



Memorandum May 8, 2019

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, May 20, 2019 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. May is National Bike Month: National Bike to Work Day Energizer Stations recap
 - b. The July 2019 Transportation Policy Board meeting will likely be cancelled
 - c. The MPO Office will be closed on Monday, May 27th for Memorial 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  TTD 1 (800) 735-2989

 www.alamoareampo.org

Transportation Policy Board**May 20, 2019**

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 April 22, 2019 Meeting Minutes
5. **Action** on the Contract Award for the Alamo Commutes Web Based Carpool Matching and Alternative Transportation Tracking Service – MPO (Geiger)

Items for Individual Discussion and Appropriate Action:

6. **Action** on the Appointment of a Nominating Committee for the Selection of Transportation Policy Board Chair and Vice Chair
7. Discussion and Appropriate Action on the FY 2020-2021 Unified Planning Work Program – MPO (Geiger)
8. Discussion and Appropriate Action on Amendments to the Metropolitan Transportation Plan and the FY 2019-2022 Transportation Improvement Program – MPO (Geiger)
 - a. Congestion Mitigation and Air Quality (CMAQ) Funding Recommendations
 - b. Other project amendments
9. Monthly Status Reports
 - a. Alamo Regional Mobility Authority (Renee Green)
 - b. Air Quality Issues (Diane Rath)
 - c. City of San Antonio (Art Reinhardt)
 - d. San Antonio Mobility Coalition (Vic Boyer)
 - e. Texas Department of Transportation (Mario Jorge)
 - f. VIA Metropolitan Transit (Jeff Arndt)
 - g. Others
10. 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)

11. Adjourn

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Transportation Policy Board**May 20, 2019****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 | 830-221-4215 |
| 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. Art Reinhardt, P.E. | City of San Antonio | 210-207-8022 |
| 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 |
| Commissioner Christina Bergmann | Kendall County Geographic Area | 830-331-8254 |
| Councilman Kevin Hadas [Selma] | Northeast Partnership | 210-651-6661 |
| Mr. Mario Jorge, P.E. | Texas Department of Transportation | 210-615-5803 |
| Mr. Bob Comeaux | 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 |

Transportation Policy Board

May 20, 2019

2. Director's Report

- a. May is National Bike Month: National Bike to Work Day Energizer Stations recap

- b. The July 2019 Transportation Policy Board meeting will likely be cancelled

- c. The MPO Office will be closed on Monday, May 27th for Memorial Day

Transportation Policy Board

May 20, 2019

3. Citizens to Be Heard

Transportation Policy Board

May 20, 2019

4. Approval of the April 22, 2019 Meeting Minutes

Issue

The April 22, 2019 meeting minutes are attached for your review.

Action Requested

A motion to approve the April 22, 2019 meeting minutes.



Transportation Policy Board Meeting Minutes April 22, 2019

1. Roll Call

Members Present:

| | |
|-------------------------------------|--|
| Ms. Jordana Matthews | Advanced Transportation District |
| Mr. Michael J. Lynd, Jr. | Alamo Regional Mobility Authority |
| Ms. Renee Green, P.E. | Bexar County |
| Commissioner Kevin Wolff (Chair) | Bexar County |
| Councilman Greg Brockhouse | City of San Antonio |
| Mr. Arthur Reinhardt, P.E., C.F.M. | City of San Antonio |
| Councilman Rey Saldaña (Vice Chair) | City of San Antonio |
| Councilwoman Ana E. Sandoval | City of San Antonio |
| Ms. Bridgett White | City of San Antonio |
| Ms. Betty Ann Matthies | City of Seguin |
| Commissioner Kevin Webb | Comal County |
| Mayor Chris Riley | Greater Bexar County Council of Cities |
| Judge Kyle Kutscher | Guadalupe County |
| Commissioner Christina Bergmann | Kendall County Geographic Area |
| Councilman Kevin Hadas | Northeast Partnership |
| Mr. Mario Jorge, P.E. | Texas Department of Transportation |
| Mr. Robert Comeaux | VIA Metropolitan Transit |

Members Absent:

| | |
|---------------------------------------|-----------------------|
| Commissioner Tommy Calvert | Bexar County |
| Commissioner Sergio "Chico" Rodriguez | Bexar County |
| Mayor Pro Tem Wayne Peters | City of New Braunfels |
| Councilwoman Shirley Gonzales | City of San Antonio |

Others Present:

| | |
|---------------------------|------------------------------------|
| Ms. Diane Rath | Alamo Area Council of Governments |
| Mr. Frank Garza | Davidson Troilo Ream & Garza |
| Mr. Isidro "Sid" Martinez | Metropolitan Planning Organization |
| Mr. Jeff Arndt | VIA Metropolitan Transit |

Commissioner Wolff called the meeting to order at 1:35 p.m.

Transportation Policy Board**April 22, 2019****2. Director's Report**

- a. The CMAQ public meeting is scheduled for Wednesday, May 1st, beginning at 6:00 p.m. at the VIA Metro Center located at 1021 San Pedro, San Antonio, TX 78212
- b. The formation of a Nominating Committee for the selection of MPO Chair and Vice Chair will be agendaized for the May TPB meeting; the election will be held in June
- c. May is National Bike Month; the MPO and partners will be hosting Energizer Stations on Friday, May 17 which is National Bike to Work Day
- d. The FY 2020-2021 Unified Planning Work Program will be presented at the May TPB meeting with action scheduled for June
- e. The May TPB meeting will be on the third Monday, May 20, due to the May 27 Memorial Day holiday
- f. The MPO Office will be closed on Friday, April 26 for the Battle of Flowers Holiday

3. Citizens to be Heard

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 March 25, 2019 Meeting Minutes**5. Action on Required Certifications**

- a. MPO Self-Certification
- b. Project Selection Procedure
- c. Internal Ethics and Compliance Program
- d. Lobbying Certification
- e. Debarment Certification
- f. Procurement Procedures

6. Action on Updates to the National Highway System

Mayor Chris Riley moved and Commissioner Kevin Webb seconded to approve the Consent Agenda. The motion passed unanimously.

Transportation Policy Board

April 22, 2019

Items for Individual Discussion and Appropriate Action

7. Action on the MPO's Fiscal Year 2018 Audit Report

Councilwoman Ana E. Sandoval moved and Councilman Rey Saldaña seconded to approve the Audit Report for Fiscal Year 2018. The motion passed unanimously.

8. Discussion and Appropriate Action on the San Antonio International Airport Presentation

For information and discussion only.

9. Action on the Metropolitan Transportation Plan (Mobility 2045)

Commissioner Kevin Webb moved and Mayor Chris Riley seconded to approve the Metropolitan Transportation Plan (Mobility 2045). The motion passed unanimously.

10. Action on the FY 2019-2022 Transportation Improvement Program

Ms. Renee Green moved and Councilman Rey Saldaña seconded to approve the FY 2019-2022 Transportation Improvement Program. The motion passed unanimously.

11. Action on the Transportation Conformity Document

Mayor Chris Riley moved and Councilman Rey Saldaña seconded to approve the Transportation Conformity Document. The motion passed unanimously.

12. Action on the Unified Transportation Program Project Scoring and Ranking Process

Councilman Kevin Hadas moved and Mr. Michael J. Lynd, Jr. seconded to approve the Unified Transportation Program Project Scoring and Ranking Process. The motion passed unanimously.

Transportation Policy Board

April 22, 2019

13. Monthly Status Reports

- a. Alamo Regional Mobility Authority (Renee Green)
- b. Air Quality Issues (Diane Rath)
- c. City of San Antonio (Mike Frisbee)
- 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.

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

This item was not considered.

15. Adjourn

There being no further business, the meeting was adjourned at 3:30 p.m.

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

Transportation Policy Board**May 20, 2019****5. Action on the Appointment of a Nominating Committee for the Selection of Transportation Policy Board Chair and Vice Chair****Purpose**

The purpose of this agenda item is to appoint a nominating committee to identify candidates for MPO Transportation Policy Board Chair and Vice Chair.

Issue

In accordance with the MPO Transportation Policy Board bylaws:

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

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

Furthermore, in accordance with the bylaws:

The Board Chairman shall appoint the three (3) member Nominating Committee. The Nominating Committee will consist of Board members who have no interest in becoming Chair or Vice-Chair for the term being considered. The Committee is to provide a recommended slate of officers for the positions of Chairman and Vice-Chairman, biennial election of officers. The Nominating Committee shall poll all members of the Board for recommendations for the slate of Officers based on past performance, experience and the demonstrated ability to lead which will then be coalesced and assembled by the Nominating Committee into the recommended slate of officers. The Chairman of the Nominating Committee shall be the presiding officer over the election process during the Board Meeting. During the election process, in addition to the recommended slate of officers, the Board may make nominations from the floor to ensure every elected official is given the opportunity to be considered for office. Elections of Chair and Vice-Chair will occur in June of every odd year.

A nominating committee will be appointed at the May meeting. This committee will report back to the TPB at the June meeting. Historical information on the Chair and Vice Chair positions is provided on the following page.

Transportation Policy Board**May 20, 2019**

| Chair | Representing | Term | Term Length |
|-------------------|---------------------|-------------------|--------------------|
| Kevin Wolff | Bexar County | 6/2017 - current | 24 months |
| Ray Lopez | City of San Antonio | 6/2013 – 5/2017 | 48 months |
| Tommy Adkisson | Bexar County | 7/2009 – 5/2013 | 47 months |
| Sheila McNeil | City of San Antonio | 7/2007 – 5/2009 | 23 months |
| Richard Perez | City of San Antonio | 6/2005 – 6/2007 | 25 months |
| Lyle Larson | Bexar County | 6/2001 – 5/2005 | 48 months |
| Tim Bannwolf | City of San Antonio | 6/1999 – 5/2001 | 24 months |
| Jeff Webster | City of San Antonio | 1/1999 – 5/1999 | 5 months |
| Mike Novak | Bexar County | 7/1997 – 11/1998 | 17 months |
| Howard Peak | City of San Antonio | 6/1995 – 6/1997 | 13 months |
| Vice Chair | Representing | Term | Term Length |
| Rey Saldaña | City of San Antonio | 6/2017 – 5/2019 | 24 months |
| Kevin Wolff | Bexar County | 6/2013 – 5/2017 | 48 months |
| Ray Lopez | City of San Antonio | 6/2011 – 5/2013 | 24 months |
| John Clamp | City of San Antonio | 7/2009 – 5/2011 | 23 months |
| Tommy Adkisson | Bexar County | 7/2007 – 6/2009 | 24 months |
| Jack Leonhardt | GBCCC | 1/2007 - 6/2007 | 6 months |
| Amy Madison | NE Partnership | 1/2005 – 10/2006 | 22 months |
| Julián Castro | City of San Antonio | 6/2003 – 12/2004 | 19 months |
| Bonnie Conner | City of San Antonio | 6/2001 – 5/2003 | 24 months |
| Lyle Larson | Bexar County | 6/1999 – 5/2001 | 24 months |
| Tim Bannwolf | City of San Antonio | 1/1999 – 5/1999 | 5 months |
| Jeff Webster | City of San Antonio | 7/1997 – 11/1998 | 17 months |
| Mike Novak | Bexar County | 1/1996 – 6/1997 | 13 months |
| Doug Dupre | VIA Metro Transit | <6/1995 – 12/1995 | 7+ months |

Action Requested

A motion to appoint a three member Nominating Committee for the recommendation of MPO Chair and Vice Chair.

Transportation Policy Board**May 20, 2019****6. Action on the Contract Award for the Alamo Commutes Web Based Carpool Matching and Alternative Transportation Tracking Service****Purpose**

The purpose of this agenda item is to take action on the contract award for the Alamo Commutes Web Based Carpool Matching and Alternative Transportation Tracking Service

Issue

On Monday, March 25, 2018, the MPO issued a request for proposals (RFP) for the Alamo Commutes Web Based Carpool Matching and Alternative Transportation Tracking Service. This service is part of the Alamo Commutes program and funding was approved by the Transportation Policy Board with the adoption of the FY 2019-2022 Transportation Improvement Program in April 2018.

Notification of the RFP was e-mailed to 4 ride match service providers and was advertised in the San Antonio Express-News and the Texas Register. Proposals were due to the MPO by noon on Friday, December 14, 2018 and were received from the following three service providers:

- Agile Mile
- Bosch - SPLT
- RideShark

The selection committee composition was approved by the Transportation Policy Board on September 24, 2018. Members are as follows:

- Bexar County – 1 representative
- City of New Braunfels – 1 representative
- City of San Antonio – 1 representative
- City of Seguin – 1 representative
- MPO – 2 representatives
- TxDOT – 1 representative
- VIA – 1 representative

The selection committee met on Monday, May 6, 2019 to review the proposal scores. Based on the proposal scores, which are attached, the committee opted to recommend the contract award to made to Agile Mile. A presentation is also attached.

Action Requested

A motion to authorize the MPO Director to negotiate and execute a contract with Agile Mile for the web based carpool matching and alternative transportation tracking service.

Web Based Carpool Matching and Alternative Transportation Tracking Service Proposal Scores (out of 100 points) May 6, 2019

| Web Based Carpool Matching and Alternative Transporttaion Tracking Services | agile mile | Bosch - SPLT | RideShark |
|---|------------|--------------|-----------|
| Bexar County | 88.50 | 62.00 | 87.50 |
| <i>Ordinal Ranking:</i> | 1 | 3 | 2 |
| City of New Braunfels | 87.00 | 40.00 | 86.00 |
| <i>Ordinal Ranking:</i> | 1 | 3 | 2 |
| City of Seguin | 91.50 | 36.00 | 90.50 |
| <i>Ordinal Ranking:</i> | 1 | 3 | 2 |
| City of San Antonio | 96.00 | 13.50 | 94.00 |
| <i>Ordinal Ranking:</i> | 1 | 3 | 2 |
| MPO | 90.00 | 55.50 | 75.00 |
| <i>Ordinal Ranking:</i> | 1 | 3 | 2 |
| MPO | 85.50 | 58.50 | 80.00 |
| <i>Ordinal Ranking:</i> | 1 | 3 | 2 |
| TxDOT | 87.00 | 48.00 | 90.50 |
| <i>Ordinal Ranking:</i> | 2 | 3 | 1 |
| VIA Metropolitan Transit | 93.00 | 63.00 | 84.00 |
| <i>Ordinal Ranking:</i> | 1 | 3 | 2 |
| Average | 89.81 | 47.06 | 85.94 |
| <i>Average Ordinal Ranking:</i> | 1.13 | 3.00 | 1.88 |



Action on the Contract Award for the Alamo Commutes Web Based Carpool Matching and Alternative Transportation Tracking Service

Transportation Policy Board
May 20, 2019



WHO WE ARE

Alamo Commutes is a program of the Alamo Area Metropolitan Planning Organization that provides **employers** the information, tools and resources they need to **encourage smart commuting** habits.

