



## Memorandum November 26, 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, December 9, 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. The Texas Transportation Forum will be held on February 10-11, 2020 in San Antonio at the Grand Hyatt Hotel at 600 East Market Street, San Antonio, TX 78205. More information can be found at: <https://events.tti.tamu.edu/conference/2020-texas-transportation-forum/>
  - b. The next Transportation Policy Board meeting is scheduled for Monday, January 27, 2020 at 1:30 p.m. at the VIA Metro Center located at 1021 San Pedro, San Antonio, Texas 78212
  - c. The MPO Office will be closed on Wednesday, December 25; Wednesday, January 1; and Monday, January 20, 2020
3. Citizens to be Heard

Alamo Area MPO meetings are accessible to persons with disabilities. To arrange for special assistance or an interpreter, please call 210-227-8651 or TDD 1-800-735-2989 (Relay Texas) at least five working days in advance. Las reuniones son accesibles a personas con discapacidad. Si usted necesita asistencia especial o un intérprete, llame al (210) 227-8651 o al TDD 1-800-662-4954 (Relay Texas) con cinco días hábiles de anticipación.

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

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

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

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

**Transportation Policy Board****December 9, 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 October 28, 2019 Meeting Minutes
5. **Action** on the Contract Award for Subtask 4.2 Mobility 2050 Demographics and Travel Demand Model Updates – MPO (Geiger)

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

6. Discussion and Appropriate Action on the Fort Worth to Laredo High Speed Transportation Study Presentation – AECOM (Duong)
7. Discussion and Appropriate Action on an Update on the New Braunfels Transit Study – KFH (Hosen)
8. Discussion and Appropriate Action on Air Quality Presentations
  - a. Ozone Attainment Master Plan Update – CoSA (Ambriz)
  - b. Subtask 3.3 Air Quality Planning – AACOG (Smeltzer)
9. Discussion and Appropriate Action on a Traffic Incident Management Update – TxDOT (Sneed)
10. Discussion and Appropriate Action on Safety Performance Measures, Target Setting and Dashboard Demonstration – MPO (Blazosky)
11. Discussion and Appropriate Action on a Status Report on the FY 2021 Unified Transportation Program Project Scoring and Prioritization – MPO (Geiger)
12. Discussion and Appropriate Action on Transit Amendments to the Metropolitan Transportation Plan and the FY 2019-2022 Transportation Improvement Program – MPO (Geiger)

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**Transportation Policy Board****December 9, 2019**

13. Monthly Status Reports
  - a. Alamo Regional Mobility Authority/Bexar County (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
14. 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)

15. Adjourn

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**Transportation Policy Board****December 9, 2019****1. Roll Call**

Commissioner Kevin A. Wolff ( <i>Chair</i> )	Bexar County	210-335-2613
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
Councilwoman Shirley Gonzales	City of San Antonio, District 5	210-207-7043
Councilwoman Melissa Havrda	City of San Antonio, District 6	210-207-7065
Councilman Clayton Perry	City of San Antonio, District 10	210-207-7276
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. Ezra Johnson	VIA Metropolitan Transit	210-362-2000

**Ex-Officio Members**

Mr. Kirk Fauver	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

December 9, 2019

### 2. Director's Report

- a. The Texas Transportation Forum will be held on February 10-11, 2020 in San Antonio at the Grand Hyatt Hotel at 600 East Market Street, San Antonio, TX 78205. More information can be found at:  
<https://events.tti.tamu.edu/conference/2020-texas-transportation-forum/>
  
- b. The next Transportation Policy Board meeting is scheduled for Monday, January 27, 2020 at 1:30 p.m. at the VIA Metro Center located at 1021 San Pedro, San Antonio, Texas 78212
  
- c. The MPO Office will be closed on Wednesday, December 25; Wednesday, January 1; and Monday, January 20, 2020

**Transportation Policy Board**

**December 9, 2019**

**3. Citizens to Be Heard**

**Transportation Policy Board**

**December 9, 2019**

**4. Approval of the October 28, 2019 Meeting Minutes**

**Issue**

The October 28, 2019 meeting minutes are attached for your review.

**Action Requested**

**A motion to approve the October 28, 2019 meeting minutes.**



**Transportation Policy Board  
Meeting Minutes  
October 28, 2019**

**1. Roll Call**

**Members Present:**

Mayor Louis Cooper  
Commissioner Kevin Wolff (Chair)  
Mayor Pro Tem Wayne Peters  
Councilwoman Melissa Cabello Havrda  
Councilwoman Shirley Gonzales  
Councilman Clayton Perry  
Mr. Arthur Reinhardt, P.E., C.F.M.  
Councilwoman Ana E. Sandoval  
Mr. Rudy Nino  
Ms. Betty Ann Matthies  
Commissioner Kevin Webb  
Mayor Chris Riley  
Commissioner Christina Bergmann  
Councilman Kevin Hadas  
Mr. Ezra Johnson

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

**Members Absent:**

Mr. Michael J. Lynd, Jr.  
Commissioner Tommy Calvert  
Ms. Renee Green, P.E.  
Commissioner Sergio "Chico" Rodriguez  
Judge Kyle Kutscher  
Mr. Mario Jorge, P.E.

Alamo Regional Mobility Authority  
Bexar County  
Bexar County  
Bexar County  
Guadalupe County  
Texas Department of Transportation

**Others Present:**

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

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

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

**Transportation Policy Board****October 28, 2019****2. Director's Report**

- a. MPO Chair Kevin Wolff to receive AMPO Award
- b. The November and December Transportation Policy Board meetings are combined into one meeting that will be held on Monday, December 9, 2019
- c. A calendar of 2020 and 2021 Transportation Policy Board meetings is provided
- d. A joint Bicycle Mobility Advisory Committee and Pedestrian Mobility Advisory Committee evening meeting is scheduled for Wednesday, October 30, 2019, beginning at 6:00 p.m. at VIA Metropolitan Transit at 800 W. Myrtle, San Antonio, TX 78212
- e. Proposed upcoming December meeting items include 1)presentation of FY 2021 Unified Transportation Program (UTP) project scoring and prioritization process, 2) contract award for Subtask 4.2 Mobility 2050 Demographics and Travel Demand Model Update, 3) update on High Speed Transportation Study, 4) update on the New Braunfels Transit Study, 5) TxDOT Vision Zero funding submittals, 6) MPO Public Meeting Results, and 7) AACOG and CoSA air quality presentations

**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 September 23, 2019 Meeting Minutes****5. Action on Roadway and Transit Amendments to the Metropolitan Transportation Plan and the FY 2019-2022 Transportation Improvement Program**

**Mayor Chris Riley moved and Councilwoman Ana Sandoval seconded to approve the Consent Agenda. The motion passed unanimously.**

**Items for Individual Discussion and Appropriate Action****6. Update on Revision to MPO bylaws**

**For information and discussion only.**

**7. Discussion and Appropriate Action on the Alamo Commutes Program Update**

**For information and discussion only.**

**Transportation Policy Board**

**October 28, 2019**

**8. Discussion and Appropriate Action on a Status Report on the FY 2021-2024 Transportation Improvement Program Development**

**For information and discussion only.**

**9. Monthly Status Reports**

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

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

This item was not considered.

**11. Adjourn**

**There being no further business, the meeting was adjourned at 2:20 p.m.**

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

**Transportation Policy Board****December 9, 2019****5. Action on the Contract Award for Subtask 4.2 Mobility 2050 Demographics and Travel Demand Model Updates****Purpose**

The purpose of this agenda item is to take action on the contract award for Subtask 4.2 Mobility 2050 Demographics and Travel Demand Model Updates.

**Issue**

On Monday, September 16, 2019, the MPO issued a request for proposals for the Mobility 2050 Demographics and Travel Demand Model Updates. This study was approved by the Transportation Policy Board for inclusion in the FY 2020-2021 Unified Planning Work Program on June 24, 2019. Notification of the RFP was e-mailed to 20 transportation planning, engineering, and data collection firms and was advertised in the San Antonio Express-News, La Prensa, and the Texas Register. Proposals were due to the MPO by noon on Friday, October 18, 2019 and were received from the following two teams:

- Cambridge Systematics, Inc
  - AECOM
  - Alliance Transportation Group, Inc.
  - Poznecki-Camarillo, Inc.
- TJKM Transportation Consultants

The consultant selection committee composition was approved by the Transportation Policy Board on August 26, 2019. Members are as follows:

- Alamo Area MPO – 2 representatives
- Capital Area MPO – 1 representative
- City of New Braunfels – 1 representative
- City of San Antonio TCI Department – 1 representative
- City of Seguin – 1 representative
- Texas Department of Transportation (San Antonio District) – 1 representative
- VIA Metropolitan Transit - 1 representative

The consultant selection committee met on Monday, November 4, 2019 to review the proposal scores. Based on the proposal scores, which are attached, the committee unanimously recommended the contract award be made to the Cambridge Systematics team.

**Action Requested**

**A motion to authorize the MPO Director to negotiate and execute a contract with Cambridge Systematics for the conduct of the Mobility 2050 Demographics and Travel Demand Model Updates.**

# Mobility 2050 Demographics and Travel Demand Model Updates Proposal Scores (out of 100 points) November 4, 2019

Mobility 2050 Demographics and Travel Demand Model Updates	Cambridge Systematics	TJKM Transportation Consultants
<b>AAMPO 1</b>	96.25	84.50
<i>Ordinal Ranking:</i>	1	2
<b>AAMPO 2</b>	94.25	89.00
<i>Ordinal Ranking:</i>	1	2
<b>City of New Braunfels</b>	93.50	80.75
<i>Ordinal Ranking:</i>	1	2
<b>CAMPO</b>	91.25	87.00
<i>Ordinal Ranking:</i>	1	2
<b>City of Seguin</b>	94.25	68.00
<i>Ordinal Ranking:</i>	1	2
<b>TxDOT</b>	86.00	61.25
<i>Ordinal Ranking:</i>	1	2
<b>VIA Metropolitan Transit</b>	86.00	36.75
<i>Ordinal Ranking:</i>	1	2
<b>Average</b>	92	72
<i>Average Ordinal Ranking:</i>	1	2



## **Transportation Policy Board**

**December 9, 2019**

### **6. Discussion and Appropriate Action on the Fort Worth to Laredo High Speed Transportation Study Presentation**

#### **Purpose**

The purpose of this agenda item is to receive a briefing on the Fort Worth to Laredo High Speed Transportation Study.

#### **Issue**

The Fort Worth to Laredo High Speed Transportation Study is a very high level review of potential high speed transportation modes in the corridor.

The study has been underway for several months. A TAC workshop was held on the study in May 2019. That workshop consisted of presentations on various high speed technologies including Hyperloop, Maglev, and Conventional Passenger Rail. Further discussion centered around identifying fatal flaws for potential corridors, station locations and Transit Oriented Development.

This item was also presented to TAC at their November 2019 meeting.

#### **Action Requested**






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

# **FORT WORTH TO LAREDO** **HIGH-SPEED TRANSPORTATION STUDY**

**POLICY BOARD PRESENTATION - AAMPO**

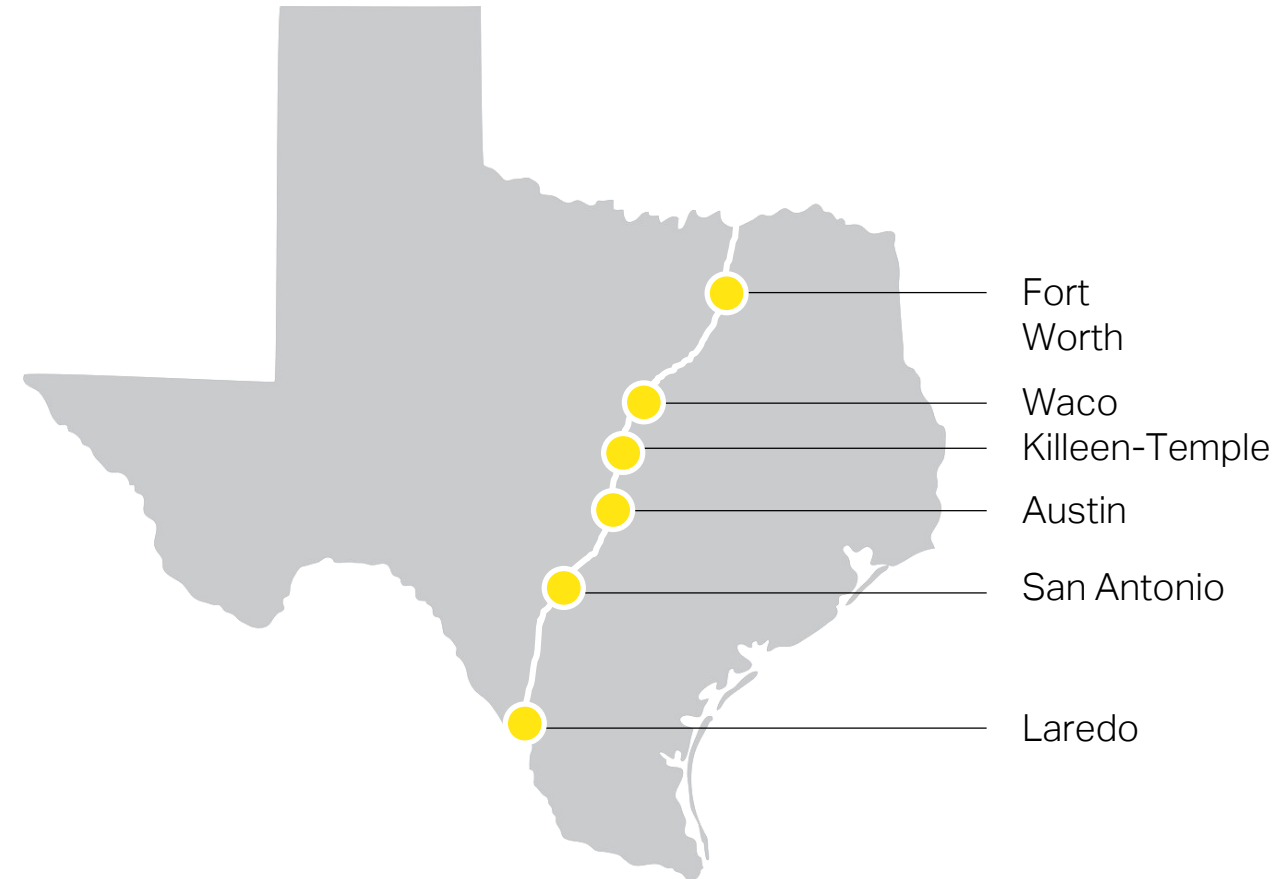
December 9, 2019

# MEETING AGENDA

-  Welcome & Introductions
-  Project Background and Purpose
-  Corridor Development- Methodology
-  Corridor Development- Analysis & Preliminary Findings
-  Q & A

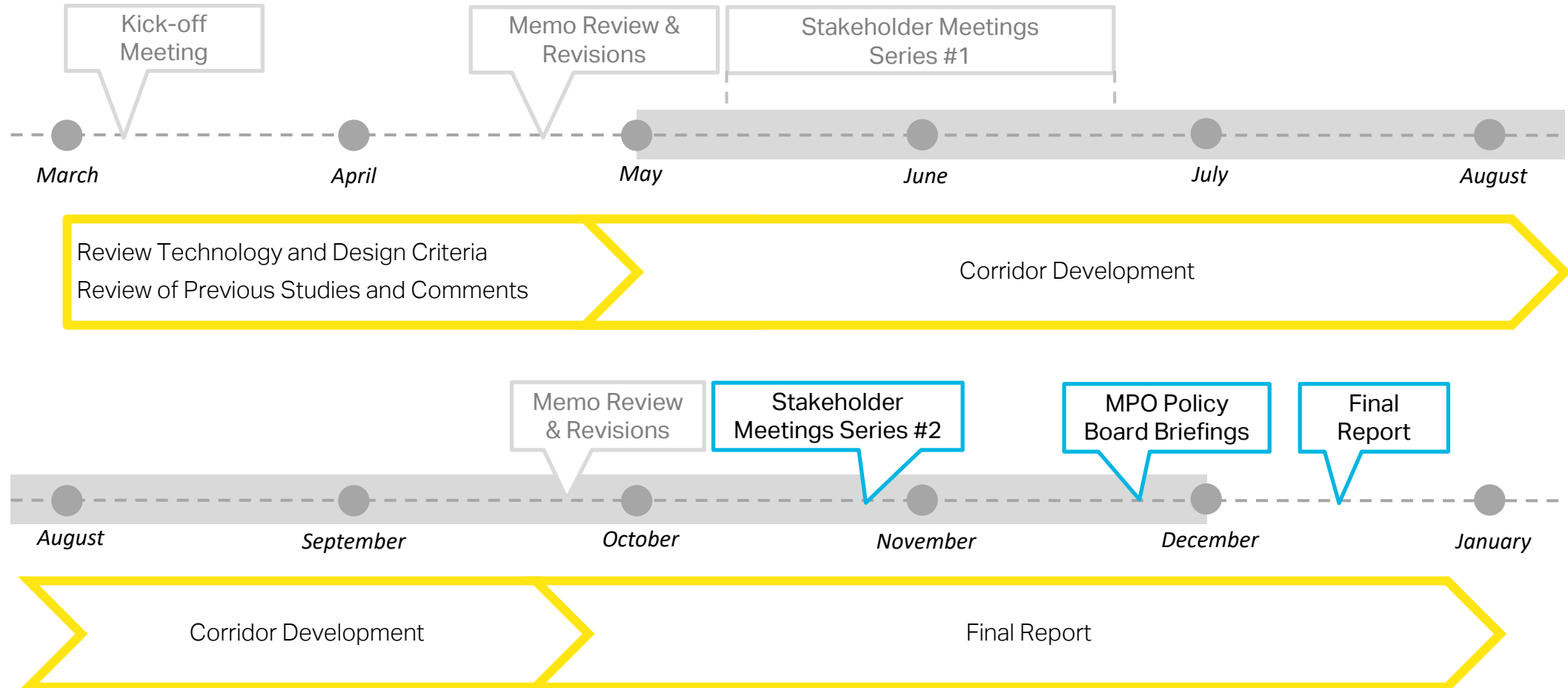
# PROJECT PURPOSE

- The project purpose is to **conduct a High-Speed Transportation (HST) study** that connects Fort Worth, Waco, Killeen-Temple, Austin, San Antonio, and Laredo.
- It will **evaluate various technology options** and modes of travel.
- It will **recommend corridors** and **potential station locations** to include in future NEPA documents.



# PROJECT MILESTONES

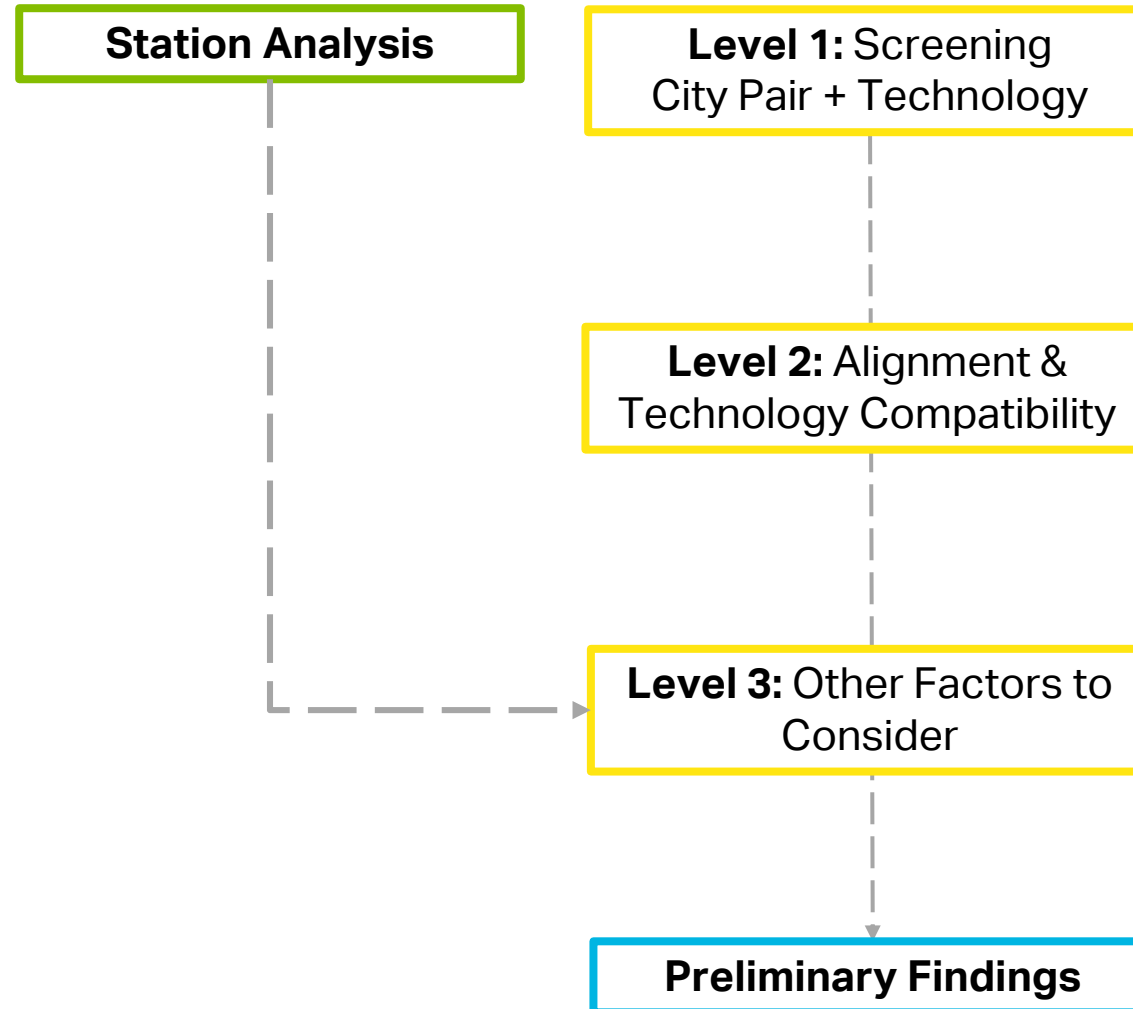
Stakeholder coordination



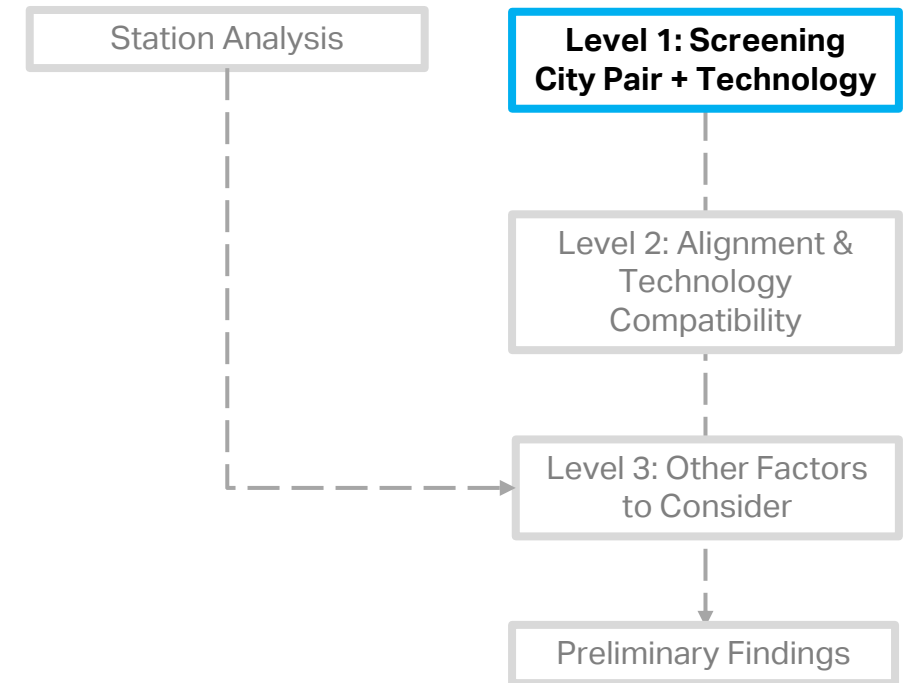


# METHODOLOGY & FINDINGS

# CORRIDOR DEVELOPMENT METHODOLOGY



# LEVEL 1: CITY PAIR + TECHNOLOGY SELECTION





# LEVEL 1: CITY PAIR + TECHNOLOGY ASSESSMENT

**Level 1** identified cities by population size and distance and assessed technologies ability to provide optimal travel time savings.

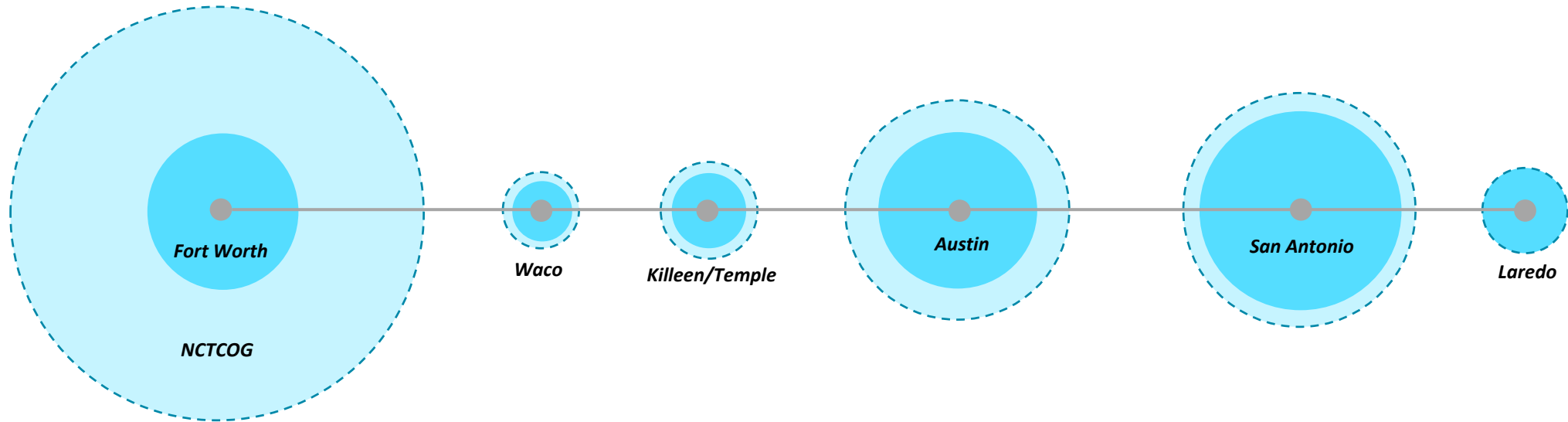
## **Assessment Criteria:**

- **City & MPO Population Size**
- **Technology Mode:**
  - Primary Technology
  - Infill Technology
- **City Pair Distance**
- **Travel Time Savings:**
  - Compared to Driving
  - Compared to Flying

# LEVEL 1: CITY PAIR IDENTIFICATION

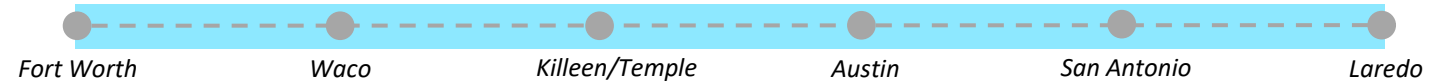
**2 corridor wide** routes to be considered

Service Area Population



Corridor Wide Routes

Fort Worth to Laredo-**All stops**

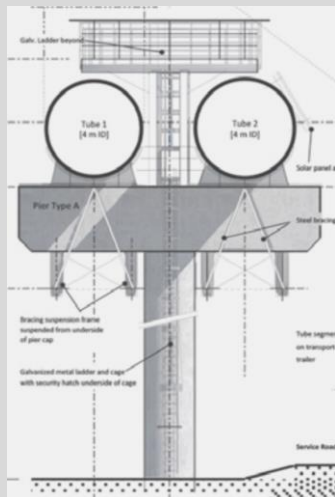


Fort Worth-Austin-San Antonio-Laredo



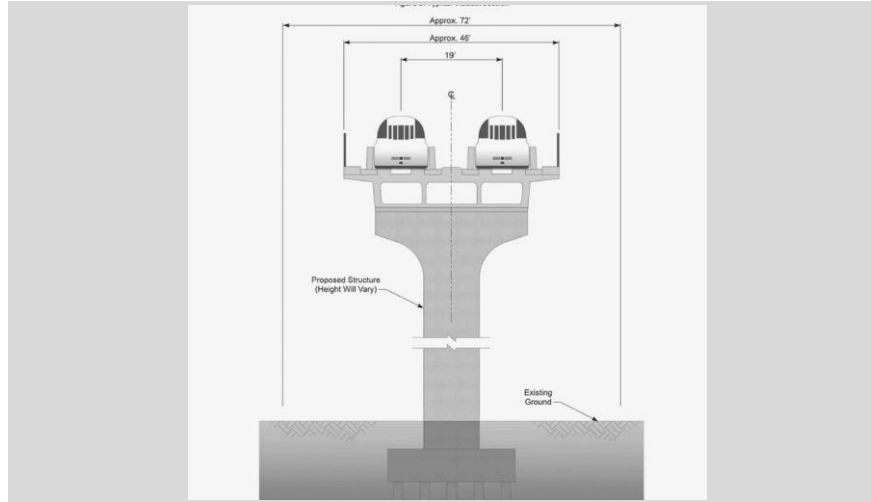
# TECHNOLOGIES: PRIMARY (INTER-REGIONAL)

