



Memorandum May 14, 2021

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

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

The next meeting of the **MPO Transportation Policy Board** is scheduled for
Monday, May 24, 2021 at 1:30 p.m.

*To protect the health of the public and limit the potential spread of COVID-19,
this will be an online meeting.*

Internet access to the meeting is through the MPO's website at
www.alamoareampo.org/committees/online
Access code: 187 906 4998#

Individuals without internet access can access the meeting audio via phone.
Call 1-844-992-4726 (Toll Free) and enter the access code: 187 906 4998#.
If you have issues accessing the meeting, please call 210-227-8651.

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 under the Citizens to be Heard agenda item. All speakers must 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 Energize Stations recap
 - b. The MPO will seek public input from June 1 to 27. Feedback will support the development of the FY 2023-2026 Transportation Improvement Program and Mobility 2050. A public meeting is scheduled for Tuesday, June 15 at 6 p.m. online and through Facebook Live. Visit at www.alamoareampo.org/yourmove for more information.

Public participation is solicited without regard to race, color, national origin, age, sex, religion, disability or family status.

To arrange for translation services or assistance due to disability (free of charge), please contact the MPO at aampo@alamoareampo.org or (210) 227-8651 (or Relay Texas at 7-1-1) at least five working days in advance.

Se solicita la participación pública sin distinción de raza, color, origen de nacionalidad, sexo, religión, discapacidad o estado familiar.

Para coordinar servicios de traducción o asistencia debido a una discapacidad (servicios gratuitos), comuníquese con la MPO por correo electrónico a aampo@alamoareampo.org o llame al 210-227-8651 (o Relay Texas al 7-1-1) con al menos cinco días hábiles de anticipación.

Please provide any written comments on any agenda items at least one day prior to the meeting to the MPO at:

Proporcione su comentario por escrito sobre cualquier tema de la agenda al menos un día antes de la reunión pública a la MPO en:

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**March 22, 2021**

- c. The Executive Committee will serve as the Nominating Committee for the selection of MPO First Vice Chair. The election will be held at your June meeting
 - d. MPO staff is still exploring the possibility of holding monthly board meetings in person. An update on this process will be provided
 - e. The July 2021 Transportation Policy Board meeting will likely be canceled.
 - f. The MPO Office will be closed on Monday, May 31 for Memorial Day
- 3. Citizens to be Heard
 - 4. **Approval** of the April 26, 2021 Meeting Minutes
 - 5. Discussion and Appropriate Action on Subtask 3.2 New Braunfels Transit Study – KFH (Hosen)
 - 6. Presentation on the Great Springs Project – GSP (Merritt and Creus Molanphy)
 - 7. Update on VIA Metropolitan Transit's MPO Funded Projects, Studies, and Programs – VIA
 - 8. Discussion and Appropriate Action on the FY 2022-2023 Unified Planning Work Program – MPO (Lowder)
 - 9. Monthly Status Reports
 - a. Alamo Regional Mobility Authority/Bexar County (Renee Green)
 - b. Air Quality Issues (Diane Rath)
 - c. City of San Antonio (Razi Hosseini)
 - d. San Antonio Mobility Coalition (Vic Boyer)
 - e. Texas Department of Transportation (Gina Gallegos)
 - 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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 **www.alamoareampo.org**

Transportation Policy Board**April 26, 2021****1. Roll Call**

Commissioner Kevin Webb *	Comal County	830-221-1100
Councilwoman Melissa Cabello Havrda **	City of San Antonio, District 6	210-207-7065
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 Rebeca Clay-Flores	Bexar County	210-335-2611
Commissioner Trish DeBerry	Bexar County	210-335-2613
Ms. Renee Green, P.E.	Bexar County	210-335-6700
Councilmember Shane Hines	City of New Braunfels	830-214-5938
Councilwoman Shirley Gonzales	City of San Antonio, District 5	210-207-7043
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. Razi Hosseini, P.E.	City of San Antonio	210-207-8022
Ms. Bridgett White	City of San Antonio	210-207-0147
Mayor Donna Dodgen	City of Seguin	210-504-9709
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
Ms. Gina Gallegos, P.E.	Texas Department of Transportation	210-615-5803
Javier Paredes	VIA Metropolitan Transit	210-362-2000
Mr. Kevin Wolff ***		