We make it easier for commuters to choose a more **affordable, sustainable and smarter** way to get to work.

- Alternative Scheduling
- Bicycle
- Carpool
- Public Transit
- Vanpool
- Walking

WHAT WE DO



CONSULTATIONS

Based on your commute route and needs, we can help you plan an affordable and convenient commute to work.



MOBILE APP

Use the free Alamo Commutes app to find a carpool match, log your trips, and earn rewards for your smart trips.



EMERGENCY RIDES

If you've taken alternative transportation to work and you have an emergency, we will cover the cost of your ride home.

MOBILE APP



RIDE MATCHING

Identify Alamo Commutes users in your area who you may be able to carpool with.



TRIP LOGGING

Log your trips taken by foot, bike, transit, carpool, telecommuting, and compressed work weeks.



REWARDS

Earn rewards and discounts at area and online retailers and restaurants.

PROGRAM HISTORY

- Since 1997, the **Alamo Area Council of Governments** had been responsible for administering the **Commute Solutions** Program with STBG (formerly STP-MM) funding.
- In 2018, the **MPO** brought the Commute Solutions (now Alamo Commutes) program in house so it could be **supported with additional staff and resources**.
- One of the major components of the Alamo Commutes program is the **web based ride matching and the alternative transportation tracking service**.
- **NuRide (now AgileMile)** has been serving as the ride matching and tracking service provider for a number of years.
- The contract between AACOG and AgileMile expires on **June 30, 2019**.

PROCUREMENT PROCESS

- The MPO issued a **Request for Proposals** for a new service provider on Monday, **March 25th**.
- Proposals were due to the MPO on Thursday, **April 25th**.
- We received three proposals:
 - **Agile Mile**
 - **Bosch-SPLT**
 - **RideShark**
- The **Multi-agency Oversight Committee** was approved by the TPB on September 24, 2018 and is comprised of the following representatives:
 - Bexar County
 - City Of New Braunfels
 - City of San Antonio
 - City of Seguin
 - MPO (2)
 - TxDOT
 - VIA Metropolitan Transit

PROCUREMENT PROCESS

- The Multi-agency Oversight Committee met on Monday, May 6th to review proposal scores
- Based on the proposal scores, the consensus of the Oversight Committee is to recommend the contract award for the Web Based Carpool Matching and Alternative Transportation Tracking Service be made to **Agile Mile**, the current service provider.
- Action is requested at your Monday, May 20th Transportation Policy Board meeting.

Transportation Policy Board

May 20, 2019

7. Discussion and Appropriate Action on the FY 2020-2021 Unified Planning Work Program

Purpose

The purpose of this agenda item is to receive an update on the development of the FY 2020-2021 Unified Planning Work Program.

Issue

The development of the FY 2020-2021 Unified Planning Work Program (UPWP) began in February 2019. This UPWP will cover the time period of October 1, 2019 – September 30, 2021.

The MPO's Policy 1 outlines the process for submitting planning studies for funding consideration in the development of the UPWP. The UPWP development is as follows:

- *In **February** of the UPWP development year, the MPO's Technical Advisory Committee (TAC), in coordination with MPO staff, will identify priorities for the upcoming two-year time period. Priorities may include refinements to the MPO's processes, databases, or other aspects of multi-modal transportation planning to include travel demand modeling, demographic development, public involvement, geographic subareas or corridors, transit, bicycle and/or pedestrian, freight, environmental, congestion management, performance measurement, or others. These priorities will then become planning studies to be considered for funding.*
- *In **March**, TAC and MPO staff will develop a scope of work (specifically noting data requirements, including data that already exists and data that will need to be collected) and budget for the priorities identified in February. A recommendation will be made for the work to be performed by MPO staff, partner agency staff or consultants. For each identified planning study, MPO staff will identify previous related work and a reasonable timeframe for completing the scope of work.*
- *Throughout **April** of the UPWP development year, MPO staff, in consultation with TAC, will prepare a draft UPWP. An updated draft document will be presented to TAC in **May**. A draft UPWP will also be submitted to TxDOT by the required deadline, usually **May 31st**.*
- *At this time, action on the FY 2020-2021 UPWP will be scheduled for **June**.*

The draft document and presentation are attached.

Action Requested

None requested. Action is scheduled for June 2019.



AAMPO

FY 2020-2021 Unified Planning Work Program

Technical Advisory Committee | May 20, 2019

Unified Planning Work Program (UPWP)

- Outlines the MPO's federally funded transportation *planning* activities (engineering and implementation are not eligible expenses)
- Identifies tasks to be accomplished and the budget associated with each task
- Covers two fiscal years (Oct 1, 2019 - Sept 30, 2021)
- Includes regionally significant planning studies funded through other sources, but **this presentation focuses on the MPO's federal transportation planning funds**

UPWP Development Schedule



2019

January

TAC, BMAC, and PMAC presentations on FY 2020-2021 UPWP Development

MPO staff brainstorming on priorities and potential studies

February

TAC presentation on UPWP development

Establish subcommittee to discuss regional priorities and develop scopes of work and budgets

Subcommittee met

March

Presentations at BMAC and PMAC

April

Update to TAC

Item will be shown on the TPB Directors Report as an upcoming item

May

TAC and TPB presentations on draft document

MPO staff submits draft FY 2020-2021 UPWP to TxDOT

June

TAC and TPB action on FY 2020-2021 UPWP

July

MPO staff transmits approved FY 2020-2021 UPWP to TxDOT by July 31

August

September

FHWA / TxDOT approve FY 2020-2021 UPWP

October

UPWP goes into effect on October 1, 2019

FY 2020-2021 Funding Summary

MPO Planning Funds Available

| | |
|--|----------|
| Estimated <u>Carryover</u> for FY 2019 studies (not included in total below) | \$50,000 |
|--|----------|

| | |
|--------------------------------|-------------|
| Estimated Unprogrammed Funding | \$2,000,000 |
|--------------------------------|-------------|

| | |
|--------------------------------|-------------|
| Estimated FY 2020 Allocation * | \$2,593,000 |
|--------------------------------|-------------|

| | |
|--------------------------------|-------------|
| Estimated FY 2021 Allocation * | \$2,593,000 |
|--------------------------------|-------------|

| | |
|---------------------------------|-------------|
| New Amount Available to Program | \$7,186,000 |
|---------------------------------|-------------|

* based on FY 2019 allocation

FY 2020-2021 Funding Summary

MPO Staff Budget and Legal Services

| | |
|--|-------------|
| Estimated FY 2020 MPO Staff budget (salaries, rent, utilities, etc) | \$2,638,000 |
| Estimated FY 2021 MPO Staff budget (salaries, rent, utilities, etc) | \$2,823,000 |
| Legal Services | \$80,000 |
| Total | \$5,541,000 |

MPO Staff Work: PL-112 Funds

MPO Planning Staff Work

TPB, TAC, BMAC, PMAC committee support

Public involvement/outreach (meetings, publications, videos, infographics)

GIS data and iMap data layer development/EJ data analysis

UPWP, TIP and MTP development and maintenance

Travel Demand Modeling

Transportation Conformity

Bicycle and Pedestrian planning

Freight planning

Congestion Management Process & Performance Measure Tracking

Alamo Commutes (formerly Commute Solutions) program

Administration/grant management

... and more

FY 2020-2021 Funding Summary

| Amount Available to Program | |
|---|-------------|
| Estimated Funding Available to Program | \$7,186,000 |
| Estimated MPO Staff Budget & Legal Services | \$5,541,000 |
| | |
| Estimated Amount Available to Program | \$1,645,000 |

Typically do not program 100% of the available funding in case other priorities arise over the two year time period of the UPWP

Study Topics

Subtask 4.2 Mobility 2050 Demographics and Travel Demand Model Update (\$800,000):

- Demographic development (population, employment and income) for *Mobility 2050*;
- Develop new mode choice model based on VIA's most recent Origin/Destination Survey;
- Calibration of the travel demand model based on the latest travel surveys and 2020 census data;
- “Master” network development;
- Parking usage and cost data;
- AAMPO/CAMPO model integration; and
- Ongoing modeling support

The travel demand model is used by the MPO, TxDOT, VIA, and others for corridor planning studies and other analyses

Study Topics

Subtask 3.4 Subregional Planning Study (\$500,000) of IH 35 North corridor in Bexar County, Comal and Guadalupe Counties

Move forward with strategies recommended by the **Capital-Alamo Connection Study** that may include:

- initiating arterial improvement **coordination between cities and counties**;
- recommending **local corridor preservation** and corridor management activities
- identifying a network of **arterials** to be designated as **relief routes**;
- **identifying multimodal improvements on the existing** transportation network;

Study Topics

Subtask 3.4 Subregional Planning Study (\$500,000)

cont'd...

- **identifying potential new multimodal connections;**
- **addressing incident management and access management;**
- **coordinating regional transit service routes; and**
- **coordinating regional bicycle networks**

Work will also include stakeholder outreach and travel demand modeling

Subtask 3.3 Air Quality Planning (\$100,000, AACOG)

FY 2020-2021 Funding Summary

Proposed Funding by Task and Year (“MPO Funding” Only)

| | FY 2020 | FY 2021 | Total |
|--|--------------------|--------------------|--------------------|
| Task 1: Administration/Management | \$778,000 | \$830,000 | \$1,608,000 |
| Task 2: Data Development and Maint | \$422,000 | \$452,000 | \$874,000 |
| Task 3: Short Range Planning | \$1,117,000 | \$1,147,000 | \$2,264,000 |
| Task 4: Metropolitan Transportation Plan | \$899,000 | \$908,000 | \$1,807,000 |
| Task 5: Special Studies | \$212,000 | \$226,000 | \$438,000 |
| Total MPO Planning Funds | \$3,428,000 | \$3,563,000 | \$6,991,000 |

Typically do not program 100% of the available funding in case other priorities arise over the two year time period of the UPWP

UPWP Development Schedule



2019

January

TAC, BMAC, and PMAC presentations on FY 2020-2021 UPWP Development

MPO staff brainstorming on priorities and potential studies

February

TAC presentation on UPWP development

Establish subcommittee to discuss regional priorities and develop scopes of work and budgets

Subcommittee met

March

Presentations at BMAC and PMAC

April

Update to TAC

Item will be shown on the TPB Directors Report as an upcoming item

May

TAC and TPB presentations on draft document

MPO staff submits draft FY 2020-2021 UPWP to TxDOT

June

TAC and TPB action on FY 2020-2021 UPWP

July

MPO staff transmits approved FY 2020-2021 UPWP to TxDOT by July 31

August

September

FHWA / TxDOT approve FY 2020-2021 UPWP

October

UPWP goes into effect on October 1, 2019

FY 2020 – 2021 UNIFIED PLANNING WORK PROGRAM



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

June 24, 2019

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Introduction

Transportation is a dominant factor in every person's life. The ability to travel and move around the region influences the economic status, social status, and overall standard of living for people. Transportation is important and without its continued growth and improvement, our economy and standard of living may be drastically altered. The basic reason and purpose behind transportation planning is to ensure that the transportation system will meet the future needs of people and goods and provide for continued growth and development.

History and Background

The Federal Aid Highway Act of 1962 promulgated the requirement that all urban areas of 50,000 or more population develop and maintain a comprehensive, cooperative, and continuing (3-C) transportation planning process. The process would establish a transportation plan and provide the procedure by which it would be maintained and revised on a continuing basis.

To accomplish this process in San Antonio, an agreement was attained in 1963 between the City of San Antonio, County of Bexar, and the Texas Department of Transportation (then called the Texas Highway Department), which established the San Antonio-Bexar County Urban Transportation Study (SABCUTS). This agreement was updated and re-executed in 1968, 1974, and 1977. The Metropolitan Transit Authority (VIA Metropolitan Transit) became a signatory party to the agreement in 1978. This agreement was subsequently updated and re-executed in 1992, 1996, 2010 and 2014. The four signatory parties have not changed.

In 1968, the Texas State Legislature established the Alamo Area Council of Governments (AACOG) with a planning region of 12 counties. Ten of these counties overlapped the Texas Department of Transportation (TxDOT) San Antonio District, which also included two additional counties outside of the AACOG region. In 1974, AACOG was designated by the Governor of Texas as the Metropolitan Planning Organization (MPO) for the San Antonio urbanized area. In this capacity, AACOG was a forum for cooperative decision-making by principal elected officials of general purpose local governments and bore responsibility for maintenance of the urban transportation planning process.

In August 1977, the Governor of Texas designated the San Antonio-Bexar County Urban Transportation Study (SABCUTS) Steering Committee as the MPO for the San Antonio urbanized area. This committee, composed of 14 elected officials and seven non-elected officials, provides a forum for cooperative decision-making policy guidance to the transportation planning process and covers all of Bexar, Comal, Guadalupe Counties and a portion of Kendall County. SABCUTS is now referred to as the Alamo Area MPO.

Building upon previous legislation [the Intermodal Surface Transportation Efficiency Act (ISTEA), the Transportation Equity Act for the 21st Century (TEA-21), the Safe, Accountable, Flexible, and Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), the Moving Ahead for Progress in the 21st Century Act (MAP-21)], Fixing America's Surface Transportation Act (FAST Act) was signed into law on December 3, 2015. The FAST Act expands on transportation planning and a performance-based multimodal program that addresses the many challenges facing the U.S. transportation system.

A. PurposeOverview

This document presents the FY 2020 - 2021 Unified Planning Work Program (UPWP) for the Alamo Area Metropolitan Planning Organization (MPO) study area. It delineates the activities to be accomplished during the period of October 1, 2019 through September 30, 2021, the funding requirements, and the agency responsible for accomplishing the tasks.

This document is organized in four sections. The first section describes the background and history of transportation planning in the area and the physical planning area within which planning activities will be concentrated. The second section describes briefly the organizational structure of the transportation planning process and the functional responsibilities of the planning agencies. The third section presents an overview of private sector involvement, planning issues, and National Emphasis areas. The fourth section details the work elements of the FY 2020 - 2021 UPWP.

