendation:

- Removal of tolls on US 281, I-10, and I-35 has essentially eliminated the benefit associated with a system of tolled managed lanes in SA region
- Significant leverage from public funds required on current plan
- General preference at the state-level toward proceeding with non toll projects where possible. TxDOT is functioning in a “non-toll environment”

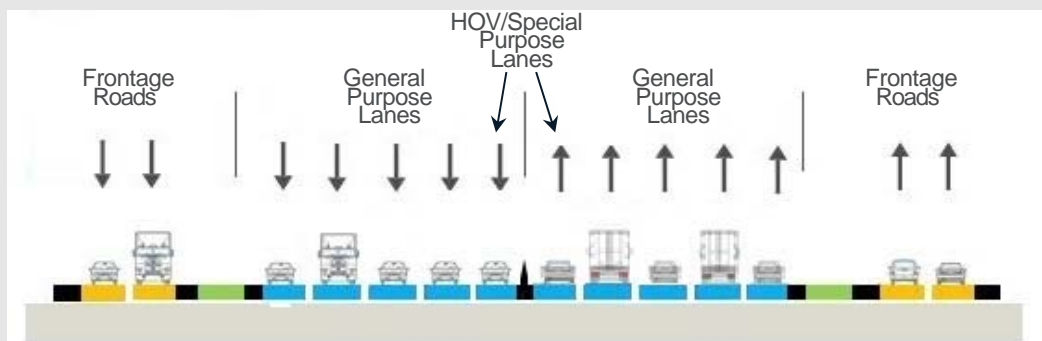
❖ Recommendation:

- Proceed with a non-toll plan for Loop 1604
- In order to improve reliability and to provide a sustainable solution, recommend maintaining a non-tolled “managed” component

Proposed Loop 1604 Plan Change



- ❖ Expand to 10 Lane Expressway (4-General Purpose + 1-HOV/Special Purpose Lanes in Each Direction)
 - ❑ Order of magnitude cost is anticipated to be comparable to current plan estimated costs.
 - ❑ More refined overall estimated project cost will be developed as TxDOT assumes project development responsibilities and prior to any UTP/TIP revisions.
- ❖ Possible Initial Project – SH 16 (Bandera Road to Redland Road) + Priority Direct Connectors at I-10
 - ❑ This change will NOT be part of August 2018 UTP action.
 - ❑ Work toward inclusion into future UTP & TIP action
 - ❑ Utilize existing corridor funding \$398.3 Million
- ❖ Deferred Project Elements
 - ❑ Redland Road to I-35
 - ❑ Remaining Direct Connectors at I-10
 - ❑ Keep entire project in MTP & environmental document
 - ❑ Continue to pursue potential future funding
- ❖ Environmental Document Not Cleared
- ❖ Earliest Construction Contract Letting – FY 2021
Timing for Construction Dependent Upon Funding Decisions, Project Development, and Statewide Cash-flow



Resolution and Next Steps

- Act on resolution of support of non-toll plan for Loop 1604 (SH 16 to I-35). *The resolution will indicate to the commission AAMPO's support for this change*
- TxDOT to assume Loop 1604 corridor project development as a non-toll project
- Anticipated TxDOT Transportation Commission action in future UTP revision. Timing TBD.
- AAMPO follow-up with TIP/MTP revisions once commission takes action.

2019 UTP TxDOT/AAMPO Mobility “Draft” Planning Targets

Congestion and Connectivity Funding Program Areas	10-Year Statewide Funding (1)	10-Year Allocation (SAT) (1)	Un-programmed Amount (1)
Funds Associated with Allocations/Targets For AAMPO/SAT District			
<i>Category 2 – Metro & Urban Corridor Funding (MPO)</i>	\$12.74 Billion	\$1.17 Billion	\$ 250 Million
<i>Category 4 Urban - Connectivity Corridor Congestion (3C) (TxDOT)</i>	\$5.54 Billion	\$439 Million	\$ 299 Million
<i>Category 12 – Texas Clear Lanes (TxDOT)</i>	\$ 4.83 Billion	\$505 Million (SAT “Soft Target”)	\$ 380 Million (SAT “Soft Target”)
Total (AAMPO/SAT)	\$23.11 Billion	\$2.114 Billion	\$929 Million
Funds Allocated on Project-Specific Basis Statewide			
<i>(2) Category 12 – Strategic Priority (TxDOT)</i>	\$7.10 Billion	\$175 Million	\$5.4 Billion

(1) The above dollar amounts are “DRAFT” PLANNING TARGETS ONLY BASED ON “CASH-FLOW” PROJECTIONS. Actual 10-year construction letting volumes may vary.

(2) Project Specific Statewide Allocations by Texas Transportation Commission

(3) Category 7 (STP-MM) Funds are not included in this summary as this funding includes off-system projects and are traditionally selected by a Project Call



A Resolution In Support of Loop 1604 from SH 16 (Bandera Road) to IH 35 North as a Non-Toll Project DRAFT

WHEREAS, pursuant to federal law, the Governor of the State of Texas designated the Alamo Area Metropolitan Planning Organization (AAMPO) as the Metropolitan Planning Organization for the San Antonio region; and

WHEREAS, the AAMPO Transportation Policy Board is the entity for cooperative decision-making regarding regional transportation issues in Bexar, Comal, and Guadalupe Counties and a portion of Kendall County; and

WHEREAS, the Alamo Regional Mobility Authority (ARMA) and the Texas Department of Transportation (TxDOT) are valuable partners in planning for and implementing the region's mobility needs; and

WHEREAS, improvements to Loop 1604 from SH 16 to IH 35 North are a priority for the region since segments are ranked #59 and #80 on TxDOT's Top 100 Most Congested Roadways List; and

WHEREAS, high traffic demand will continue along Loop 1604 as areas north of the corridor continue to develop at a rapid pace and congestion continues to worsen; and

WHEREAS, this Loop 1604 corridor is currently listed in the AAMPO's plans as a managed lane project with \$398.3 Million in funding identified from AAMPO Category 2 funds and \$483.7 Million from anticipated toll revenue for a total project cost of \$882 Million; and

WHEREAS, decisions have previously been made to remove tolled managed lanes on US 281, I-10, and I-35 eliminating the benefit associated with a system of tolled managed lanes in the San Antonio region; and

WHEREAS, there is a general preference to proceed with non-toll projects where possible.