## ● Hyperloop



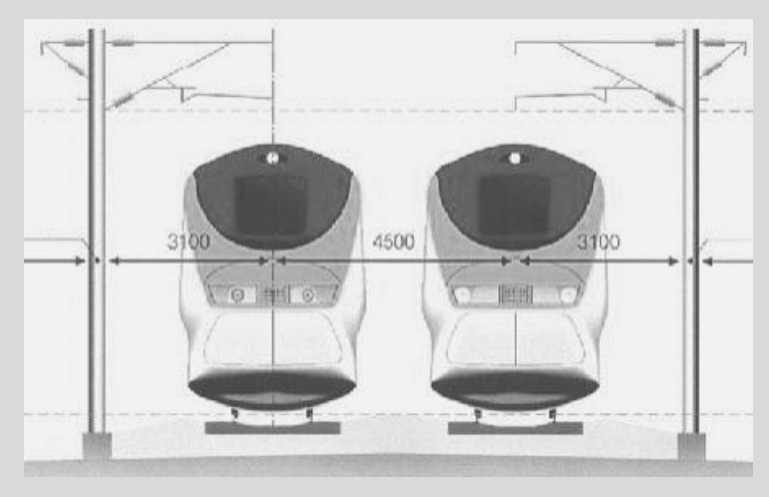
~40- 60 ft right-of-way

## ● Maglev Train



~75 - 95ft right-of-way

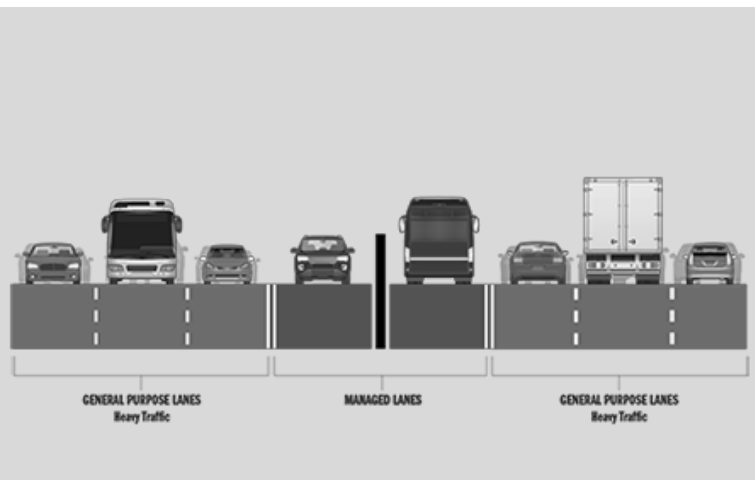
## ● High-Speed Rail (Over 150 mph)



~45 - 65ft right-of-way

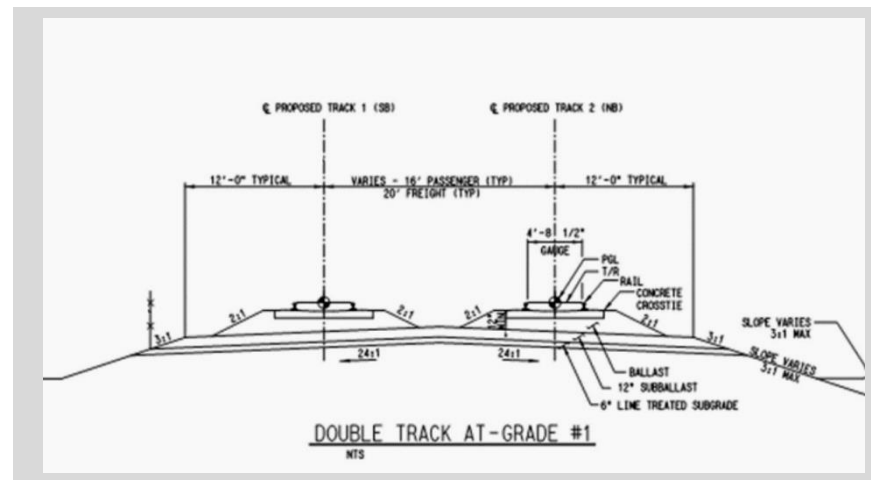
# TECHNOLOGIES: INFILL (INTRA-REGIONAL)

## ● Guaranteed Transit



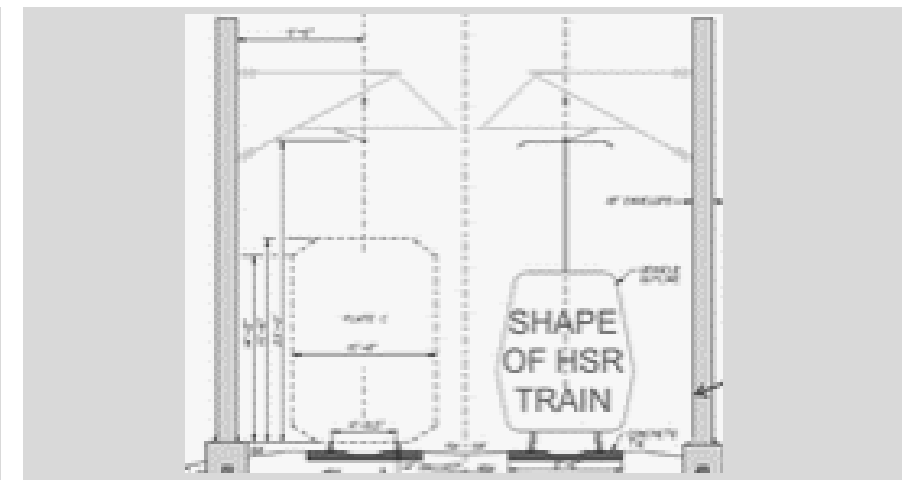
Typical managed lane  
right-of-way

## ● Conventional Rail



Typical Conventional Rail  
right-of-way

## ● Higher-Speed Rail (Up to 150 mph)



Typical Higher-Speed Rail  
right-of-way



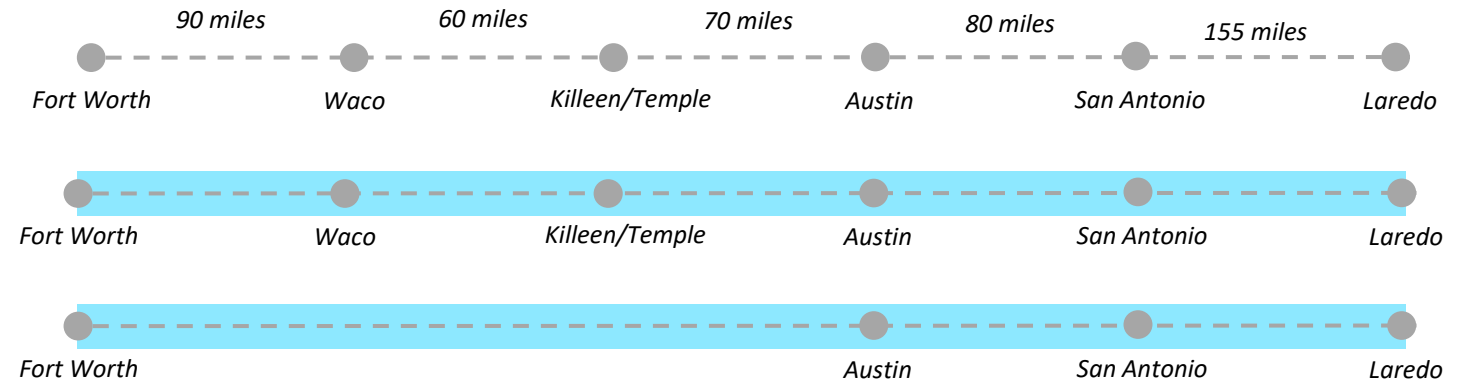
# POTENTIAL STATION DISTANCE

## Findings

- For **Level 1**:
  - Optimal **station distances** and **service area population** find that Hyperloop, Maglev and High-Speed Rail are appropriate for all stops, as well as a Fort Worth-Austin-San Antonio-Laredo stopping pattern

Fort Worth to Laredo-All stops

Fort Worth-Austin-San Antonio-Laredo



# TRAVEL TIME (COMPARED TO DRIVING)

Inline platform dwell time is estimated to be 3 minutes

Travel Time when compared to driving (mins)

City Pairs	Drive Time (Mins)	Hyperloop	Maglev	High-Speed Rail	Higher-Speed Rail	Conventional Intercity Passenger Rail	Guaranteed Transit
Fort Worth-Waco	85-105	15	20	30	45	60	70
Waco-Killeen/Temple	60-75	10	15	25	30	40	50
Killeen/Temple-Austin	70-85	10	15	25	35	45	55
Austin-San Antonio	80-100	15	20	30	40	55	65
San Antonio-Laredo	150-185	20	30	50	75	100	120



# TRAVEL TIME (COMPARED TO FLYING)

Assumes 130 minutes of dwell time.

No direct flights for San Antonio to other Cities within the study corridor.

Travel Time when compared to Flying (mins)

City Pairs	Flight route	Flight time (mins)	Hyperloop	Maglev	High-Speed Rail	Higher-Speed Rail	Conventional Intercity Passenger Rail	Guaranteed Transit
San Antonio – Fort Worth	Direct flight	200	40	70	110	150	200	235



Higher relative time savings

Lower relative time savings



No time savings

# LEVEL 1 - SUMMARY

- Based on this analysis, **five single mode options** were generated for primary technology modes. **Two of these options stop at all stations.**
- 9 double mode (Primary + Infill) options were generated.** These cover all stops.
- Primary technology modes provide at **least 50% savings** in time compared to driving time.

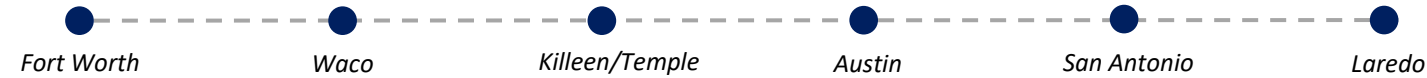
	Primary technology modes		
	Hyperloop	Maglev	High-Speed Rail
Fort Worth to Laredo-All stops			
Fort Worth-Austin-San Antonio-Laredo			





# LEVEL 1 SUMMARY- PRIMARY MODE OPTIONS

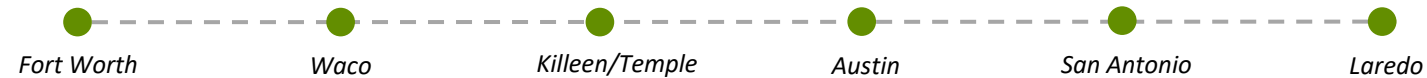
## Option 1 Hyperloop



## Option 2 Hyperloop



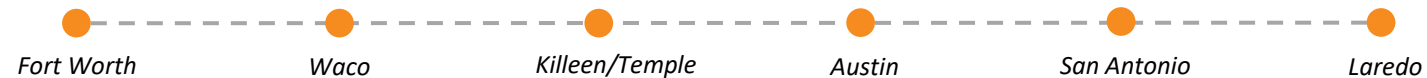
## Option 3 Maglev



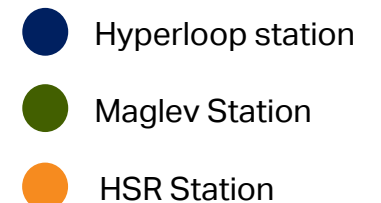
## Option 4 Maglev



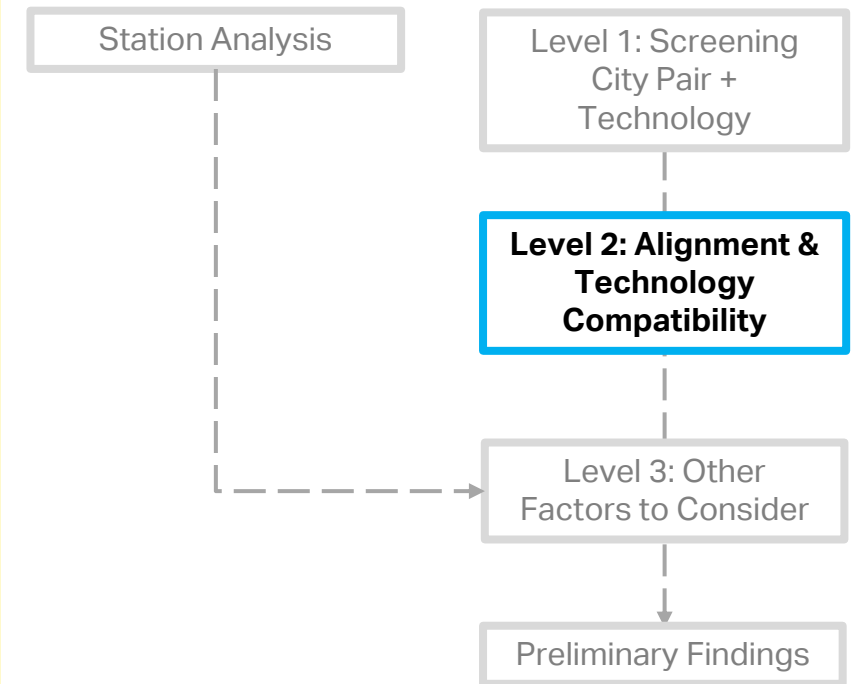
## Option 5 HSR



## Option 6 HSR

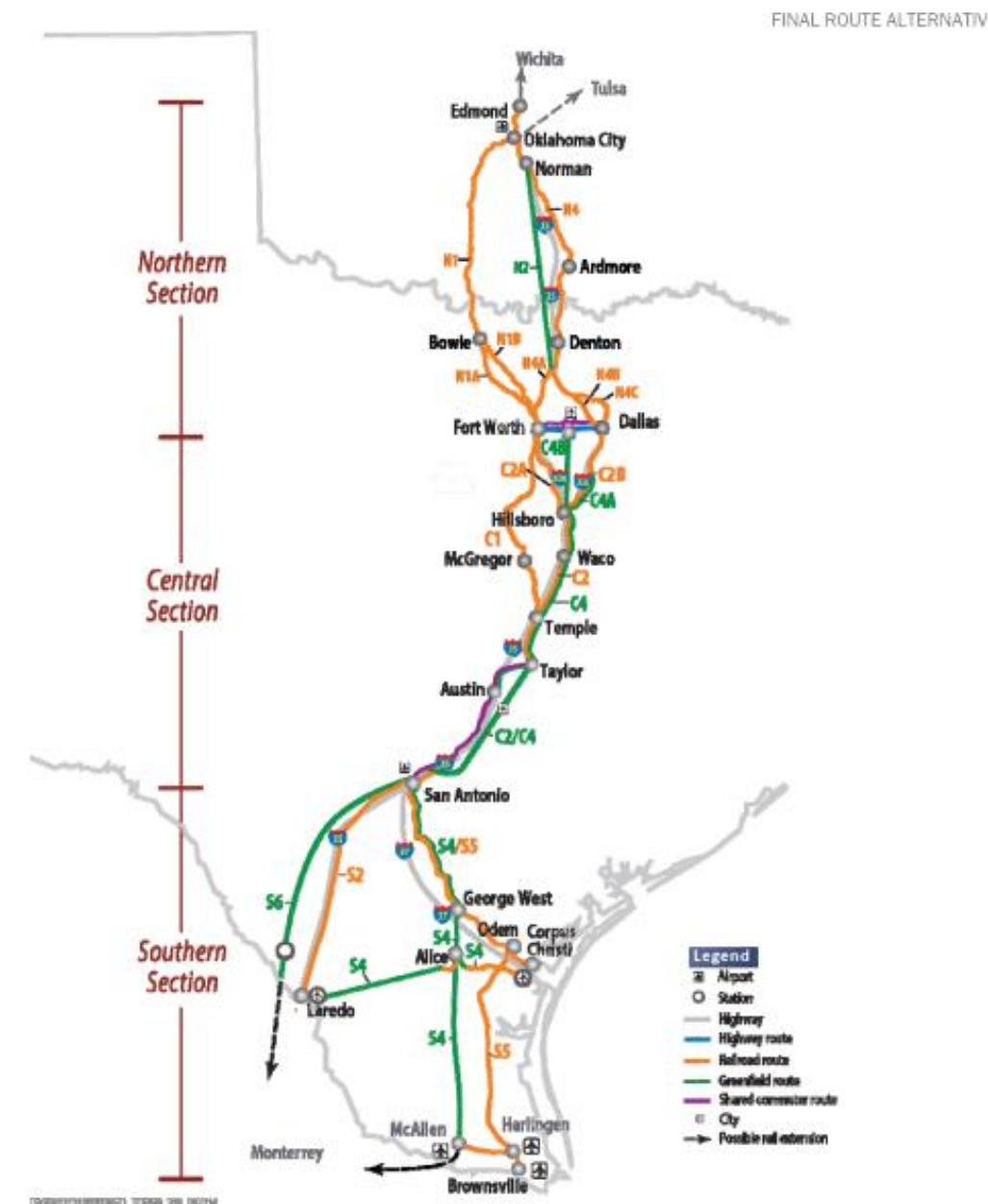


# LEVEL 2: ALIGNMENT AND TECHNOLOGY COMPATIBILITY



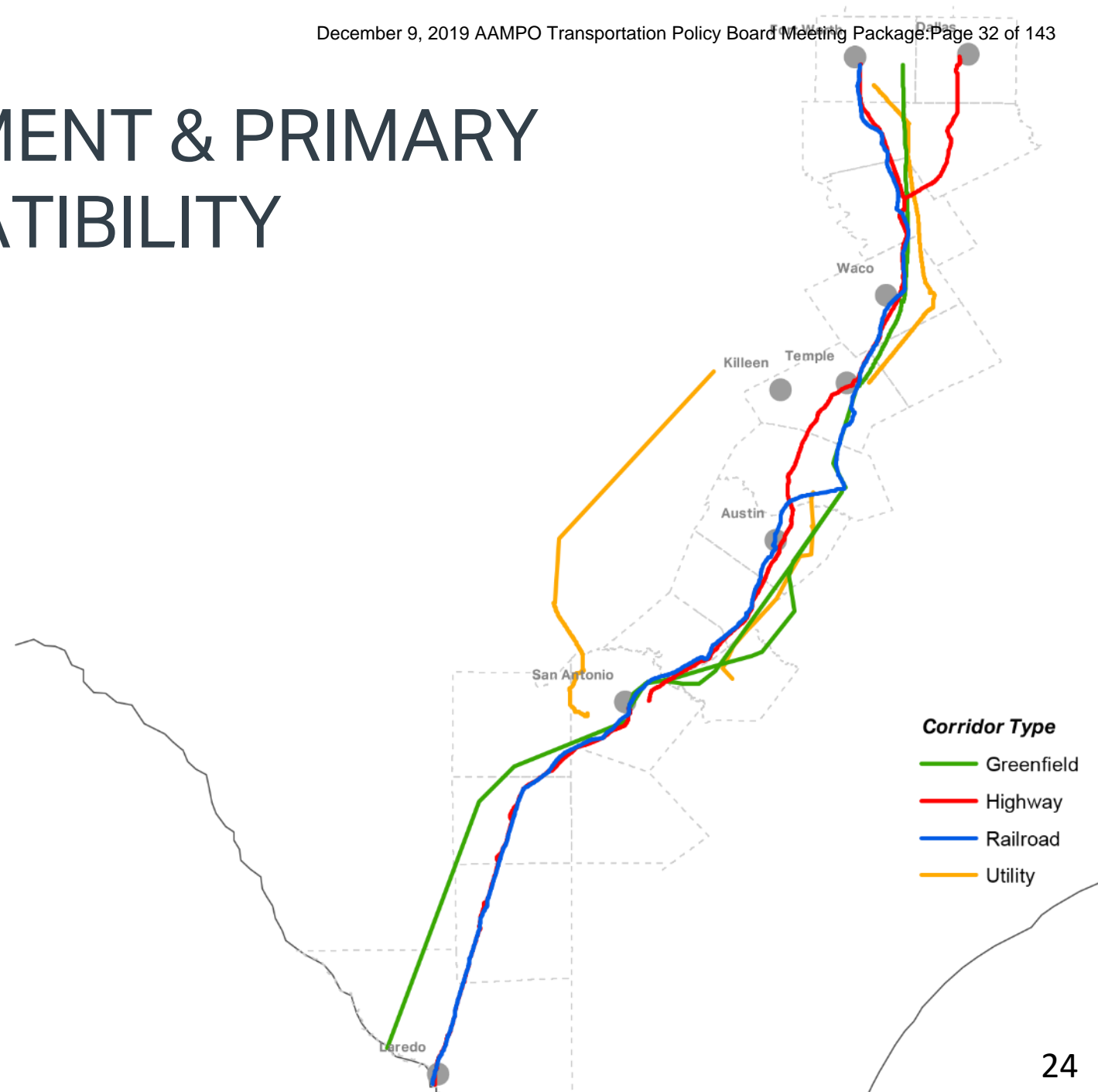
# LEVEL: 2 OVERVIEW

- **Step 1:** Assess alignments and segments from the TOPRS study.
- **Step 2:** Screen combinations of Primary Technology with TOPRS segments.
- **Step 3:** Identify preliminary technology and alignment combination.

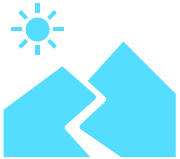


# LEVEL: 2 TOPRS SEGMENT & PRIMARY TECHNOLOGY COMPATIBILITY

- Applied **high-level criteria** to **narrow down feasible segments** from TOPRS
- A total of **23 city-to-city** segments evaluated.
- Corridor types included:
  - Greenfield (new location)
  - Existing highway corridors
  - Existing railroad corridors
  - Existing utility corridors



# LEVEL: 2 TOPRS SEGMENT & PRIMARY TECHNOLOGY COMPATIBILITY



## Highway Corridors

- **Maglev and HSR cannot operate along highway routes** because both have more restrictive horizontal and vertical design criteria. To follow an existing highway, the speed of the technology would be greatly reduced.
- **Hyperloop has less restrictive design criteria** and could follow highway routes but a reduction in speed would be necessary.



## Freight Corridors

- **Hyperloop, Maglev and HSR cannot operate on existing railroad tracks.**
- Track gauge for high-speed systems is incompatible with freight rail and potential interference with overhead catenary systems for electrical HSR vehicles.
- High-speed transit systems require 100 percent grade-separation to achieve high speeds.



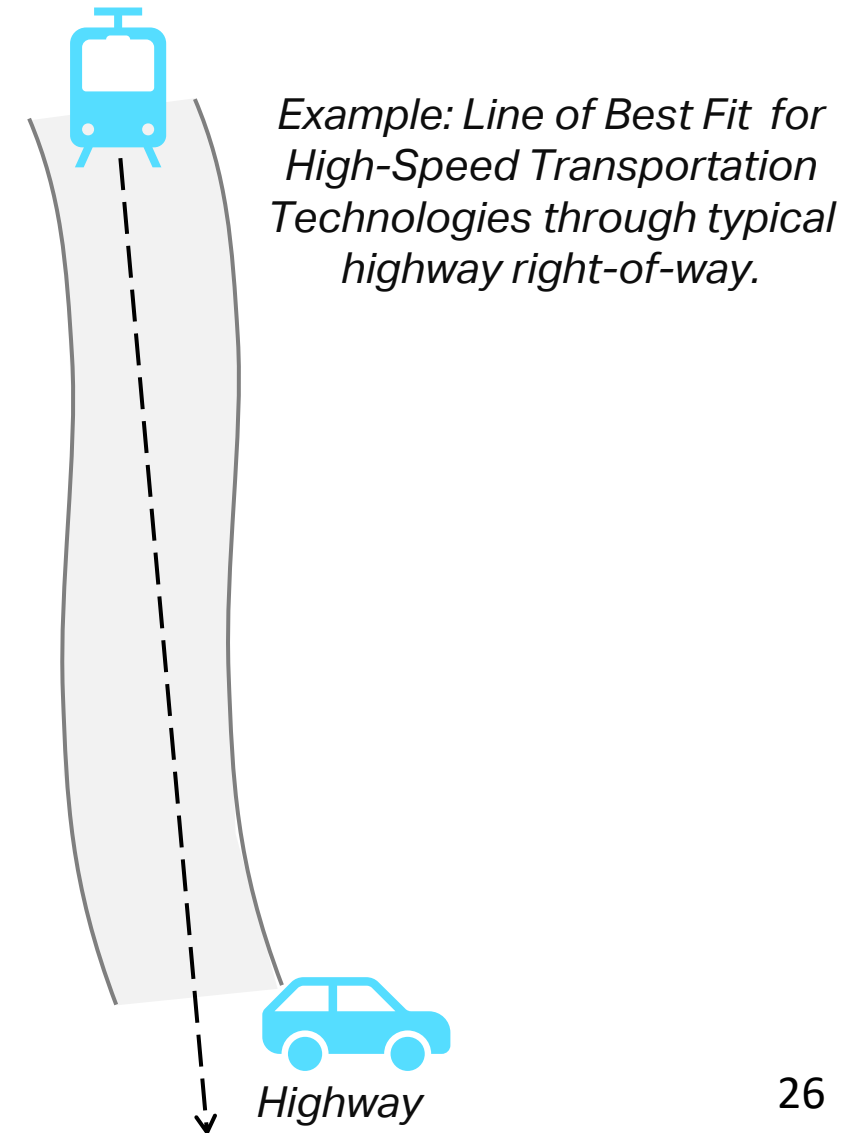
## Utility Corridors

- Primary technologies are feasible **generally following utility corridors**, and favorable in Texas due to geography and **long segments of uninterrupted linear paths.**

# LEVEL: 2 PRIMARY TECHNOLOGY & SEGMENT ANALYSIS

## Screening Criteria included:

- Segment characteristics
  - Length
  - Study area acreage
- Travel time savings by technology mode
- Capital costs
- Assessment of land use type and acreage from the National Land Cover Database via US Geological Survey.
- Travel time savings criteria assess the Primary Technology's speed and travel efficiency on in various corridors. Speed and time savings become degraded as each mode is assessed with various horizontal curvatures.