The appendices contain the following:

- Appendix A: Transportation Policy Board and Technical Advisory Committee Membership
- Appendix B: Metropolitan Area Boundary Map
- Appendix C: Signed Certifications
 - MPO Self Certification
 - Lobbying Certification
 - Debarment Certification
 - Certification of Internal Ethics and Compliance Program
 - Contract and Procurement Procedures Certification of Compliance

FAST Act Planning Factors

FAST Act retains the previous eight factors that should be considered when developing plans and programs and adds two planning factors. The following outlines these 10 factors:

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

FAST Act Performance Management

MAP-21 instituted Performance Management to provide greater accountability and transparency and help achieve the most efficient and effective investment of transportation resources. The FAST Act continues MAP-21's overall performance management approach, within which States invest resources in projects that collectively will make progress toward national goals.

The U.S. Secretary of Transportation, in consultation with stakeholders, is to establish performance measures to chart progress toward accomplishment of national goals established in MAP-21: safety, infrastructure condition, interstate system condition, congestion reduction, system reliability, freight movement and economic vitality, environmental sustainability, and reduced project delivery delays. Performance targets established by the State and MPO will be based on national performance measures and will improve decision making through performance-based planning and programming.

The FAST Act adjusts the timeframe for States and metropolitan planning organizations to make progress toward meeting their performance targets under the National Highway Performance Program and clarifies the significant progress timeline for the Highway Safety Improvement Program performance targets.

The MPO believes in the proactive involvement of citizens, affected public agencies, representatives of transportation agency employees, private providers of transportation, and other interested parties in the development and updates of transportation plans and programs. This document outlines programs and studies funded through the FAST Act that will help achieve the FAST Act national goals.

B. Definition of Area

Appendix B shows the current MPO study area which encompasses over 2,770 square miles and includes all of Bexar, Comal and Guadalupe counties and a portion of Kendall County. San Antonio is the major population and employment center in the region and is the second largest city in Texas, and the third largest metropolitan area. Like many large urban areas, rapid growth and development have contributed to ever-increasing needs in transportation. By federal definition, the MPO's planning area must at least include the urbanized area (as defined by the U.S. Census Bureau) and the contiguous area that may reasonably be expected to become urbanized in the next 20 years.

C. Organization

The MPO's transportation planning process has two basic organizational units: policy and technical. Both utilize a committee structure to provide a cooperative process for planning. These are described in the following sections.

Policy Organization

The policy organizational unit, as outlined in the most recent designation agreement, is the Transportation Policy Board. The Transportation Policy Board is composed of elected and appointed officials representing the cities of New Braunfels, San Antonio and Seguin; the counties of Bexar, Comal and Guadalupe and a portion of Kendall County; as well as the Advanced Transportation District, the Alamo Regional Mobility Authority, Greater Bexar County Council of Cities, Northeast Partnership, Texas Department of Transportation (TxDOT) and VIA Metropolitan Transit. Its responsibilities are as follows:

- Provide a forum for cooperative decision-making by principal elected officials of general purpose local government;
- Carry out the urban transportation planning process as required by law for urbanized areas in conformity with applicable federal regulations and guidelines; this includes but is not limited to performance measurement, congestion management process and transportation conformity

- Provide routine guidance to the planning process;
- Designate responsibility for the development of the Unified Planning Work Program, Transportation Improvement Program and Metropolitan Transportation Plan;
- Establish and approve policy procedures for transportation planning;
- Examine the adequacy of the continuing planning process;
- Review the limits of the Study Area and, if necessary, make revisions;
- Review and approve an annual budget for transportation planning activities as outlined in the Unified Planning Work Program;
- Designate such technical committees or task forces as necessary to carry out the planning process; and
- Approve the National Highway System map, the functional classification system map, the urban area boundary map, and the metropolitan area boundary map.

The present membership of the Transportation Policy Board is shown in Appendix A.

Technical Organization

The Technical Advisory Committee, which reports directly to the Transportation Policy Board, has the following responsibilities:

- Provide routine guidance on the technical procedures employed in the transportation planning process;
- Review the technical accuracy of transportation plans and documents resulting from the transportation planning process and either take action on the work completed or make a recommendation to the Transportation Policy Board;
- Review any item requested by the Transportation Policy Board and report its findings to the Transportation Policy Board;
- Review and submit a recommendation on the Unified Planning Work Program and subsequent amendments;
- Review and submit a technical recommendation on the Transportation Improvement Program, the Metropolitan Transportation Plan and subsequent amendments to each; and
- Establish and/or approve any technical procedures necessary to carry out the transportation planning process. These will be sent to the Transportation Policy Board for their review and, as necessary, appropriate action.

The present membership of the Technical Advisory Committee is shown in Appendix A.

Other Advisory Committees

Additional advisory committees have been established to advise the Technical Advisory Committee on specific elements of the transportation planning process. Current standing committees acting in an advisory capacity to the Technical Advisory Committee are the Bicycle Mobility Advisory Committee (BMAC) and the Pedestrian Mobility Advisory Committee (PMAC).

BMAC and PMAC have the following responsibilities:

- Provide routine guidance on the bicycle and pedestrian elements of the transportation planning process;
- Review the technical accuracy of transportation documents (from a bicycle and pedestrian perspective) resulting from the transportation planning process and either take action on the work completed or make a recommendation to the Technical Advisory Committee;
- Review any item requested by the Technical Advisory Committee and report findings to the Technical Advisory Committee; and
- Report findings of policy issues to the Transportation Policy Board through the Technical Advisory Committee.

Ad hoc committees under TAC include the Land Use and Regional Thoroughfare Planning Committee, the Freight, Rail and Transit Committee, and the Traffic Incident Management Committee. The MPO also creates multi-agency study oversight committees for certain planning studies and projects in the UPWP.

Functional Responsibilities of Planning Agencies

For the transportation planning process to function properly, the agencies within the study area must work together. They are responsible for carrying out the urban transportation planning process consistent with local agreements. This process includes planning for roadways, bicycling facilities, pedestrian facilities, railways, freight and transit. Planning for certain modes is delegated to certain agencies.

The following descriptions of functional responsibilities for each agency are not intended to limit the participation of any agency or local government in the planning process. Rather, they are brief descriptions of primary responsibilities.

Metropolitan Planning Organization

The MPO, in cooperation with the TxDOT, mass transit operators, planning agencies and local governments:

- Is a forum for cooperative decision-making by principal elected officials of general purpose local governments.
- Is responsible for carrying out and maintaining the urban transportation planning process to include:
 - 1) Unified Planning Work Program (UPWP);
 - 2) Transportation Improvement Program (TIP);
 - 3) Metropolitan Transportation Plan (MTP); and

- 4) Efficient and effective use of federal planning funds.
- Executes those contracts and/or agreements necessary to carry out the work outlined in the UPWP.
 - Develops and maintains transportation databases and analytical tools.
 - Maintains a library of all planning products.
 - MPO staff has the following general responsibilities:
 - 1) Provide staff support to the Transportation Policy Board, the Technical Advisory Committee (TAC), the Bicycle Mobility Advisory Committee (BMAC), the Pedestrian Mobility Advisory Committee (PMAC) and other committees as necessary;
 - 2) Review and report on items on the agenda(s) for the Transportation Policy Board, TAC, BMAC, and PMAC;
 - 3) Coordinate and perform the activities contained in the UPWP;
 - 4) Prepare and submit an annual budget for work outlined in the UPWP for approval;
 - 5) Receive and review all bills from agencies and consultants that the MPO has contracted with to perform work outlined in the UPWP;
 - 6) Submit requests for reimbursement to the appropriate Federal and State agencies for work performed according to the UPWP;
 - 7) Prepare and submit grant applications for federal assistance in transportation planning;
 - 8) Prepare and submit the Annual Performance and Expenditure Report and Annual Project Listing;
 - 9) Coordinate the activities for the development and maintenance of the UPWP, the MTP and the TIP;
 - 10) Refine and maintain a process for obtaining public input and participation in the transportation planning process, with special emphasis on "Environmental Justice/Title VI Civil Rights Evaluation"; and
 - 11) Perform any other administrative duties as required by the Transportation Policy Board.

Alamo Area Council of Governments

The Alamo Area Council of Governments (AACOG) has the following primary responsibilities for the study area:

- Participation in the continuing planning process, as both a lead and participating agency, in studies as assigned by the Transportation Policy Board;
- Development and maintenance of specialized transportation databases and analytical tools; and

- Coordination of transportation planning with other comprehensive planning functions within AACOG.

Texas Department of Transportation

The Texas Department of Transportation (TxDOT), within the realm of transportation planning, has the following varied responsibilities for the study area:

- Performing highway planning;
- Participating and lead agency in transportation studies and environmental documents; and
- Reviewing all FTA Section 5307 and Section 5311 capital grant applications which may involve State funding.

In addition, TxDOT maintains certain transportation database files and forecasting models, and coordinates its planning efforts with the MPO through the UPWP.

Counties

The Counties of Bexar, Comal, Guadalupe and Kendall have the primary responsibility for the planning of all roads outside incorporated areas that are not on the state system.

Cities

All jurisdiction cities within the planning area have the responsibility for all roads within their incorporated area or extraterritorial jurisdiction that are not on the state system.

VIA Metropolitan Transit

VIA has primary responsibility for conducting various short and long-range transit studies, maintaining all transit data, and is responsible for transit planning in the study area.

Northeast Partnership

The Northeast Partnership provides coordinated input to the planning process for the northeast portion of the Study Area in the IH 35 corridor, which includes portions of Bexar, Comal and Guadalupe counties.

Suburban Cities

The Greater Bexar County Council of Cities assists in ensuring appropriate transportation planning for the incorporated cities (other than San Antonio) as part of the study area's overall multi-modal planning efforts.

Public/Private Partnerships

Over the last few years, the Alamo Area Region has actively pursued various partnerships with entities established to advance and improve the area's transportation infrastructure. This includes partnerships with the area's Advanced Transportation District, the Alamo Regional Mobility Authority and the San Antonio Mobility Coalition.

D. Private Sector Involvement

Members and organizations on MPO committees representing the private sector include:

- TAC: One member representing local private transportation providers
- BMAC: Three private bicycling organizations (Earn-A-Bike Co-op, STORM and the San Antonio Wheelmen), one bicycle organization, one professional organization, and three citizen positions
- PMAC: One private walking organization and two citizen positions

In addition, consultants have been and will continue to be used on an as-needed basis for certain plans and programs. The MPO has used private consultants for a variety of services ranging from legal services to assistance with development of the Metropolitan Transportation Plan.

E. UPWP Structure

The tasks in the FY 2020-2021 UPWP fall into five primary activities: Administration/Management, Data Development and Maintenance, Short Range Planning, Metropolitan Transportation Plan, and Special Studies.

Administration/Management – This activity contains the work associated with administrative support of the coordinated, comprehensive, and continuing (3-C) transportation planning process.

Data Development and Maintenance – Contained in this activity are work elements designed to collect, update, and report data required to perform both long and short-range transportation planning.

Short Range Planning – Contained in this planning activity are plans and programs relating to immediate implementation and near term time frame.

Metropolitan Transportation Plan – This includes activities associated with the development and updating of the area's long range multi-modal transportation plan and travel demand models.

Special Studies – The objective of this activity is to provide for work elements that are generally outside the scope of the 3-C planning process, but are necessary to the continued development of a viable transportation plan in the area.

F. Planning Issues and Emphasis

The Federal Highway Administration and Federal Transit Administration have jointly issued Planning Emphasis Areas (PEAs). The PEAs are planning topical areas for MPOs and State DOTs to develop and identify work tasks to support. The PEAs include:

MAP-21 Implementation - Transition to Performance-based Planning and Programming: the MPO has implemented target-setting for all applicable federal performance measures and is actively reporting performance and programming transportation investments directed toward the achievement of transportation system performance outcomes.

Models of Regional Cooperation - Promote cooperation and coordination across MPO boundaries and across State boundaries where appropriate to create a regional approach to transportation planning: the MPO has previously coordinated and will continue to coordinate with surrounding regions, in particular the Capital Area MPO, in regional planning and programming.

Ladders of Opportunity: Access to Essential Services: through its work in Walkable Community Workshops, the Bicycle and Pedestrian Mobility Advisory Committees and the Regional Transportation Coordination Plan, the MPO has and will continue to coordinate with providers of essential services.

Task 1.0 – Administration/Management**A. Objective**

To accomplish, on a continuing basis, the plans and programs necessary to administer Federal transportation planning grants and maintain the “3-C” planning process in and for the Alamo Area Metropolitan Planning Organization.

B. Expected Products

Certified Transportation Planning Process
Other Appropriate Documents and Reports

C. Previous Related Work

Performed general administrative functions
Coordinated transportation planning and implementation activities with other agencies and organizations
Conducted a public involvement process compliant with federal and state regulations
Provided support for all meetings of the Transportation Planning Process
Updated and implemented policies to maintain the “3-C” Planning Process
Provided staff access to courses, workshops and seminars

D. Subtask 1.1 Program Support

The primary activities which will take place under Program Support include the following:

- 1.1.1 Program Administration:** This activity includes developing and implementing those policies and guidelines necessary to carry out and maintain the “3-C” planning process; coordinating transportation planning activities; budgeting and managing transportation planning funds; sponsoring and conducting meetings including providing support to policy and advisory committees; and coordinating and working with other agencies and organizations involved in planning, programming and implementing transportation projects.
- 1.1.2 Public Participation:** This activity supports the MPO staff’s implementation of the Public Participation Plan to include the conduct of community outreach and public meetings/hearings as needed with emphasis on Environmental Justice populations and the development/review processes of the Transportation Improvement Program, Metropolitan Transportation Plan, Transportation Conformity Determination and other planning products; development and use of questionnaires, newsletters and other participation techniques; developing and posting website updates; and creating bilingual materials as appropriate.
- 1.1.3 Title VI Civil Rights/Environmental Justice Activities:** This activity supports monitoring, evaluating and implementing Title VI/EJ compliance, guidance and requirements for plans and programs; continuing to collect and analyze data related to minority or low income populations and the effect of the transportation programs and system on those populations; identifying ways to mitigate impacts of the system and programs on the identified populations; expanding the database of citizens and businesses in low income or minority areas to facilitate effective outreach to those populations.
- 1.1.4 Travel and Training:** This activity supports staff development in the technical activities associated with the transportation planning process through travel to and attendance at appropriate conferences, courses, seminars, and workshops. For out of state travel, the MPO will seek prior TxDOT approval.
- 1.1.5 Computer Hardware/Software:** This activity is for the upgrade/addition of computer hardware and software to ensure suitability for data manipulation and analysis. A description of computer hardware and software purchases with a unit cost in excess of \$5,000 will be submitted to the Texas Department of Transportation for approval prior to acquisition.

1.1.6 Building Maintenance and Repairs: This activity includes using planning funds for non-routine building maintenance and repairs.