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

* Chair

** Chair Elect

*** Past Chair

2. Director's Report

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

- b. The MPO will seek public input from June 1 to 27. Feedback will support the development of the FY 2023-2026 Transportation Improvement Program and Mobility 2050. A public meeting is scheduled for Tuesday, June 15 at 6 p.m. online and through Facebook Live. Visit at www.alamoareampo.org/yourmove for more information.

- c. The Executive Committee will serve as the Nominating Committee for the selection of MPO First Vice Chair. The election will be held at your June meeting

- d. MPO staff is still exploring the possibility of holding monthly board meetings in person. An update on this process will be provided

- e. The July 2021 Transportation Policy Board meeting will likely be canceled.

- f. The MPO Office will be closed on Monday, May 31 for Memorial Day

3. Citizens to Be Heard

4. Approval of the April 26, 2021 Meeting Minutes

Issue

The April 26, 2021 meeting minutes are attached for your review.

Action Requested

A motion to approve the April 26, 2021 meeting minutes.



**Transportation Policy Board
Meeting Minutes
April 26, 2021**

1. Roll Call

Members Present:

Mayor Louis Cooper	Advanced Transportation District
Commissioner Tommy Calvert	Bexar County
Commissioner Rebeca Clay-Flores	Bexar County
Commissioner Trish DeBerry	Bexar County
Ms. Renee Green, P.E.	Bexar County
Councilmember Shane Hines	City of New Braunfels
Councilwoman Melissa Cabello Havrda	City of San Antonio
Councilwoman Shirley Gonzales	City of San Antonio
Councilman Clayton Perry	City of San Antonio
Councilwoman Ana E. Sandoval	City of San Antonio
Mr. Razi Hosseini, P.E.	City of San Antonio
Ms. Bridgett White	City of San Antonio
Mayor Donna Dodgen	City of Seguin
Commissioner Kevin Webb (Chair)	Comal County
Mayor Chris Riley	Greater Bexar County Council of Cities
Judge Kyle Kutscher	Guadalupe County
Commissioner Christina Bergmann	Kendall County Geographic Area
Mayor Mary Dennis	Northeast Partnership
Ms. Gina Gallegos, P.E.	Texas Department of Transportation
Mr. Javier Paredes	VIA Metropolitan Transit

Members Absent:

Mr. Michael J. Lynd, Jr.	Alamo Regional Mobility Authority
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Others Present:

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

Chair Kevin Webb called the meeting to order at 1:30 p.m.

2. Director's Report

- a. The Executive Committee will serve as the Nominating Committee for the selection of MPO First Vice Chair. The group will likely meet in late May or early June. The election will be held at your June meeting.
- b. MPO staff has begun exploring the possibility of holding monthly board meetings in person. If possible, the May meeting will likely include an in-person and online option.
- c. The FY 2022 & 2023 Unified Planning Work Program will be presented at the May Policy Board meeting with action scheduled for June.
- d. May is National Bike Month. The MPO and partners will host events throughout the month to encourage bicycling.
- e. The MPO Office will be closed on Monday, May 31 for Memorial Day.
- f. A list of transportation acronyms is attached.

3. Citizens to be Heard

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 22, 2021 Meeting Minutes

5. Action on Required Certifications – MPO (Martinez)

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

Councilwoman Melissa Cabello Havrda moved and Councilwoman Ana E. Sandoval seconded to approve the Consent Agenda. The motion passed unanimously.