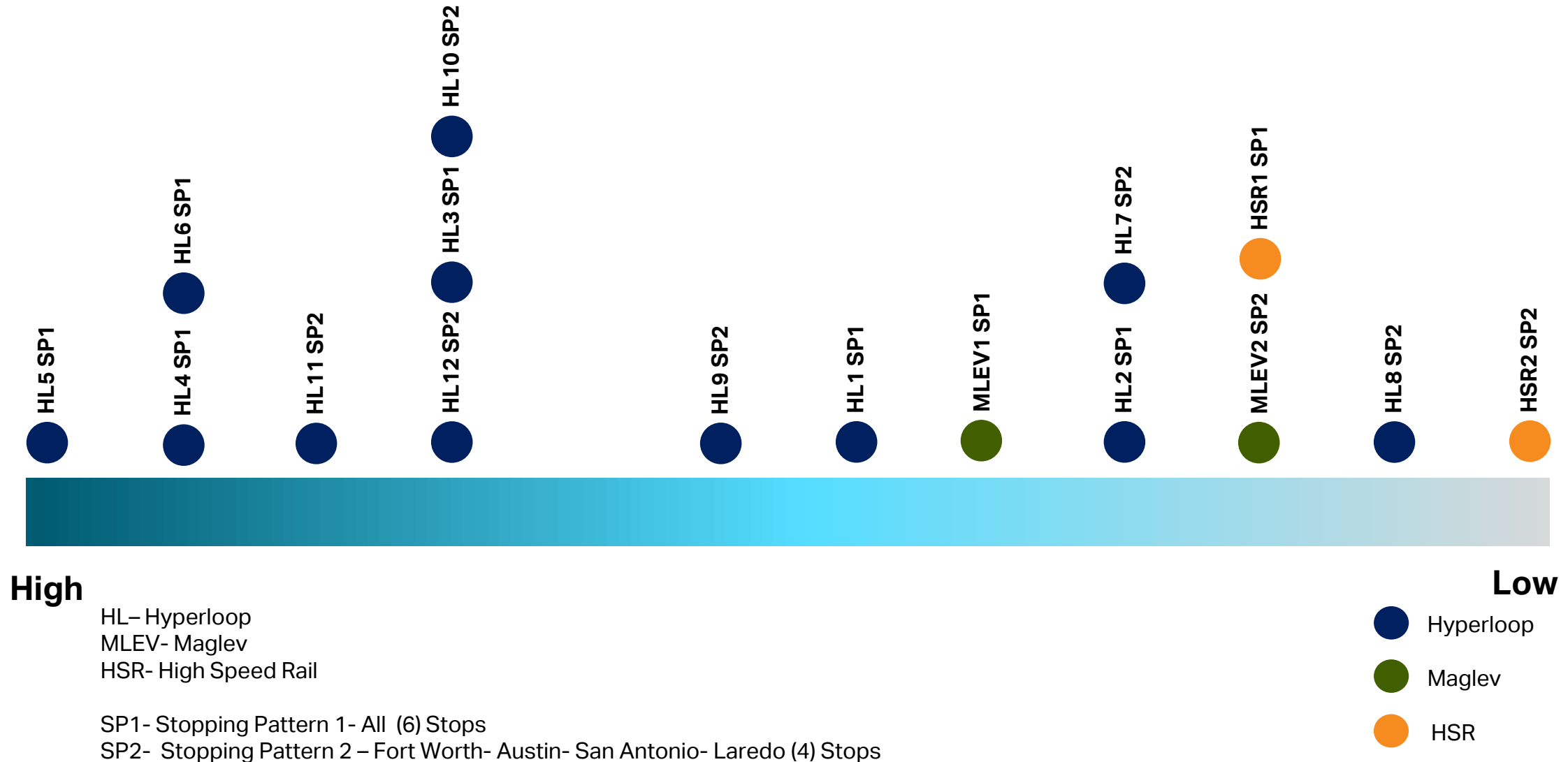
# LEVEL: 2 – HIGHEST SCORING TECHNOLOGY AND ALIGNMENT

ID	Fort Worth to Waco	Waco to Temple	Temple to Taylor	Taylor to San Antonio	Temple to San Antonio	San Antonio to Laredo
HL1 SP1	Utility	Greenfield	Greenfield	Greenfield		Greenfield
HL2 SP1	Greenfield	Greenfield	Greenfield	Greenfield		Greenfield
HL3 SP1	Utility	Greenfield	Greenfield	Utility		Greenfield
HL4 SP1	Greenfield	Greenfield	Greenfield	Utility		Greenfield
HL5 SP1	Utility	Greenfield			Highway	Greenfield
HL6 SP1	Greenfield	Greenfield			Highway	Greenfield
HL7 SP2	Utility	Greenfield	Greenfield	Greenfield		Greenfield
HL8 SP2	Greenfield	Greenfield	Greenfield	Greenfield		Greenfield
HL9 SP2	Utility	Greenfield	Greenfield	Utility		Greenfield
HL10 SP2	Greenfield	Greenfield	Greenfield	Utility		Greenfield
HL11 SP2	Utility	Greenfield			Highway	Greenfield
HL12 SP2	Greenfield	Greenfield			Highway	Greenfield
MLEV1 SP1	Utility	Greenfield	Greenfield	Utility		Greenfield
MLEV2 SP2	Utility	Greenfield	Greenfield	Utility		Greenfield
HSR1 SP1	Utility	Greenfield	Greenfield	Utility		Greenfield
HSR2 SP2	Utility	Greenfield	Greenfield	Utility		Greenfield

HL– Hyperloop  
MLEV- Maglev  
HSR- High Speed Rail

SP1- Stopping Pattern 1- All (6) Stops  
SP2- Stopping Pattern 2 – Fort Worth- Austin- San Antonio- Laredo (4) Stops

# LEVEL: 2 – HIGHEST SCORING TECHNOLOGY AND ALIGNMENT

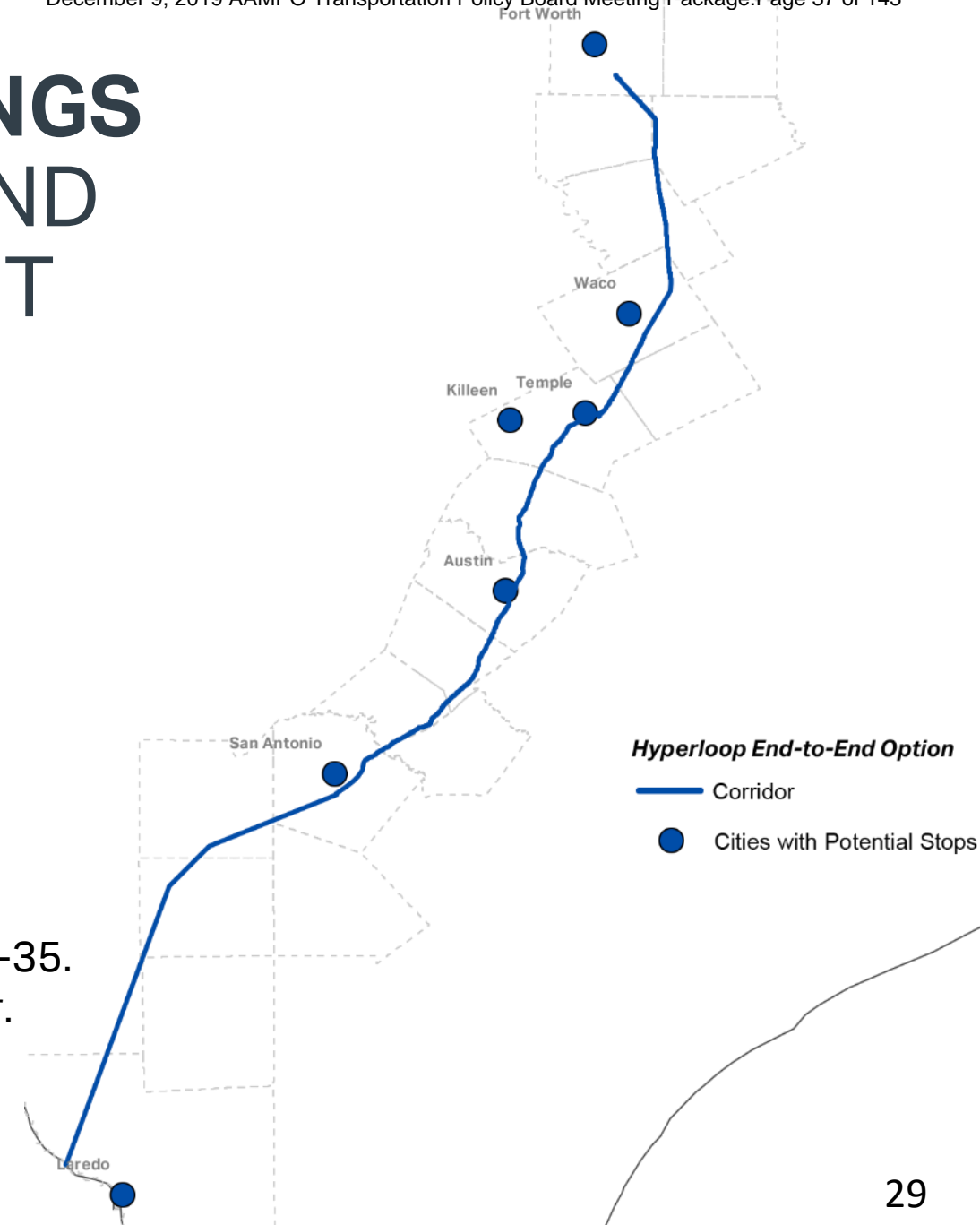




# LEVEL: 2 PRELIMINARY FINDINGS

## HIGHEST SCORING END-TO-END TECHNOLOGY AND ALIGNMENT

- **Hyperloop with six potential stops in:**
  - Fort Worth
  - Waco
  - Killeen/Temple
  - Austin
  - San Antonio
  - Laredo
- **Alignment generally follows:**
  - Traveling south from Fort Worth to Waco generally following a Utility Corridor.
  - From Temple to San Antonio, generally following IH-35.
  - From San Antonio to Laredo in a greenfield corridor.



# STATION ANALYSIS- AAMPO- San Antonio

**Assessed station suitability based on identified metrics:**



## **Multimodal Connectivity**

- Access to transit stops
- Transit connectivity
- Existing railroads
- Existing transit hubs and park & rides



## **Major Activity Centers/Access to Regional Tourism**

- Modal suitability density (population+ employment)



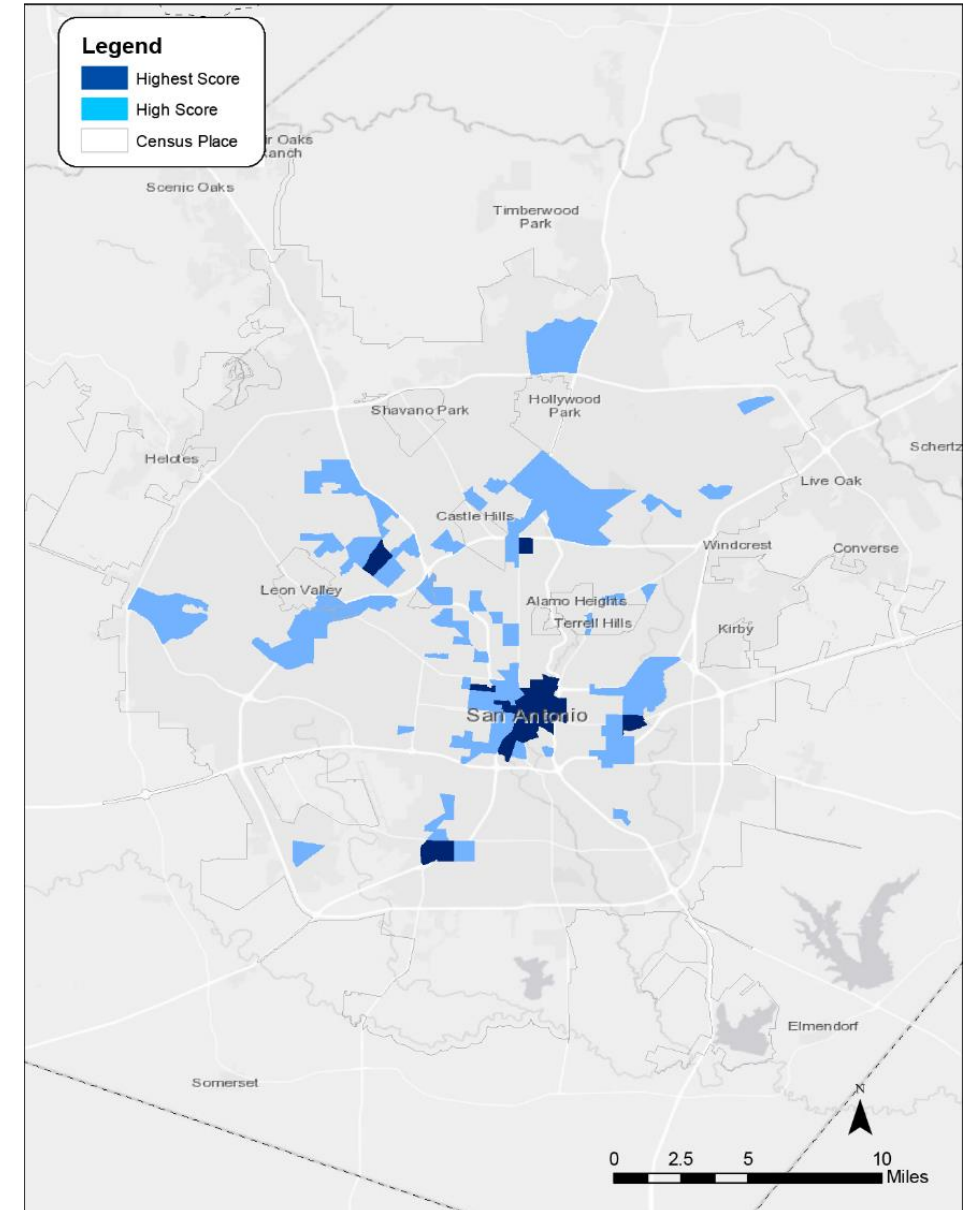
## **Environmental Considerations**

- Feature coverage (Floodplain, wetland, historic sites, etc.)

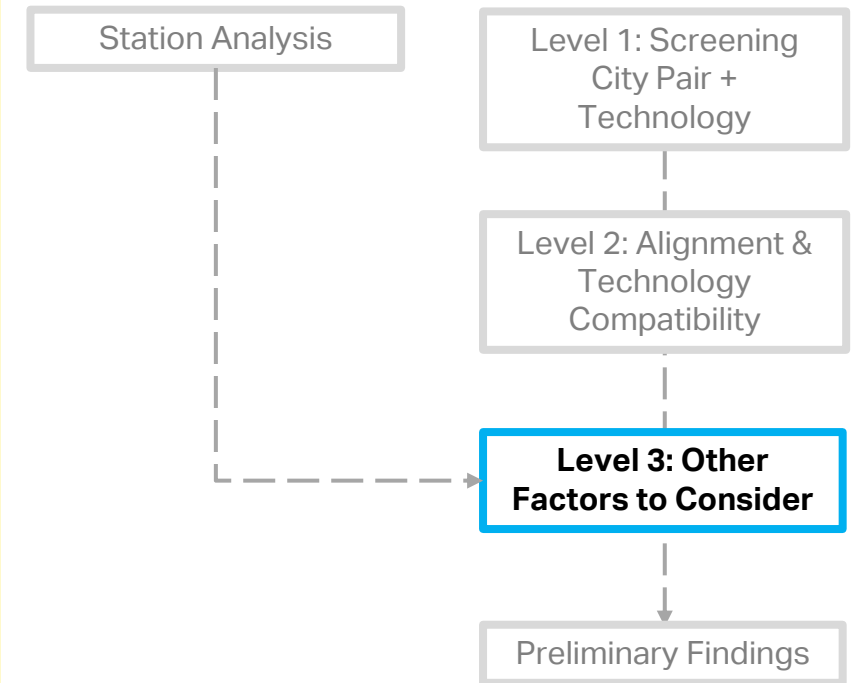


## **Existing and Future Land Use/Available Land**

- Land use compatibility

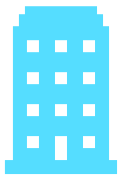


# LEVEL 3: OTHER FACTORS TO CONSIDER



# LEVEL 3: OTHER FACTORS TO CONSIDER

- **Level 3:** Develop a discussion and ranking of difficult to quantify criteria applicable to technologies.
- **Outcomes:** Provide an additional qualitative assessment of technologies in relation to the outcomes of **Level 2**.



## Station Location Benefits

- Urban vs. suburban location
- Freight co-benefit of station location



## Operational

- Required area for ancillary facilities
- Reliability
- O&M costs
- Technology Maturity



## Interoperability

- Compatibility with existing technologies



## Regulatory

- Regulatory environment
- Public and institutional plan consistency
- Public support



## Convenience

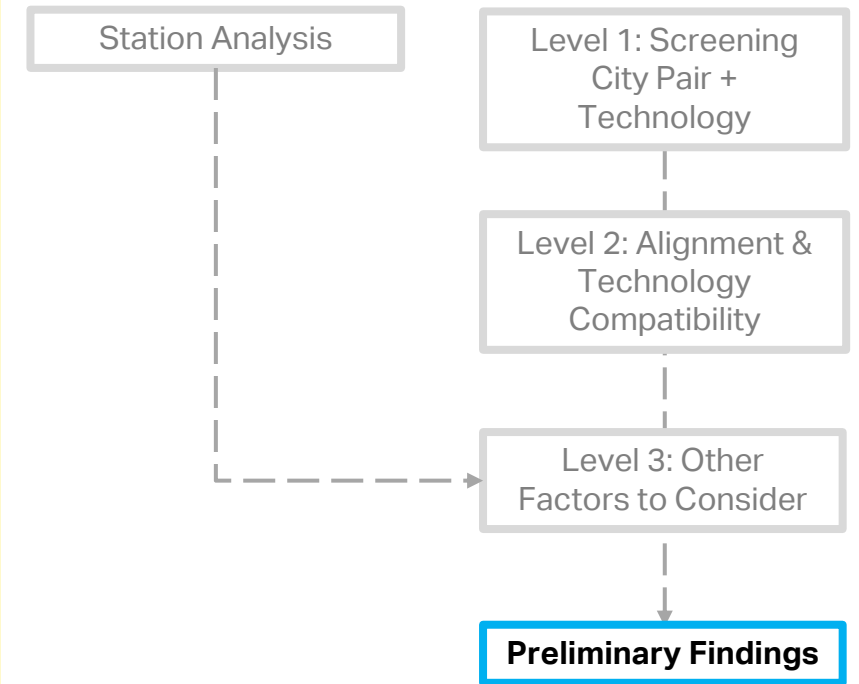
- Passenger experience
- Travel efficiency



## Safety & Resilience

- Vehicle and track safety measures

# PRELIMINARY FINDINGS



# PRELIMINARY FINDINGS

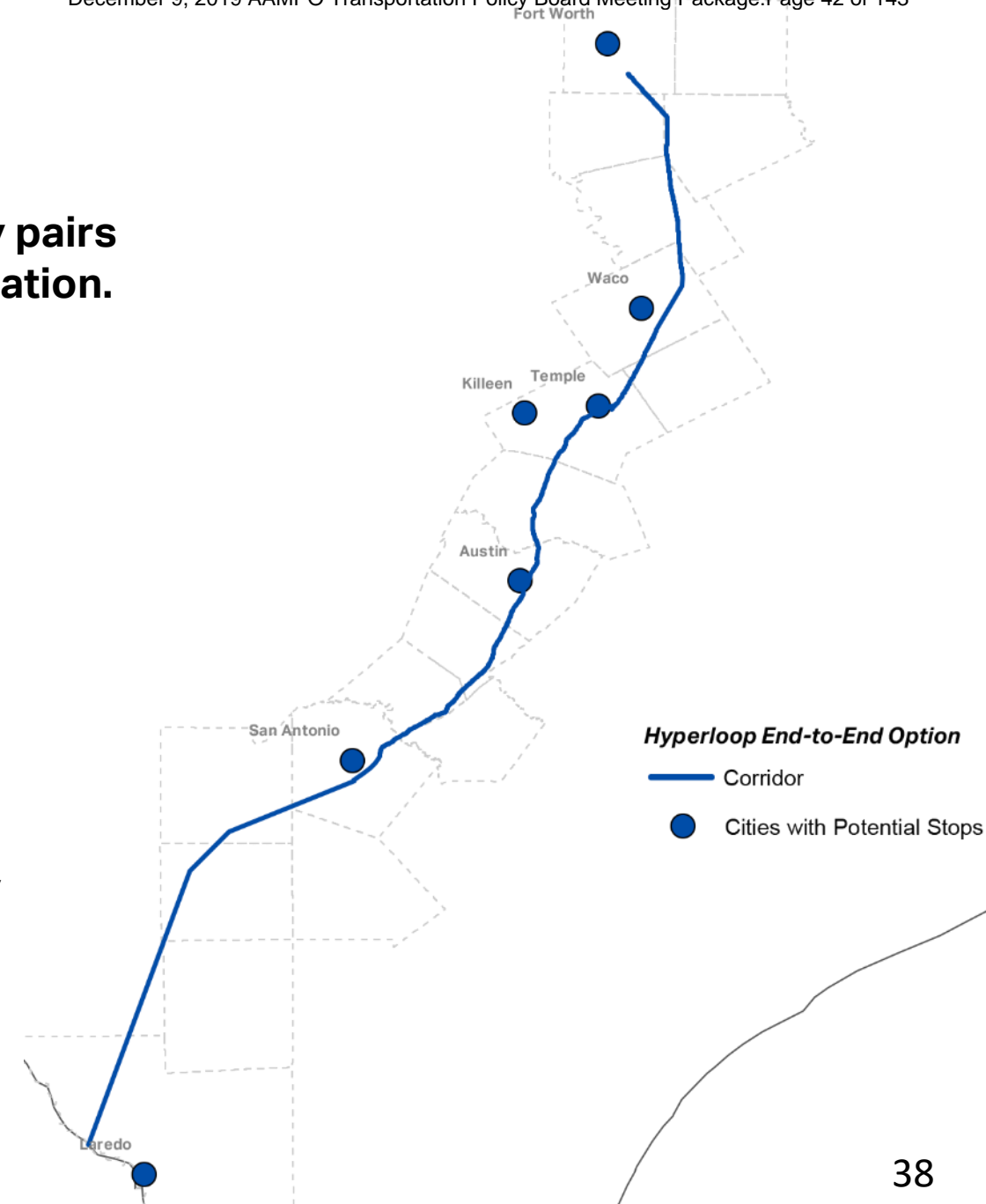
**After screening, Hyperloop stopping at all identified city pairs ranked as the highest technology and alignment combination.**

- **Hyperloop potential stops:**

- Fort Worth
- Waco
- Killeen/Temple
- Austin
- San Antonio
- Laredo

- **Alignment generally follows:**

- Traveling south from Fort Worth to Waco generally following a Utility Corridor.
- From Temple to San Antonio, generally following IH-35.
- From San Antonio to Laredo in a greenfield corridor.



# FEEDBACK

- What are your thoughts about the findings?
- Questions about the analysis methodology?



# Questions & Answers

Thank you



## **Transportation Policy Board**

**December 9, 2019**

### **7. Discussion and Appropriate Action on an Update on the New Braunfels Transit Study**

#### **Purpose**

The purpose of this agenda item is to receive a briefing on the New Braunfels Transit Study.

#### **Issue**

The purpose of this study is for a consultant to evaluate public transportation service options in the City of New Braunfels and potentially between San Antonio, Seguin and San Marcos.

Currently demand response transit service is available, however, with increased population and employment growth, formal study of multimodal transportation solutions is necessary.

The primary tasks include:

- Public Participation that includes: stakeholder interviews and briefings, focus groups, community meetings, surveys and an online presence
- Existing and Future Conditions and Needs Analysis
- Options for a Fixed Route Transit System including an Operations Plan and a funding framework

This study is funded using the MPO's planning funds. The consultant's presentation is attached.

#### **Action Requested**

**For information only. No action is being requested.**



# New Braunfels Transit Study

## A Briefing

KFH Group Inc. | Toole Design

Alamo Area Metropolitan Planning Organization

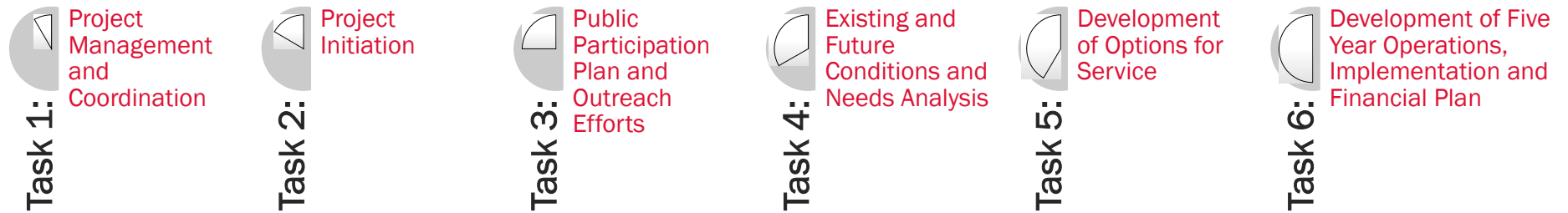
December 9, 2019



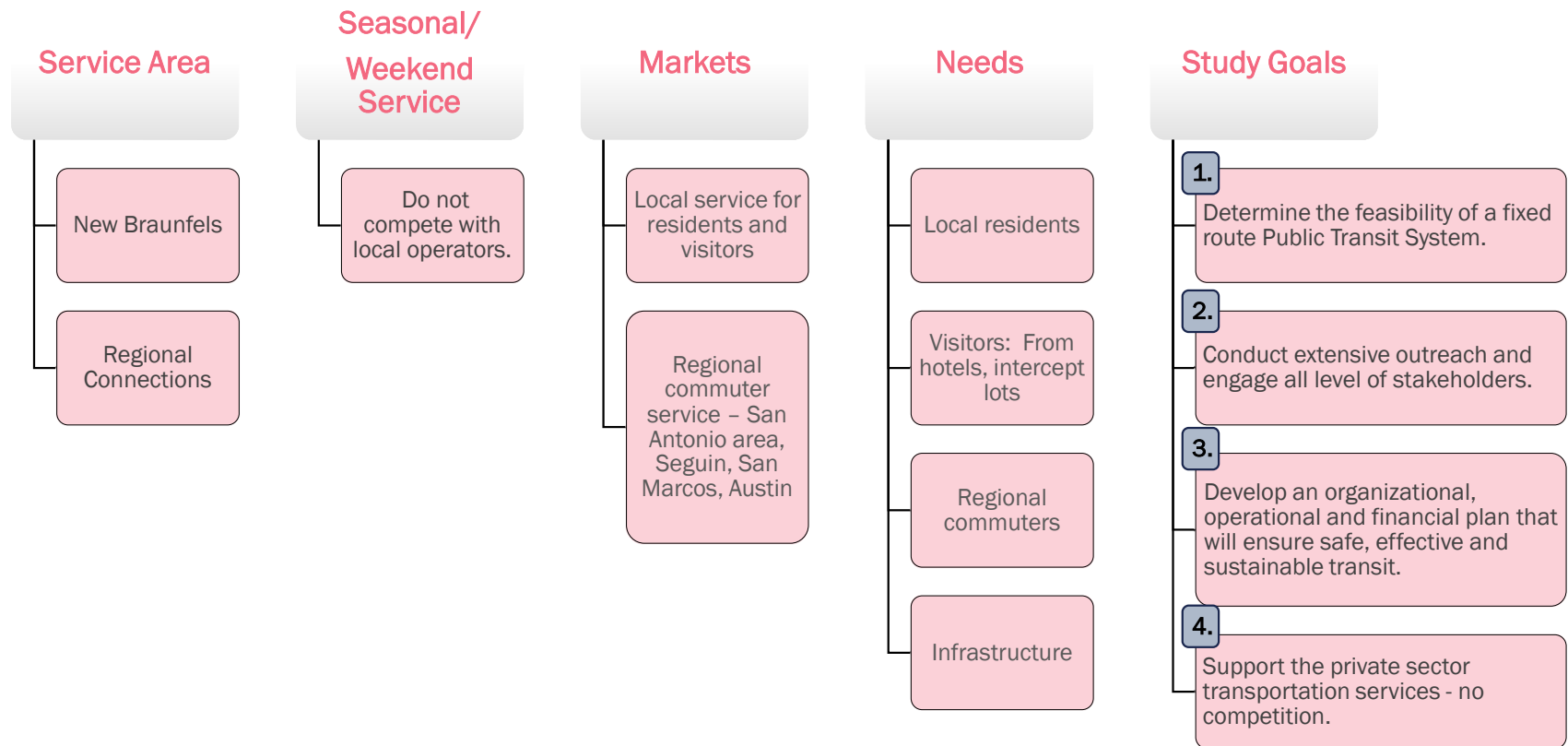
# Agenda

1. Introductions
2. Review of Work Plan –  
*With an extended discussion regarding outreach*
3. Discussion of existing service, key issues, and demographics -  
*Review of similar systems – what we may expect*
4. Development of Strategies
5. Draft and Final Plan

# Project Work Plan



# Key Issues



# Outreach Efforts

## Study Oversight Committee –

We envision 4 formal meetings.

## Interviews, intercepts and Meetings –

As many as needed for stakeholders.

## Online/Onboard Surveys –

Over 400 responses of all types

## Community Meetings –

We will conduct two rounds of meetings. First round completed

## Focus Groups –

2 focus groups – Hosted by: The Chamber of Commerce and McKenna Foundation.

## Speakers Bureau –

Enlisting participants

## Social Media and Website –

Website is available - <http://www.nbtexas.org/transit>

# Review of Existing Services

Demand response is not an effective service design for New Braunfels.

Current demand response service:

- Very expensive on a per trip basis due to allocation formula
- Limited service availability

Currently spending over \$800,000

- Doubling this cost to accommodate fixed route will increase ridership five or six fold.

# New Braunfels

Based on the review of similar systems and assuming a **five bus fixed route:**

- Expect an initial ridership of six one way trips per vehicle hour or over 100,000 trips annually.
- A mature system will generate up to 10 one way trips per vehicle hour or over 180,000 one way trips annually.

New Braunfels **Advantages:**

- Large population base
- Commuters
- Visitors
- Student transportation (where school buses do not serve)
- Businesses



# Demographics and Travel Patterns

1. Using the most up to date data from the American Community Survey and StreetLights cell phone data.
2. Numerous parts of New Braunfels have the population and density to support fixed route.
3. Visitors can help increase ridership especially in the Downtown to Gruene corridor.
4. Some corridors have sidewalk and pedestrian access. Others do not.