Responsible Agency: Metropolitan Planning Organization
Funding Requirement: \$1,528,000 (\$738,000 in FY 2020 and \$790,000 in FY 2021)

Product (s):

- Certified Planning Process
- Reports on fiscal expenditures and work completed as required
- Forum for cooperative decision-making by principal elected officials of general purpose local governments
- Effective coordination of transportation planning activities

Subtask 1.2 Legal Costs

1.2.1 Legal Services: This activity is for legal services that effectively foster the 3-C transportation planning process. Legal services will be approved by the Federal Highway Administration prior to the expenditure of funds.

Responsible Agency: Metropolitan Planning Organization
Funding Requirement: \$80,000 (\$40,000 budgeted for FY 2020 and \$40,000 budgeted for FY 2021)

E. Funding Summary

| Subtask | Subtask Name | Responsible Agency | TPF * | Total |
|--|-----------------|--------------------|-------------|-------------|
| 1.1 | Program Support | MPO | \$1,528,000 | \$1,528,000 |
| 1.2 | Legal Services | MPO | \$80,000 | \$80,000 |
| Total | | | \$1,608,000 | \$1,608,000 |
| FY 2020 TPF | | | \$778,000 | \$778,000 |
| FY 2021 TPF | | | \$830,000 | \$830,000 |
| Total FY 2020 and 2021 TPF | | | \$1,608,000 | \$1,608,000 |
| TxDOT will apply transportation development credits sufficient to provide the match for FHWA PL-112 and FTA Section 5303 programs. As the credits reflect neither cash nor man-hours, they are not reflected in the funding tables. * TPF is a combination of FHWA PL 112 and FTA 5303 funds. | | | | |

Task 2.0 – Data Development and Maintenance**A. Objective**

Update existing and develop new GIS data layers. Develop and document demographic data to support the Metropolitan Planning Organization's planning efforts.

B. Expected Products

Series of technical reports documenting the continuing demographic data updating process
 Updates to the iMap online mapping application
 Updated data tables and GIS layers
 Regional safety analysis
 Coordination and selection of targets for performance measures identified in the FAST Act

C. Previous Related Work

Demographic Forecast Modeling Projects (2004-2017)
 Regional Transportation Attitude Survey (2018)
 VIA On-Board Transit Origin and Destination Survey (1995, 2000, 2005, 2010, 2015, 2018)
 Pedestrian and Bicycle Facility Data Collection and Mapping
 Bicycle Maps (versions 1-5)
 Smoothed Urbanized Area; updated Functional Classification; identification of 2015 Saturation Count locations

D. Subtask 2.1 MPO Staff Support for Task 2

2.1.1 General Administration: This subtask allows for MPO staff support for administrative activities related to data development and maintenance including procurement, contract management and oversight committee participation and appropriate review/processing of monthly billings for work related to Task 2. Public Involvement activities which include video production, website information and updates, and printed materials related to the development and dissemination of technical data will also be completed.

2.1.2 General GIS Activities: Specific activities will include, but not be limited to, participating in the development of new census tracts and TAZ related to the 2020 census; refining and documenting demographic data as needed; displaying transportation data of all modes; displaying census data, especially data related to Title VI/Environmental Justice that includes identifying and analyzing locations of minority populations and those below the poverty level within the MPO Study Area and mapping planned and programmed transportation projects and services that may affect these populations; using and documenting GIS data supporting efforts to link planning and NEPA; updating and developing new GIS data layers as appropriate; analyzing public meeting attendance data; and designing and printing presentation materials as needed.

2.1.3 Alamo Area Open Data Repository: Continue development of this transportation related geospatial data warehouse, known as iMap (short for 'interactive map'). The open data repository contains data and links to participating entities' transportation related data elements. Users (citizens and agency staff) of the open data site can query, view, download and disseminate data. Data updates to the iMap online viewer will continue.

2.1.4 Performance Measures and Targets: Performance measures are key metrics selected to understand the current, anticipated and desired level of performance and to illustrate tradeoffs between resource allocation scenarios and investment strategies. For each measure, a targeted level of performance is selected to gauge the effectiveness of actual investments over time. MPO staff will continue to monitor adopted federal performance measures; coordinate with transportation planning partners to select and regularly re-assess regional target values for each

performance measure; and develop additional performance measures in support of the MTP, TIP, Congestion Management Process and other regional priorities.

2.1.5 Safety Planning: This subtask promotes the continued analyses of safety issues as they relate to planning activities. These activities range from the collection of crash data to the sponsoring of planning studies and initiatives to address high crash locations. Activities may include participation in multi-disciplinary safety initiatives at the local, state or national levels to address traffic safety in a holistic manner; research and analysis of crash data from TxDOT's Crash Record Information System (CRIS); and coordination of trainings and workshops on safety-related issues for agencies and regional implementers, if available or needed.

2.1.6 Regional Safety Analysis: Complete a regional study of fatal and serious injury crashes investigating and documenting regional trends and influencing factors. Conduct a second phase to explore various strategies to address these factors. This effort will help inform local planning and programming efforts to improve transportation safety and achieve/exceed the region's roadway safety targets.

Responsible Agency: Metropolitan Planning Organization

Funding Requirement: \$874,000 (\$422,000 budgeted for FY 2020 and \$452,000 budgeted for FY 2021)

Product(s): Contract Procurement Materials, Billing Packages, Technical Memoranda, Final Reports, and Mappable Databases as per specifications

E. Funding Summary

| Subtask | Subtask Name | Responsible Agency | TPF * | Other | Local | Total |
|---|---------------|--------------------|-----------|-------|-------|-----------|
| 2.1 | Staff Support | MPO | \$874,000 | | | \$874,000 |
| Total | | | \$874,000 | | | \$874,000 |
| FY 2020 TPF | | | \$422,000 | | | \$422,000 |
| FY 2021 TPF | | | \$452,000 | | | \$452,000 |
| Total FY 2020 and 2021 TPF | | | \$874,000 | | | \$874,000 |
| TxDOT will apply transportation development credits sufficient to provide the match for FHWA PL-112 and FTA Section 5303 programs. As the credits reflect neither cash nor man-hours, they are not reflected in the funding tables. | | | | | | |
| * TPF is a combination of FHWA PL 112 and FTA 5303 funds. | | | | | | |

Task 3.0 – Short Range Planning**A. Objective**

To provide the information and basis for the investigation of near term issues related to comprehensive transportation planning. These planning activities have specific time frames, with direct input into implementation strategies.

B. Expected Products

Air quality conformity documentation
 Transportation Improvement Program
 Regional bicycle and pedestrian planning data and presentations
 Subregional planning study

C. Previous Related Work

Air Quality Planning: Emissions Inventory
 Air Quality Planning: Control Strategy Modeling
 Regional Bicycle and Pedestrian Planning Study (2016)
 Bike Share Master Plan (2018)
 Capital-Alamo Connection Study (2019)

D. Subtask 3.1 MPO Staff Support for Task 3

3.1.1 General Administration: This subtask allows for MPO staff support for administrative activities related to short range planning, including the development and management of agency contracts; procurement, development and management of consultant contracts for projects in Task 3; and the review and processing of monthly billings for work related to Task 3.

3.1.2 General Activities: Specific activities will include, but are not limited to, maintenance of the FY 2019-2022 Transportation Improvement Program, development of the FY 2021-2024 Transportation Improvement Program, maintenance of the FY 2020-2021 Unified Planning Work Program, and development of the FY 2022-2023 Unified Planning Work Program.

3.1.3 Public Involvement: This subtask includes MPO staff participation in public outreach activities including video production, developing website information, writing newsletter articles, developing other printed materials, and public meeting facilitation as needed.

3.1.4 Air Quality Planning: MPO staff will continue transportation-related air quality planning activities including, but not limited to, development of conformity determination report(s) for ozone in support of the MTP and TIP and participation in the Technical Working Group for Mobile Source Emissions as well as other air quality related committees and interagency consultation activities at the state and local level.

3.1.5 Active Transportation Planning: MPO staff will continue to plan and lead activities related to active transportation modes. These activities include, but are not limited to, providing technical assistance to local governments and other transportation agencies to identify bicycle and pedestrian issues, opportunities, needs and barriers, and assistance in project planning and conceptual design; collaboration with local governments and other transportation agencies to improve the accuracy of existing pedestrian and bicycle mapping tools; coordination of annual National Bike Month, including National Bike to Work Day energizer stations, and Walk to School Day events; development, coordination and implementation of the Walkable Community Program which supports the Safe Routes to School program and consists of three independent activities:

safety classes, bike rodeos, and Walkable Community Workshops; and continued implementation of the Regional Bicycle and Pedestrian Planning Study and Pedestrian Safety Action Plan. This task also includes support to the City of San Antonio and other partners in the region's Vision Zero activities. Lastly, this task includes staff coordination, support of and participation in the MPO's Bicycle Mobility Advisory Committee (BMAC) and the Pedestrian Mobility Advisory Committee (PMAC).

Product(s): Contract procurement materials and billing packages, BMAC and PMAC meeting packages and materials, Walkable Communities and Safe Routes to Schools reports, Transportation Conformity documentation
 Responsible Agency: Metropolitan Planning Organization
 Funding Requirement: \$1,639,000 (\$792,000 budgeted for FY 2020 and \$847,000 budgeted for FY 2021)

Subtask 3.2 New Braunfels Transit Study

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: \$25,000 (estimated FY 2019 carryover)
 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. 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 2020 and \$50,000 budgeted for FY 2021)
 Product(s): Technical Memoranda, Status Reports and Technical Report(s)

Subtask 3.4 Subregional Planning Study

3.4.1 The purpose of this Subtask is to conduct a subregional planning project in the IH 35 corridor connecting northeast Bexar County, Comal and Guadalupe Counties. The project will implement many strategies recommended by the Capital-Alamo Connection Study that may include identifying a network of arterials to be designated as relief routes; undertaking feasibility studies of those routes; prioritizing improvements on the existing transportation network and identifying potential new connections; developing performance measures and a protocol for information exchange; initiating arterial improvement coordination between cities and counties; recommending local corridor preservation and corridor management activities; developing a regional strategy for smart multimodal corridors; addressing incident management and access management; and coordinating regional bicycle networks and regional transit service routes to promote regional multimodal corridors. Work will also include stakeholder outreach, transportation modeling and scenario development.

Responsible Agency: Metropolitan Planning Organization (consultant)

Funding Requirement: \$500,000 (\$250,000 budgeted for FY 2020 and \$250,000 budgeted for FY 2019)

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

E. Funding Summary

| Subtask | Subtask Name | Responsible Agency | TPF * | Other | State | Total |
|----------------------------|-----------------------------|--------------------|-------------|-------|-------|-------------|
| 3.1 | Staff Support | MPO | \$1,639,000 | | | \$1,639,000 |
| 3.2 | New Braunfels Transit Study | MPO | \$25,000 | | | \$25,000 |
| 3.3 | Air Quality Planning | AACOG | \$100,000 | | | \$100,000 |
| 3.4 | Subregional Study | MPO | \$500,000 | | | \$500,000 |
| Total | | | \$2,264,000 | | | \$2,264,000 |
| FY 2020 TPF | | | \$1,117,000 | | | \$1,117,000 |
| FY 2021 TPF | | | \$1,147,000 | | | \$1,147,000 |
| Total FY 2020 and 2021 TPF | | | \$2,264,000 | | | \$2,264,000 |

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.

Task 4.0 – Metropolitan Transportation Plan**A. Objective**

To develop, maintain and update a multi-modal Metropolitan Transportation Plan for the Alamo Area Metropolitan Planning Organization for a 25-year horizon that meets federal, State and regional air quality goals.

B. Expected Products

Maintenance of “Mobility 2045”
Development of “Mobility 2050”
Refined travel demand model

C. Previous Related Work

Regional thoroughfare plan study (2018)
VIA’s Long Range Comprehensive Transportation Plan
VIA Vision 2040
Development of mode choice model and updates
Travel demand model updates
Metropolitan Transportation Plan Update (1994, 1999, 2004, 2009, 2014, 2019)

D. Subtask 4.1 MPO Staff Support for Task 4

4.1.1 General Administration: This subtask allows for MPO staff support for administrative activities related to long range planning including procurement, development, management of consultant contracts for projects in Task 4, review and processing of monthly billings for work related to Task 4, participation in study oversight committee meetings, maintenance of the Metropolitan Transportation Plan (“Mobility 2045”), and development of “Mobility 2050”.

4.1.2 Public Involvement: This subtask includes MPO staff participation in public outreach activities including video production, developing website information, newsletter articles, other printed materials, and public meeting facilitation as needed.

4.1.3 Regional Public Transportation Plan: In 2005, the Texas Department of Transportation partnered with areas around the State to undertake an initiative to develop recommendations and goals to improve the future of Texas Public Transportation. While the region adopted an “Alamo Area Regional Public Transportation Coordination Plan” in 2007 and in 2017 this task will remain in the UPWP for any follow-up work in support of the coordinated public transportation effort.

4.1.5 MPO Modeling Activities: MPO staff will actively conduct transportation modeling activities in order to forecast future demand on the region’s transportation system. This includes thoroughfare planning, possible updates to the transportation needs assessment, the update and coding of the region’s roadway, transit and bicycle networks (as appropriate) along with the integration of regional travel survey information (including freight data) into the regional model. Work will also include participation in the review of demographic forecasts and modeling output.

Responsible Agency: Metropolitan Planning Organization

Funding Requirement: \$982,000 (\$474,000 expended in FY 2020 and \$508,000 budgeted for FY 2021)

Product(s): Planning documents; data sets; contract procurement materials and billing packages; and travel demand model networks

Subtask 4.2 Mobility 2050 Demographics and Travel Demand Model Update

- 4.2.1** This project is a third party contract for a consultant to assist with the following tasks: 1) demographic development for Mobility 2050; 2) development of a new mode choice model based on VIA Metropolitan Transit's latest travel survey; 3) calibration of the Alamo Area Metropolitan Planning Organization model based on the latest travel surveys and 2020 census data as appropriate; 4) development of a master travel demand model network system; 5) integration of the AAMPO and CAMPO travel demand models and networks for an integrated approach to regional travel; 6) collection of parking usage and cost data to update the travel demand model and 7) ongoing modeling support.