NOW, THEREFORE BE IT RESOLVED that the AAMPO Transportation Policy Board supports proceeding with the Loop 1604 corridor improvements (from SH 16 to IH 35 North) as a non-toll project.

BE IT FURTHER RESOLVED, that the AAMPO Transportation Policy Board supports the retention of a High Occupancy Vehicle/Special-Use lane component of the project to be able to manage traffic congestion in the future.

BE IT FURTHER RESOLVED, that the AAMPO Transportation Policy Board requests that the Texas Transportation Commission (TTC) move forward with action on a change in the Unified Transportation Program for a non-toll Loop 1604 project at the earliest time possible and also requests that the TTC fund the balance of the cost to build the entirety of the Loop 1604 project.

PASSED AND APPROVED this 27th day of August 2018.

Kevin Wolff, Chair
Alamo Area Metropolitan Planning Organization

Transportation Policy Board

August 27, 2018

9. Discussion and Appropriate Action on Air Quality Status and Metropolitan Transportation Plan Development

Purpose

The purpose of this agenda item is to receive an update from the MPO staff on the region's air quality status and its effect on the update of the Metropolitan Transportation Plan.

Issue

On July 17, 2018, the U.S. Environmental Protection Agency (EPA) officially designated Bexar County as nonattainment for the 2015 ozone standard. On the same day, seven other counties in the San Antonio area received an attainment/unclassifiable designation including Atascosa, Bandera, Comal, Guadalupe, Kendall, Medina, and Wilson.

The nonattainment designation will take effect 60 days after a notice summarizing the action is published in the Federal Register (September 24, 2018). At that point, the MPO will have one year to submit an approved Transportation Conformity Document along with the region's short and long range plans.

The MPO is in the process of updating its Metropolitan Transportation Plan (MTP) and will update Transportation Policy Board on the schedule for completing the MTP and transportation conformity documentation.

The draft presentation is attached for your information.

Action Requested

None. For information and discussion only.



Discussion and Appropriate Action on Air Quality Status and Metropolitan Transportation Plan Development



Nonattainment designation on July 17, 2018

Effective date: **September 24, 2018**

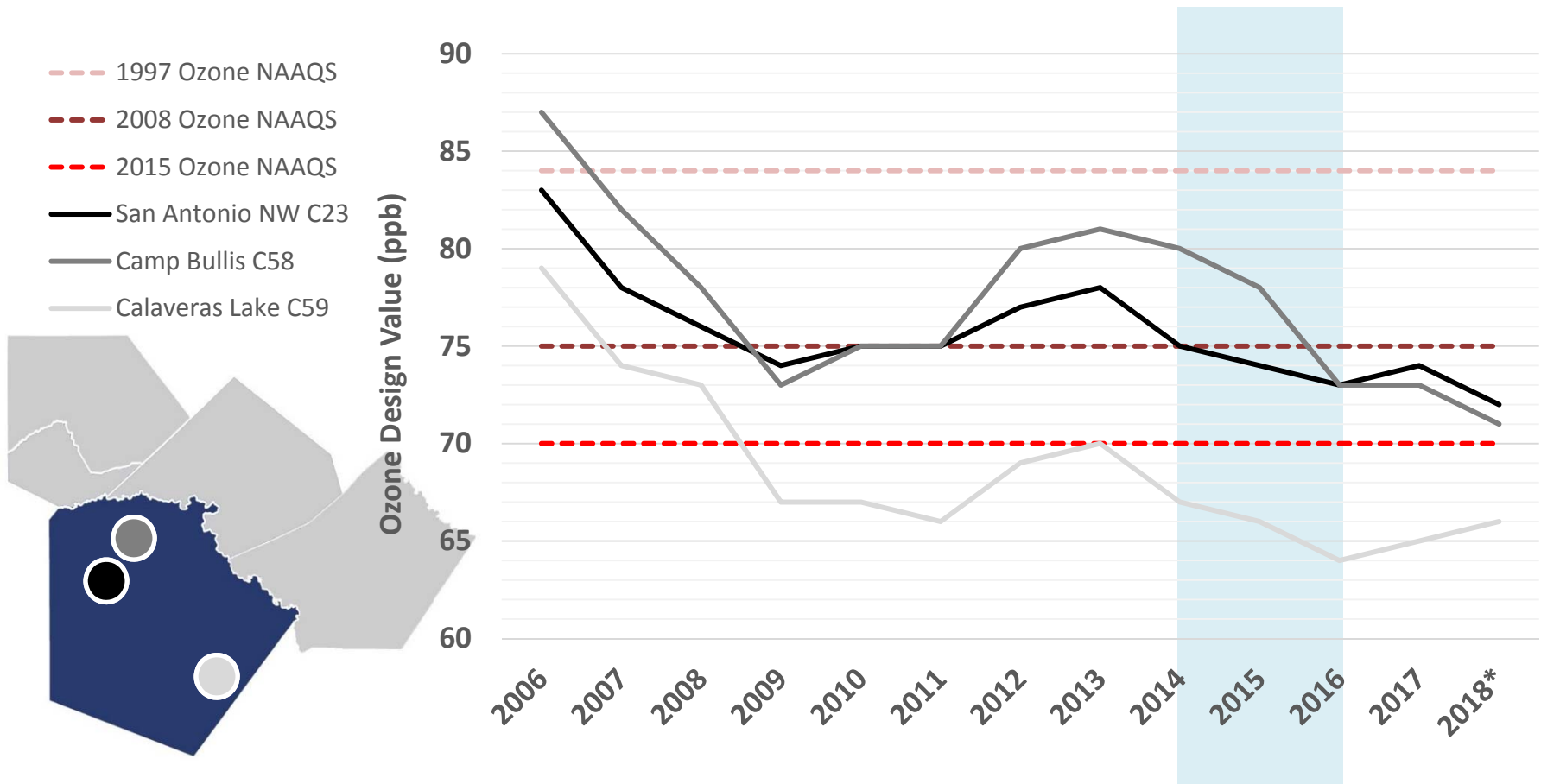
- Bexar County was designated nonattainment
- Atascosa, Bandera, Comal, Guadalupe, Kendall, Medina, and Wilson were designated attainment/unclassifiable
- This announcement completed EPA's designation process for the 2015 ozone standards