# Origins: AM Peak

Figure 8 – Origin Zones: Weekdays (M-Th), Peak AM (6AM – 10 AM)

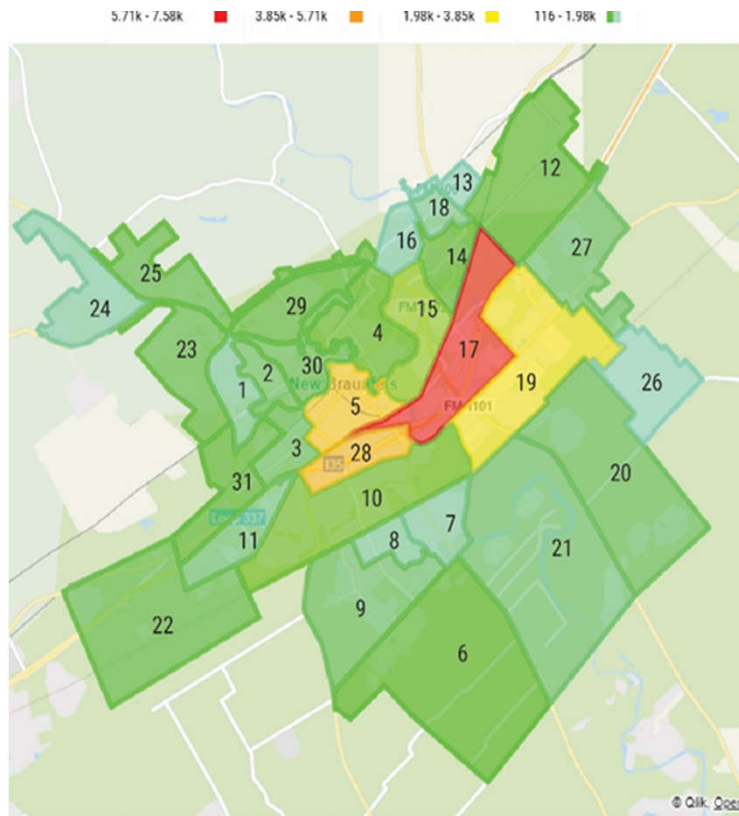
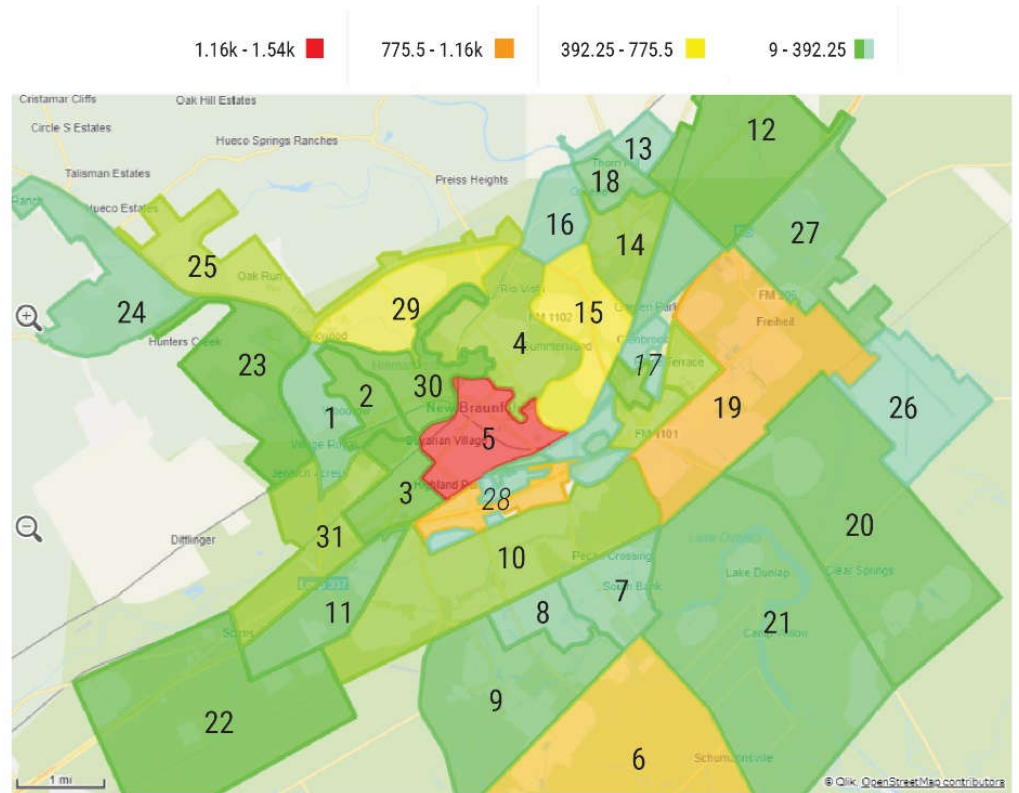
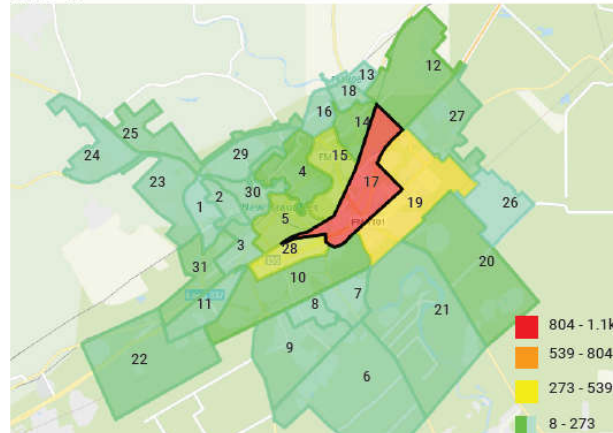


Figure 9 – Origin Zones (fine grained zones): Weekdays (M-Th), 7 AM – 8 AM

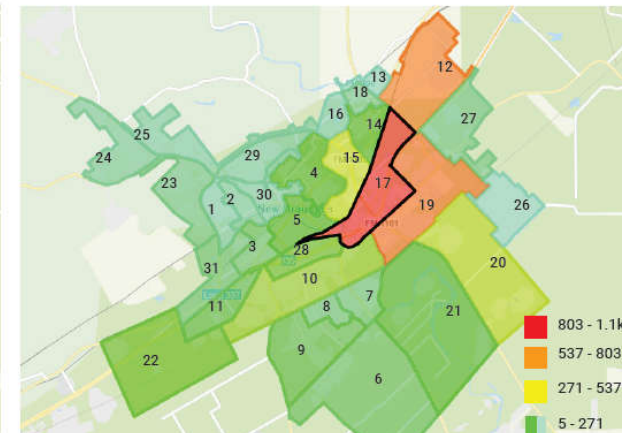


# Travel Patterns

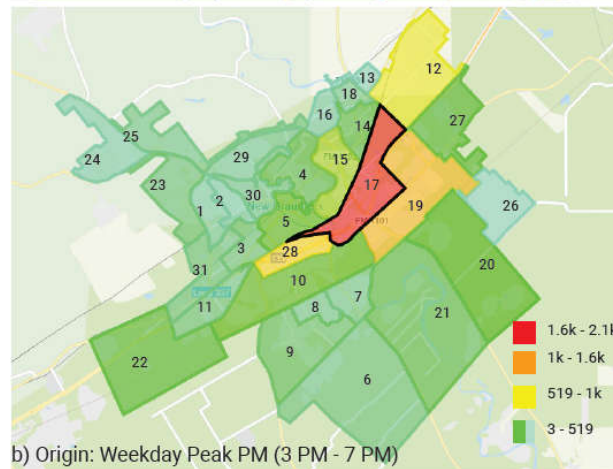
Zone 17



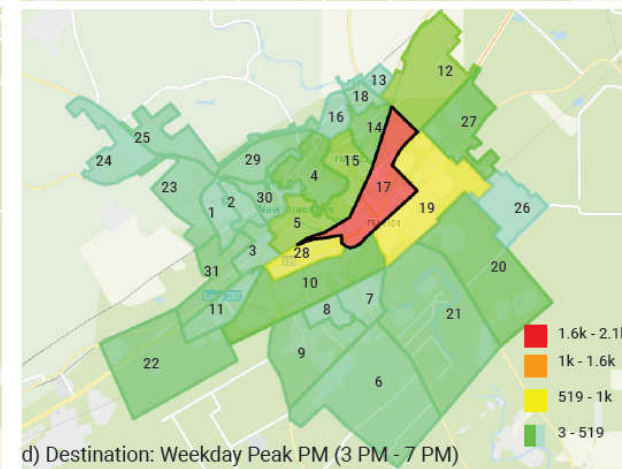
a) Origin: Weekday Peak AM (6 AM - 10 AM)



c) Destination: Weekday Peak AM (6 AM - 10 AM)

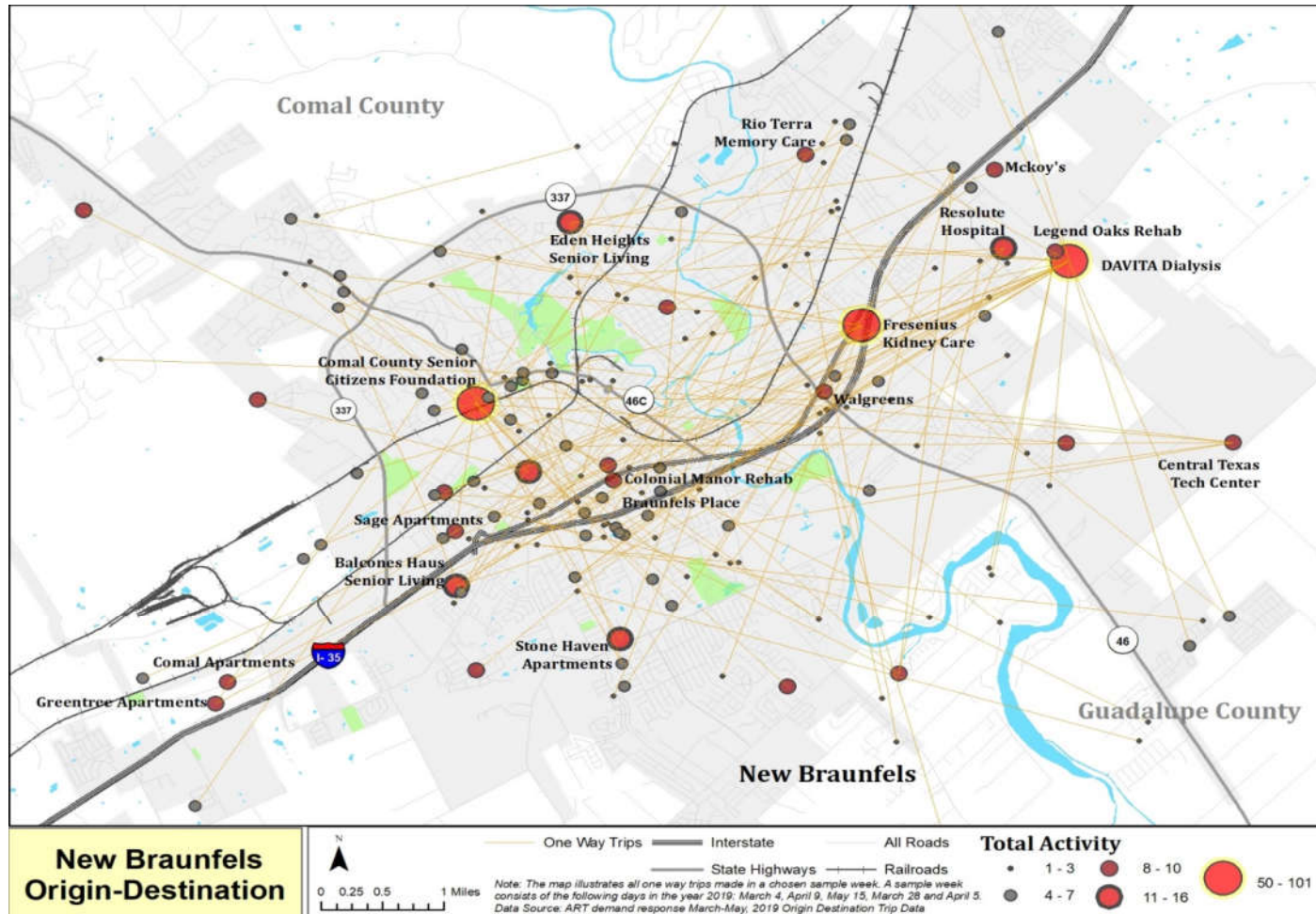


b) Origin: Weekday Peak PM (3 PM - 7 PM)



d) Destination: Weekday Peak PM (3 PM - 7 PM)

# Existing Service: Origins and Destinations



# Development of Strategies

Options to look at include, but may not be limited to:

## Operations

- Minimum of five bus fixed route bus with complementary ADA service.
- Up to eight bus system

## Organizational

- Operated directly by the City
- Contracted to a private or public operator, monitored by the city

## Financial

- Continue/expand current arrangements with VIA, New Braunfels and FTA funding
- Review potential for sales tax
- Private sector sponsorships



# Draft and Final Plan

Develop Draft Plan

Conduct Second Round of  
outreach

Develop Final Plan

# Questions?

Ken Hosen

KFH Group Inc.

[Khosen@kfh.com](mailto:Khosen@kfh.com)



**Transportation Policy Board****December 9, 2019****8. Discussion and Appropriate Action on Air Quality Presentations****Purpose**

The purpose of this agenda item is to receive updates on air quality planning activities by both the City of San Antonio (CoSA) and the Alamo Area Council of Governments (AACOG).

**Issue****a. Ozone Attainment Master Plan Update – CoSA (Ricardo Ambriz)**

Bexar County was designated as marginal nonattainment for ground-level ozone by U.S. Environmental Protection Agency (EPA) in 2018. In order to achieve attainment status, Bexar County must lower ground-level ozone to 70 ppb or lower by September 2021 (using 2018, 2019 and 2020 monitoring data). If the ozone standard is not met, the EPA may require additional regulations for businesses that plan to expand or are potentially relocating to the local area. The San Antonio Metropolitan Health District (Metro Health) developed an Ozone Attainment Master Plan to establish a strategic and technical review of current local ozone levels and provide recommendations. The Ozone Attainment Master Plan is voluntary and can be found online at:

<https://www.sanantonio.gov/Portals/0/Files/health/HealthyEnvironment/MasterPlan-Ozone.pdf>

The draft presentation is attached for your information.

**b. Subtask 3.3 Air Quality Planning – AACOG (Steven Smeltzer)**

AACOG is under contract to the MPO to perform photochemical modeling in support of air quality planning. That work for the fiscal year has been completed and is documented in a technical report. The Executive Summary and the draft presentation are attached for your information.

**Action Requested**

**For information only. No action is being requested**





CITY OF SAN ANTONIO  
**METROPOLITAN HEALTH DISTRICT**

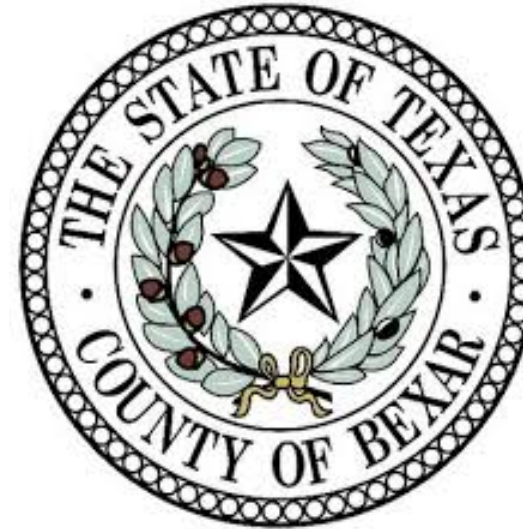
# **Ozone Attainment Master Plan**



**Alamo Area Metropolitan Planning Organization**

**November 8, 2019**

# Nonattainment Background



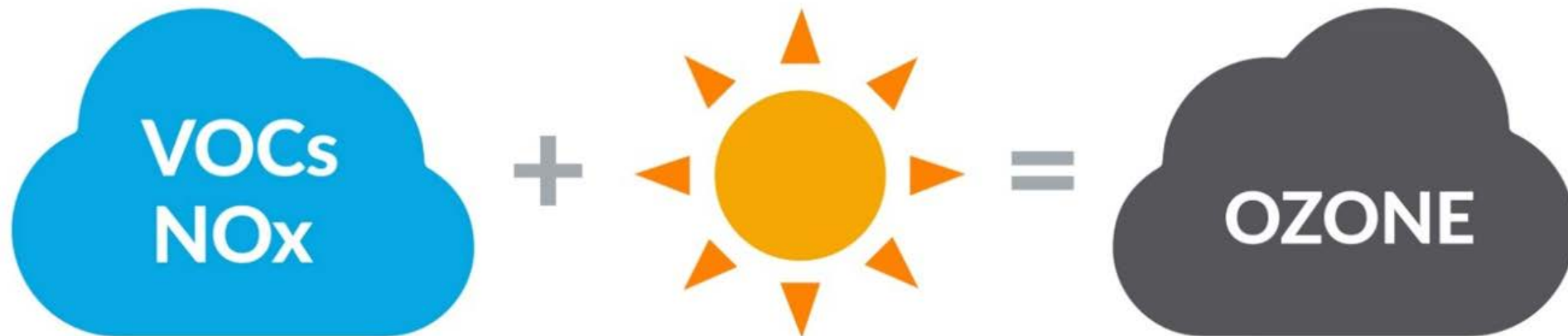
October 1, 2015 EPA releases “health-based” standard

September 24, 2018 Bexar County determined to be  
in marginal nonattainment

December 31, 2020 Deadline to achieve attainment

# Ground-level Ozone

Ozone is formed when Nitrogen Oxides (NO<sub>x</sub>) and Volatile Organic Compounds (VOCs) combine and are exposed to sunlight.



# Public Health Concern

## Ground-level ozone causes:

- Death of children and elderly people
- Cardiovascular disease
- Respiratory disease
- Asthma attacks





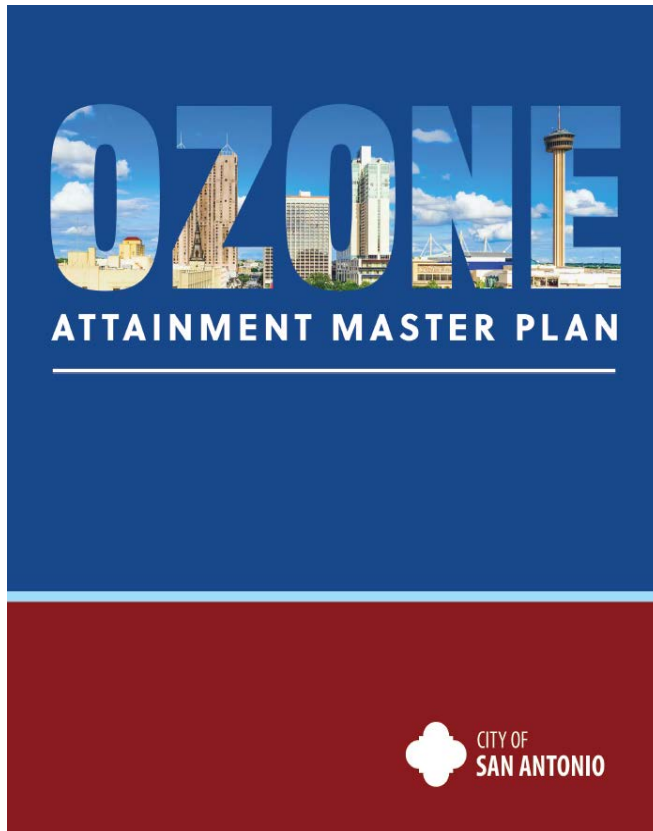
# Consequences of Nonattainment

## Costs of Federal Regulation:

- Emissions testing
- New project permitting
- Fewer jobs
- Cost of \$800 million per year

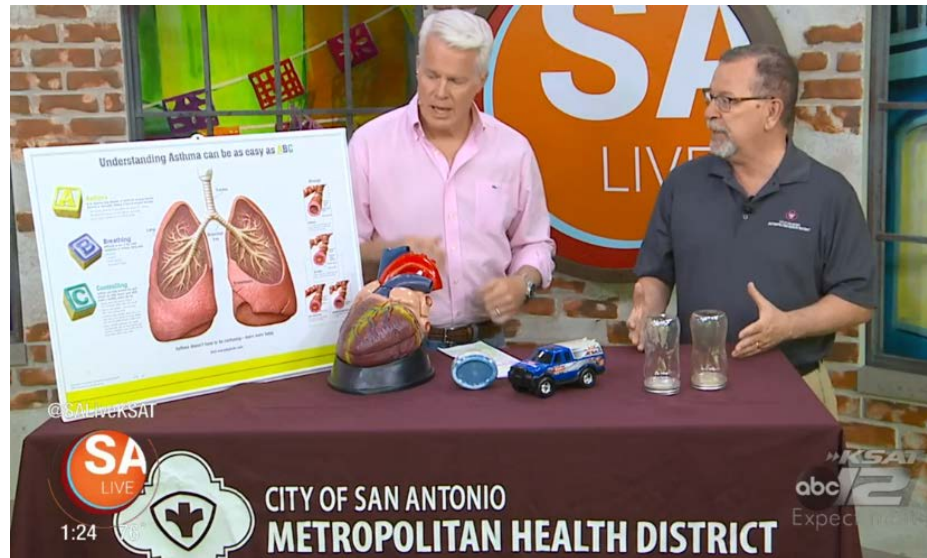


# Ozone Attainment Master Plan



- **Communications and Marketing**
- **Volkswagen Settlement**
- **Ozone Best Practices**
- **Identification of Point Sources and Mitigation**
- **Business Community**
- **Policy/ Advocacy/ Funding**

# Communications and Marketing





# Volkswagen Settlement



- TCEQ is administering VW funds.
- \$61 million available for projects that reduce NOx in the San Antonio area.
- \$15.4 million allocated for second round of funding in San Antonio area.
- 2nd round of funding for projects that replace or repower Refuse Vehicles.

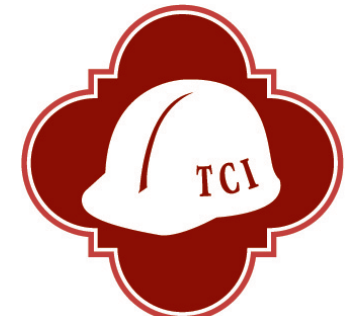


# Ozone Best Practices

## Diesel Construction Equipment Anti-idling



## Vanpool Pilot Program



# Identification of Point Sources and Mitigation

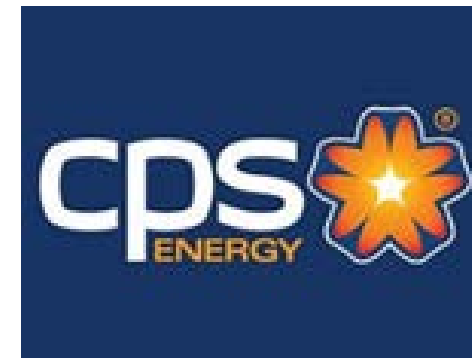


SOUTHWEST RESEARCH INSTITUTE



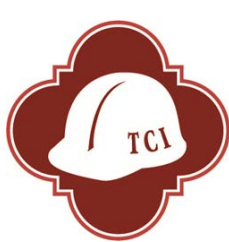


# Business Community



# Policy/ Advocacy/ Funding

## Gas Cap Replacement



## Remote Work Policy



# Actions Everyone Can Take



- Limit driving and idling
- Conserve electricity
- Use paint and cleaning products with less or zero VOCs



# Actions Everyone Can Take

- Refuel your vehicle in the evening
- Keep your vehicle and gas-powered equipment maintained
- Don't burn wood or yard waste.



# Thank you!

## Questions or comments?

# Air Quality and Photochemical Modeling Results

*Presented by*

**Steven Smeltzer**

AACOG

**December 9, 2019**



# Current Three-Year Average, 2016-2018

Regulatory Monitor	Fourth Highest 8-Hour Average O <sub>3</sub> Measurement, ppb			Three Year Average
	2016	2017	2018	
S.A. Northwest C23	<b>71</b>	<b>73</b>	<b>72</b>	<b>72</b>
Camp Bullis C58	69	<b>72</b>	<b>73</b>	<b>71</b>
Calaveras Lake C59	62	65	<b>71</b>	66

Two regulatory monitors exceed the ozone standard

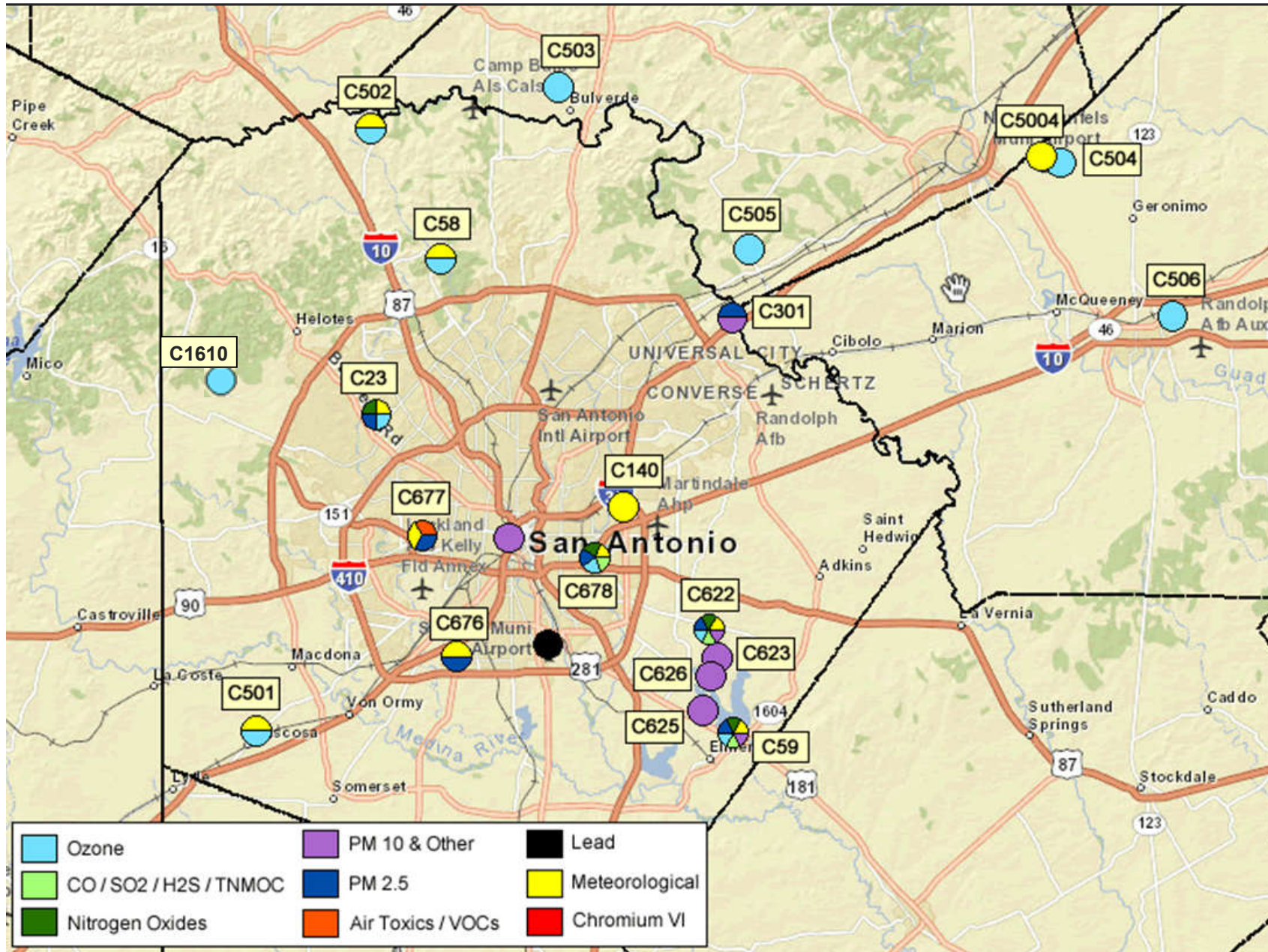
# Ozone Season to Date, 2019

Monitor	Date	PPB	Date	PPB	Date	PPB	Date	PPB
S.A. Northwest C23	6/13	78	7/25	76	6/8	76	7/26	75
Camp Bullis C58	7/26	76	6/13	70	4/9	70	7/25	69
Calaveras Lake C59	7/26	64	6/13	63	6/7	63	4/9	63

\* Ozone data validated through June, 2019

Current fourth-highest is above the maximum allowable to attain NAAQS

# Air Quality Monitoring Sites in the San Antonio-New Braunfels MSA



# Current Attainment Status

- Based on air monitoring data from 2015-2017, Bexar County was designated nonattainment with a marginal classification
- All other counties in the MSA were classified as attainment/unclassifiable
- Attainment date (no later than) September 24, 2021
- Bexar County Attainment year = 2020

## **If Bexar County Meets the Standard in 2020**

- If the three-year design value is at or below 70 ppb, the area is eligible for re-designation to attainment
- Demonstrates maintenance for 10 years after EPA approval (Includes contingency plan)
- Re-designation does not lift any SIP-approved regulations
- A second 10-year maintenance plan would be required