Responsible Agency: Metropolitan Planning Organization (consultant)
 Funding Requirement: \$800,000 (\$400,000 in FY 2020 and \$400,000 in FY 2021)
 Product(s): Data sets, technical memoranda, technical report

Subtask 4.3 Travel Demand Model Updates

- 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: \$25,000 (estimated FY 2019 carryover)
 Product(s): Data sets, technical memoranda, technical report

Subtask 4.4 Rapid Transit Corridor Study

- 4.4.1** The purpose of this study is two-fold: 1) a consultant will study rapid transit in the northeast corridor of Bexar County. This corridor connects to the Randolph Park & Ride and will tie to future improvements to IH 35 between San Antonio and Austin; 2) the consultant will study other rapid transit corridors that connect to the northeast corridor and are strategically located to support the population and employment growth of San Antonio. 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. Coordination will occur between the City of San Antonio, VIA Metropolitan Transit, the MPO, and other transportation partners.

Responsible Agency: VIA Metropolitan Transit
 Funding Requirement: \$10,000,000 (STP-MM/STBG) funding
 Product(s): Technical Memoranda, Status Reports, Data Layers, Technical Report(s) and Final Report

E. Funding Summary

| Subtask | Subtask Name | Responsible Agency | TPF * | STP-MM (STBG) | Local | Total |
|---|--|--------------------|-------------|---------------|-------------|--------------|
| 4.1 | Staff Support | MPO | \$982,000 | | | \$982,000 |
| 4.2 | Mobility 2050 Demographics and Travel Demand Model Updates | MPO | \$800,000 | | | \$800,000 |
| 4.3 | Travel Demand Model Updates | MPO | \$25,000 | | | \$25,000 |
| 4.4 | Rapid Transit Corridor Study | VIA | | \$8,000,000 | \$2,000,000 | \$10,000,000 |
| Total | | | \$1,807,000 | \$8,000,000 | \$2,000,000 | \$11,807,000 |
| FY 2020 TPF | | | \$899,000 | | | \$899,000 |
| FY 2021 TPF | | | \$908,000 | | | \$908,000 |
| Total FY 2020 and 2021 TPF | | | \$1,807,000 | | | \$1,807,000 |
| <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> | | | | | | |

Task 5.0 – Special Studies**A. Objective**

To undertake studies of specific aspects of the transportation system in order to provide the specialized information required to adequately develop an efficient, multi-modal mobility system for the Alamo Area Metropolitan Planning Organization study area.

B. Expected Products

Alamo Area Commute Solutions Program (a.k.a. Alamo Commutes)
Congestion Management Process

C. Previous Related Work

Transportation Analysis of the South Texas Medical Center
Urban/Center City Corridor Alternatives Analysis
Northwest Corridor Alternatives Analysis Study (2005)
Congestion Management System/Process (2002-2018)
Planning and Environmental Linkages Studies (2013-2015)

D. Subtask 5.1 MPO Staff Support for Task 5

5.1.1 General Activities: This subtask allows for MPO staff support for activities related to special transportation planning studies. Specific activities will include, but not be limited to, leading the Alamo Commutes Program and the Congestion Management Process (CMP) activities, including integrating CMP information into all short and long range planning efforts and documents; participating in freight and passenger rail studies; procuring, developing and managing consultant contracts for projects in Task 5; and review and processing of monthly billings for work related to Task 5. Public involvement activities will be conducted as needed.

Responsible Agency: Metropolitan Planning Organization
Funding Requirement: \$438,000 (\$212,000 budgeted for FY 2020 and \$226,000 budgeted for FY 2021)
Product(s): Contract Procurement Materials, Billing Packages, Technical Report(s)

Subtask 5.2 Alamo Commutes Program

5.2.1 The purpose of the Alamo Commutes program is to reduce the frequency of single occupancy vehicle trips in order to improve regional air quality. This includes the promotion of more sustainable modes of transportation including carpool, vanpool, public transit, walking, biking and alternative scheduling. Alamo Commutes works with employers and the community to provide the tools, resources and information needed to encourage smart commuting habits. Essential Alamo Commutes services include a carpool matching and trip tracking mobile app, Emergency Ride Home and consultations with area employers.

Responsible Agencies: Alamo Area Metropolitan Planning Organization (AAMPO)
Funding Requirement: \$200,000 in STBG funding (\$100,000 budgeted for FY 2020 and \$100,000 for FY 2021)
Product(s): Monthly progress reports and final annual report documenting activities

Subtask 5.3 High Speed Rail Study: Dallas/Fort Worth to Laredo

- 5.3.1** The purpose of this study is to prepare a set of alternative alignment recommendations to be evaluated at a Tier 2 NEPA document. This study will review previous studied alignments, evaluate technology options, and identify potential station locations. The major components of the study include 1) Project Management, 2) Review Technology and Design Criteria, 3) Review of Previous Studies and Comments, 4) Alternative Development, 5) Stakeholder Involvement, and 6) Final Report.

Responsible Agency: North Central Texas Council of Governments (NCTCOG)

Funding Requirement: \$500,000 (NCTCOG) \$0 AAMPO

E. Funding Summary

| Subtask | Subtask Name | Responsible Agency | TPF * | STBG | Local Match/ Contribution | Total |
|---|--|--------------------|-----------|-----------|---------------------------|-------------|
| 5.1 | Staff Support | MPO | \$438,000 | | | \$438,000 |
| 5.2 | Alamo Commutes Program | MPO | | \$200,000 | | \$200,000 |
| 5.3 | High Speed Rail Study: Dallas/Fort Worth to Laredo | NCTCOG | | | \$500,000 | \$500,000 |
| Total | | | \$438,000 | \$200,000 | \$500,000 | \$1,138,000 |
| FY 2020 TPF | | | \$212,000 | | | \$212,000 |
| FY 2021 TPF | | | \$226,000 | | | \$226,000 |
| Total FY 2020 and 2021 TPF | | | \$438,000 | | | \$438,000 |
| <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> | | | | | | |

Budget Summary by Task and Funding Source

| UPWP Task | FTA Task | Description | Transportation Planning Funds (TPF) * | FY 2020 TPF | FY 2021 TPF | State | Other | Total Funds |
|--|----------------------|----------------------------------|---------------------------------------|-------------|-------------|-------|--------------|---------------|
| 1.0 | 44.21.00 | Administration/Management | \$1,608,000 | \$778,000 | \$830,000 | | | \$1,608,000 |
| 2.0 | 44.22.00 | Data Development and Maintenance | \$874,000 | \$422,000 | \$452,000 | | | \$874,000 |
| 3.0 | 44.24.00 44.25.00 | Short Range Planning | \$2,264,000 | \$1,117,000 | \$1,147,000 | | | \$2,264,000 |
| 4.0 | 44.23.01 44.23.02 | Metropolitan Transportation Plan | \$1,807,000 | \$899,000 | \$908,000 | | \$10,000,000 | \$11,807,000 |
| 5.0 | 44.27.00 | Special Studies | \$438,000 | \$212,000 | \$226,000 | | \$700,000 | \$1,138,000 |
| Total | | | \$6,991,000 | \$3,428,000 | \$3,563,000 | | \$10,700,000 | \$17, 691,000 |
| <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> | | | | | | | | |

Budget Summary by Funding Source

| | |
|---|---------------------|
| Transportation Planning Funds (TPF) | |
| FHWA (PL-112+ Section 5303) (FY 2020) | \$2,593,000 |
| FHWA (PL-112+ Section 5303) (FY 2021) | \$2,593,000 |
| Programmed Carryover | \$50,000 |
| Estimated unprogrammed carryover funding | \$2,000,000 |
| | |
| | |
| Total TPF Available to Program | \$7,236,000 |
| | |
| Total TPF Programmed | \$6,991,000 |
| FY 2020 | \$3,428,000 |
| FY 2021 | \$3,563,000 |
| | |
| 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 2020. | \$245,000 |
| | |
| Other Funds | |
| | |
| STP-MM (Federal portion only) | \$200,000 |
| Transportation Development Credits | \$0 |
| STP-MM (Federal + local match) | \$10,000,000 |
| Other | \$500,000 |
| | |
| Total Other Funds Programmed | \$10,700,000 |
| | |
| Total Funds Programmed | \$17,691,000 |
| | |

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Appendix A

Transportation Policy Board Membership as of May 10, 2019

| <u>Member</u> | <u>Representing</u> |
|--|--|
| Commissioner Kevin A. Wolff (<i>Chair</i>) | Bexar County |
| Councilman Rey Saldaña (<i>Vice Chair</i>) | City of San Antonio, District 4 |
| Ms. Jordana Matthews | Advanced Transportation District |
| Mr. Michael J. Lynd, Jr. | Alamo Regional Mobility Authority |
| Commissioner Tommy Calvert | Bexar County |
| Commissioner Sergio "Chico" Rodriguez | Bexar County |
| Ms. Renee Green, P.E. | Bexar County |
| Mayor Pro Tem Wayne Peters | City of New Braunfels |
| Councilwoman Shirley Gonzales | City of San Antonio, District 5 |
| Councilman Greg Brockhouse | City of San Antonio, District 6 |
| Councilwoman Ana Sandoval | City of San Antonio, District 7 |
| Mr. Arthur Reinhardt, P.E., C.F.M. | City of San Antonio |
| Ms. Bridgett White | City of San Antonio |
| Mayor Don Keil | City of Seguin |
| Commissioner Kevin Webb | Comal County |
| Mayor Chris Riley [Leon Valley] | Greater Bexar County Council of Cities |
| Judge Kyle Kutscher | Guadalupe County |
| Commissioner Christina Bergmann | Kendall County Geographic Area |
| Mayor Pro Tem Kevin Hadas [Selma] | Northeast Partnership |
| Mr. Mario Jorge, P.E. | Texas Department of Transportation |
| Mr. Bob Comeaux | VIA Metropolitan Transit |

Ex - officio (non - voting) membership on the Transportation Policy Board exists for the following agencies:

Alamo Area Council of Governments
 Texas Department of Transportation - Transportation Planning and Programming Division
 VIA Metropolitan Transit – President/CEO
 San Antonio Mobility Coalition
 Federal Highway Administration
 Federal Transit Administration

Technical Advisory Committee Membership as of May 10, 2019

| <u>Member</u> | <u>Alternate</u> | <u>Representing</u> |
|--------------------------|------------------------|--|
| Clay Smith, P.E. | Tim Mulry | Advanced Transportation District |
| Stella Garcia | Sean Scott | Alamo Area Council of Governments |
| Chris Trevino, P.E. | Reggie Fountain, P.E. | Alamo Regional Mobility Authority |
| Dave Wegmann, P.E. | Jesse Garcia, P.E. | Bexar County |
| Garry Ford, P.E. ** | Vacant | City of New Braunfels |
| Marc Jacobson, P..E. | Jillian Harris | City of San Antonio |
| Bianca Thorpe | Vacant | City of San Antonio |
| Christina Delacruz, P.E. | Greg Reininger | City of San Antonio |
| David Rabago, P.E. | Ismael Segovia | City of Seguin |
| Tom Hornseth, P.E. | David Vollbrecht, P.E. | Comal County |
| David Dimaline | Rick Schroder | Greater Bexar County Council of Cities |
| Allen Dunn, P.E. | Scott Larson | Guadalupe County |
| Tobin Maples (FOR) | Ron Emmons (FOR) | Kendall County Area |
| Ylda Capriccioso | Lydia Kelly | MPO Bicycle Mobility Advisory Committee |
| Robert Hanley | Brian Crowell | MPO Pedestrian Mobility Advisory Committee |
| Blake Partridge | Joel Hicks | Northeast Partnership |
| Nicholas Wingerter | Vacant | Private Transportation Providers |
| Jonathan Bean, P.E * | Mark Mosley, P.E. | Texas Dept. of Transportation |
| Manjiri Akalkotkar | Art Herrera | VIA Metropolitan Transit |

* Chair

** Vice Chair

Metropolitan Planning Organization Study Area Boundary Map

Alamo Area MPO Region



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Appendix C

Signed Certifications



MPO Self - Certification

In accordance with 23 CFR Part 450.334 and 450.220 of the Fixing America's Surface Transportation Act (FAST Act), the Texas Department of Transportation, and the Alamo Area Metropolitan Planning Organization for the San Antonio urbanized area, hereby certify that the transportation planning process is addressing the major issues in the metropolitan planning area and is being conducted in accordance with all applicable requirements of:

- (1) 23 U. S. C. 134, 49 U.S.C. 5303, and this subpart;
- (2) Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1), and 49 CFR part 21;
- (3) 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
- (4) Section 1101(b) of the FAST Act (Pub. L. 114-357) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in DOT funded projects;
- (5) 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
- (6) The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and 49 CFR parts 27, 37, and 38;
- (7) The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
- (8) Section 324 of title 23, U.S.C., regarding the prohibition of discrimination based on gender; and
- (9) Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.

Witness these signatures this 22nd day of April 2019.

Texas Department of Transportation
San Antonio District

Mario Jorge, P. E.
District Engineer

Alamo Area
MPO Transportation Policy Board

Kevin Wolff
Chair

Witness

Witness



Lobbying Certification
for Contracts, Grants, Loans, and Cooperative Agreements

The undersigned certifies to the best of its knowledge and belief, that:

- 1) No federal appropriated funds have been paid or will be paid by or on behalf of the undersigned, to any person for influencing or attempting to influence an officer or employee of any federal agency, a Member of Congress, an officer or employee of Congress, or an employee or Member of Congress in connection with the awarding of any federal contract, the making of any federal grant, the making of any federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification, of any federal contract, grant, loan, or cooperative agreement.
- 2) If any funds other than federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this federal contract, grant, loan, or cooperative agreement, the undersigned shall complete and submit Standard Form - LLL, "Disclosure Form to Report Lobbying," in accordance with its instructions.
- 3) The undersigned shall require that the language of this certification be included in the award documents for all subawards at all tiers (including subcontracts, subgrants, and contracts under grants, loans, and cooperative agreements) and that all subrecipients shall certify and disclosure accordingly.

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

Kevin Wolff
Chair
MPO Transportation Policy Board

Date: April 22, 2019



Debarment Certification (Negotiated Contracts)

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

* federal, state, or local

A handwritten signature in black ink, appearing to read "Kevin Wolff", is written over a horizontal line.

Kevin Wolff
Chair
MPO Transportation Policy Board

Date: April 22, 2019



Certification of Internal Ethics and Compliance Program

I, Kevin Wolff, a duly authorized officer/representative of the Alamo Area Metropolitan Planning Organization, do hereby certify that the forenamed MPO has adopted and does enforce an internal ethics and compliance program that is designed to detect and prevent violations of law, including regulations and ethical standards applicable to this entity or its officers or employees and that the internal ethics and compliance program satisfies the requirements of 43 TAC § 31.39. "Required Internal Ethics and Compliance Program" and 43 TAC § 10.51 "Internal Ethics and Compliance Program" as may be revised or superseded.