Items for Individual Discussion and Appropriate Action

6. Discussion and Appropriate Action on the Development of the FY 2023-2026 Transportation Improvement Program and Update on Projects Received under the Current Calls for Projects

For information and discussion only.

7. Action on the MPO's Fiscal Year 2020 Audit Report

Mayor Chris Riley moved and Councilmember Shane Hines seconded to approve the Fiscal Year 2020 Audit Report. The motion passed unanimously.

8. Monthly Status Reports

- a. Alamo Regional Mobility Authority (Renee Green)
- b. Air Quality Issues (Diane Rath)
- c. City of San Antonio (Razi Hosseini)
- d. San Antonio Mobility Coalition (Vic Boyer)
- e. Texas Department of Transportation (Gina Gallegos)
- f. VIA Metropolitan Transit (Jeff Arndt)
- g. Others

For information and discussion only.

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

This item was not considered.

10. Adjourn

There being no further business, the meeting was adjourned at 2:33 p.m.

**Commissioner Kevin Webb, Chair
Transportation Policy Board**

5. Discussion and Appropriate Action on Subtask 3.2 New Braunfels Transit Study

Purpose

The purpose of this agenda item is to receive a presentation on the draft final report for Subtask 3.2 New Braunfels Transit Study

Issue

The New Braunfels Transit study was added to the MPO's Unified Planning Work Program (UPWP) in August 2018 in order to evaluate public transportation service options in the City of New Braunfels and potentially between San Antonio, Seguin and San Marcos. Consulting firm KFH was contracted to develop the study, which kicked off in May 2019.

The study has been guided by an Oversight Committee comprised of representatives from AACOG, City of New Braunfels, City of Seguin, Comal County, MPO, TxDOT and VIA Metropolitan Transit.

The primary tasks included:

- Public Participation including 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

The consultant's presentation is attached.

Action Requested

None requested. Action is scheduled for June 2021.



Re-inventing Transit:

Strategies for Implementing Public Transit in New Braunfels

Presentation to the Alamo Area MPO
KFH Group Inc.

May 24, 2021



The Analysis

This presentation is based on the previous five technical memoranda. All of the detailed analysis is in these memoranda:



Technical Memorandum

No. 1:

Study Goals and
Objectives



Technical Memorandum

No. 2:

Detailed
Findings of the
Outreach Efforts



Technical Memorandum

No. 3:

Review of
Existing
Services



Technical Memorandum

No. 4:

Demographics,
Land Uses and
Travel Patterns



Technical Memorandum

No. 5:

Unmet Needs
and Potential
Transit Demand

Existing Transit Service: Demand Response

Passengers schedule 24 hour in advanced for door-to-door service. Transit vehicle pick them up at their trip origin and drops off at their destination.


Ridership is very low. The service is focused on seniors and medical trips in Comal County.

The service is very expensive on a per trip basis. It also uses an outdated model of demand response service that is not productive.



Local Fixed Route Bus

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Fixed Route - The traditional form of public transit where buses travel a prescribed route according to a schedule, like San Marcos. Americans with Disabilities Act (ADA) paratransit is required.

Routes should be in the most dense (population and/or destinations) areas. These will generate the highest productivity and lowest cost per trip.