Nonattainment designation on July 17, 2018

Design Value trend: 2006 – 2018*



*Through 8/9/2018

Source: Alamo Area Council of Governments; Texas Commission on Environmental Quality



Nonattainment Classifications

Bexar County was classified as “**marginal**”

- 2014-2016 = 73 ppb
- 2015-2017 = 74 ppb
- 2016-2018* = 72 ppb

Nonattainment Classification	8-hour Design Value Range (ppb)
Marginal	71-81
Moderate	81-93
Serious	93-105
Severe	105-163
Extreme	Over 163

* Through August 9, 2018



Contributors to Pollution

Point Sources

- Stationary commercial or industrial sites that meet minimum reporting requirement

Area Sources

- Gas stations, dry cleaners

Non-road Mobile Sources

- Military and commercial aircraft, railroads

On-road Mobile Sources

- Cars, trucks and motorcycles
- **Transportation Conformity conducted by the MPO**



Contributors to Pollution

- Passing transportation conformity is not a guarantee that Bexar County will be back in attainment
- It only means that on-road transportation is doing its share as there are other contributors





Requirements for marginal nonattainment areas (3 years to attain, or 2018-2020 design value)

Baseline Emissions Inventory

- Conducted by the Texas Commission on Environmental Quality (TCEQ)

New Source Review (NSR) program

- Overseen by TCEQ

Major source emission statements

- Overseen by TCEQ

Transportation Conformity process

- Conducted by MPO

Nonattainment Classification	8-hour Design Value Range (ppb)
Marginal	71-81
Moderate	81-93
Serious	93-105
Severe	105-163
Extreme	Over 163

*Through 8/9/2018



Impact on AAMPO's transportation planning: Transportation Conformity

As the regional, multi-modal transportation planning agency, the Alamo Area MPO is responsible for:

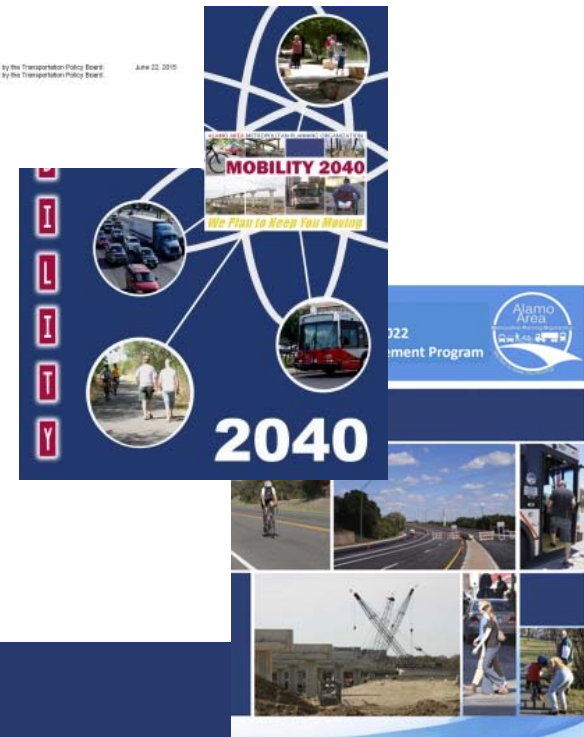
- Guiding the region's transportation planning process
- Allocating federal transportation funding to projects and programs
- **Determining transportation conformity on TIP and MTP (short- and long-range plans)**

FY 2016 - 2017
UNIFIED PLANNING WORK PROGRAM



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

June 22, 2010





Impact on AAMPO's transportation planning: Transportation Conformity

Transportation conformity is a process to ensure that federally-funded or approved transportation activities in an MPO's long and short-range plans **do not**:

- **Cause new** air quality violations,
- **Worsen existing** violations, or
- **Delay timely attainment** of national air quality standards

Transportation conformity will be conducted on projects within Bexar County that are in the TIP and MTP. It will be conducted as a whole, not on individual projects

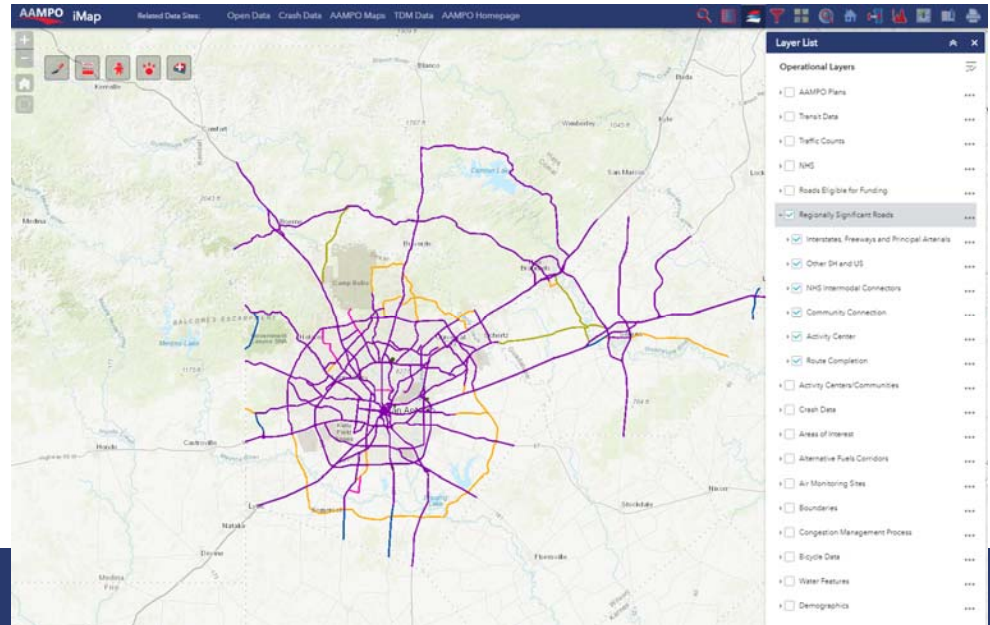


Impact on AAMPO's transportation planning: Transportation Conformity

Transportation conformity rules apply to transportation projects:

- **approved or funded by FHWA or FTA**
- **non-federal projects on the regionally significant roadway network**

www.alamoareampo.org/imap



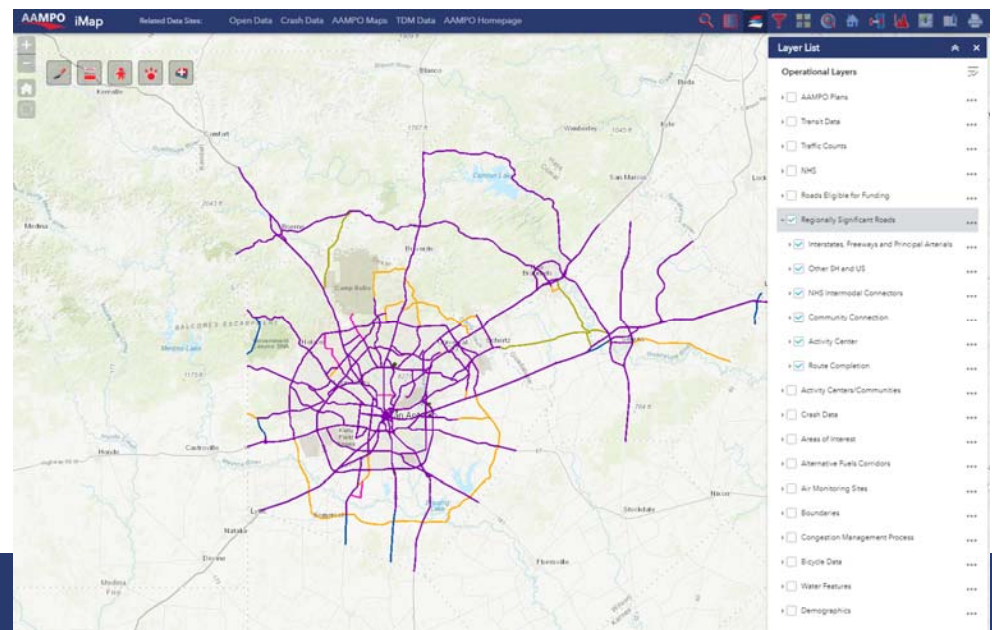


Impact on AAMPO's transportation planning: Transportation Conformity

Regionally significant roadways are defined as:

- Interstates, freeways and principal arterials
- Other SH and US routes
- Community connections
- Activity center connections
- Remaining logical connections

www.alamoareampo.org/imap





Impact on AAMPO's transportation planning: Transportation Conformity

Transportation conformity process requires "interagency consultation"

- Between **federal, state and local partners**
- For **approximately one year before** TIP/MTP updates/amendments

MPOs have primary responsibility for demonstrating transportation conformity



U.S. Department
of Transportation

**Federal Highway
Administration**



U.S. Department
of Transportation

**Federal Transit
Administration**



**TEXAS COMMISSION
ON ENVIRONMENTAL QUALITY**





Impact on AAMPO's transportation planning: Transportation Conformity

To meet the Transportation Conformity deadline, AAMPO must **advance the date of approval for AAMPO's next long-range plan to April 2019 (from December 2019)**. This means:

- **TIP/MTP added capacity amendments in November STIP revision;**
- **No major amendments (no new added- or reduced-capacity projects) or amendments that cross travel demand model network years after that for an unspecified time;**
- Can still accept minor amendments and amendments for exempt projects



Impact on AAMPO's transportation planning: Transportation Conformity

Now that Bexar County is designated non-attainment, transportation conformity will be required:

- Every time **a new TIP/MTP is adopted**
- When **the TIP/MTP is amended** to add new added- or reduced-capacity projects in Bexar County
- When the **date an added- or reduced-capacity project** in Bexar County **is to be open to the public is revised** to the extent that it **crosses travel demand model network milestone years**
- Currently, the TIP/MTP is amended quarterly. **Major amendments** such as new added- or reduced-capacity projects in Bexar County **will trigger conformity determinations – making it very difficult to continue amending the TIP/MTP quarterly as we have done in the past**



Impact on AAMPO's transportation planning: Transportation Conformity

If conformity is not demonstrated, the area would enter a “lapse” where federal funds for highway and transit projects are delayed

Only a few projects can move forward in a lapse:

- **Safety** (i.e. guardrails, pavement resurfacing, adding medians, truck climbing lanes)
- **Mass Transit** (i.e. construction of passenger shelters; new bus purchases for replacement or minor fleet expansion)
- **Air Quality** (i.e. bike and pedestrian facilities; continuation of ride=sharing promotion)
- **Other projects** that can be shown to not have a negative impact on the region's air quality (i.e. planning activities, studies not leading directly to construction, landscaping)
- **See full list at [40 CFR 93.126](#)**

Project funding is not “lost” due to a lapse



Funding Opportunities:

Congestion Mitigation & Air Quality Program (CMAQ)

- CMAQ funds transportation projects that **support attainment of NAAQS**
- In Texas, nonattainment areas receive an **annual allocation based on population and severity of pollution**
- Projects are **selected by the MPO** in consultation **with TxDOT**. The federal share is **typically 80%** though some project types are eligible for 100% federal funding



Funding Opportunities:

Congestion Mitigation & Air Quality Program (CMAQ)

- There are **17 eligible project and program types**. Project types with strong cost effectiveness are:
 - Truck Stop Electrification and other Idle Reduction Strategies
 - Heavy-Duty Vehicle Engine Replacements
 - Diesel Engine Retrofits
 - Transit Service Expansion
 - Park & Ride
 - Incident Management
- **No CMAQ funds** are expected to be allocated to the Alamo Area MPO **until FY 2020**
- Annual CMAQ allocations have typically ranged from \$9M (El Paso MPO) to \$70M (Houston-Galveston Area Council)