Kevin Wolff
Chair
MPO Transportation Policy Board

Date: April 22, 2019

Attest:

Name

Title Deputy Director



Contract and Procurement Procedures Certification of Compliance

I, Kevin Wolff, Chair, a duly authorized officer/representative of the Alamo Area Metropolitan Planning Organization do hereby certify that the contract and procurement procedures that are in effect and used by the forenamed MPO are in compliance with 49 CFR 18, "Uniform Administrative Requirements for Grants and Cooperative Agreements with State and Local Governments," as it may be revised or superceded.

April 22, 2019

Date


Kevin Wolff
MPO Chair

Attest:


Name


Title

Transportation Policy Board**May 20, 2019****8. Discussion and Appropriate Action on Amendments to the Metropolitan Transportation Plan and the FY 2019-2022 Transportation Improvement Program****Purpose**

The purpose of this agenda item is twofold: 1) to update the Transportation Policy Board on the Congestion Mitigation & Air Quality (CMAQ) call for projects process and projects received for funding consideration, and 2) review any other amendments that may be coming forward this quarter.

Issue**a. Congestion Mitigation and Air Quality (CMAQ) Funding Recommendation**

The CMAQ Call for Projects began on December 12, 2018 and submittals were due on April 1, 2019.

A TAC subcommittee was formed at the March 2019 TAC meeting. The subcommittee reviewed and scored projects on April 4th and April 24th.

The public input process ran from Monday, April 29 through Friday, May 10, 2019. The public meeting was held on May 1st at the VIA Metro Center.

The project scoring information and public input received will be presented at your meeting.

Action on the funding recommendation will occur at the June TAC and Transportation Policy Board meetings as Transportation Improvement Program and Metropolitan Transportation Plan amendments. The amendments will be submitted for the August Statewide TIP revision and funding is expected to be available as of October 1, 2019.

b. Other Project Amendments

This is an opportunity for agencies to bring forth other TIP and MTP amendments for the August STIP revision.

Action Requested

None requested. Action is scheduled for June 2019.

The logo for AAMPO (Alameda Association of Metropolitan Planning Organizations) features the letters 'AAMPO' in a bold, sans-serif font. The 'AA' is white and set against a red background, while the 'MPO' is white and set against a dark blue background. A red swoosh underline is positioned beneath the letters.

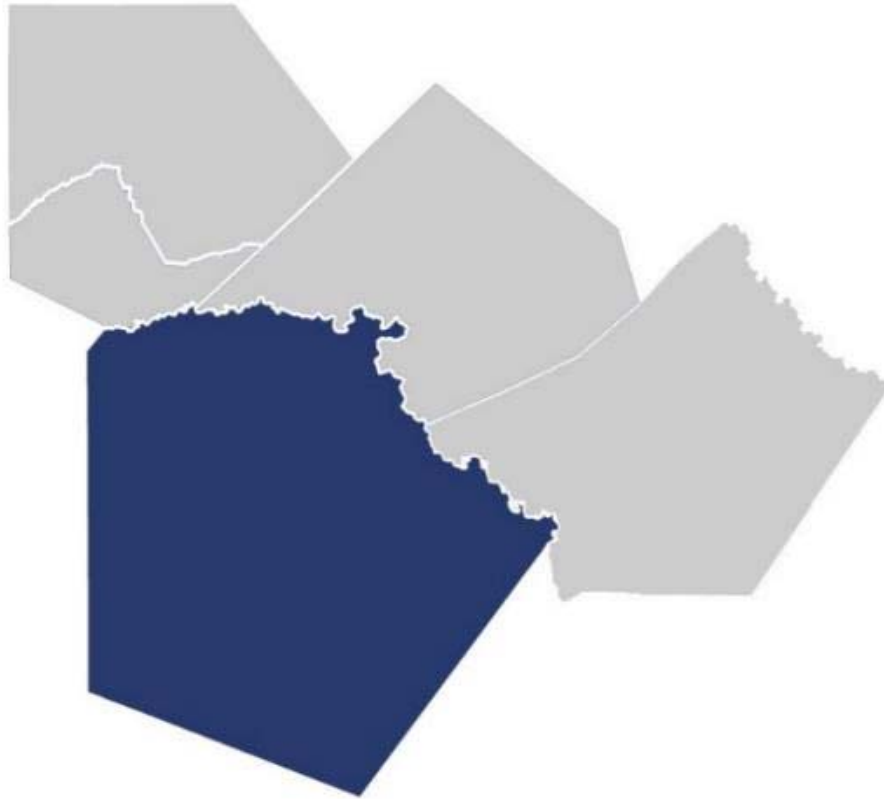
AAMPO

CMAQ

MTP/TIP Amendments: CMAQ projects

Transportation Policy Board Meeting | May 20, 2019

2018 Nonattainment Designation



- **Bexar County** has violated the National Ambient Air Quality Standards and was **designated marginal nonattainment for ozone**
- Other counties in the San Antonio-New Braunfels MSA were designated attainment/unclassifiable

What is CMAQ?

A graphic with a blue background and white clouds. Four red rectangular boxes are stacked vertically on the left, containing the words 'Congestion', 'Mitigation &', 'Air', and 'Quality'. To the right of these boxes, the words 'Improvement Program' are written in white.

Congestion

Mitigation &

Air

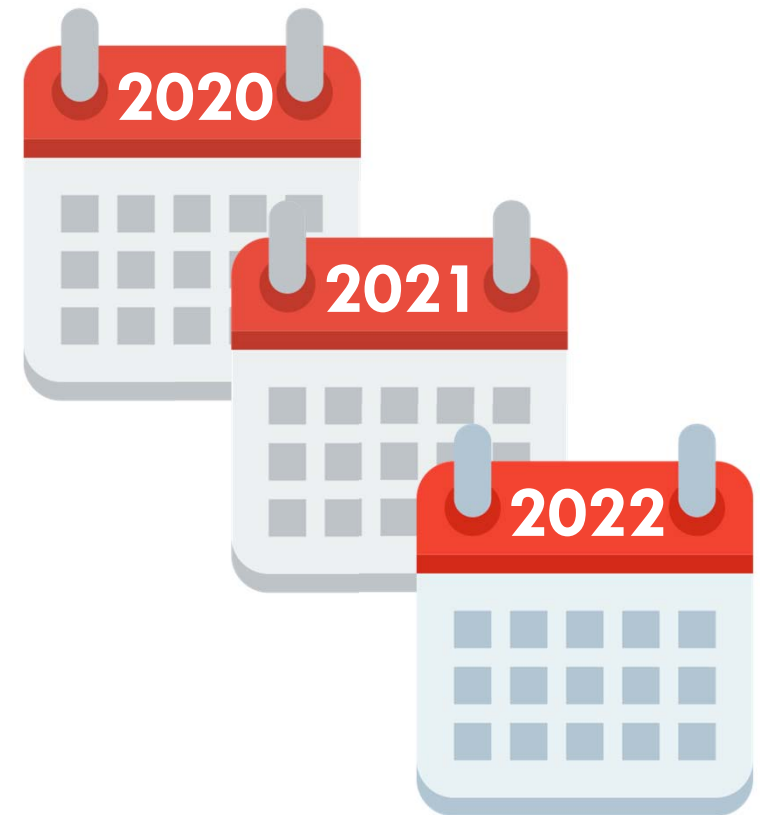
Quality

Improvement
Program

- **Federally reimbursable funding** program
- Supports **transportation projects** that generate **emissions reductions**
- Targets **areas that aren't meeting national air quality standards** for ozone, carbon monoxide and/or particulate matter

CMAQ Funding

- **\$60 million is estimated** to go to our region **over Fiscal Years 2020, 2021 and 2022** (contingent upon federal funding)
- Funding is expected to cease the fiscal year *after* air quality standards are met



MPO Funding Categories

- MPO selects projects for three categories of federal funds:

Surface Transportation Block Grant (STBG)

- Most flexible funding source
- Multimodal use – projects, programs and studies
- Approximately \$40M annually

Transportation Alternatives (TA)

- Improve safety and mobility for people bicycling and walking
- Approximately \$3M annually

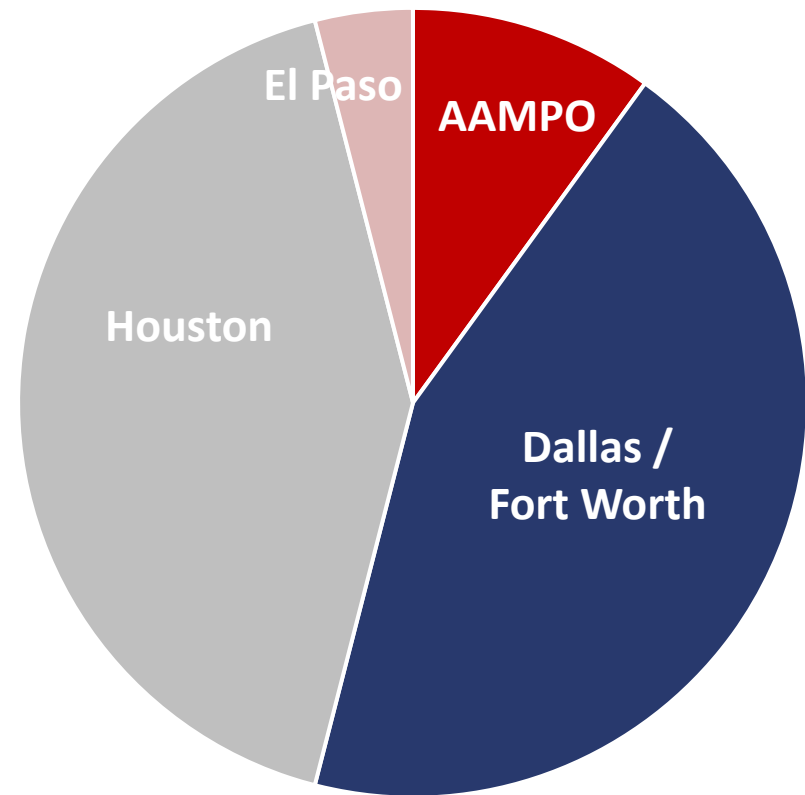
Congestion Mitigation & Air Quality Improvement (CMAQ)

- Projects and programs shown to directly generate emission reductions
- Approximately \$20M annually

CMAQ Funding

- Funds are allocated by a formula based on **population** and **severity of air quality exceedance**
- Dallas/Fort Worth, Houston and El Paso already receive CMAQ funding

Division of CMAQ Funds in Texas
(beginning FY 2020)



Examples of Eligible Projects

- Projects that add or reduce roadway capacity were not eligible

- Traffic flow improvements (turn lanes, ITS, signal retiming)
- Freight and intermodal (grade separation)
- Transit improvements
- Bicycle and pedestrian facilities

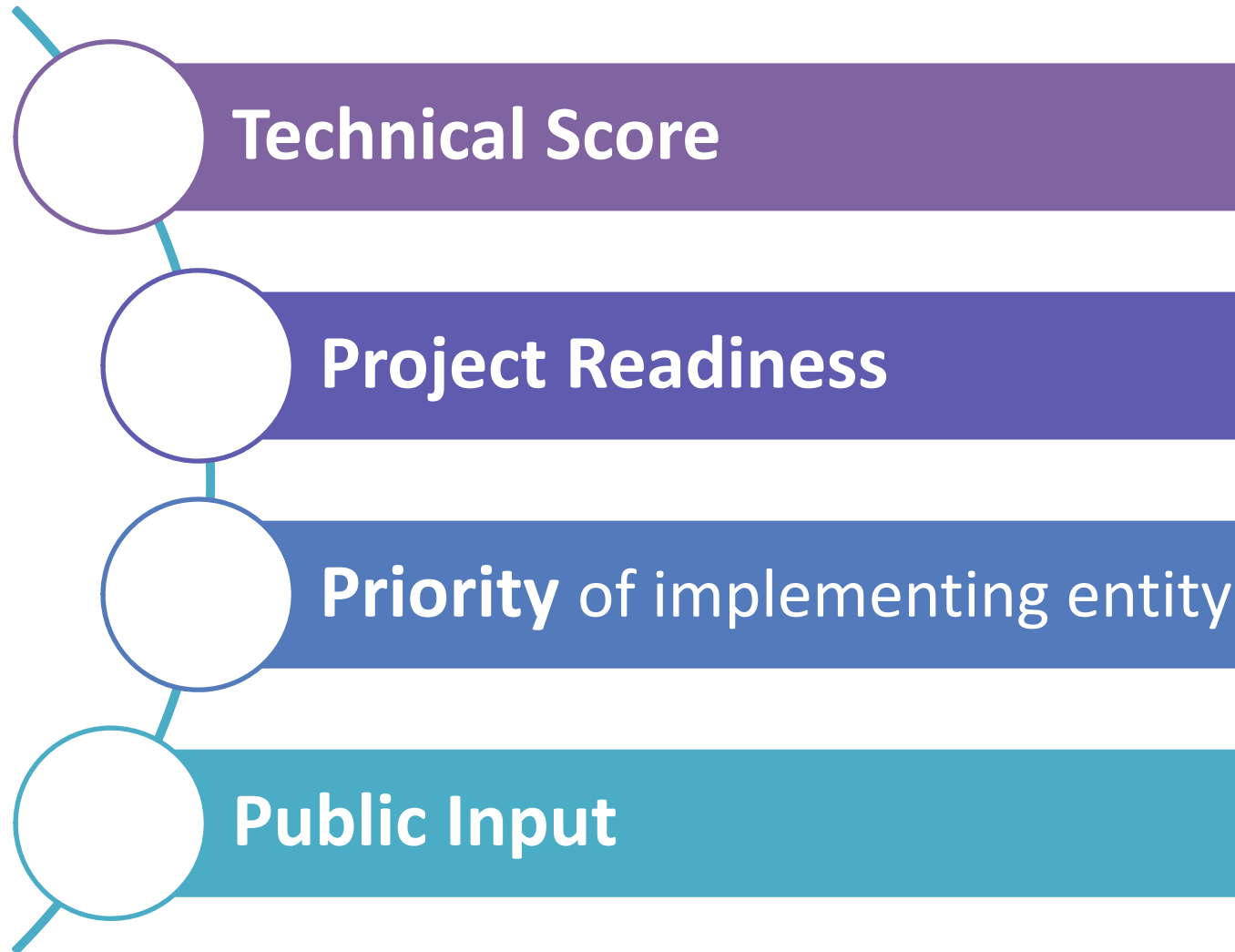


Examples of Eligible Programs

- Idle reduction
- Parking program
- Programs that encourage transit ridership
- Bicycle and pedestrian programs
- Travel demand management
- Public education and outreach activities
- Carpooling and vanpooling
- Carsharing
- Training
- Inspection and maintenance programs
- Alternative fuels and vehicles