# If Bexar County Does not meet the Standard in 2020

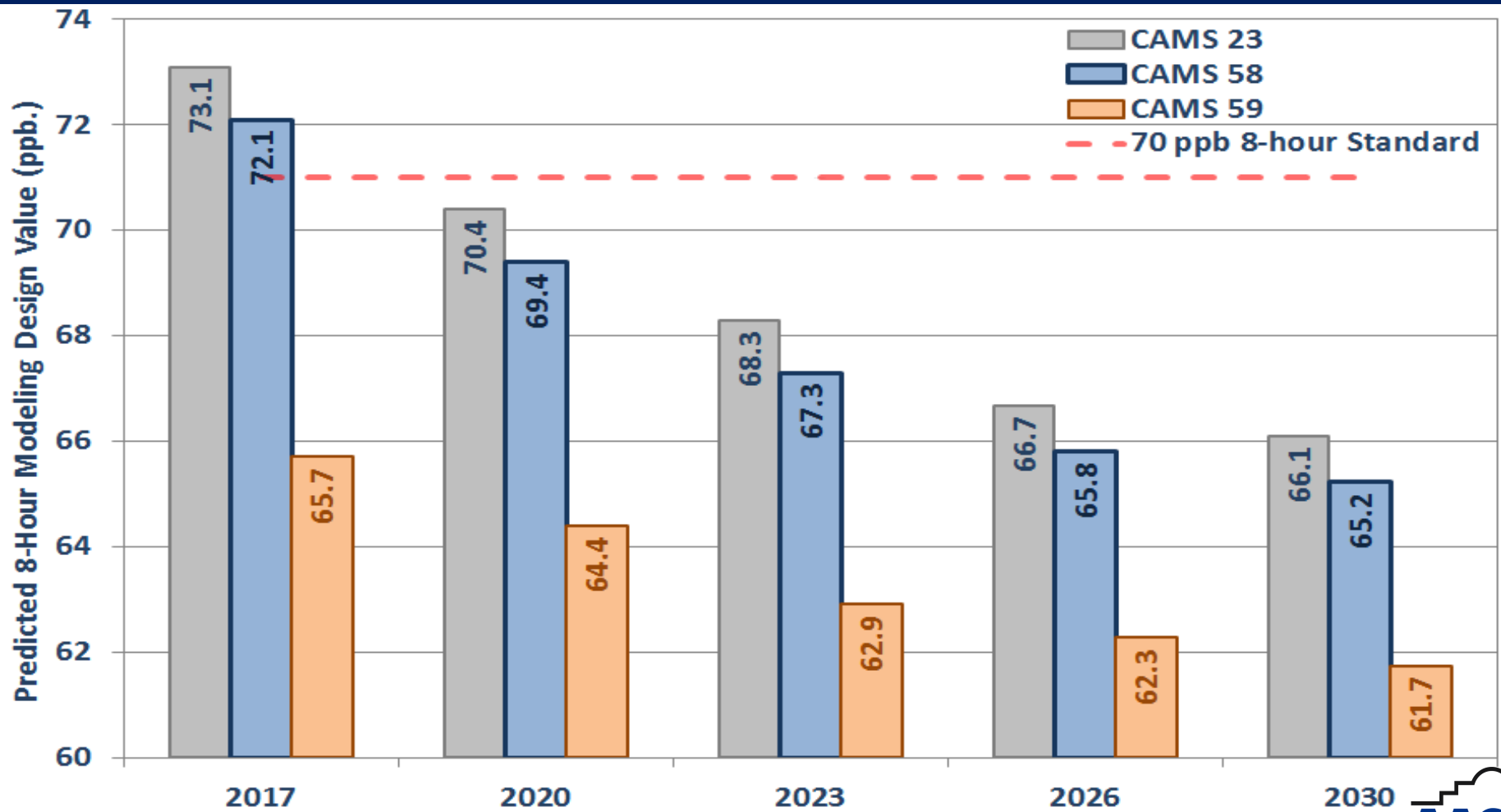
- If the three-year design value is 71 ppb or greater, the area is reclassified to moderate
  - By operation of law – no action from the state
  - Federal notice and comment rulemaking
- Reclassification would likely occur in early 2022
- States usually have one year after reclassification to submit federally required SIP revisions
- Attainment would be required by the end of 2023
- 179B Demonstration



# Photochemical Modeling

- The Alamo Area Council of Governments conducts ozone analysis using photochemical models that simulate actual high-ozone episodes
- The modeling episode currently being used for the San Antonio area is April 16 to September 30, 2012
- The cities of Houston, Austin, Dallas, and other areas in Texas are also using the same episode to conduct photochemical modeling analysis
- The 2012 ozone season episode is approved by TCEQ and EPA for use in the Texas SIP

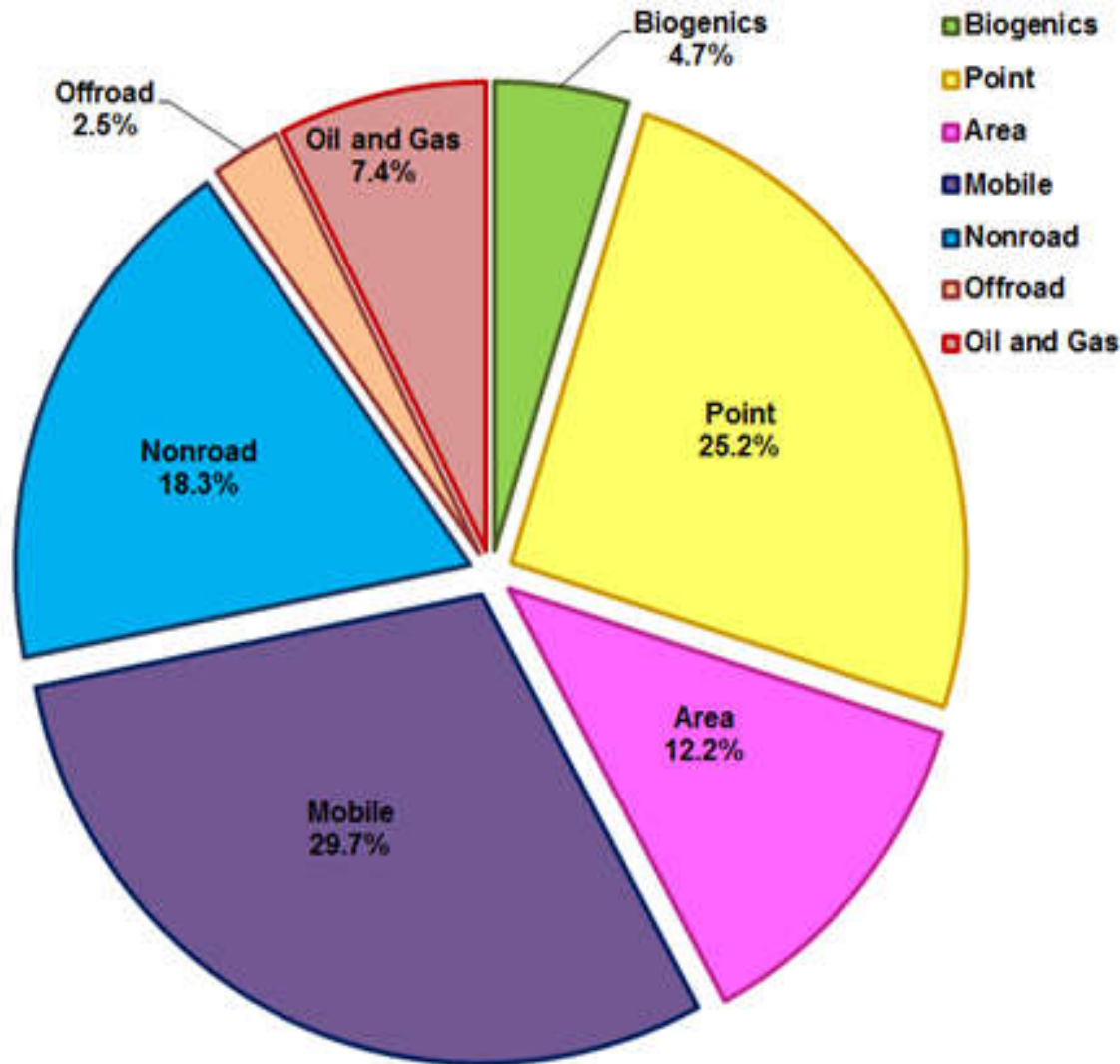
# Change in San Antonio-New Braunfels MSA Eight-Hour Design Values, 2020, 2023, 2026, and 2030



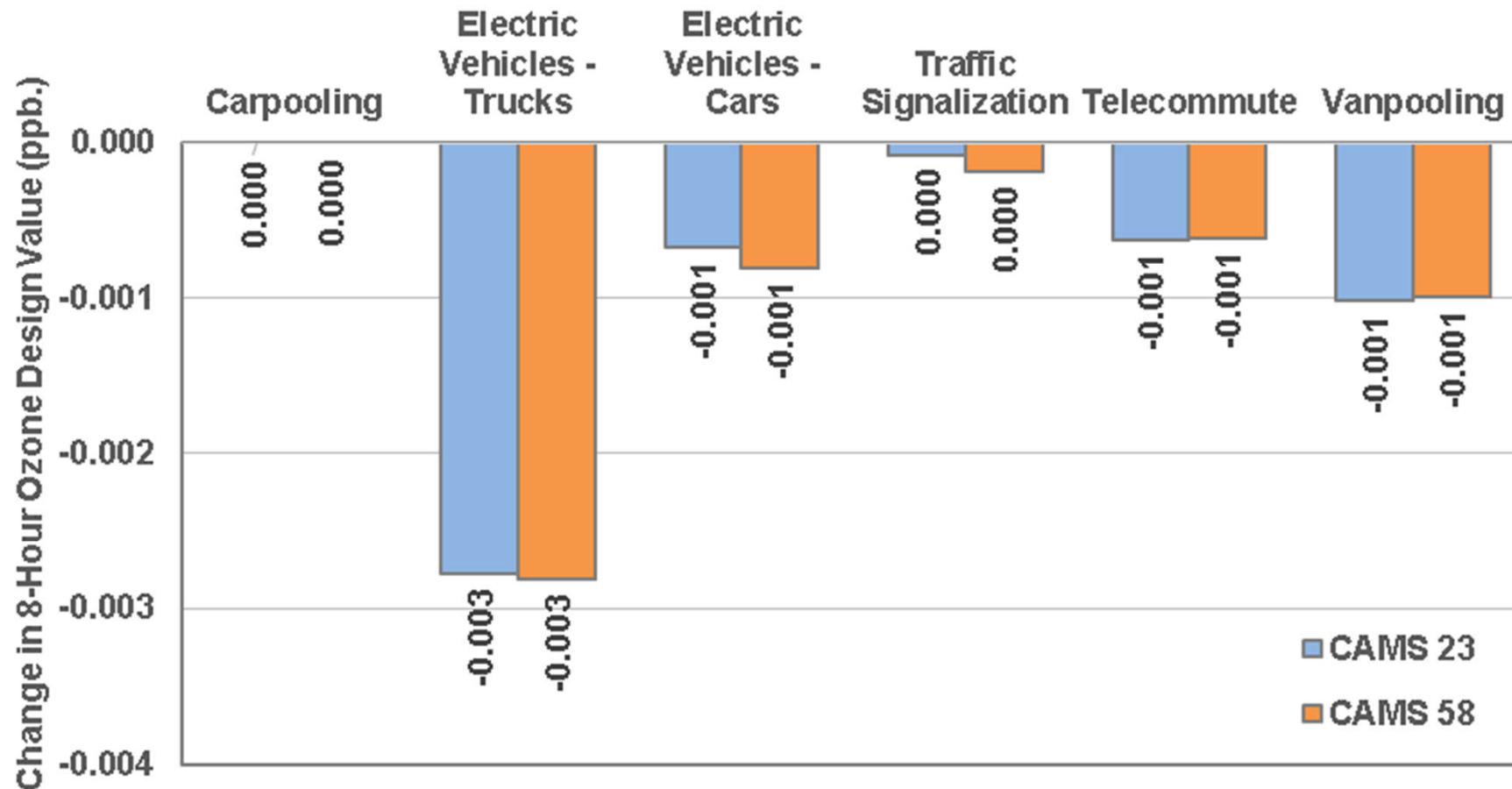
Based on a 5 year weighted modeling design value



# Local Contribution at C58 for Average Peak 8-Hour Ozone on Design Value Days by Emission Group, 2023



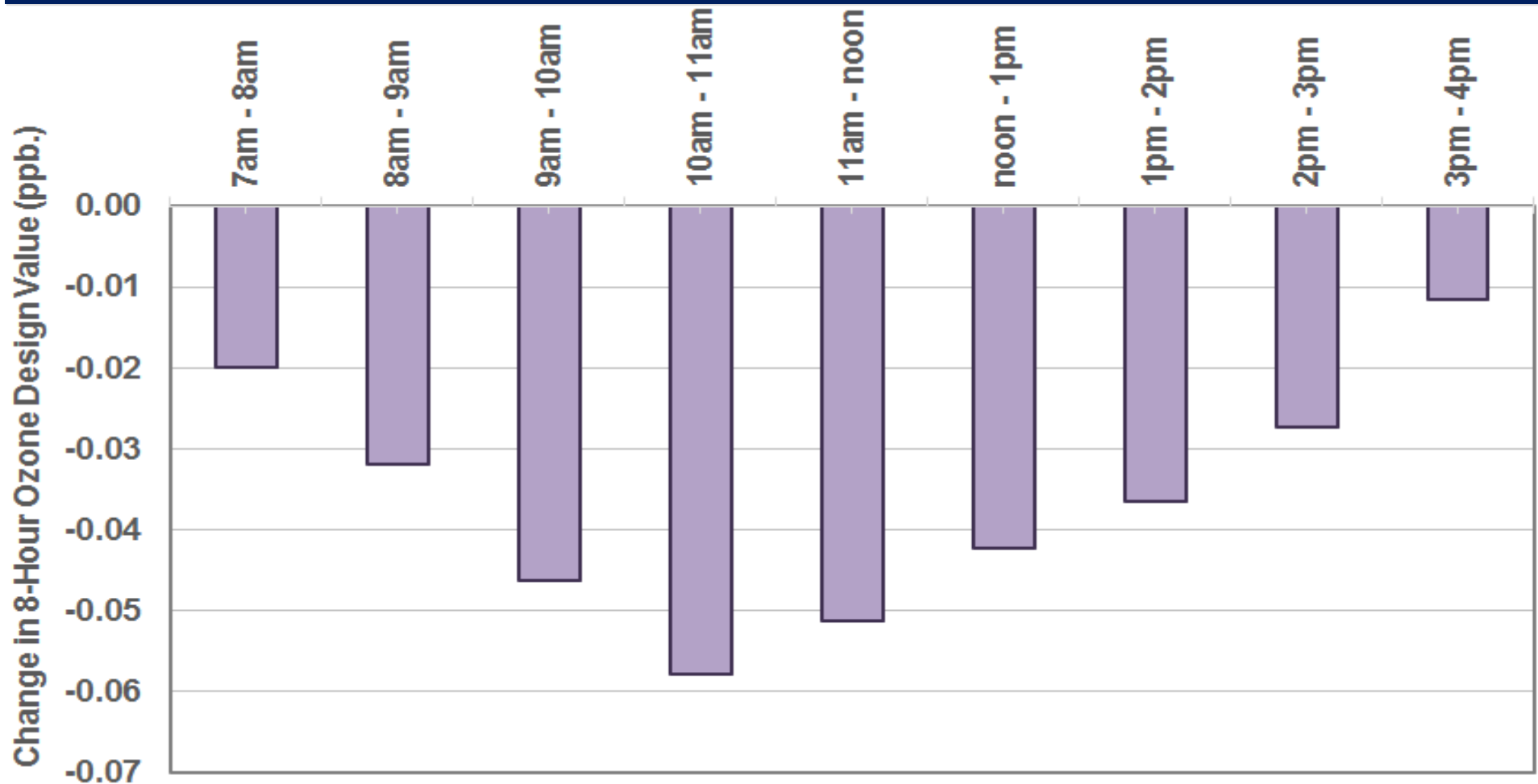
# Ozone Reductions, 2020 (ppb.)



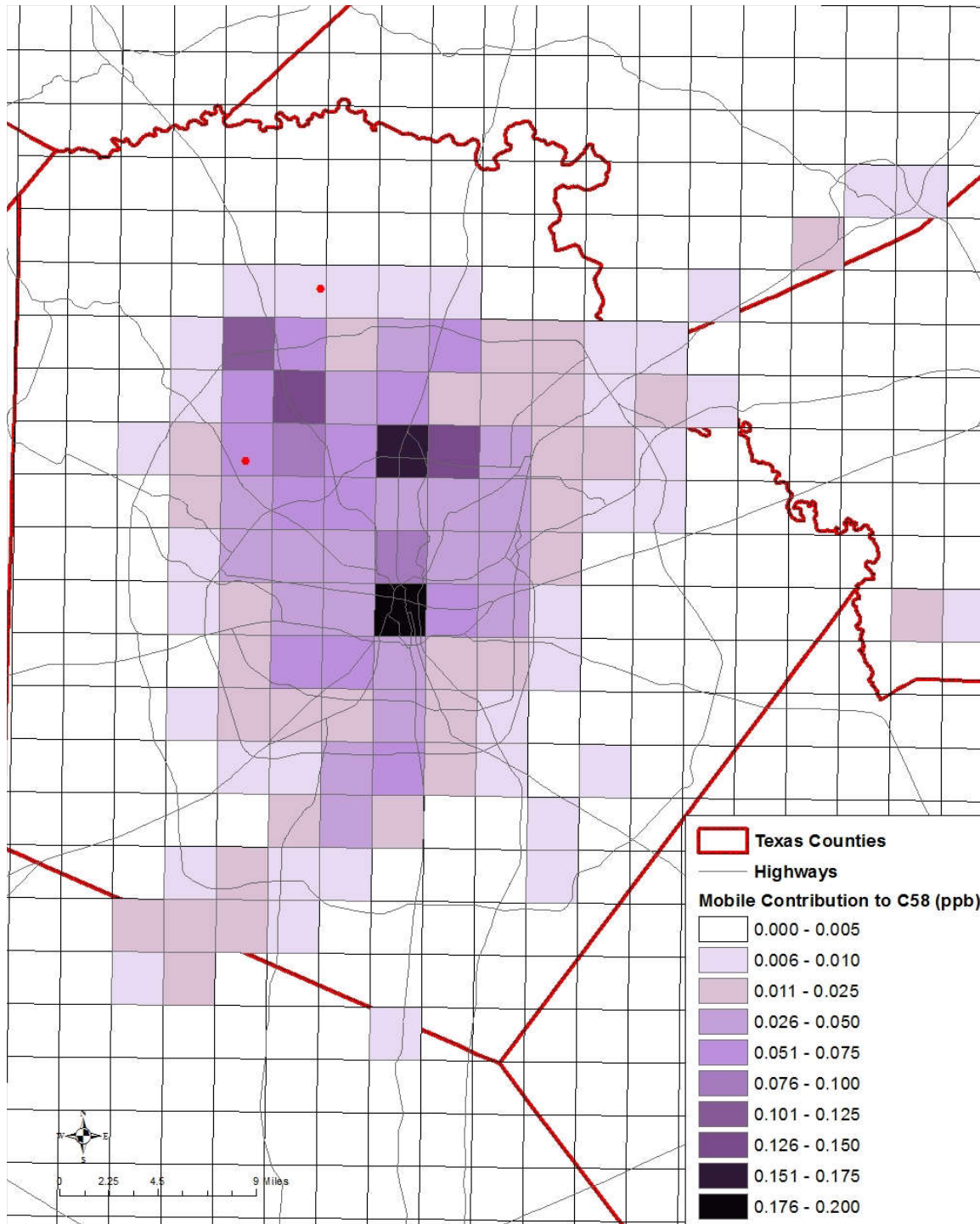
# Ozone Reductions, 2020 (ppb.)



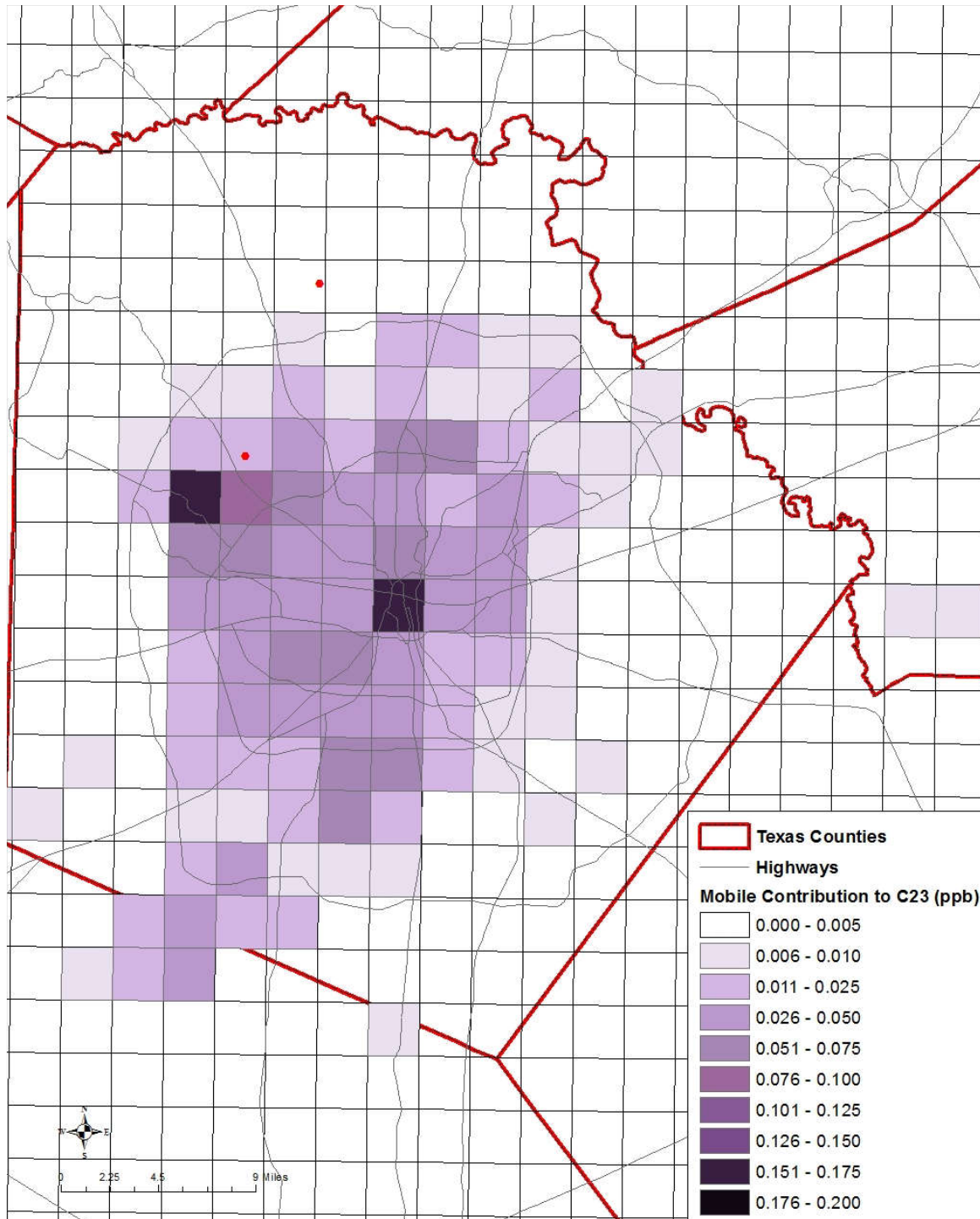
# Predicted Ozone Design Value Reduction at C58 for Each Mobile Hourly Run, 2020



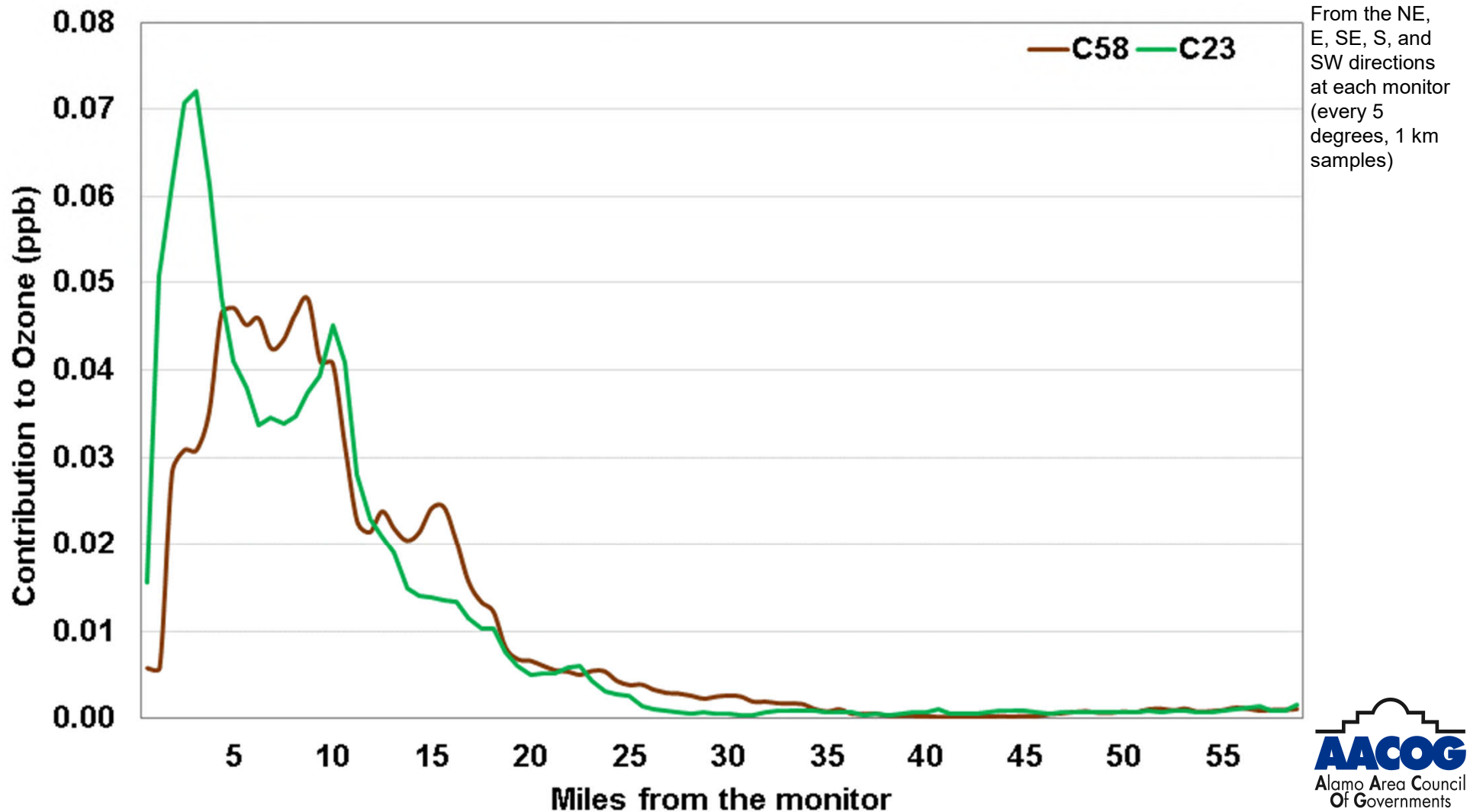
## On-Road Contribution to Ozone at C58, 2023 (ppb)



## On-Road Contribution to Ozone at C23, 2023 (ppb)



# Mobile Source Contribution to Ozone (ppb)





# Top 10 Mobile Source Regions' Contribution to Ozone (ppb)

Rank	Intersection or Location	Ozone (ppb)
1	Downtown San Antonio	0.17
2	Loop 410 / US 281 Interchange	0.12
3	Loop 410 / Broadway	0.11
4	Culebra / Grissom	0.09
5	IH 10 / De Zavala	0.07
6	Loop 410 / Babcock Road	0.07
7	US 281 North of Downtown	0.07
8	Lackland AFB / Nogalitos St.	0.06
9	Fredericksburg Road / Huebner	0.06
10	Loop 410 / Bandera Road	0.06

Average of C23 and C58 ozone monitors

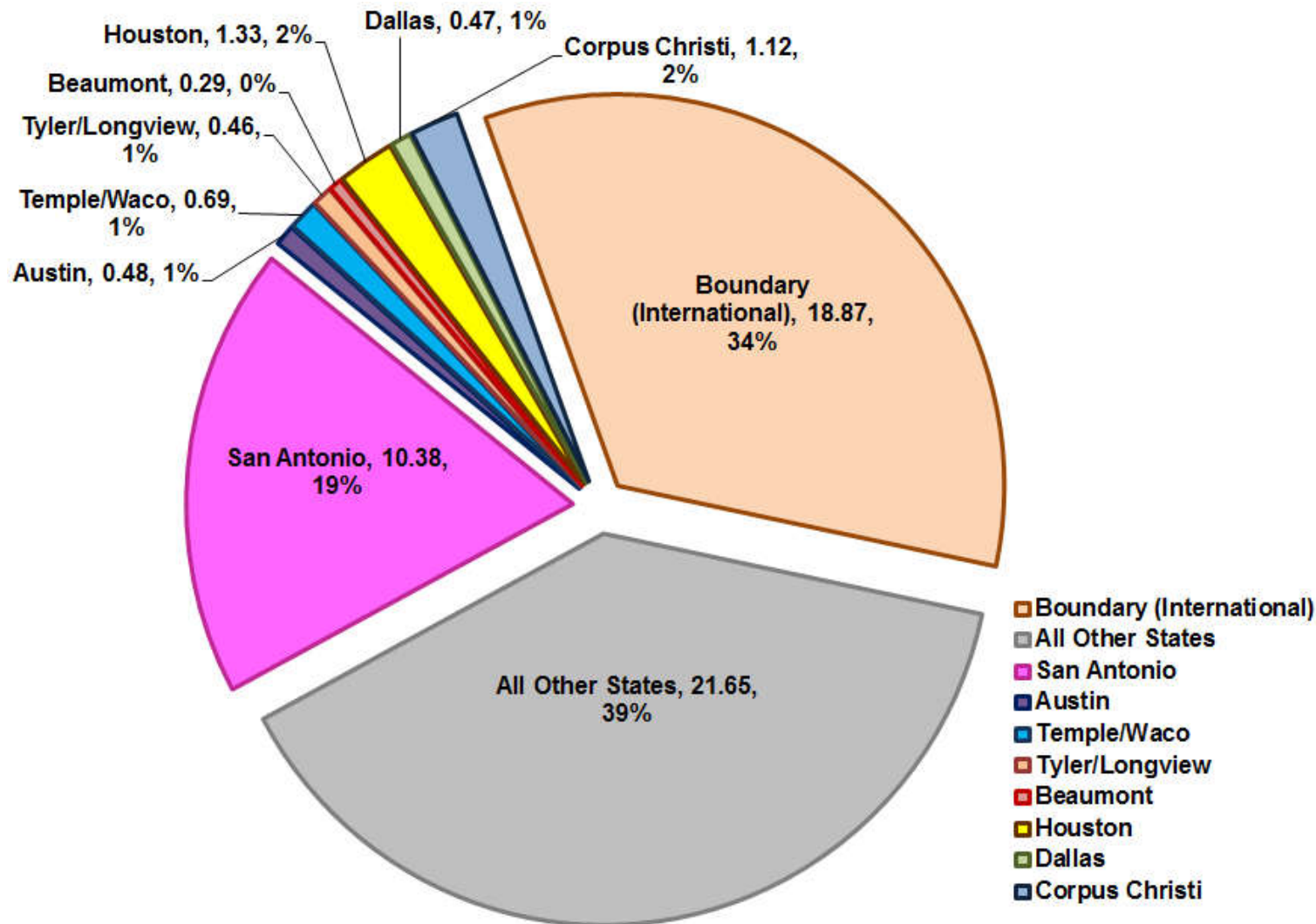


# Top 10 Mobile Source Region Contribution, Ozone (ppb)/ NO<sub>x</sub> (ppm)

Rank	Intersection or Location	Ozone (ppb)/NO <sub>x</sub> (ppm)
1	US 151 / US 90 Interchange	0.70
2	Loop 410 / US 281 Interchange	0.69
3	Loop 410 / Broadway	0.67
4	Loop 410 / Babcock Road	0.48
5	Downtown San Antonio	0.48
6	NW Loop 1604 / UTSA	0.48
7	Culebra / Grissom	0.47
8	IH 10 / De Zavala	0.34
9	Loop 1604 / US 281 Interchange	0.34
10	Lackland AFB / SW Military	0.33

Average of C23 and C58 ozone monitors

# Pie Chart for C58 Average Peak 8-Hour Ozone by Texas Regions on Days > 60 ppb, 2023



# Next Steps

- Continue APCA runs by grid square
- Additional Control Strategy Runs
- Update Local emission inventories
- Run base case, base line, and projection cases with the latest emission inventories

**Transportation Policy Board**

**December 9, 2019**

**9. Discussion and Appropriate Action on a Traffic Incident Management Update**

**Purpose**

The purpose of this agenda item is to receive an update on TxDOT's Traffic Incident Management Program.