Funding Opportunities: Volkswagen Settlement

- TCEQ released a **draft** plan for how they'll be handling the VW settlement funds
- San Antonio area is proposed to receive \$73.5 M
- Nine eligible mitigation action categories reimbursable for ~25%-60% of costs
- **Public comment ongoing through October 8th**

Table 1. Funding Allocation by Area

Area	Counties	Maximum Funding Amount	Percentage of Total Funds
San Antonio Area	Bexar, Comal, Guadalupe, Wilson	\$73,554,754	35.14%
Dallas-Fort Worth Area	Colin, Dallas, Denton, Ellis, Hood, Johnson, Kaufman, Parker, Rockwall, Tarrant, Wise	\$29,116,296	13.91%
Houston-Galveston-Brazoria Area	Brazoria, Chambers, Fort Bend, Galveston, Harris, Liberty, Montgomery, Waller	\$27,399,879	13.09%
El Paso County	El Paso	\$26,771,921	12.79%
Beaumont-Port Arthur Area	Hardin, Jefferson, Orange	\$12,705,673	6.07%
Totals		\$169,548,523	81.0%

- Light-Duty Zero Emissions Vehicle (ZEV) Supply Equipment (available statewide)
- Class 4-7 Local Freight Trucks
- Class 8 Local Freight and Port Drayage Trucks
- Class 7-8 Refuse Vehicles
- School Buses
- Transit and Shuttle Buses
- Electric Fork Lifts and Port Cargo Handling Equipment
- Electric Airport Ground Support Equipment
- Ocean Going Vessel Shore Power



Funding Opportunities: Texas Emissions Reduction Plan (TERP)

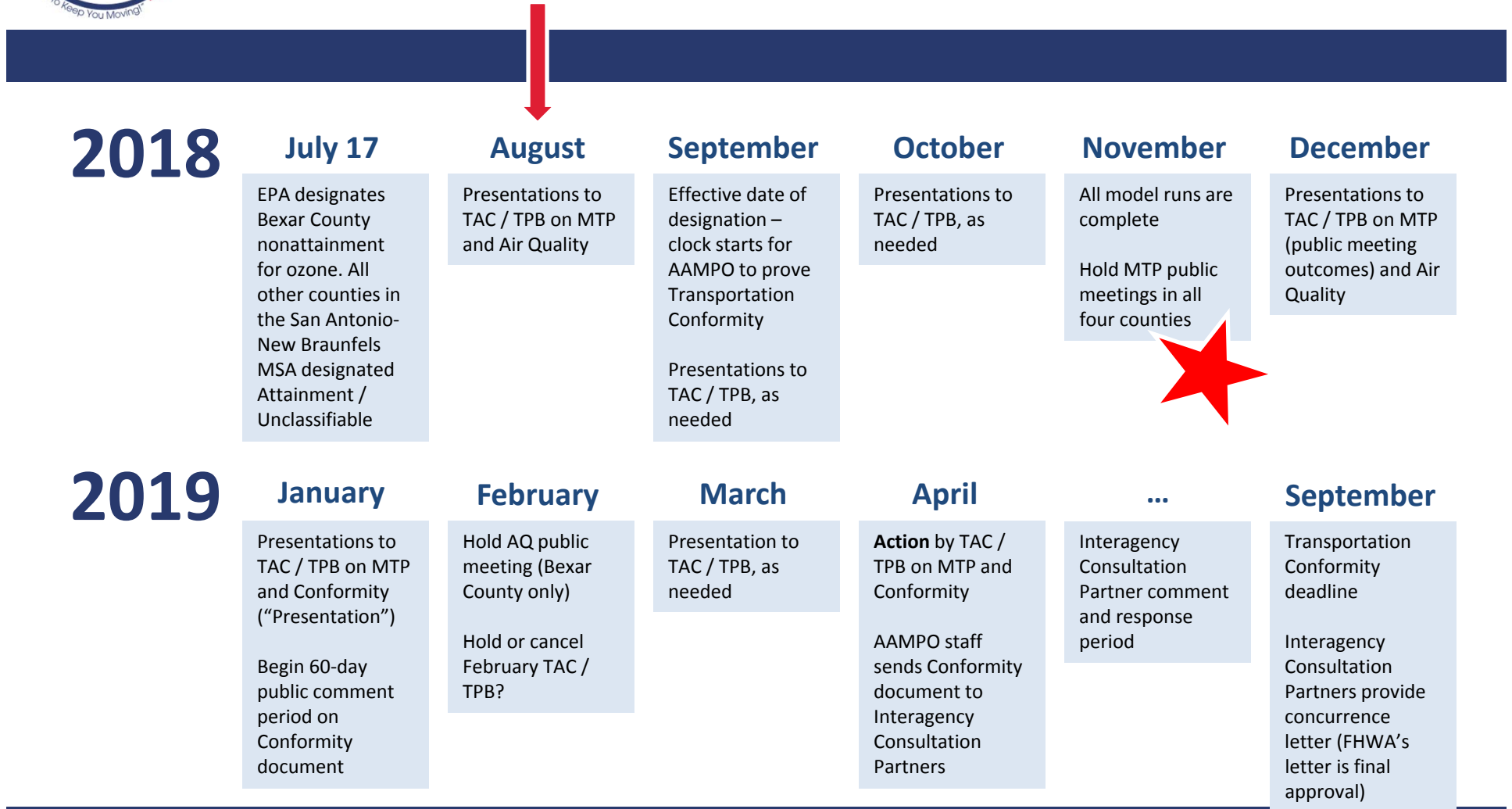
- TERP provides financial incentives to individuals, businesses or local governments to retrofit or replace polluting vehicles and equipment
- Eligibility varies but Bexar, Comal and Guadalupe Counties generally have been, and continue to be, eligible

Two examples

- Texas Clean School Bus Program – *next application cycle open Aug 31, 2018 – April 26, 2019*
- Texas Natural Gas Vehicle Grant Program (TNGVGP) – *applications considered May 31, 2019*



Upcoming Schedule





Next Steps

- AAMPO initiates pre-analysis consensus plan meeting in September with the consultative partners
- Bexar County must attain 70 ppb ozone standard **within three (3) years** of designation (September 2021). **The monitoring data used will be 2018-2020.**
- If Bexar County does not attain the standard, it could be bumped to “moderate” classification, initiating more requirements
- Even if we attain ozone standard in three years, we are not out of nonattainment but become a maintenance area with the same requirements as if we were still nonattainment



Questions?