Our selection process considers:



Technical Score

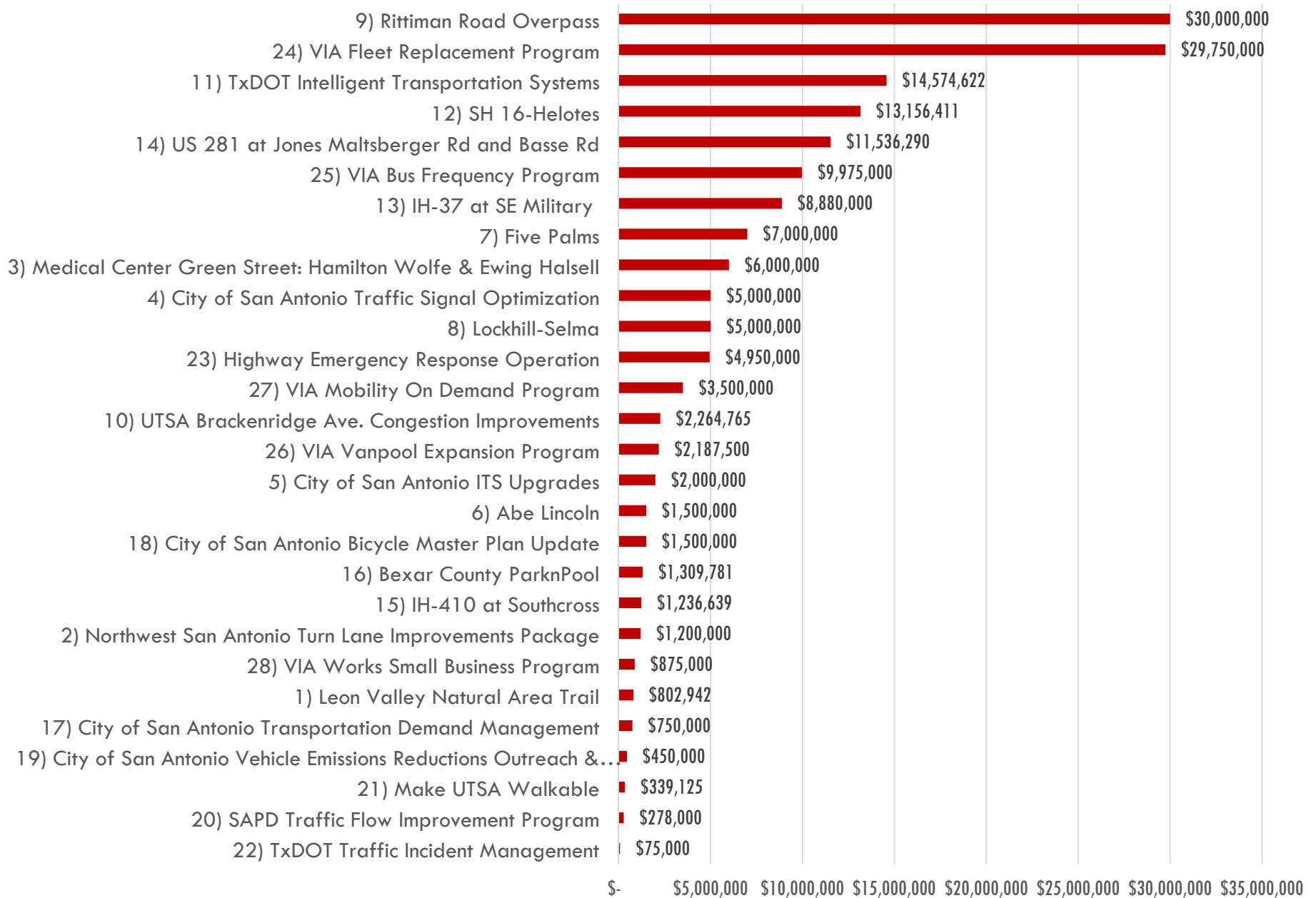
| Scoring Criteria | % for Project | % for Program |
|---|---------------|---------------|
| Reduction in emissions (NO _x and VOC) | 50% | 50% |
| Cost Effectiveness (\$/(ton of NO _x and VOC reduced over project life) | 20% | 20% |
| Congested corridor project (Congestion Management Process corridor in need of improvement) | 10% | N/A |
| Overmatch at 30% or higher | 10% | 10% |
| Multiagency partnerships or multimodal projects/programs | 10% | 20% |

Overview of Proposals

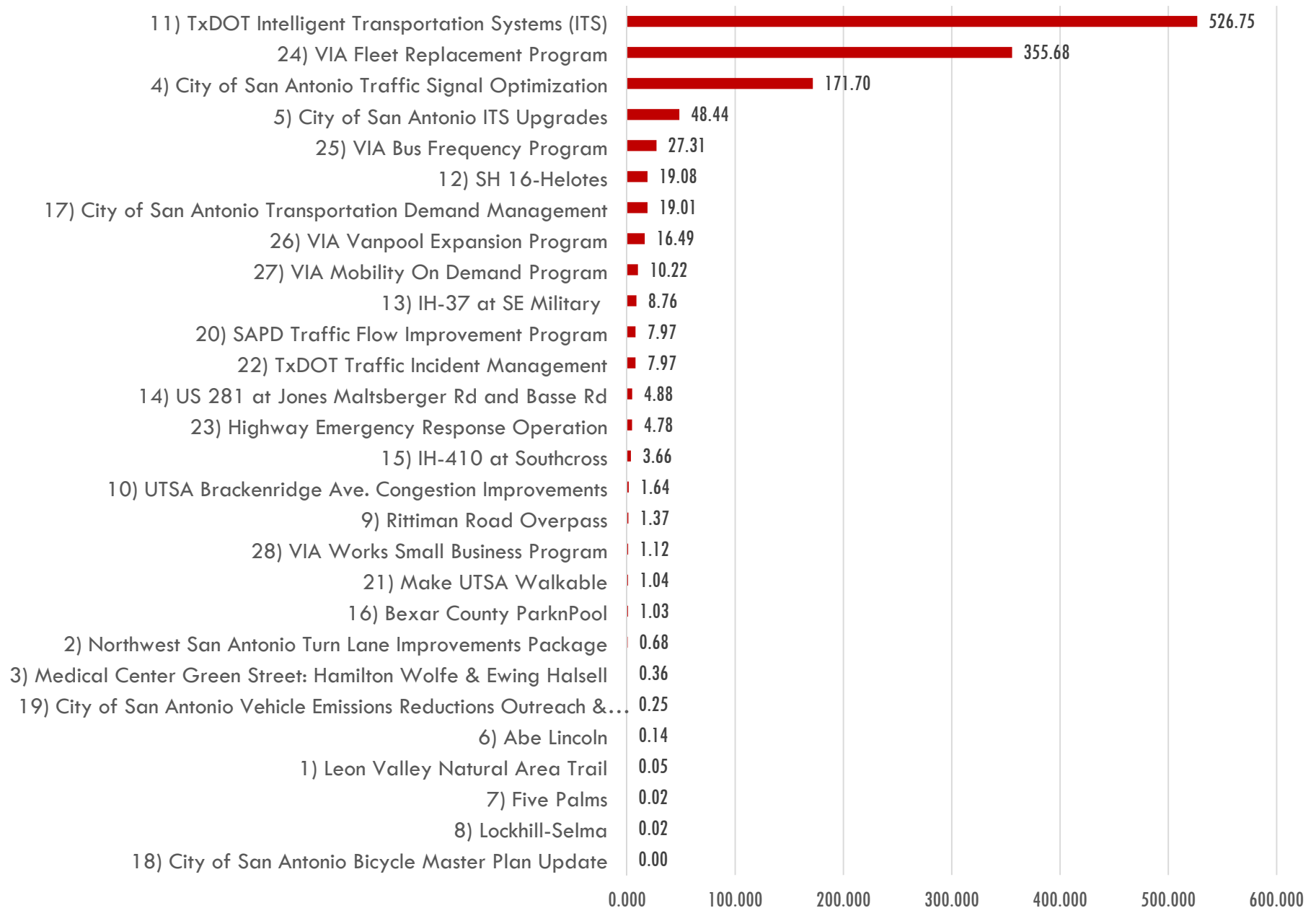
- **Submissions were due April 1, 2019**
- **28 proposals** were submitted totaling over **\$166 million** in requested funding
 - City of Leon Valley (1 submission)
 - City of San Antonio (12 submissions)
 - The University of Texas at San Antonio (2 submissions)
 - Texas Department of Transportation – San Antonio District (8 submissions)
 - VIA Metropolitan Transit (5 submissions)