**Action Requested**

**For information only. No action is being requested.**

**Transportation Policy Board****December 9, 2019****10. Discussion and Appropriate Action on Safety Performance Measures, Target Setting and Dashboard Demonstration****Purpose**

The purpose of this agenda item is to receive a presentation on updated regional targets associated with safety performance measures and see a demonstration of the online performance measure dashboard.

**Issue**

The U.S. Department of Transportation (USDOT) has implemented several roadway-related performance requirements created under MAP-21 and the FAST Act. The Transportation Policy Board (TPB) took action in January 2019 (as well as in 2018) supporting statewide 2019 targets developed by the Texas Department of Transportation (TxDOT) and a comprehensive group of traffic safety stakeholders. The TPB will continue to need to take action supporting new statewide targets or set regional targets yearly.

Safety performance measures focus on reducing the number of people killed and seriously injured in motorized and non-motorized crashes. By reporting targets in the Metropolitan Transportation Plan and Transportation Improvement Program, performance measures can inform planning and funding decisions in the pursuit of regional and national goals.

At their respective meetings on November 13 and November 20, the Bicycle Mobility Advisory Committee and Pedestrian Mobility Advisory Committee took action on recommendations for 2020 targets. TAC and TPB action are scheduled for January 2020.

MPO staff will present proposed regional targets at this meeting. The draft presentation is attached.

**Action Requested**

**For information only and discussion only. Action is scheduled for January 2020.**



AAMPO

# **Safety Performance Measures: 2020 Target Setting**

Transportation Policy Board | December 9, 2019

# Outline

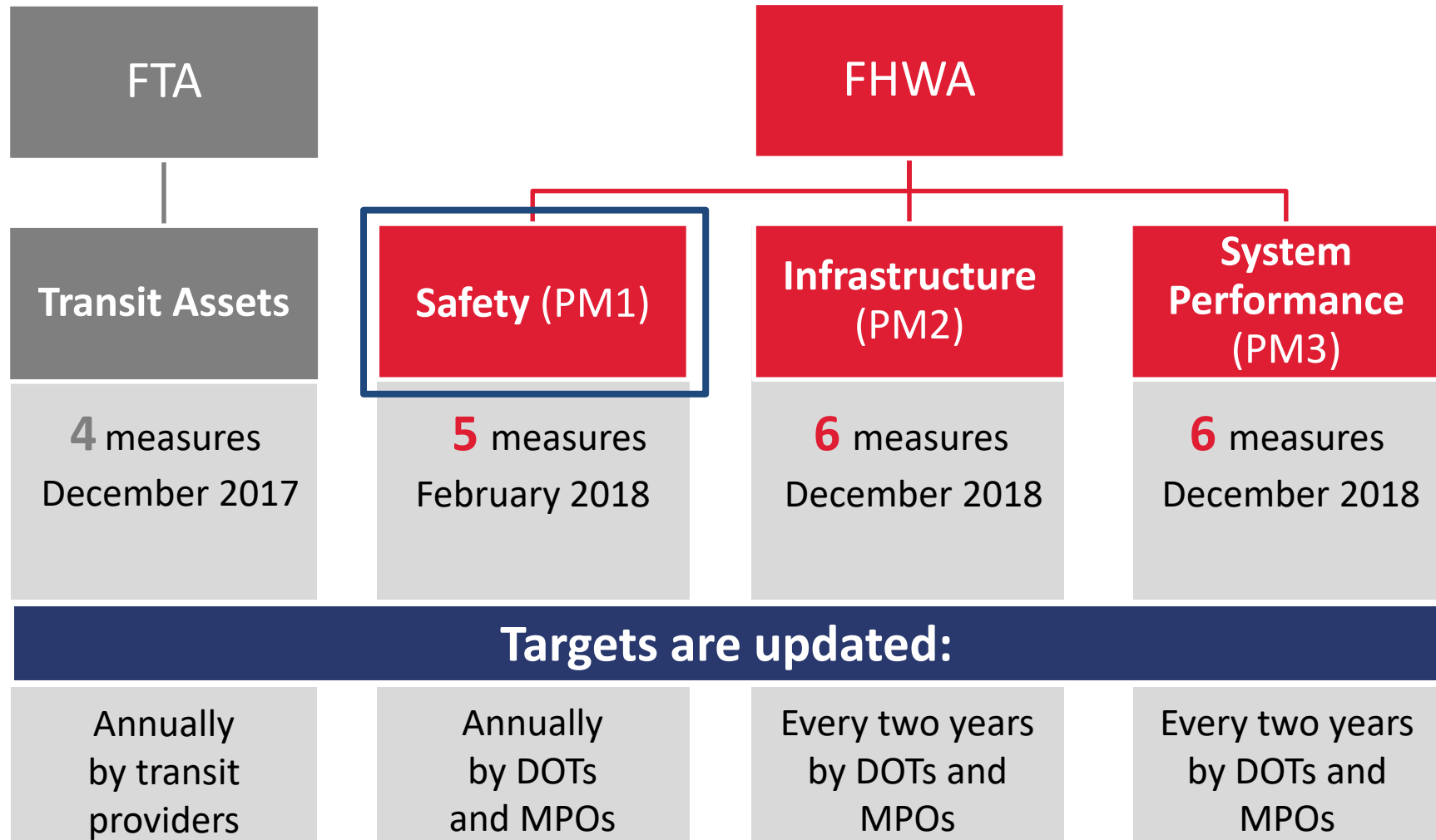
- Target-Setting Process
- Trend Data
- Proposed 2020 Targets
- New performance management dashboard
- ***Action is scheduled for January 2020***

## Target Setting Process





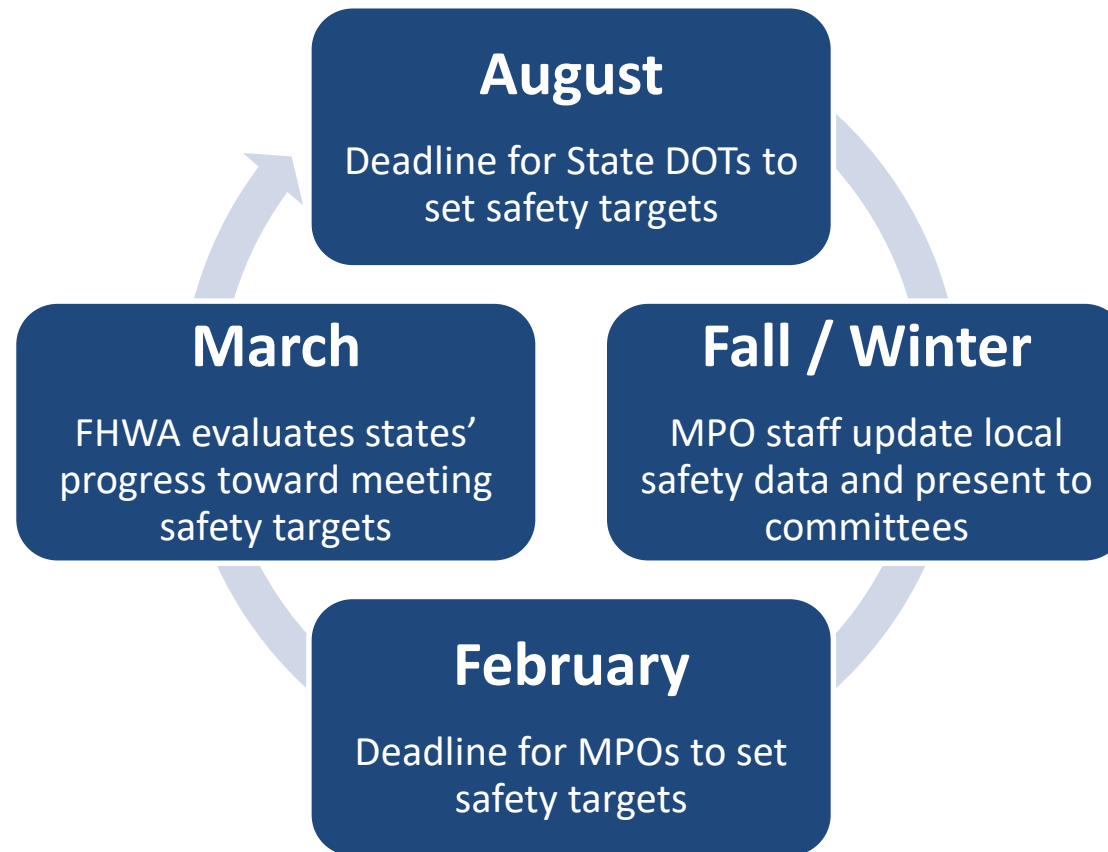
# Federal Performance Measure Target Dates



# Five federal safety performance measures


- 1. Number of Fatalities**
- 2. Rate of Fatalities**
- 3. Number of Serious Injuries**
- 4. Rate of Serious Injuries**
- 5. Number of Non-motorized Fatalities and Serious Injuries**

# Timeline for target development



Every year by February 27<sup>th</sup>, MPOs must decide to either **support the statewide targets** for that year or **adopt targets specific for their region**

# TTC approved goal of zero deaths


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## TxDOT Embraces Goal To End Deaths On Texas Roads By 2050

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**Contact:** TxDOT Media Relations      **Phone:** (512) 463-8700      **Date:** May 30, 2019

*#EndTheStreakTX campaign helps TxDOT with lifesaving effort*

May 30, 2019

**AUSTIN** – How many deaths are acceptable each year on Texas roads? That’s a question TxDOT is addressing through a new ambitious goal, which ultimately states that the answer to the question is zero.

Every day for nearly 19 years at least one person has died on Texas roadways. Now TxDOT aims to reach a goal to end all fatalities on Texas roads by 2050. The Texas Transportation Commission approved the goal in its monthly meeting Thursday. The commission also set a goal of cutting fatal crashes in half by 2035, which would reduce annual fatalities to about 1,800.

“While we are committed to invest in the best engineering practices to make our roads safe, we also need drivers and passengers to act more responsibly and help us end the streak of daily deaths on our roads to reach our goal of zero deaths,” said Texas Transportation Commissioner Laura Ryan.

Ten people are killed every day on average on roads in Texas. Texans can play a major role in ending fatal crashes with a few simple driving habits: wearing seatbelts, driving the speed limit, not texting or being distracted, and never driving under the influence of alcohol or drugs.

# **TxDOT's annual *targets* are data-driven**

- Targets aim to reduce rising trends 2% by 2022 and maintain declining trends
- Achieved through an annual 0.4% reduction

## **TxDOT set aside \$600 million for safety projects over five years**

- TxDOT nearly doubled “Safety” funding by assigning an additional \$600 million over five years to the Highway Safety Improvement Program
- That is a rough estimate of the funding needed to decrease Texas traffic fatalities by 2% in that timeframe

## Trends in Texas and the AAMPO region

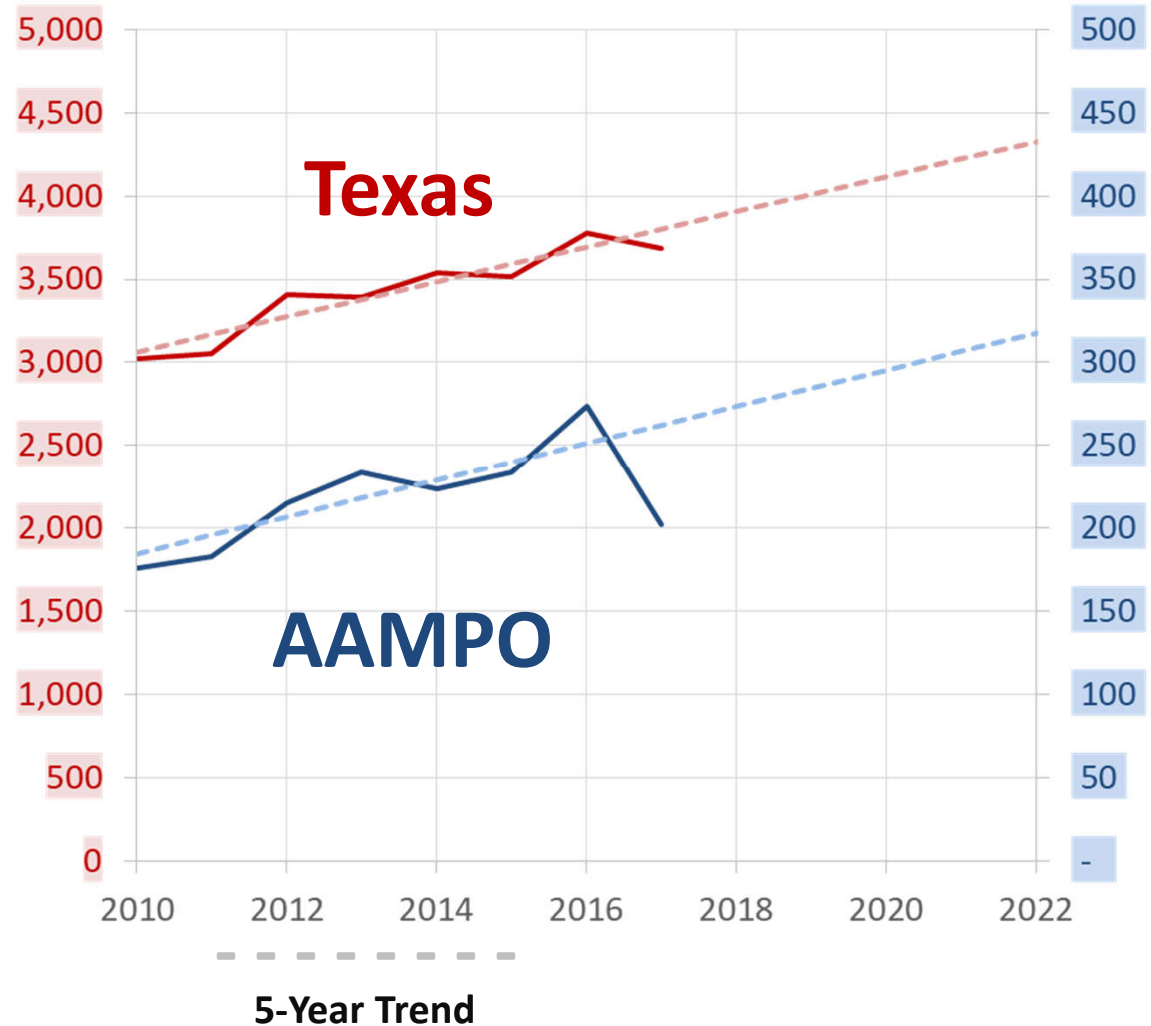




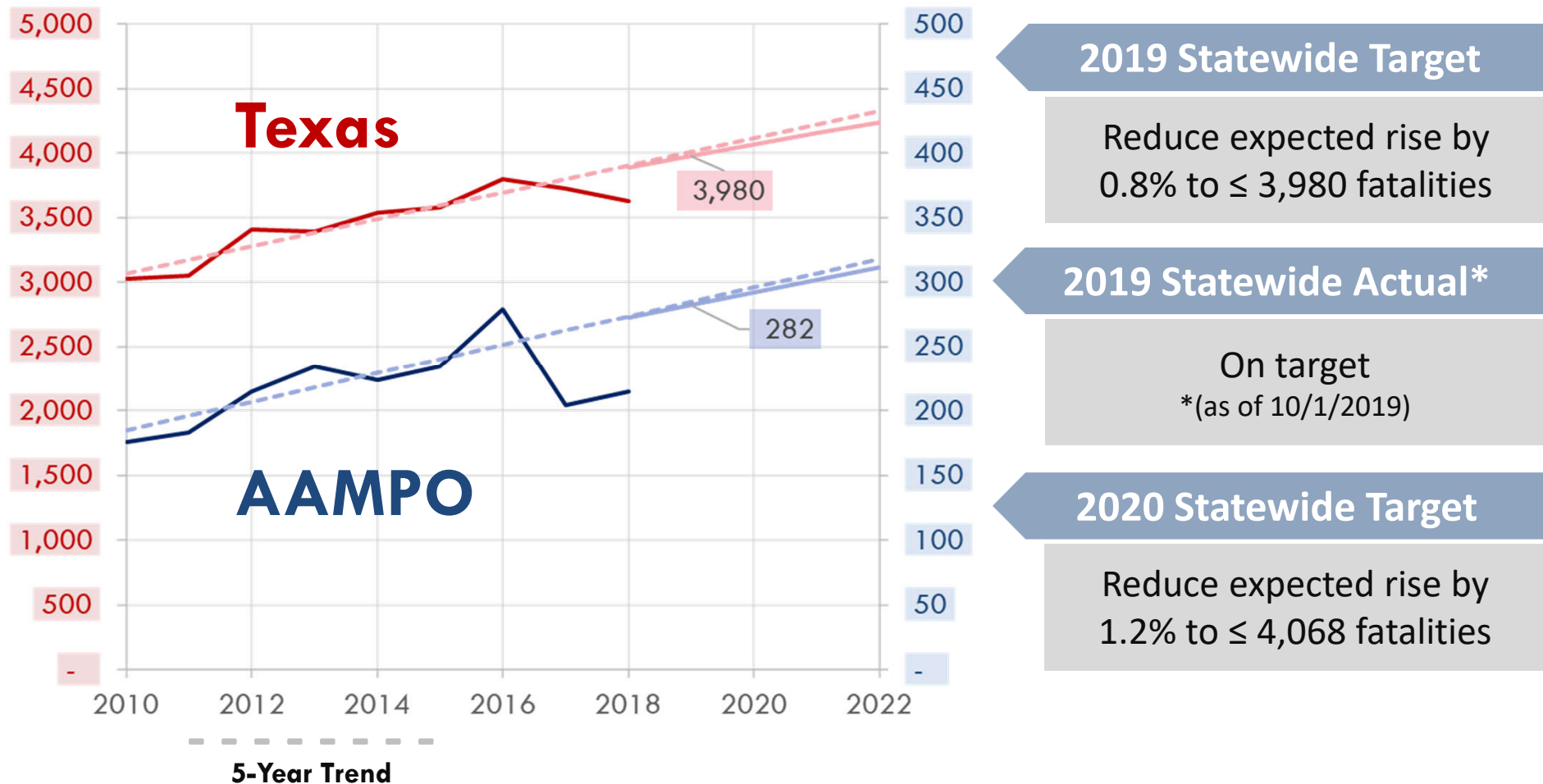
# Developing a target

TxDOT calculated a **linear trend** based on five years of regional crash data and **projected it to 2022**, the year of their Strategic Highway Safety Plan. AAMPO mirrored the statewide methodology.

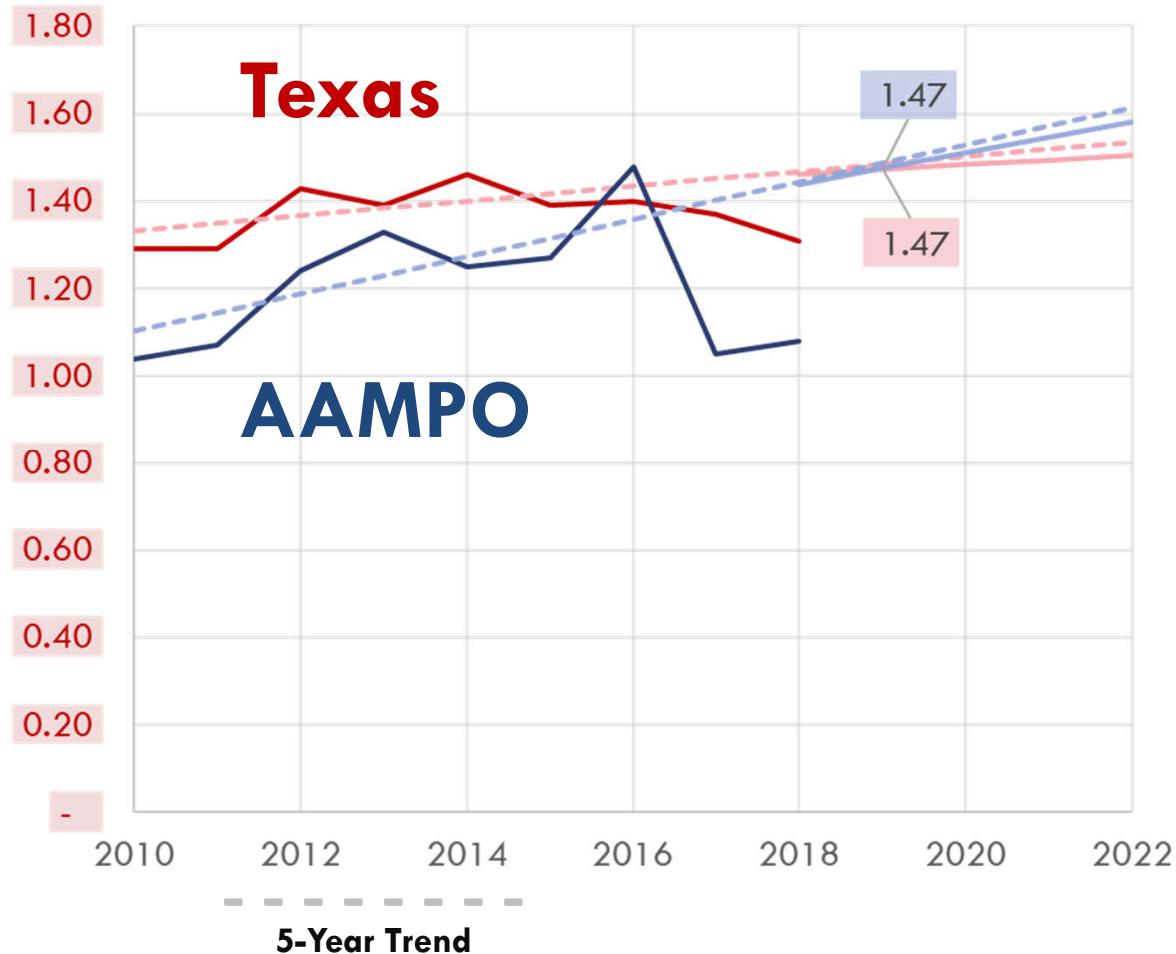
Number of Fatalities in Texas and Alamo Area MPO



# Number of Fatalities (2010-2018)



# Rate of Fatalities (2010-2018)



## 2019 Statewide Target

Reduce expected rise by  
0.8% to  $\leq 1.47$  fatalities per  
100 MVMT

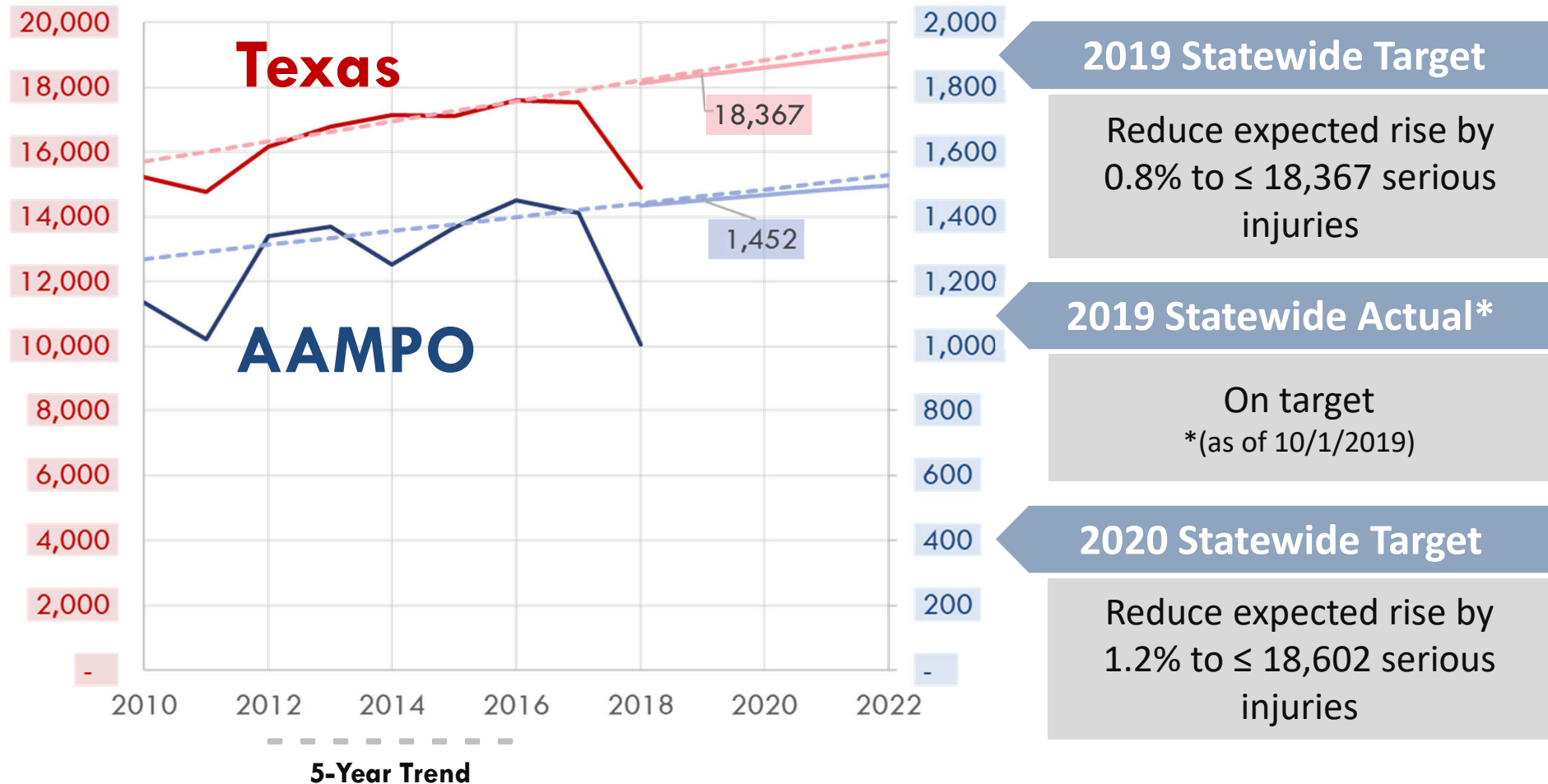
## 2019 Statewide Actual\*

On target  
\*(as of 10/1/2019)