Transportation Policy Board

August 27, 2018

10. 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.

Air Quality and Regional Planning Efforts in the San Antonio-New Braunfels MSA Alamo Area Council of Governments

EPA Designates Bexar County Nonattainment – All Other MSA Counties in Attainment

On July 18, the EPA made public its completed area designations for the eight county San Antonio-New Braunfels Metropolitan Statistical Area (MSA) under the 2015 ozone National Ambient Air Quality Standard (NAAQS). Bexar County was designated marginal nonattainment, while the seven outlying counties were each designated attainment/unclassifiable. The designation notice was published in the *Federal Register* on July 25, making the effective date of designation September 24, 2018. This is the date on which federal ozone nonattainment regulations take effect. Some of those regulations are listed by classification type in Figure 1.

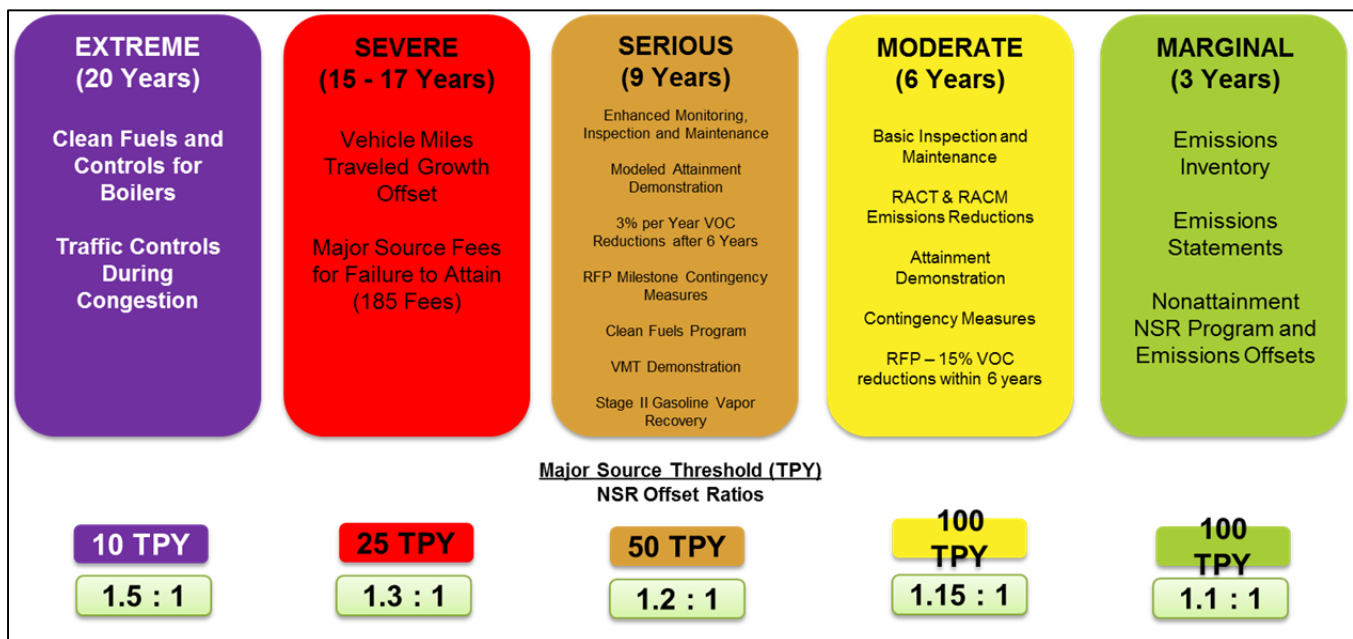


Figure 1: Nonattainment Requirements by Classification

As the lead state agency for air quality in Texas, the TCEQ will be in charge of developing the State Implementation Plan (SIP), which is the plan to demonstrate how the NAAQS will be achieved, maintained, and enforced. AACOG, along with the TCEQ, will be conducting outreach briefings in September and October to various stakeholder groups (e.g., local Chambers of Commerce and San Antonio Manufacturers Association, etc.). Other regulations associated with marginal nonattainment include transportation conformity, which will be coordinated by the Alamo Area MPO. Under a marginal nonattainment classification, Bexar County has until September 24, 2021 to meet the ozone standard, or risk being reclassified as moderate.

TCEQ Releases Draft Beneficiary Mitigation Plan for Volkswagen Settlement

On August 8, 2018, the TCEQ released its draft Beneficiary Mitigation Plan (BMP) regarding the Volkswagen settlement funds. TCEQ has indicated that it intends to allocate just over \$73.5 million to

the San Antonio Area, comprising Bexar, Comal, Guadalupe, and Wilson Counties. This is the largest allocation of funds of any region in Texas, and is more than double what the Dallas-Fort Worth and Houston areas could potentially receive. TCEQ indicated in its draft BMP that it would prioritize areas that are in nonattainment, areas that have monitors that are very close to exceeding the standard, and those under an ozone maintenance plan. These funds are intended to replace or repower selected older medium- and heavy-duty onroad and nonroad equipment with those that have newer, cleaner engines. Approximately \$31 million will be allocated statewide for the purchase and development of electric vehicle infrastructure. Please consult the draft BMP for more detailed information on proposed grants at <https://www.tceq.texas.gov/agency/trust>.

The public comment period for the draft BMP ends October 8, 2018. There will be an open meeting for the public to provide their input on the draft BMP. This meeting is scheduled for Monday, September 17, 2018 at 2:00 p.m. at AACOG, located at 8700 Tesoro Drive, San Antonio, TX 78217. It is important that the TCEQ receive as many comments as possible in support of the draft BMP, particularly concerning the allocation of funds to the region. It is suspected that the San Antonio Area is receiving more of the funding because it is much closer to attaining the ozone standard than other nonattainment areas in Texas. This is in contrast to Houston, which has spent \$3-4 billion in clean air expenditures between 2001 and 2007 (Figure 2) yet continues to be in nonattainment.