Note: \$175M in submitted project funding; \$9M overmatching funds

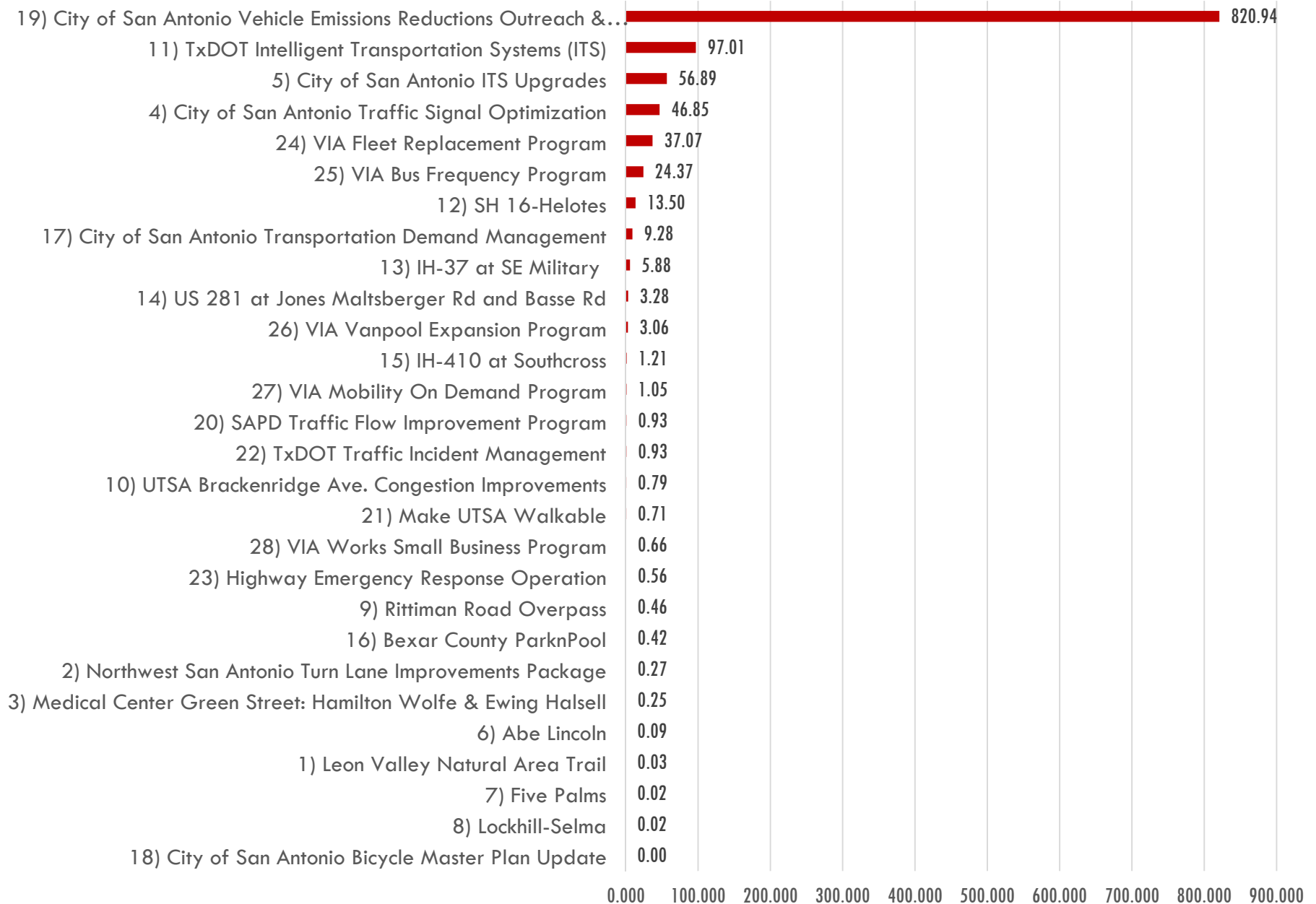
Projects/Programs by Cost



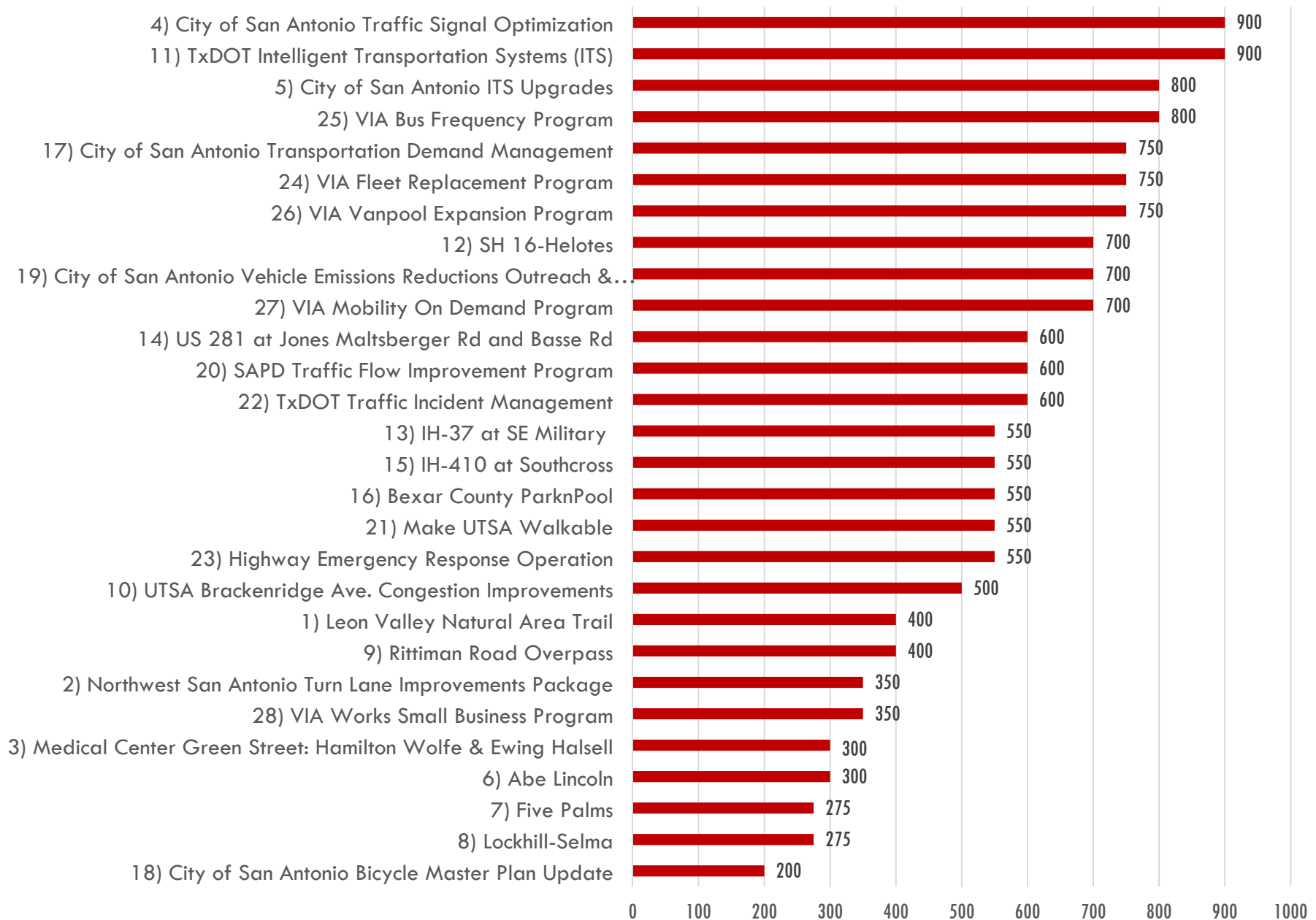
Projects/Programs by NOx Reductions



Projects/Programs by VOC Reductions



Projects/Programs by Technical Score



Top Corridors for NOx, VOC, and Technical Score

| Top 5 by Category | NOx Reductions | VOC Reductions | Technical Score |
|-------------------|--|--|--|
| 1 | 11) Intelligent Transportation Systems | 19) Vehicle Emissions Reductions Outreach & Education Programs | 4) Traffic Signal Optimization |
| 2 | 24) VIA Fleet Replacement Program | 11) Intelligent Transportation Systems | 11) Intelligent Transportation Systems |
| 3 | 4) Traffic Signal Optimization | 5) Intelligent Transportation Systems (ITS) Upgrades | 5) Intelligent Transportation Systems (ITS) Upgrades |
| 4 | 5) Intelligent Transportation Systems (ITS) Upgrades | 4) Traffic Signal Optimization | 25) Bus Frequency Program |
| 5 | 25) Bus Frequency Program | 24) VIA Fleet Replacement Program | 17) City of San Antonio Transportation Demand Management |

www.alamoareampo.org/cmaq

**CMAQ
Public Input
meeting
was held on
Wednesday,
May 1st at
the VIA
Metro
Center**



Welcome!

The Congestion Mitigation and Air Quality Program (CMAQ) is a reimbursable federal funding program focused on reducing congestion and improving air quality to help meet the requirements of the Clean Air Act. CMAQ is administered by the Alamo Area MPO through a competitive selection process and is authorized under the FAST Act (23 U.S.C. 149).



Public input period: April 29 - May 10
Public input meeting: Wednesday, May 1, 2019 - [View Flyer](#) (.pdf)

Español

Para recibir esta información en español, por favor comuníquese con Linda Vela al 210-230-6929.

1. Watch

Narrated presentation

2. Review

- [View Projects](#)
- [CMAQ Development Schedule](#)

3. Participate

Let your voice be heard! PICK YOUR PROJECTS using our budget game.

[Budget Game](#)

Through May 10 at 11:59 p.m.

Other Resources:

- [CMAQ Overview Presentation](#) (.pdf)
- [CMAQ Emissions Calculator Toolkit](#)
- [Workshop Agenda](#) for submitting entities

www.alamoareampo.org

AAMPO

| | | | | | | | | | |
|----|--|--|--|--|-----|-------------|--------|-------|--------------------------|
| | | | | for the additional operational requirements, as well as funding for the additional Operations and Maintenance costs for the increased service/frequency. | | | | | |
| 26 | Vanpool Expansion Program | | | VIA's Vanpool Expansion program will allow groups of five to fifteen people the ability to share a ride to work while splitting the cost of a van rental and fuel. VIA partners with employers to provide incentive discounts, insurance, 24-hour roadside assistance, and van maintenance. | 750 | \$2,187,500 | 16.488 | 3.059 | <input type="checkbox"/> |
| 27 | Mobility On Demand Program | | | Mobility On Demand is a geographic zone-based demand response service. The program will target a specific boundary in San Antonio (northwest area) where fixed route service is a less viable option. | 700 | \$3,500,000 | 10.216 | 1.050 | <input type="checkbox"/> |
| 28 | VIA Works Small Business Program | | | The VIAWorks Program is an employee-based incentive that allows a fixed number of participants to gain access to all of VIA's mainline bus services at either a subsidized cost or no cost depending on employer participation. VIAWorks makes commuting easier for employees by utilizing transit at low or no cost with a convenient sticker and work-issued photo ID. | 350 | \$875,000 | 1.119 | 0.659 | <input type="checkbox"/> |

Your Home Zip Code:

Your Work/School Zip Code:

Comments:

\$

0

Grand Total

0

NOx reduced (tons) over project life

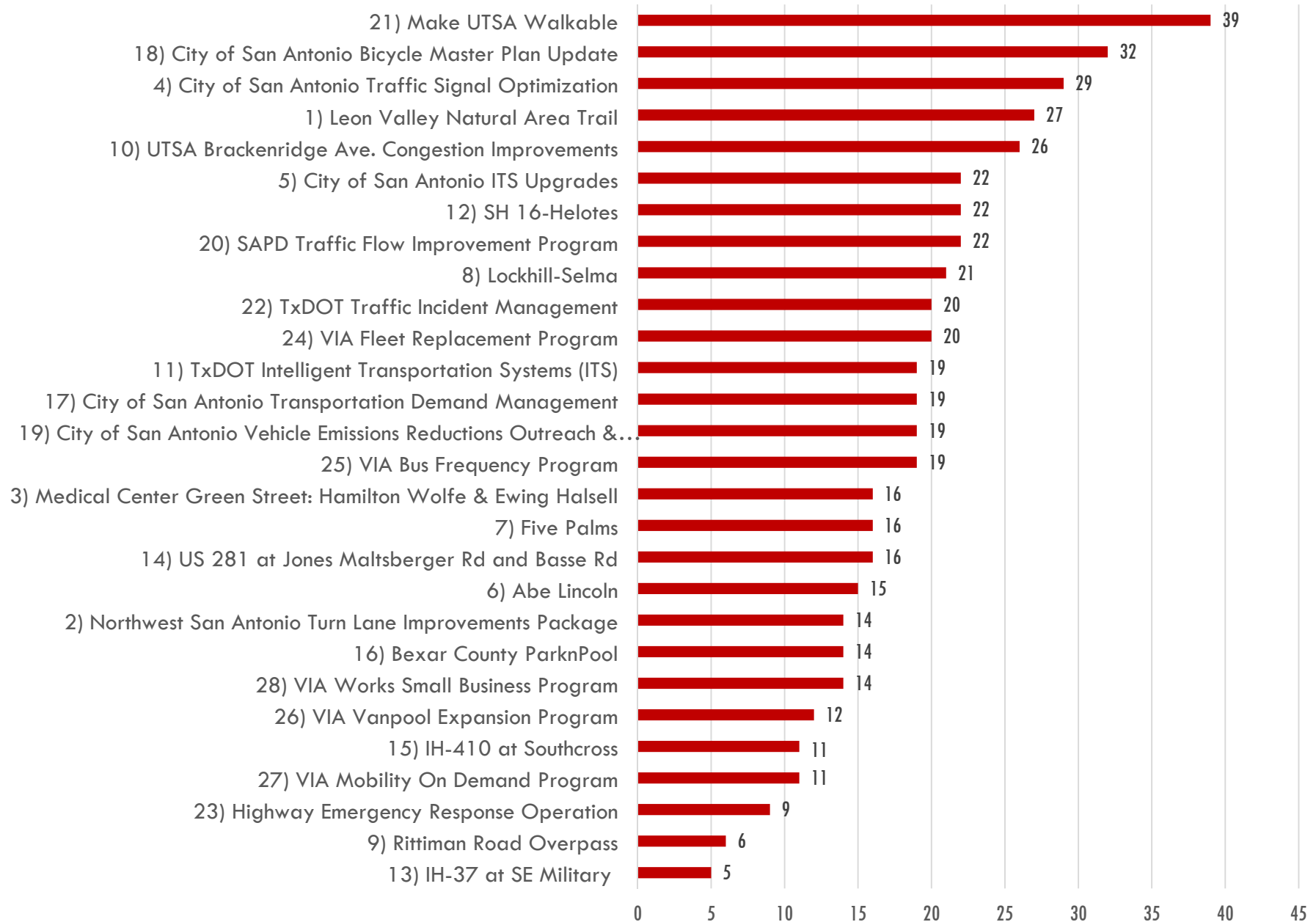
0

VOC reduced (tons) over project life

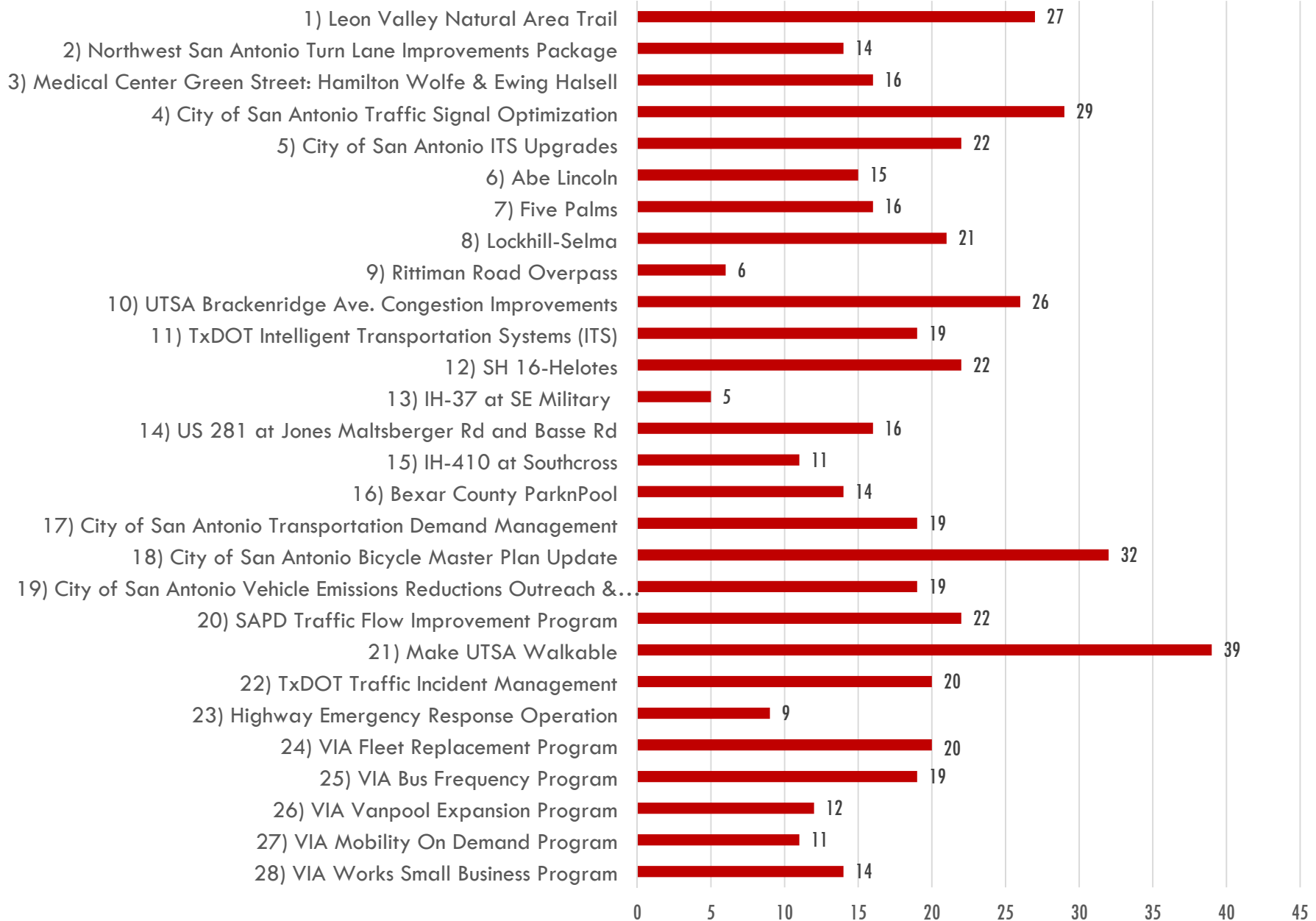
Remember, your budget is
\$60,000,000.

AAMPO

Public Input (as of 5/3/19 AM)



Public Input (as of 5/3/19 AM)



Proposal Selection Process

- The MPO's Technical Advisory Committee (TAC) will develop an initial funding recommendation, considering:
 - Emissions reductions and technical score, project readiness, priority of implementing entity, and public input
- All submitted projects will be presented to the Transportation Policy Board
- The Transportation Policy Board will select the CMAQ funded projects for inclusion in the Transportation Improvement Program and Metropolitan Transportation Plan

Schedule

2018

October

Presentations
to TAC and TPB

November

Presentations
to TAC,
Executive
Committee,
BMAC and
PMAC

December

TAC and TPB Action
on Call for Projects
Schedule and
Process

CMAQ Call for
Projects began
December 12



2019

February

Feb 21:
AAMPO/
TxDOT held
joint-CMAQ
Workshop

March

CMAQ
proposals
could be
submitted
beginning
March 22

April

Proposals were
due April 1 and
scored by
multi-agency
work group

April 29: First
day of public
input (online)

May

May 1: Public
meeting

May 10: Last
day of public
input (online)

Presentations
to TAC and TPB

June

TAC and TPB
approval of
projects and
programs as
TIP and MTP
amendments

Transportation Policy Board

May 20, 2019

9. Monthly Status Reports

Purpose

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

Issue

Reports will be presented as follows:

- a. Alamo Regional Mobility Authority (Green)
- b. Air Quality Issues (Rath)
- c. City of San Antonio (Reinhardt)
- 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.

Transportation Policy Board

May 20, 2019

10. 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).

11. Adjourn