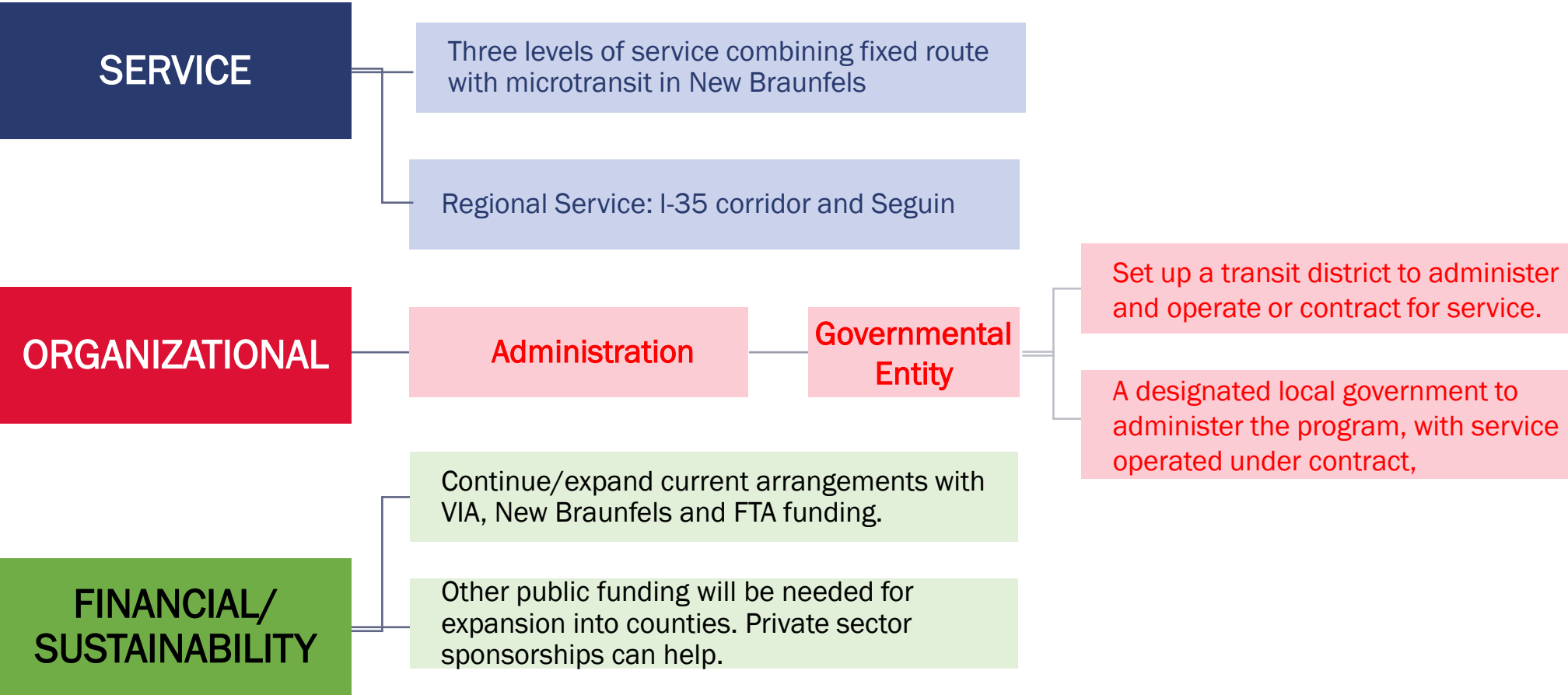
Introducing Microtransit

Paratransit is a family of curb to curb transit services, such as: Taxi, Uber/Lyft, dial a ride and day in advance services such as ADA paratransit and the current service operated by ART.

Passengers use the app or call and within 15 – 60 minutes the vehicle will pick up the passenger at or near their origin.

Microtransit service will be available in all areas of the city beyond fixed route. Serves a zone and connects to the nearest fixed route for citywide access.





Developing Strategies for New Braunfels

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A combination of fixed route and microtransit (zone service) will be used

All parts of the city will be covered by either fixed route or microtransit

The fixed route buses will meet at the top or bottom of the hour for ease of transferring

All buses will be accessible and will have bike racks

Continued pathway access improvements

This plan looks to a future when the pandemic has stabilized and confidence in transit is relatively back to pre-COVID levels.