\$3-4 Billion Clean Air Expenditures in Houston Area have made a difference.	
2001-2007	80% NOx Reduction Program
2001-2005	Industry Voluntary Episodic Emissions Reduced
2002	HRVOC Reportable Quantities Lowered
2004-2007	TERP Grants Accelerate Off-Road Diesel NOx Reductions
2004	NOx CEMs
2004	Federal Cleaner Gasoline
2005	TX Low Emission Diesel (LED)
2005	HRVOC Flare, CT, Vent, PSV Monitoring
2005	Voluntary Use of Newly Commercial VOE Gas Imaging Camera Begins
2006	HRVOC Hourly Limit Program Begins
2006	Federal On-Road Cleaner Diesel
2007	HRVOC Annual Cap & Trade Year 1

Figure 2: Clean Air Expenditures in Houston-Galveston-Brazoria, 2001-2007

2015 Ozone NAAQS Timeline

The following is the anticipated timeline of NAAQS Implementation and is not reflective of any proposed legislation or any regulatory modification by the EPA Administrator:

July 17, 2018	EPA finalizes nonattainment designations for the San Antonio – New Braunfels MSA
September 24, 2018	Nonattainment designation for Bexar County becomes effective
October 1, 2018	Initial Infrastructure and Interstate Transport SIPs are due
September 24, 2019	Initial Transportation and General Conformity determinations are due
2-4 years after designation	SIP elements for non-attainment areas are due for areas classified as Moderate or higher
September 24, 2021	Attainment deadline for Marginal areas
September 24, 2024	Attainment deadline for Moderate areas

San Antonio – New Braunfels MSA Ozone Status

In October 2015, the EPA promulgated its revised ozone NAAQS. The annual fourth-highest daily maximum 8-hour concentration, averaged over three years, measured at each monitor within an area must not exceed 70 parts per billion (ppb). In July 2018, the EPA released its area designations for the eight county San Antonio-New Braunfels Metropolitan Statistical Area MSA. The EPA designated Bexar County as nonattainment of the 2015 ozone NAAQS with a marginal classification, and the seven outlying counties as attainment/unclassifiable. The current three-year average for each regulatory monitor in the region, using data from 2015-2017, is shown in Table 1, with the regional design value highlighted in blue. This was the data used to make the area designations described above. The three-year average trend from 2010-2017 at each regulatory monitor is shown in Figure 3. There has been a general downward trend in the three-year average at each regulatory monitor since 2013.

Table 1: Fourth Highest Eight-Hour Average Ozone Measurements and Design Values at Regulatory Monitors, 2015-2017

Monitor Site	Fourth Highest 8-Hour Average O ₃ Measurement, ppb			Three-Year Average
	2015	2016	2017	
San Antonio NW C23	79	71	73	74
Camp Bullis C58	80	69	72	73
Calaveras Lake C59	68	62	65	65

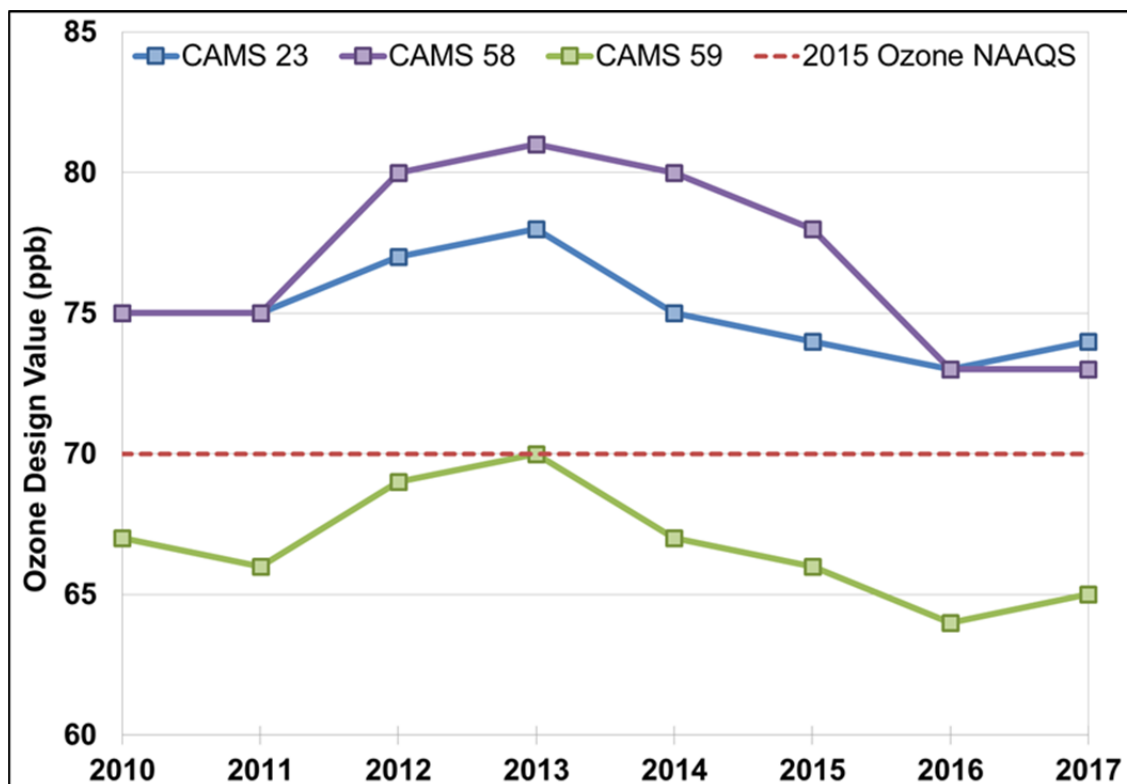


Figure 3: Three-Year Average Trend at San Antonio Regulatory Monitors, 2010 – 2017

The 2018 ozone season began on March 1. Two regulatory monitors in Bexar County show violations of the 2015 ozone NAAQS through the 2018 ozone season: CAMS 23 at Marshall High School and CAMS 58 at Camp Bullis (Table 2). The four highest eight-hour average ozone readings at each regulatory monitor are shown in Table 3.