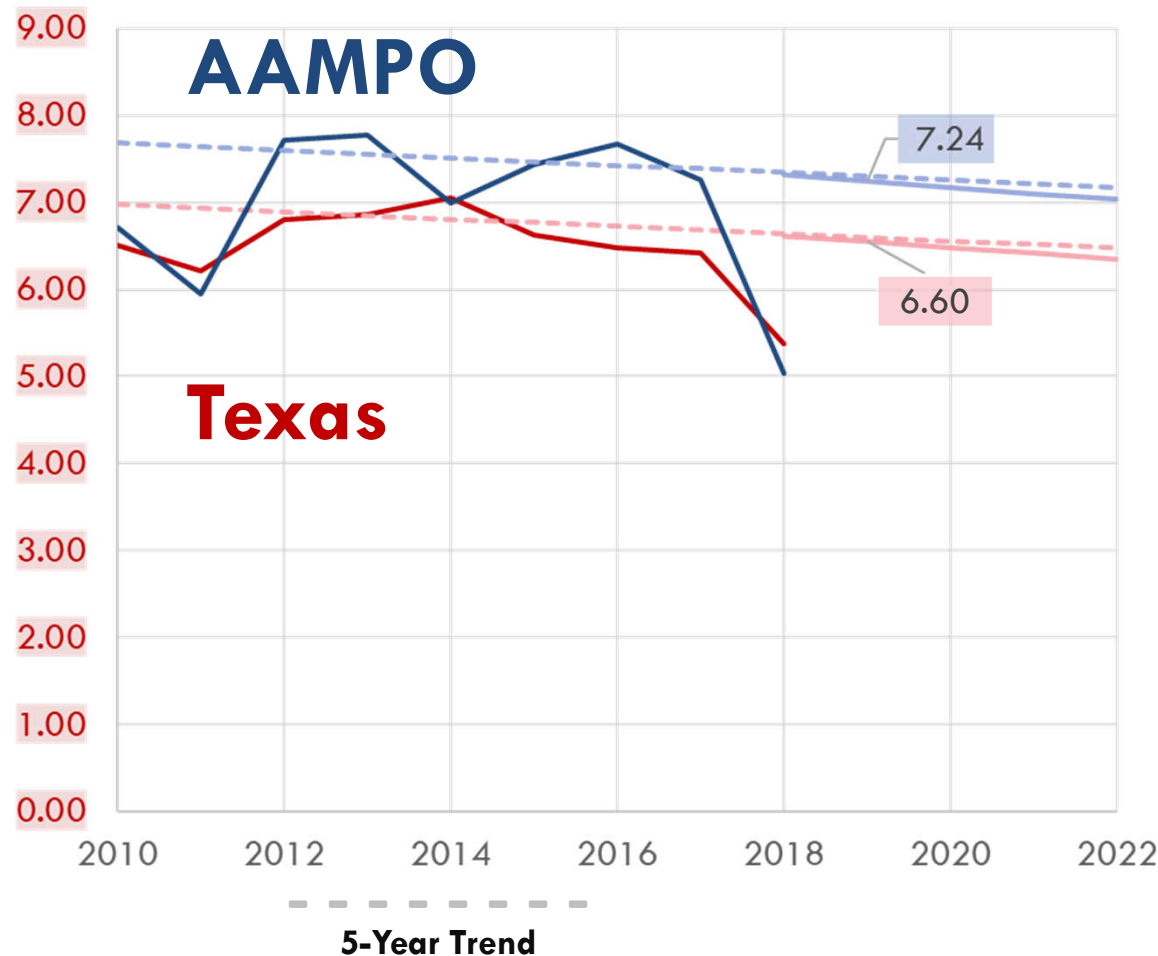
## 2020 Statewide Target

Reduce expected rise by  
1.2% to  $\leq 1.48$  fatalities per  
100 MVMT

# Number of Serious Injuries (2010-2018)



# Rate of Serious Injuries (2010-2018)



## 2019 Statewide Target

Decrease rate of serious injuries to  $\leq 6.60$  SIs per 100 MVMT

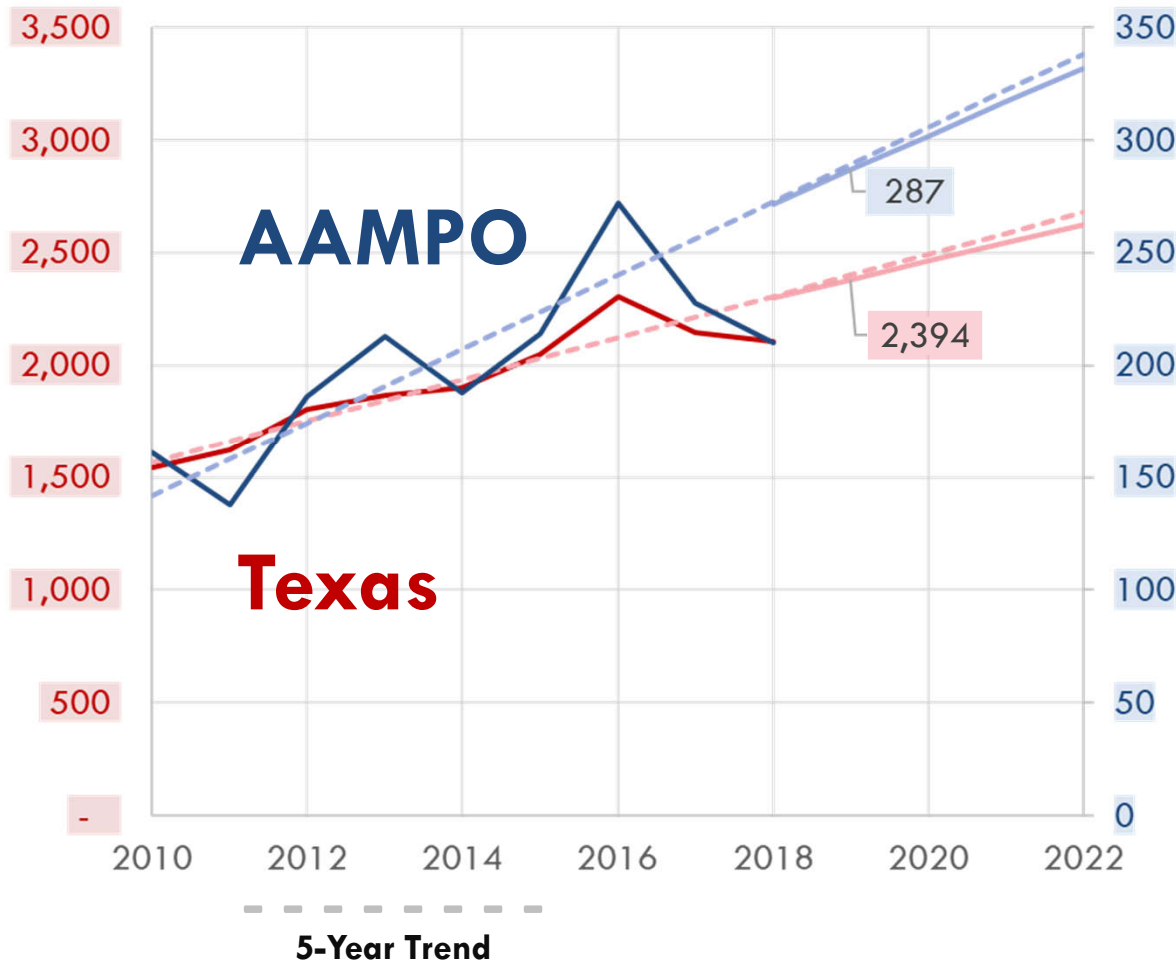
## 2019 Statewide Actual\*

On target  
\*(as of 10/1/2019)

## 2020 Statewide Target

Decrease rate of serious injuries to  $\leq 6.56$  SIs per 100 MVMT

# Number of Non-Motorized Fatalities & Serious Injuries (2010-2018)



## 2019 Statewide Target

Reduce expected rise by 0.8% to  $\leq 2,394$  non-motorized fatalities and serious injuries

## 2019 Statewide Actual\*

On target

\*(as of 10/1/2019)

## 2020 Statewide Target

Reduce expected rise by 1.2% to  $\leq 2,477$  non-motorized fatalities and serious injuries

## Staff proposes supporting statewide 2020 safety targets and 2050 zero deaths goal

Performance Measure	State Target for 2020	AAMPO 2020 Estimate
Number of Fatalities	4,068	292
Rate of Fatalities	1.48	1.51
Number of Serious Injuries	18,602	1,467
Rate of Serious Injuries	6.56	7.17
Number of Non-Motorized Fatalities & Serious Injuries	2,477	302

- BMAC and PMAC took action in November 2019
  - Recommended supporting 2020 statewide targets and 2050 zero deaths goal
- TAC and TPB are scheduled to take action in January 2020
- Targets are revisited annually



# Performance Measure Dashboard



# Data Sources

- Fatalities: 2010-2016 Fatality Analysis Reporting System (FARS); 2017 Annual Report File (ARF); 2018 & 2019 Crash Record Information System (CRIS)
- Serious Injuries: 2010-2019 CRIS
- VMT: TxDOT and AAMPO Travel Demand Model

**Transportation Policy Board**

**December 9, 2019**

**11. Discussion and Appropriate Action on a Status Report on the FY 2021 Unified Transportation Program Project Scoring and Prioritization**

**Purpose**

The purpose of this agenda item is to review the draft FY 2021 Unified Transportation Program (UTP) project scoring and prioritization project process.

**Issue**

The UTP is a ten-year planning document that is developed annually and is approved by the Texas Transportation Commission. The UTP authorizes highway and other projects for construction, development and planning. The UTP is neither a budget nor a guarantee that projects will or can be built. However, it is a critical tool in guiding transportation project development within the long-range planning context.

A multiagency workgroup has met twice (September 9 and October 21) to provide direction on the project scoring and prioritization process. This information was also presented to TAC at their November meeting.

The draft presentation is attached.

**Action Requested**

**For information and discussion only. Action is scheduled for January 2020.**

# FY 2021 Unified Transportation Program Project Scoring and Prioritization



Transportation Policy Board  
December 9, 2019



# FY 2021

## Unified Transportation Program

- The Unified Transportation Program (UTP)
  - a ten-year planning document
  - developed annually
  - approved by the Texas Transportation Commission
  - authorizes highway and other projects for construction, development and planning
  - neither a budget nor a guarantee that projects will or can be built
  - is a critical tool in guiding transportation project development within the long-range planning context



# FY 2021

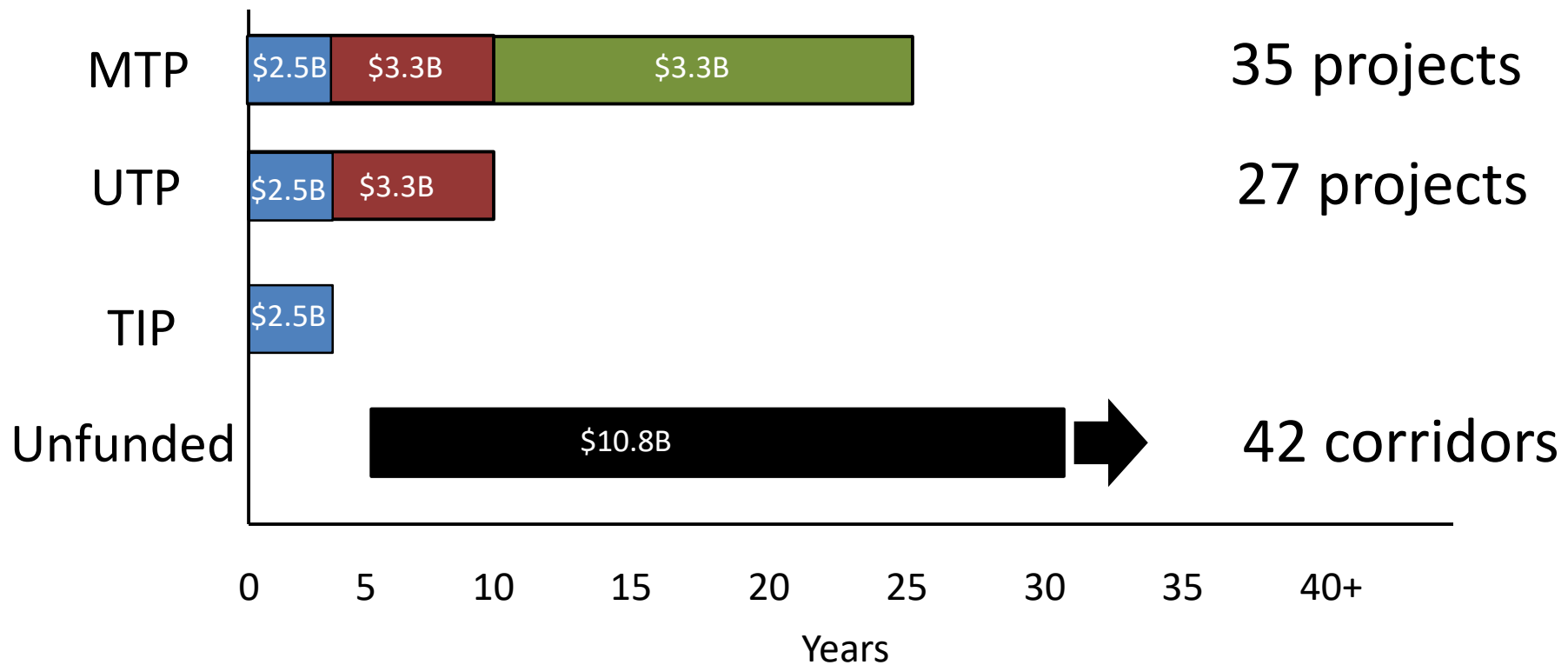
## Unified Transportation Program

- Funding categories
  - Category 2 Metro Corridor
  - Category 4 Connectivity
  - Category 12 Commission Strategic Funding / Clear Lanes
- NOT MPO funding categories
  - Category 5 Congestion Mitigation & Air Quality Improvement
  - Category 7 Surface Transportation Block Grant
  - Category 9 Transportation Alternatives



# Project Lists: on system added capacity and operational projects

MPO staff provided data for







## Governor's charge for Congestion Relief Initiative



"The State of Texas is spurring economic development and creating jobs by making a historic investment to build more roads and improve our infrastructure. That's why today I am directing the Texas Transportation Commission to create a focused initiative to identify and address the state's most congested chokepoints and work with transportation planners to get new roads built swiftly and effectively."

- Governor Greg Abbott, September 23, 2015



## Texas Transportation Commission Launches Congestion Relief Initiative



"Today, I am directing TxDOT Senior Staff to develop a plan for Commission review, to apply substantially more of the new funding sources on the Top 100 congested roads to determine how funding can be allocated to address these worst chokepoints. If funding streams are insufficient for additional highway capacity that is needed by our growing population, the source of any new funding streams is a policy decision not for this Commission, but for our State Leaders and the Texas Legislature.

While we can all agree that funding sources that allow for "free" general purpose lanes, or a "pay as you go system," is what Texas historically has relied upon as our traditional funding source, this Commission's responsibility is to plan for the transportation needs of Texas today, and the future of Texas — in doing so, we are indifferent about the sources of funding streams but not indifferent to our commitment to building new roads to meet our mandate from the people of the state of Texas to address transportation needs of Texas.

This Commission will continue to execute, as we have in the past, to deploy all available funding sources to build new roads to meet the needs of all Texans."

— J. Bruce Bugg, Jr., Chairman  
Texas Transportation  
Commission Meeting  
Dec. 14, 2017



# Added Capacity Project Scoring

- 40% Congestion
  - 2017 base year volume/capacity ratio
  - Difference in 2045 No Build and 2017 base year volume/capacity ratio
  - Congestion Management System score
- 40% Safety
  - Crash rate (per 100 million vehicle miles of travel)
- 20% Statewide Freight Network



# Operational Project Scoring

- 45% Safety
  - per million entering vehicles
- 30% Congestion
  - 2045 No Build volume / capacity ratio
- 25% Impacts of improvement
  - regional, corridor, subarea, or local



# Project Stratification

- Added Capacity and Operational Projects
- Expressway and Arterial Projects





# Project Tiering

1. Finish a Top 100 Corridor  
(IH 35 and Loop 1604)
2. Other Top 100 Corridors of Statewide  
Significance
3. Project Readiness (i.e., environmental  
clearance, feasibility study)



# Considerations

- Further direction from TxDOT  
Administration indicated projects already in the UTP did not need to be scored again
- Concern about submitting projects that would not be implementable within the ten year timeframe of the UTP

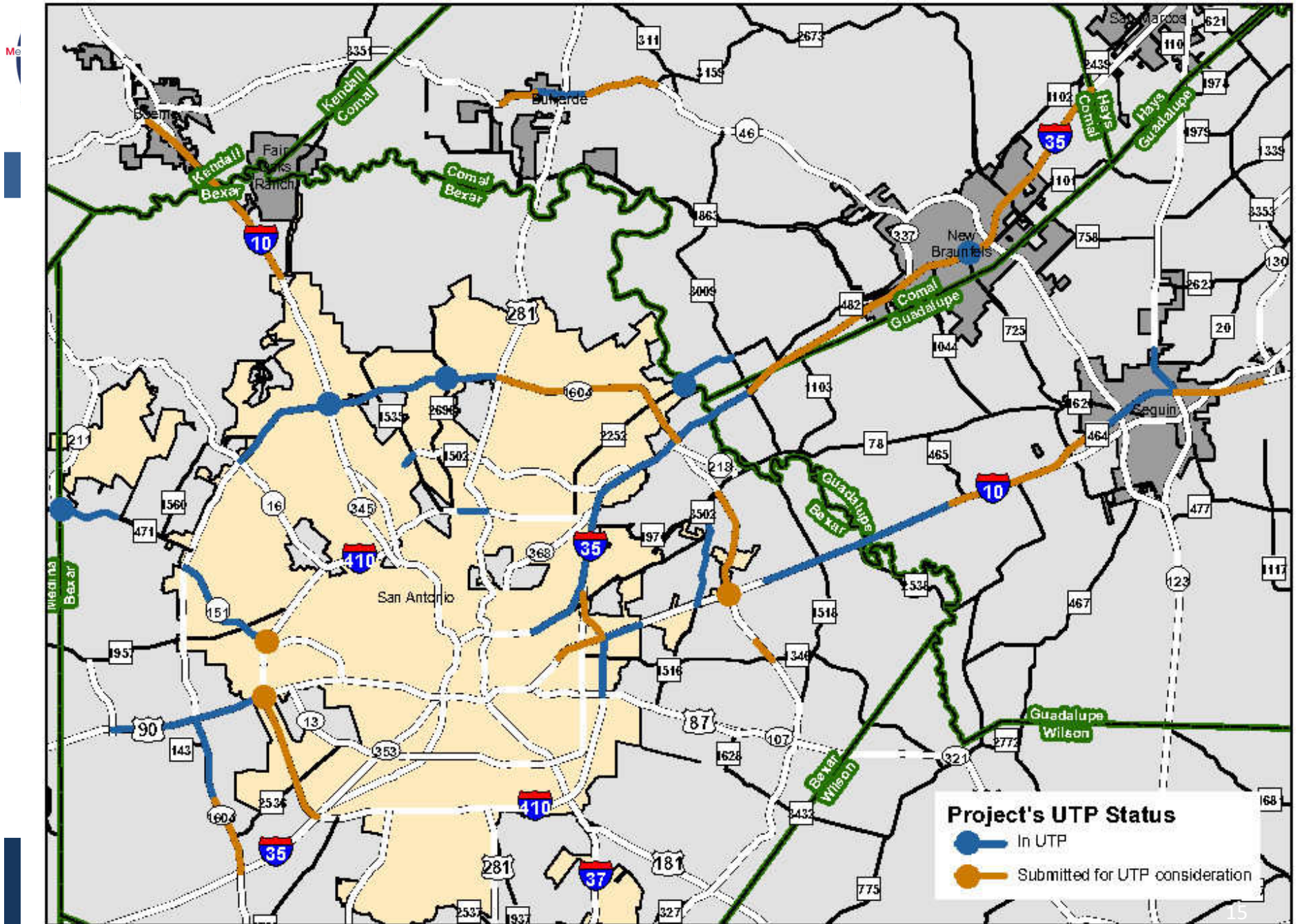




# Project Scoring Spreadsheet

	A	C	D	E	G	K	P	Q	R	U	X	Y	AA	AB	AG	AM	AN	AO	AP	AQ	AR	AS	AT	AU	AV	AW	AX	AY	AZ
	Status	Added Capacity (A) or Operational (O)	Expy (E) or Arterial (A)	Tiers	Ranking	Roadway	Limits From	To	Description	2017 VIC	2045 VIC NoB	Diff 2045 vic - 2017 vic	Texas Highway Freight Network 14% 24% 24%	CMP Score 100 max low score worse conditions	Operational Improvement	Crash Rate per 100 million VMT	Crash Rate per Million Entering Vehicles (MEV)	2017 VIC Points	Diff 2045 vic - 2017 vic Points	CMP Points	Texas Highway Freight Network Points	Crash Rates Points	Total AC Points	Operational Improvement Points	Crash Rate per Million Entering Vehicles (MEV)	2045 VIC No Build Points	Total Operational Points	Total Score	
1	2 MTP only	A	E	1	1	IH 35	GUADALUPE/COMAL COUNTY LINE	FM 1103	EXPAND FROM 6 LN TO 10 LN EXPY - ADD 4 NEW EXPRESS LANES INCLUDING 2 HOV- SPECIAL USE LANES; FROM 4 TO 4 FR LANES	0.37	1.37	0.40	1	47		97		200	100	50	200	400	950					950	
2	2 MTP only	A	E	1	1	IH 35	FM 3009	GUADALUPE/COMAL COUNTY LINE	EXPAND FROM 6 LN TO 10 LN EXPY - ADD 4 NEW EXPRESS LANES INCLUDING 2 HOV- SPECIAL USE LANES; FROM 4 TO 4 FR LANES	0.95	1.39	0.44	1	47		58		200	100	50	200	200	750					750	
3	2 MTP Only	A	E	1	2	SL 1604	US 281	REDLAND ROAD	EXPAND 4 TO 10 LANE EXPRESSWAY- INCLUDING 2 HOV-SPECIAL USE LANES;	0.75	0.98	0.23	1	47		117		50	75	50	200	400	775					775	
4	2 MTP only	A	E	1	3	SL 1604	REDLAND RD.	IH 35 NORTH	EXPAND 4 TO 10 LANE EXPRESSWAY - INCLUDING 2 HOV-SPECIAL USE LANES;	0.83	1.10	0.27	1	47		100		100	75	50	200	400	825					825	
5	2 MTP only	A	A	2	4	SL 1604	FM 78	IH 10 EAST	EXPAND FROM 4 LANE DIVIDED TO 4 LANE EXPRESSWAY & 4 FR LANES	0.34	1.70	0.76	1	35		165		150	100	100	200	400	950					950	
6	2 MTP only	O	E	2	5	IH 410	AT IH 10 E		PHASE 2 INTERCHANGE IMPROVEMENTS	0.67	0.84				Regional		3.14						250	450	200	900	900		
7	3 Unfunded	O	E	2	6	Loop 1604 NE	at IH 10 E		INTERCHANGE IMPROVEMENTS	1.04	1.90				Regional		0.98						250	350	300	900	900		
8	2 MTP only	A	E	2	7	IH 10	FM 465	US 90A	EXPAND FROM 4 LANE TO 6 LANE EXPRESSWAY & FROM 4 TO 4 FR LANES	1.07	1.31	0.24	1	34		60		200	50	100	200	300	850					850	
9	3 Unfunded	A	F	2	8	I-10 E	US 90A	FM 464	EXPAND TO 6 LANE EXPRESSWAY	0.75	1.08	0.33	1	34		127		100	50	100	200	400	850					850	
10	2 MTP only	A	E	2	9	IH 10	KENDALL/BEAR COUNTY LINE	FM 3351	EXPAND FROM 4 TO 8 LANE EXPRESSWAY-2 NEW GENERAL PURPOSE & 2 NEW HOV LANES; FROM 4 TO 4 FR LANES	0.62	0.91	0.29	1	35		91		100	50	100	200	300	750					750	
11	2 MTP only	A	E	2	10	IH 10	SH 46	BEXAR/KENDALL COUNTY LINE	EXPAND FROM 4 TO 8 LANE EXPRESSWAY-2 NEW GENERAL PURPOSE & 2 NEW HOV LANES; FROM 4 TO 4 FR LANES	0.63	1.02	0.39	1	35		47		100	50	100	200	200	650					650	
12	3 Unfunded	A	E	2	11	I-10 E	SH 123	SH 130	EXPAND TO 6 LANE EXPRESSWAY	0.73	1.12	0.39	1	37		56		100	50	100	200	200	650					650	
13	2 MTP only	O	E	3	12	IH 35	GUADALUPE RIVER	FM 1103	OPERATIONAL IMPROVEMENTS INCLUDING RAMP REVISIONS INTERSECTION		1.13				Corridor	62							200	450	300	950	950		
14	2 MTP only	A	A	3	13	SL 1604	IH 35 S	0.7 MI NORTH OF FM 2536	EXPAND FROM 2 LANES TO 4 LANE DIVIDED	0.74	1.56	0.82	1	47		293		150	100	50	200	400	900					900	
15	2 MTP only	A	A	3	13	SL 1604	0.7 MI NORTH OF FM 2536	MACDONA-LACOSTE RD.	EXPAND FROM 2 LANES TO 4 LANE DIVIDED	0.72	1.40	0.68	1	47		99		150	75	50	200	300	775					775	
16	2 MTP only	A	E	3	14	SL 1604	MARTINEZ CREEK	FM 1346 - HOUSTON ST	EXPAND FROM 2 LANES TO 4 LANE DIVIDED	0.98	1.86	0.88	1	50		228		150	100	50	200	400	900					900	
17	2 MTP only	O	E	3	15	IH 35	GUADALUPE RIVER	HAYS / COMAL COUNTY LINE	OPERATIONAL IMPROVEMENTS INCLUDING RAMP REVISIONS AND INTERSECTION IMPROVEMENTS-CONVERT FRONTAGE		1.09				Corridor	32							200	350	300	850	850		
18	2 MTP only	A	A	3	16	SH 46	BENTWOOD DR.	FM 3159	EXPAND FROM 2 LANES TO 6 LANES WITH RAISED MEDIAN OR CLTL	1.80	4.16	2.36	1	27		77		200	100	100	200	200	800					800	
19	3 Unfunded	O	E	3	17	I-410 SW	at SH 151		INTERCHANGE IMPROVEMENTS (Phase 3)		0.97				Subarea		4.20						150	450	200	800	800		
20	3 Unfunded	O	E	3	18	I-410 SW	at US 90 West		INTERCHANGE IMPROVEMENTS (Phase 2)		0.80				Subarea		3.55						150	450	200	800	800		
21	2 MTP only	A	E	3	19	IH 410	US 90	IH 35 S	EXPAND FROM 6 TO 8 LNS BTWN US 90 & VALLEY HILL FROM 4 TO 6 LNS BTWN VALLEY HILL & IH 35S; FROM 4 TO 4 FR LANES; I-410 INCL	0.59	0.97	0.38	1	41		87		100	50	75	200	300	725					725	
22	2 MTP only	A	A	3	20	SH 46	BULVERDE RD.	FARHILLS DR.	EXPAND FROM 2 LANES TO 6 LANES WITH RAISED MEDIAN OR CLTL	0.58	2.10	1.52	1	26		28		100	100	100	200	100	600					600	
23																													
24	DRAFT, dated	November 25, 2019																											
25																													







## Next Steps

- Action is scheduled for January 28, 2020
- Transmitted to TxDOT prior to January 31, 2020 deadline





**A Resolution In Support of the  
Region's Scoring and Ranking of Projects for  
the FY 2020 Unified Transportation Program**

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

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

**WHEREAS**, the Texas Department of Transportation (TxDOT) is a valuable partner in planning for and implementing the region's mobility needs; and

**WHEREAS**, TxDOT's Unified Transportation Program (UTP) is a 10-year planning guide for transportation project development and construction that is updated annually; and

**WHEREAS**, the 2020 UTP includes projects funded using Category 2 Metro Corridor Projects, Category 4 Statewide Connectivity Corridor Projects, and Category 12 Strategic Priority and Clear Lanes Projects; and

**WHEREAS**, TxDOT's Transportation Planning and Programming Division has requested MPOs and TxDOT Districts collaboratively score and rank Category 2, 4 and 12 projects that are in and proposed for inclusion in the 2020 UTP; and

**WHEREAS**, the projects shown in the attached list:

- are consistent with previously identified priorities
- have been technically scored and ranked
- are included in the AAMPO's conforming Transportation Improvement Program and / or Metropolitan Transportation Plan; and
- have been supported through the AAMPO's public involvement process

**NOW, THEREFORE BE IT RESOLVED** that the Alamo Area Metropolitan Planning Organization's Transportation Policy Board approves the ranking of projects in the attached list.