New Braunfels Service Levels

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Low Level (Status Quo Funding)

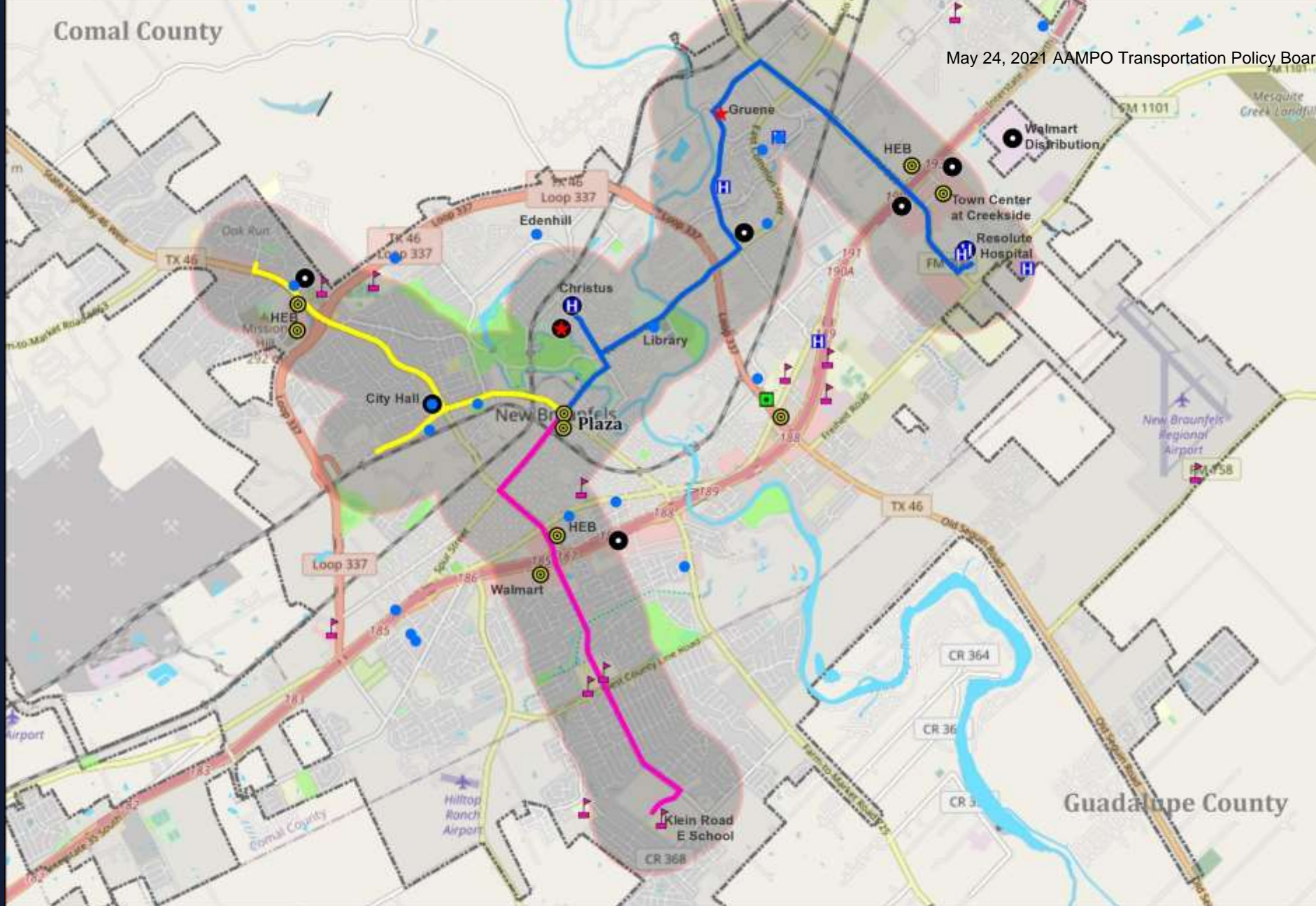
- This is a low level of service that matches the cost of the existing service. Two fixed route buses for three fixed routes and three microtransit/ADA vehicles (one hour response time) operating Monday through Friday in parts of New Braunfels not served by fixed route..