Table 2: Fourth-Highest Eight-Hour Average Ozone Measurements and Preliminary Three-Year Averages at Regulatory Monitors, 2016-2018*

Monitor Site	Fourth Highest 8-Hour Average O ₃ Measurement, ppb			Preliminary Three Year Average*
	2016	2017	2018*	
San Antonio NW C23	71	73	73	72
Camp Bullis C58	69	72	73	71
Calaveras Lake C59	62	65	71	66

* As of August 14; Ozone data validated through April 2018

Table 3: Four Highest 8-Hour Average Ozone Measurements at Regulatory Monitors, 2018*

Monitor Site	Date	PPB	Date	PPB	Date	PPB	Date	PPB
San Antonio NW C23	8/2/18	83	5/7/18	75	7/27/18	73	4/23/18	73
Camp Bullis C58	8/2/18	83	5/7/18	83	4/23/18	77	7/26/18	73
Calaveras Lake C59	8/1/18	79	8/2/18	73	5/7/18	71	5/6/18	71

* As of August 14; Ozone data validated through April 2018

So far in 2018, there have been ten days with 8-hour average ozone over 70 ppb at any regulatory monitor. This is greater than the seven or eight that would have occurred on average through August.

During July, there were seven days with moderate ozone levels reported at any regulatory monitor during May, and two of those days were over 70 ppb. An average July will have one day over 70 ppb once every other year. Every month in 2018, except for June, has had an above average number of moderate days and days over 70 ppb.

Figure 4 shows the number of moderate ozone days and days with 8-hour ozone over 70 ppb at regulatory monitors between 2010 and 2017. The spring and fall peaks are clearly defined, with a decrease in high ozone frequency expected in July. We are currently in the middle of the fall peak of ozone season, which is typically more severe than the spring peak. Late August is, on average, the semi-monthly period with the greatest frequency of days over 70 ppb. For September, we can expect an average of eleven moderate ozone days and between two and three days over 70 ppb.

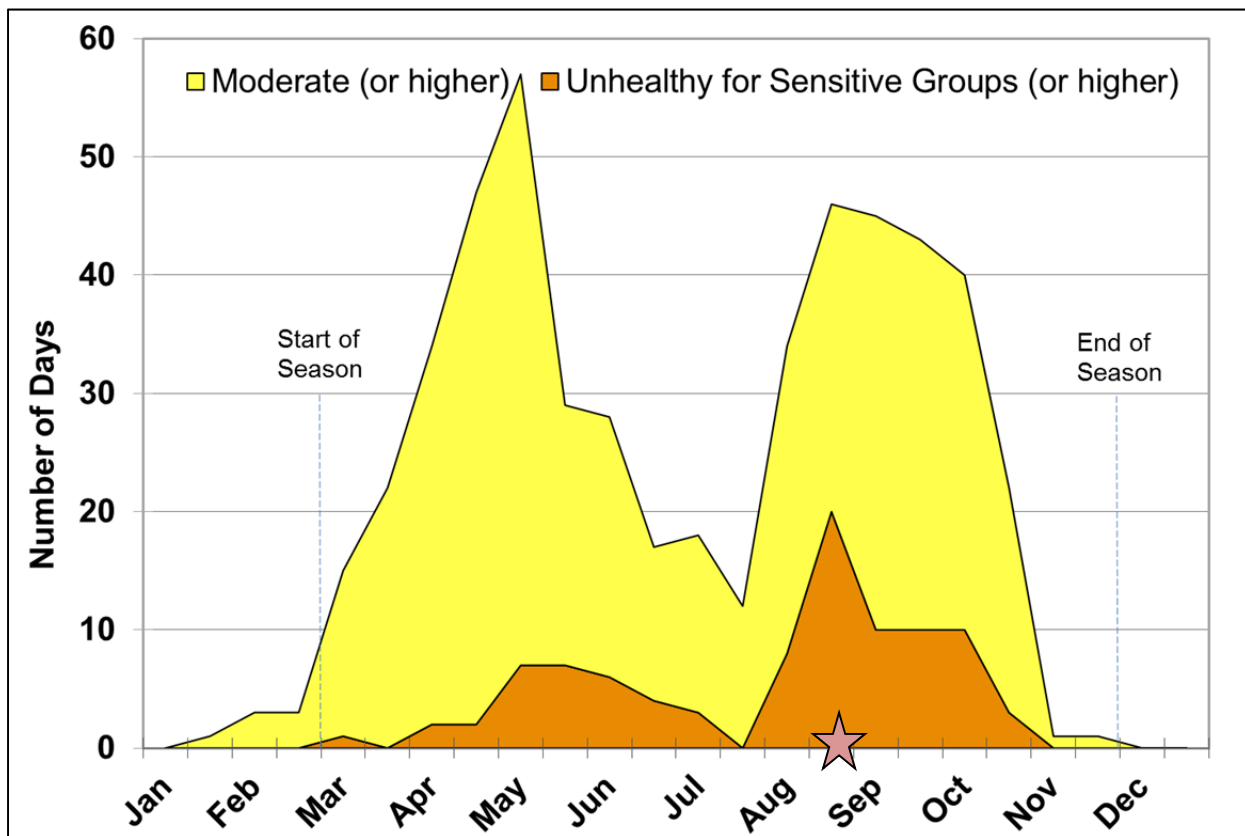


Figure 4: Ozone Exceedances of Selected Thresholds at Regulatory Monitors by Semi-Monthly Period, 2010 – 2017

Air Quality Program Updates

The Light Duty Purchase Lease Incentive Program (LDPLIP) continues, providing rebate incentives statewide for purchasing or leasing an eligible new light-duty motor vehicle powered by compressed natural gas (CNG), liquefied petroleum gas (LPG), hydrogen fuel cells, or other electric drives (plug-in or plug-in hybrid). Up to \$5,000 is available for CNG and LPG vehicles, and up to \$2,500 for electric or hydrogen vehicles. The deadline to apply for LDPLIP is May 31, 2019, although there is a cap on the number of awards that can be given. To view additional eligibility requirements for new and existing TERP grants, please visit <http://www.terpgrants.org>.

Transportation Policy Board

August 27, 2018

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

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

12. Adjourn