PASSED AND APPROVED this 22<sup>nd</sup> day of April 2019.

Kevin Wolff, Chair  
Alamo Area Metropolitan Planning Organization

**Alamo Area Metropolitan Planning Organization  
FY 2020 Unified Transportation Program: Project Ranking**

Roadway	From	To	Project Type	Rank	Tiers
Loop 1604	SH 16	Redland Rd	Add Cap	1	Tier 1: Top 100 Highest Congestion Texas Clear Lanes Corridors (Loop 1604 and IH 35)
IH 35	IH 410 N	FM 3009	Add Cap	2	
Loop 1604	at IH 10 W		Oper	3	
IH 35	IH 410 S	IH 410 N	Add Cap	4	
IH 35	FM 3009	FM 1103	Add Cap	5	
Loop 1604	Redland Rd	IH 35 N	Add Cap	6	
IH 410	at IH 10 E	(Phase 1)	Oper	7	Tier 2: Part of Statewide Initiative (Other Top 100 and IH 10 East Corridor)
IH 410	at IH 10 E	(Phase 2)	Oper	8	
Loop 1604	at FM 2696		Oper	9	
IH 410	at US 281/San Pedro		Oper	10	
SH 151	Loop 1604	IH 410	Add Cap	11	
Loop 1604	FM 78	IH 10 E	Add Cap	12	
IH 10	US 90A	SH 130	Add Cap	13	
IH 10	Graytown Rd	Guad/Bx CL	Add Cap	14	
IH 10	Bx/Guad CL	US 90A	Add Cap	15	
IH 10	SH 130	SH 80	Add Cap	16	
FM 2252	Bx/Comal CL	FM 3009	Add Cap	17	Tier 3: Regional Priorities
FM 471	Old FM 471	Medina CL	Add Cap	18	
FM 1516	FM 78	IH 10	Add Cap	19	
PA 1502	Lockhill Selma	FM 1535	Add Cap	20	
SH 46	Farhills Dr	Bentwood Dr	Add Cap	21	
IH 35	at FM 725		Oper	22	
US 90	IH 410	SH 211	Add Cap	23	
SH 123	Cordova Ln	IH 10	Add Cap	24	
FM 2252	at Evans Rd		Oper	25	
Loop 1604	MacDona-Lacoste Rd	US 90 W	Add Cap	26	
SH 16	IH 410	Loop 1604	Oper	27	Tier 4: Pending Scope / Project Readiness Issues
FM 3351	IH 10	Kenneland Dr	Add Cap	28	
Loop 1604	FM 1346	FM 1303	Add Cap	29	

FY 2021 Unified Transportation Program Project Scoring Spreadsheet

Status	Added Capacity (A) or Operational (O)	Expy (E) or Arterial (A)	Tiers	Ranking	Roadway	Limits From	To	Description	2017 V/C	2045 V/C NoB	Diff 2045 v/c - 2017 v/c	Texas Highway Freight Network 1+Yes, 2+No	CMP Score 100 max low score worse conditions	Operational Improvement	Crash Rate per 100 million VMT	Crash Rate per Million Entering Vehicles (MEV)	2017 V/C Points	Diff 2045 v/c - 2017 v/c Points	CMP Points	Texas Highway Freight Network Points	Crash Rates Points	Total AC Points	Operational Improvement Points	Crash Rate per Million Entering Vehicles (MEV) Points	2045 V/C No Build Points	Total Operational Points	Total Score
2 MTP only	A	E	1	1	IH 35	GUADALUPE/COMAL COUNTY LINE	FM 1103	EXPAND FROM 6 LN TO 10 LN EXPY - ADD 4 NEW EXPRESS LANES INCLUDING 2 HOV-SPECIAL USE LANES; FROM 4 TO 4 FR LANES	0.97	1.37	0.40	1	47		97		200	100	50	200	400	950					950
2 MTP only	A	E	1	1	IH 35	FM 3009	GUADALUPE/COMAL COUNTY LINE	EXPAND FROM 6 LN TO 10 LN EXPY- ADD 4 NEW EXPRESS LANES INCLUDING 2 HOV-SPECIAL USE LANES; FROM 4 TO 4 FR LANES	0.95	1.39	0.44	1	47		58		200	100	50	200	200	750					750
2 MTP Only	A	E	1	2	SL 1604	US 281	REDLAND ROAD	EXPAND 4 TO 10 LANE EXPRESSWAY-INCLUDING 2 HOV-SPECIAL USE LANES; FROM 4 TO 4 FR RDS	0.75	0.98	0.23	1	47		117		50	75	50	200	400	775					775
2 MTP only	A	E	1	3	SL 1604	REDLAND RD.	IH 35 NORTH	EXPAND 4 TO 10 LANE EXPRESSWAY - INCLUDING 2 HOV-SPECIAL USE LANES; FROM 4 TO 4 FR RDS	0.83	1.10	0.27	1	47		100		100	75	50	200	400	825					825
2 MTP only	A	A	2	4	SL 1604	FM 78	IH 10 EAST	EXPAND FROM 4 LANE DIVIDED TO 4 LANE EXPRESSWAY & 4 FR LANES	0.94	1.70	0.76	1	35		165		150	100	100	200	400	950					950
2 MTP only	O	E	2	5	IH 410	AT IH 10 E	.	PHASE 2 INTERCHANGE IMPROVEMENTS	0.67	0.84				Regional		3.14							250	450	200	900	900
3 Unfunded	O	E	2	6	Loop 1604 NE	at IH 10 E		INTERCHANGE IMPROVEMENTS	1.04	1.90				Regional		0.98							250	350	300	900	900
2 MTP only	A	E	2	7	IH 10	FM 465	US 90A	EXPAND FROM 4 LANE TO 6 LANE EXPRESSWAY & FROM 4 TO 4 FR LANES	1.07	1.31	0.24	1	34		60		200	50	100	200	300	850					850
3 Unfunded	A	E	2	8	I-10 E	US 90A	FM 464	EXPAND TO 6 LANE EXPRESSWAY	0.75	1.08	0.33	1	34		127		100	50	100	200	400	850					850
2 MTP only	A	E	2	9	IH 10	KENDALL/BEXAR COUNTY LINE	FM 3351	EXPAND FROM 4 TO 8 LANE EXPRESSWAY-2 NEW GENERAL PURPOSE & 2 NEW HOV LANES; FROM 4 TO 4 FR LANES	0.62	0.91	0.29	1	35		91		100	50	100	200	300	750					750
2 MTP only	A	E	2	10	IH 10	SH 46	BEXAR/KENDALL COUNTY LINE	EXPAND FROM 4 TO 8 LANE EXPRESSWAY-2 NEW GENERAL PURPOSE & 2 NEW HOV LANES; FROM 4 TO 4 FR LANES	0.63	1.02	0.39	1	35		47		100	50	100	200	200	650					650
3 Unfunded	A	E	2	11	I-10 E	SH 123	SH 30	EXPAND TO 6 LANE EXPRESSWAY	0.73	1.12	0.39	1	37		56		100	50	100	200	200	650					650
2 MTP only	O	E	3	12	IH 35	GUADALUPE RIVER	FM 1103	OPERATIONAL IMPROVEMENTS INCLUDING RAMP REVISIONS INTERSECTION IMPROVEMENT		1.13				Corridor	62								200	450	300	950	950
2 MTP only	A	A	3	13	SL 1604	IH 35 S	0.7 MI NORTH OF FM 2536	EXPAND FROM 2 LANES TO 4 LANE DIVIDED	0.74	1.56	0.82	1	47		293		150	100	50	200	400	900					900
2 MTP only	A	A	3	13	SL 1604	0.7 MI NORTH OF FM 2536	MACDONA-LACOSTE RD.	EXPAND FROM 2 LANES TO 4 LANE DIVIDED	0.72	1.40	0.68	1	47		99		150	75	50	200	300	775					775
2 MTP only	A	E	3	14	SL 1604	MARTINEZ CREEK	FM 1346 - HOUSTON ST	EXPAND FROM 2 LANES TO 4 LANE DIVIDED	0.98	1.86	0.88	1	50		228		150	100	50	200	400	900					900
2 MTP only	O	E	3	15	IH 35	GUADALUPE RIVER	HAYS / COMAL COUNTY LINE	OPERATIONAL IMPROVEMENTS INCLUDING RAMP REVISIONS AND INTERSECTION IMPROVEMENTS-CONVERT FRONTAGE ROAD TO ONE WAY		1.09				Corridor	32								200	350	300	850	850
2 MTP only	A	A	3	16	SH 46	BENTWOOD DR.	FM 3159	EXPAND FROM 2 LANES TO 6 LANES WITH RAISED MEDIAN OR CLTL	1.80	4.16	2.36	1	27		77		200	100	100	200	200	800					800
3 Unfunded	O	E	3	17	I-410 SW	at SH 151		INTERCHANGE IMPROVEMENTS (Phase 3)		0.97				Subarea		4.20							150	450	200	800	800
3 Unfunded	O	E	3	18	I-410 SW	at US 90 West		INTERCHANGE IMPROVEMENTS (Phase 2)		0.80				Subarea		3.55							150	450	200	800	800
2 MTP only	A	E	3	19	IH 410	US 90	IH 35 S	EXPAND FRM 6 TO 8 LNS BTWN US 90 & VALLEY HI;FRM 4 TO 6 LNS BTWN VALLEY HI & IH 35S;FRM 4/6 TO 4/6 FR LN;RCNST IH 35 INC	0.59	0.97	0.38	1	41		87		100	50	75	200	300	725					725
2 MTP only	A	A	3	20	SH 46	BULVERDE RD.	FARHILLS DR.	EXPAND FROM 2 LANES TO 6 LANES WITH RAISED MEDIAN OR CLTL	0.58	2.10	1.52	1	26		28		100	100	100	200	100	600					600

DRAFT; dated November 25, 2019

## **Transportation Policy Board**

**December 9, 2019**

### **12. Discussion and Appropriate Action on Transit Amendments to the Metropolitan Transportation Plan and the FY 2019-2022 Transportation Improvement Program**

#### **Purpose**

The purpose of this agenda item is to review transit amendments to the Metropolitan Transportation Plan and the FY 2019-2022 Transportation Improvement Program.

#### **Issue**

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

Transit TIP and MTP amendments are attached.

It is important to note that none of the proposed amendments are triggering the need for transportation conformity.

#### **Action Requested**

**For information and discussion only. Action is scheduled for January 2020.**



**FY 2020 Transit Project Descriptions**  
**Alamo Area MPO Transportation Improvement Program**  
**2nd Quarter 2020 Amendments**

San Antonio TxDOT District

YOE=Year of Expenditure

<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
<b>Project Sponsor:</b>	VIA Metropolitan Transit	<b>Federal Funding Category:</b>	FTA - Section 5339
<b>MPO Project Number:</b>	10306	<b>Federal (FTA) Funds:</b>	\$6,000,000
<b>Apportionment Year:</b>	2020	<b>State Funds from TxDOT:</b>	\$12,160,034
<b>Project Phase:</b>	C	<b>Other Funds:</b>	\$89,966
<b>Project Description:</b>	Transit: Paratransit Facility FY 2018 5339b Paratransit Facility	<b>Fiscal Year Cost:</b>	\$18,250,000
		<b>Total Project Cost:</b>	\$18,250,000
		<b>TDC Requested:</b>	\$0
		<b>TDC Awarded:</b>	\$0
<b>Section 5309 ID #:</b>	N/A	<b>Date TDC Awarded:</b>	N/A
<b>Amendment Date:</b>	TPB approved 1-27-20	<b>Amendment:</b>	update description and cost

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<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
<b>Project Sponsor:</b>	VIA Metropolitan Transit	<b>Federal Funding Category:</b>	FTA - Section 5339
<b>MPO Project Number:</b>	10316	<b>Federal (FTA) Funds:</b>	\$12,363,531
<b>Apportionment Year:</b>	2020	<b>State Funds from TxDOT:</b>	\$0
<b>Project Phase:</b>	C	<b>Other Funds:</b>	\$5,946,429
<b>Project Description:</b>	Transit: Revenue Vehicles FY 2018 / FY 2019 / FY 2020 5339a Purchase 139 Paratransit Vehicles	<b>Fiscal Year Cost:</b>	\$18,309,960
		<b>Total Project Cost:</b>	\$18,309,960
		<b>TDC Requested:</b>	\$0
		<b>TDC Awarded:</b>	\$0
<b>Section 5309 ID #:</b>	N/A	<b>Date TDC Awarded:</b>	N/A
<b>Amendment Date:</b>	TPB Approved 1-27-20	<b>Amendment:</b>	add project

**FY 2020 Transit Project Amendments**  
**Alamo Area MPO Metropolitan Transportation Plan**  
**2nd Quarter 2020 Amendments**

San Antonio TxDOT District

YOE=Year of Expenditure

<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
<b>Project Sponsor:</b>	VIA Metropolitan Transit	<b>Federal Funding Category:</b>	FTA - Section 5339
<b>MPO Project Number:</b>	10306	<b>Federal (FTA) Funds:</b>	\$6,000,000
<b>Apportionment Year:</b>	2020	<b>State Funds from TxDOT:</b>	\$12,160,034
<b>Project Phase:</b>	C	<b>Other Funds:</b>	\$89,966
<b>Project Description:</b>	Transit: Paratransit Facility	<b>Fiscal Year Cost:</b>	\$18,250,000
	FY 2018 5339b	<b>Total Project Cost:</b>	\$18,250,000
	Paratransit Facility	<b>TDC Requested:</b>	\$0
		<b>TDC Awarded:</b>	\$0
<b>Section 5309 ID #:</b>	N/A	<b>Date TDC Awarded:</b>	N/A
<b>MTP Amend Appr:</b>	TPB approved 1-27-20	<b>Amendment:</b>	update description and cost

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<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
<b>Project Sponsor:</b>	VIA Metropolitan Transit	<b>Federal Funding Category:</b>	FTA - Section 5339
<b>MPO Project Number:</b>	10316	<b>Federal (FTA) Funds:</b>	\$12,363,531
<b>Apportionment Year:</b>	2020	<b>State Funds from TxDOT:</b>	\$0
<b>Project Phase:</b>	C	<b>Other Funds:</b>	\$5,946,429
<b>Project Description:</b>	Transit: Revenue Vehicles	<b>Fiscal Year Cost:</b>	\$18,309,960
	FY 2018 / FY 2019 / FY 2020 5339a	<b>Total Project Cost:</b>	\$18,309,960
	Purchase 139 Paratransit Vehicles	<b>TDC Requested:</b>	\$0
		<b>TDC Awarded:</b>	\$0
<b>Section 5309 ID #:</b>	N/A	<b>Date TDC Awarded:</b>	N/A
<b>MTP Amend Appr:</b>	TPB approved 1-27-20	<b>Amendment:</b>	add project

## **Transportation Policy Board**

**December 9, 2019**

### **13. 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/Bexar County (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.**

## Air Quality and Regional Planning Efforts in the San Antonio-New Braunfels MSA

### Volkswagen Settlement Updates

As of November 6, \$21,483,556 in TxVEMP funds to replace or repower school, transit, and shuttle buses have been awarded in the 4-county San Antonio Priority Area, representing 16 school districts and one transit agency. Only \$71,375 remains of the San Antonio Priority Area's allocation for this grant round. The TCEQ continues to accept applications for funding under the Texas Volkswagen Environmental Mitigation Plan (TxVEMP) for projects that replace or repower refuse vehicles. The San Antonio Priority Area has been allocated over \$15 million for these grants. Vehicles eligible for replacement or repower must be configured to collect and transport municipal solid waste and powered by a diesel engine. Replacement vehicles and engines may be powered by diesel, electric, or other alternative fuel. The deadline for TCEQ to receive applications is October 8, 2020. As of the writing of this report, no awards have been issued under this grant round.

A **TxVEMP application webinar for freight vehicles** will be held on **Wednesday, January 22, 2020 at 2:00 p.m.** To participate, you must RSVP by sending an email to [vwsettle@tceq.texas.gov](mailto:vwsettle@tceq.texas.gov), and a meeting link will be emailed to you the day of the webinar. The opening date of the TxVEMP freight vehicle grant round is yet to be determined.

### Air Quality News and Upcoming Events

The TCEQ continues to accept applications for the Light-Duty Motor Vehicle Purchase or Lease Incentive Program (LDPLIP). Rebates of up to \$2,500 are being offered for eligible fuel cell or electric drive vehicles, and up to \$5,000 for CNG/LPG vehicles. Statewide, 2,000 rebates have been allotted for fuel cell/electric drive vehicles, while 1,000 rebates have been allotted for CNG/LPG vehicles. Unless the application period is suspended by the TCEQ prior to the deadline, applications must be received and date-stamped at TCEQ by January 7, 2021. For more information, please visit <https://www.tceq.texas.gov/airquality/terp/ld.html>.

The TCEQ is also accepting applications for the Texas Natural Gas Vehicle Grant Program (TNGVGP), which encourages entities with medium- and heavy-duty motor vehicles to replace or repower them with natural gas vehicles or engines. For this grant, natural gas refers to compressed natural gas (CNG), liquefied natural gas (LNG), and liquefied propane gas (LPG, or propane). To be eligible, at least 75% of the annual use of the grant-funded vehicle must occur within the Clean Transportation Zone (CTZ), which includes Atascosa, Bexar, Comal, Frio, Guadalupe, Karnes, McMullen, Medina, and Wilson Counties. Applications must be received and date-stamped at TCEQ by February 26, 2021. For more information, please visit <https://www.tceq.texas.gov/airquality/terp/tngvgp.html>.

The TCEQ will be hosting an **application workshop** in preparation for the opening of the **Alternative Fueling Facilities Program (AFFP)**. The workshop will be **Thursday, December 12, 2019, at 2:00 p.m. at AACOG's Al J. Notzon III Board Room**. The AFFP offers grants for the construction or expansion of natural gas and other alternative fuel fueling stations (including electric vehicle charging stations) within the CTZ. Information on the previous AFFP grant round can be found at <https://www.tceq.texas.gov/airquality/terp/ctt.html>.

## 2015 Ozone NAAQS Timeline

The following is the anticipated timeline of ozone National Ambient Air Quality Standard (NAAQS) implementation and is not reflective of any proposed legislation or any regulatory modification by the EPA Administrator:

September 24, 2018	Nonattainment designation for Bexar County became effective
October 1, 2018	Initial Infrastructure and Interstate Transport SIPs due
February 4, 2019	Final rule on implementation of the 2015 ozone NAAQS becomes effective
September 24, 2019	Initial Transportation and General Conformity determinations are due
September 24, 2020	Emission Inventory SIP revisions and Emission Statements are due
September 24, 2021	Attainment deadline for Marginal areas
September 24, 2024	Attainment deadline for Moderate areas

The TCEQ will be hosting an **Emissions Inventory SIP public hearing on Thursday, January 9, 2020**, at the **TCEQ Regional offices at 14250 Judson Road**.

## San Antonio – New Braunfels MSA Ozone Status

Bexar County is currently designated marginal nonattainment under the 2015 ozone NAAQS. The current certified design value for the region, using data from 2016-2018, is 72 ppb, and is shown in Table 1. Two regulatory monitors in Bexar County continue to show violations of the 2015 ozone NAAQS through the 2018 ozone season: CAMS 23 at Marshall High School and CAMS 58 at Camp Bullis.

*Table 1: Fourth Highest Eight-Hour Average Ozone Measurements and Design Value (in blue) at Regulatory Monitors, 2016-2018*

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

The 2019 ozone season ended on November 30. Table 2 shows the four highest eight-hour average ozone readings at each regulatory monitor in 2019. Table 3 shows the preliminary three-year average at each regulatory monitor when the current fourth-highest value is applied. Both CAMS 23 and CAMS 58 continue to be out of compliance with the federal ozone standard.

*Table 2: Four Highest 8-Hour Average Ozone Measurements at Regulatory Monitors, 2019\**

Monitor Site	Date	PPB	Date	PPB	Date	PPB	Date	PPB
San Antonio NW C23	6/13/2019	78	7/25/2019	76	6/8/2019	76	7/26/2019	75
Camp Bullis C58	7/26/2019	76	6/13/2019	70	4/9/2019	70	7/25/2019	69
Calaveras Lake C59	7/26/2019	64	6/13/2019	63	6/7/2019	63	4/9/2019	63

\* As of November 13, 2019; Ozone data validated through September

*Table 3: Fourth Highest Eight-Hour Average Ozone Measurements and Three-Year Average at Regulatory Monitors, 2017-2019\**

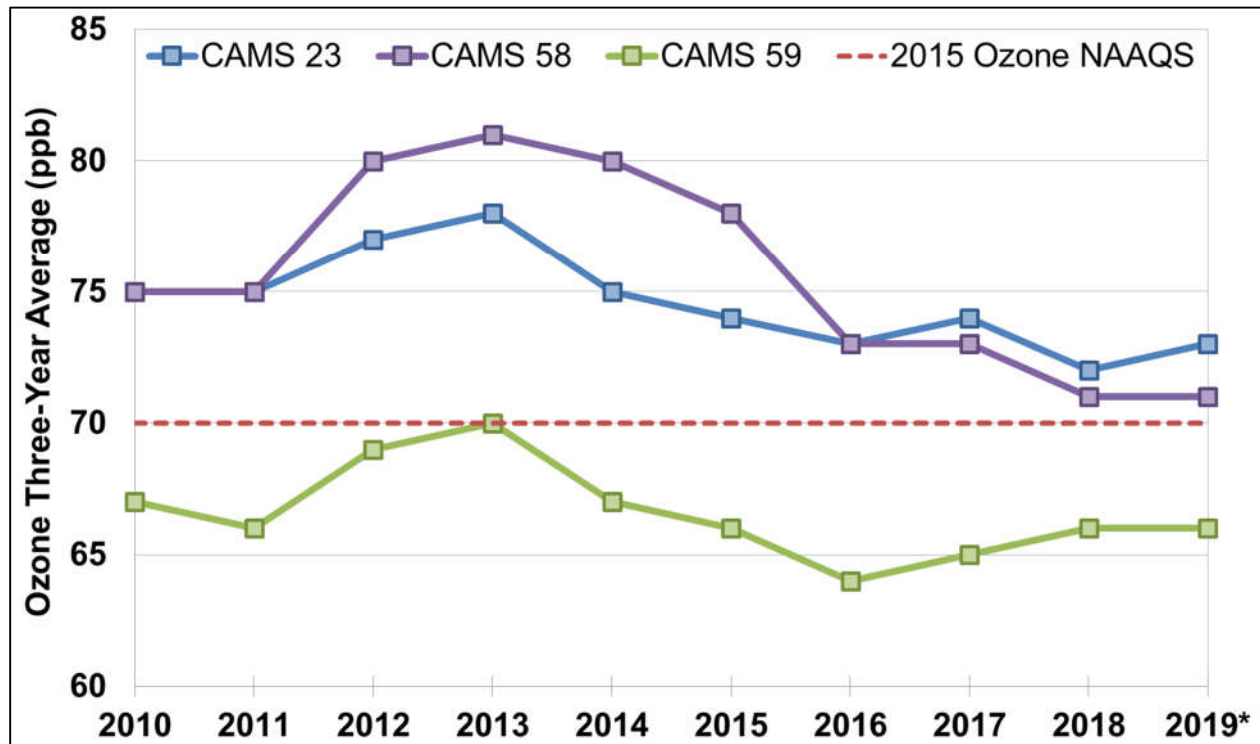
Monitor Site	Fourth Highest 8-Hour Average O <sub>3</sub> Measurement, ppb			Three Year Average*
	2017	2018	2019*	
San Antonio NW C23	73	72	75	73
Camp Bullis C58	72	73	69	71
Calaveras Lake C59	65	71	63	66

\* Three-year average not official until certified by EPA; certification of 2019 data expected no later than May 2020

The three-year average trend from 2010-2019 at each regulatory monitor is shown in Figure 1: *Three-Year Average Trend at San Antonio Regulatory Monitors, 2010-2019\**

\* 2019 ozone data not official until certified by EPA in May 2020

There has been a generally downward trend in the three-year average at each regulatory monitor since 2013. Note that the 2019 figures are not official until certified by the EPA.



*Figure 1: Three-Year Average Trend at San Antonio Regulatory Monitors, 2010-2019\**

\* 2019 ozone data not official until certified by EPA in May 2020

There were three moderate ozone days (days > 54 ppb) at Bexar County regulatory monitors during October, which is far below the average of seven. An average October typically has one or two days over 70 ppb, but none were recorded in October 2019. November had one moderate ozone day and no days over 70 ppb, which is about average for the month. Figure 2 shows the frequency of moderate ozone days and days with 8-hour ozone over 70 ppb at regulatory monitors using data from 2010-2018. This graph will be updated when all 2019 ozone data is validated.

There have been seven Ozone Action Day alerts issued for San Antonio during the 2019 ozone season. In addition, there was one day > 70 ppb that was not preceded by an Ozone Action Day alert. Details are provided in Table 4.

Table 4: Ozone Action Day Statistics at Regulatory Monitors for 2019

Date	Alert? (Y/N)	Peak Ozone	Verified?
4/9/2019	Yes	70 ppb	No*
4/26/2019	Yes	59 ppb	No
6/8/2019	Yes	76 ppb	Yes
6/13/2019	No	78 ppb	No
7/24/2019	Yes	59 ppb	No
7/25/2019	Yes	74 ppb	Yes
7/26/2019	Yes	76 ppb	Yes
7/27/2019	Yes	67 ppb	No

\* There is a chance that ozone levels may have exceeded 70 ppb if an alert had not been issued

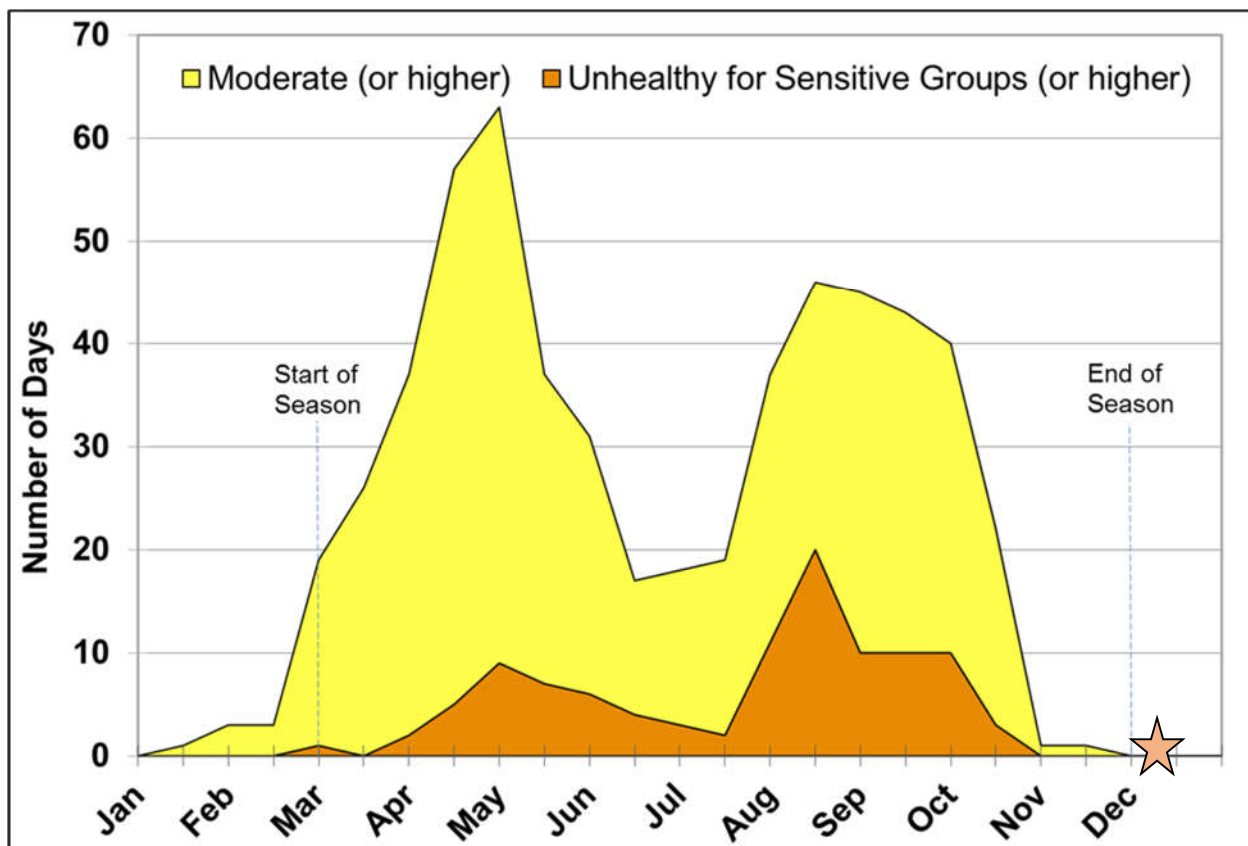


Figure 2: Ozone Exceedances of Selected Thresholds at Regulatory Monitors by Semi-Monthly Period, 2010-2018



**Transportation Policy Board**

**December 9, 2019**

**14. 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).

**15. Adjourn**