Mid-Level Service

- This includes three fixed route vehicles for six fixed routes and three microtransit/ADA vehicles (45 minutes to one hour response time).

Full Service Level

- This includes four fixed route buses for seven fixed routes and three microtransit/ADA buses (15 - 30 minute response for microtransit).



**New Braunfels
Proposed Corridors
Low Level Service**



Low Level Service Corridors

- 1-Walnut Southeast
- 2-Walnut Northwest
- 5-Gruene/Northeast

Half Mile Buffer

- Employers
- Park and Ride
- Microtransit Zone

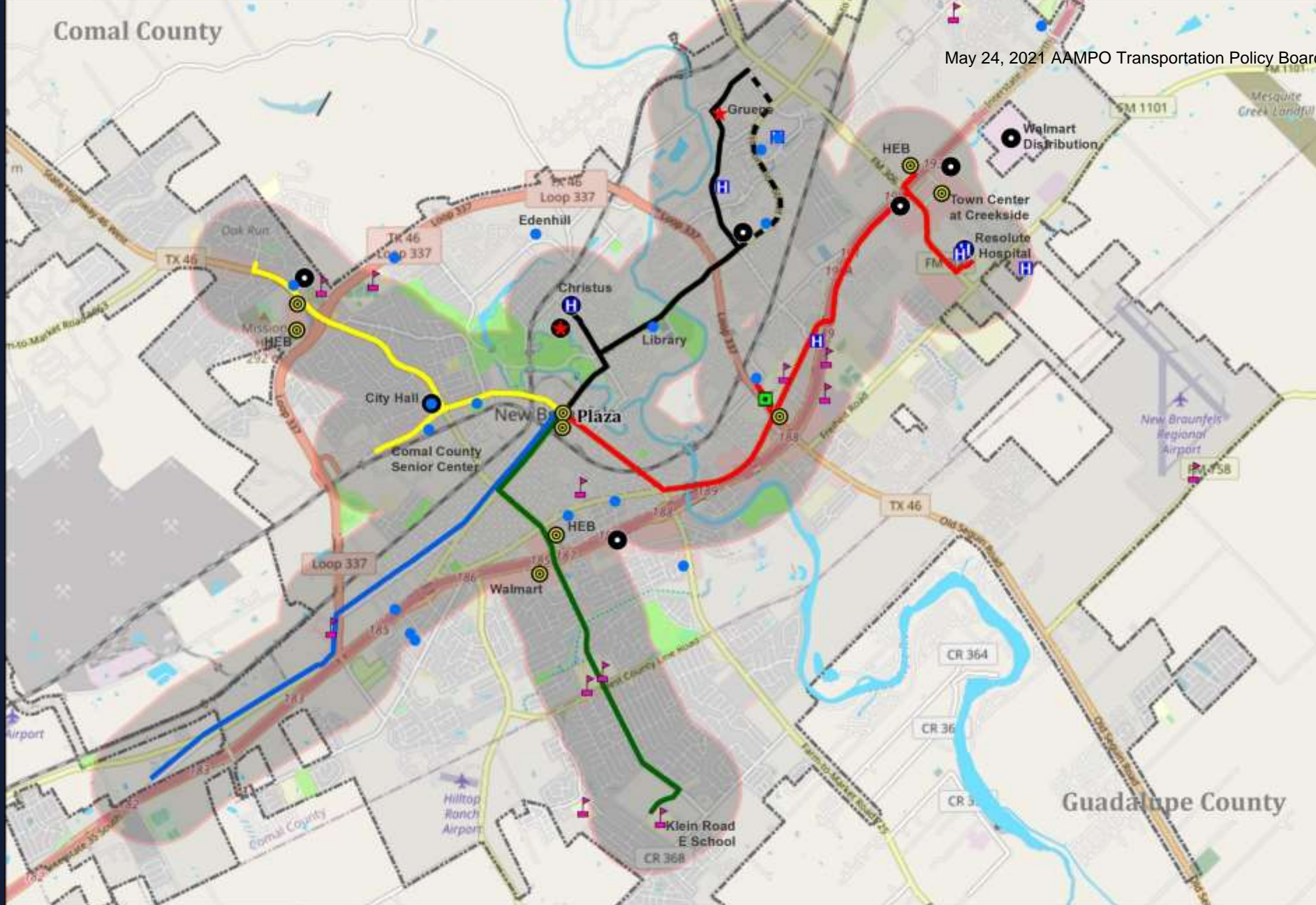
Attraction

- Education
- Human Services

Health Care

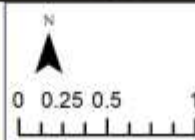
- Shopping

Status Quo Funding: An Example



Mid Level Service: An Example

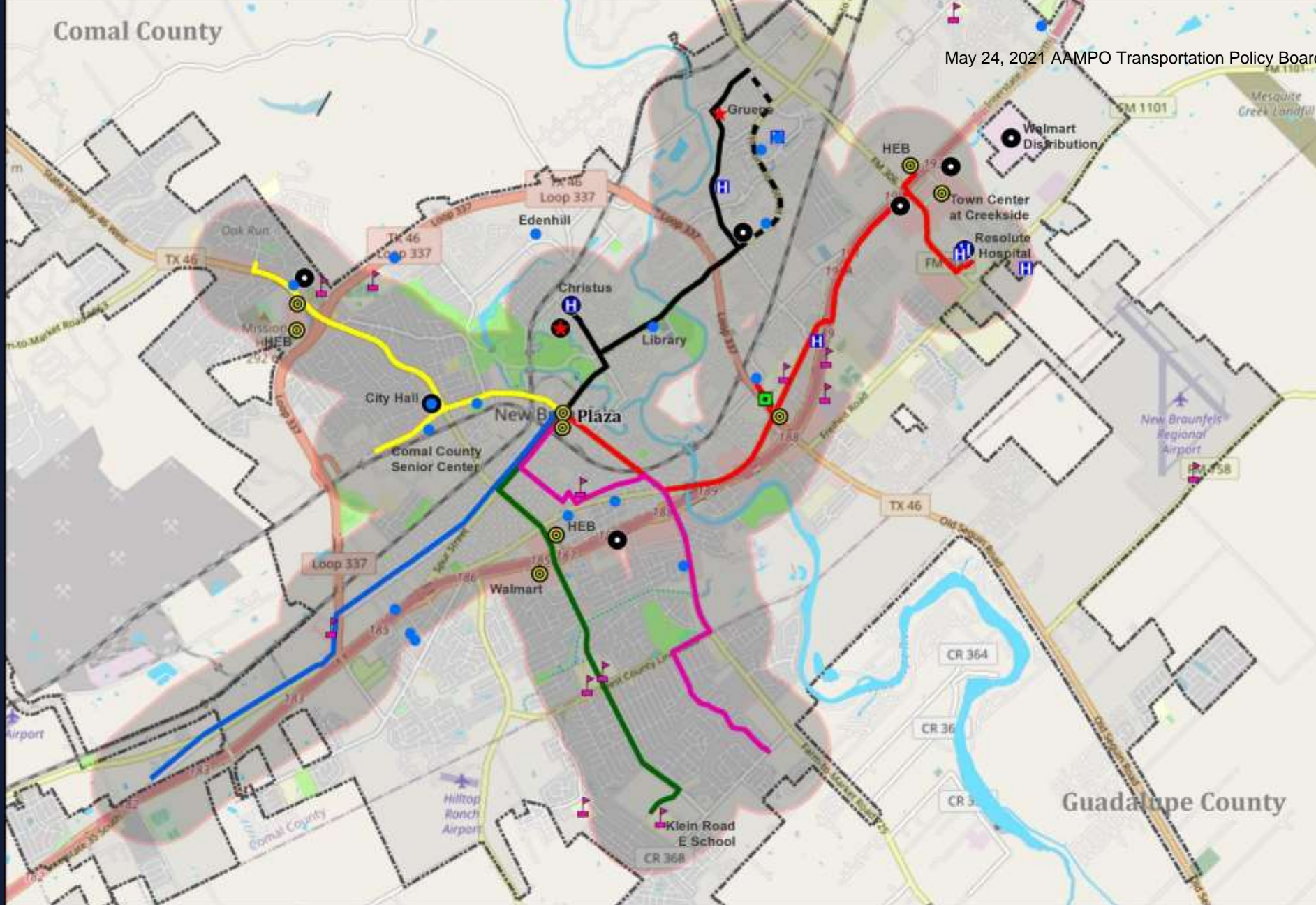
**New Braunfels
Proposed Corridors
Mid Level Service**



**Mid Level Service
Corridors**

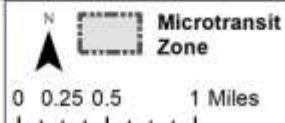
- 1-Walnut Southeast
- 2-Walnut Northwest
- 3-Gruene
- 3-Gruene
- 4-Northeast
- 6-Southwest

- Half Mile Buffer
- Employers
- Park and Ride
- Microtransit Zone
- Attraction
- Education
- Human Services
- Health Care
- Shopping



Full Service: All Potential Routes

**New Braunfels
Proposed Corridors
Full Service**



Full Service Corridors

- 1-Walnut Southeast
- 2-Walnut Northwest
- 3-Gruene
- 4-Northeast
- 6-Southwest
- 7-Southeast

Legend

- Half Mile Buffer
- Employers
- Park and Ride
- Attraction
- Education
- Human Services
- Health Care
- Shopping

Potential Ridership and Costs

Service Duration	Service Level	Vehicles		Total Estimated Ridership		Total Cost	Total Cost	
		Fixed Route	Para/ Micro-transit	Daily	Annual	Total Cost per One-way trip	Low	High
Monday through Friday - 250 days *12 hours								
Fixed Route and Paratransit/ Microtransit	Low	2	3	264	66,000	\$12.27	\$810,000	\$990,000
	Midlevel	3	3	432	108,000	\$9.17	\$990,000	\$1,215,000
	Full	4	4	720	180,000	\$7.33	\$1,320,000	\$1,620,000
Monday through Saturday - 300 days*12 hours								
Fixed Route and Paratransit/ Microtransit	Low	2	3	257	77,040	\$12.62	\$972,000	\$1,188,000
	Midlevel	3	3	421	126,360	\$9.40	\$1,188,000	\$1,458,000
	Full	4	4	696	208,800	\$7.59	\$1,584,000	\$1,944,000

Capital Costs: Explanation

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All vehicles will need to be ADA accessible and have on-board technology

Certain stops, such as transfer points, will need amenities such as shelters and benches

The cost for capital projects and equipment are generally covered 80% through federal grants and 20% locally. Some grants may cover more if the equipment is innovative such as alternative fuel vehicles.

Some stops will need improved pedestrian access

Private partnerships can also help support capital needs

Vehicle and Other Capital Costs

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Capital Need	Number	Estimated Total Cost	20% Local Match
On-Board Technology	7	\$70,000	\$14,000
Buses	7	\$1,300,000	\$260,000*
Shelters	6	\$60,000	\$12,000
Benches and Pads	10	\$ 20,000	\$4,000
Office equipment/software		\$150,000	\$30,000
Totals		\$1,600,000	\$320,000

Fixed Route Vehicle Cost @ \$300,000 each

Microtransit Vehicle Cost @ \$100,000 each

Includes spare vehicles

**The local match may be lower or eliminated if alternative fuels are used*

Regional Service

Commuter Bus Service along the I-35 corridor

- Combining San Marcos – New Braunfels – San Antonio service with existing Austin to San Marcos service can generate the most riders.
- Share the costs between jurisdictions.

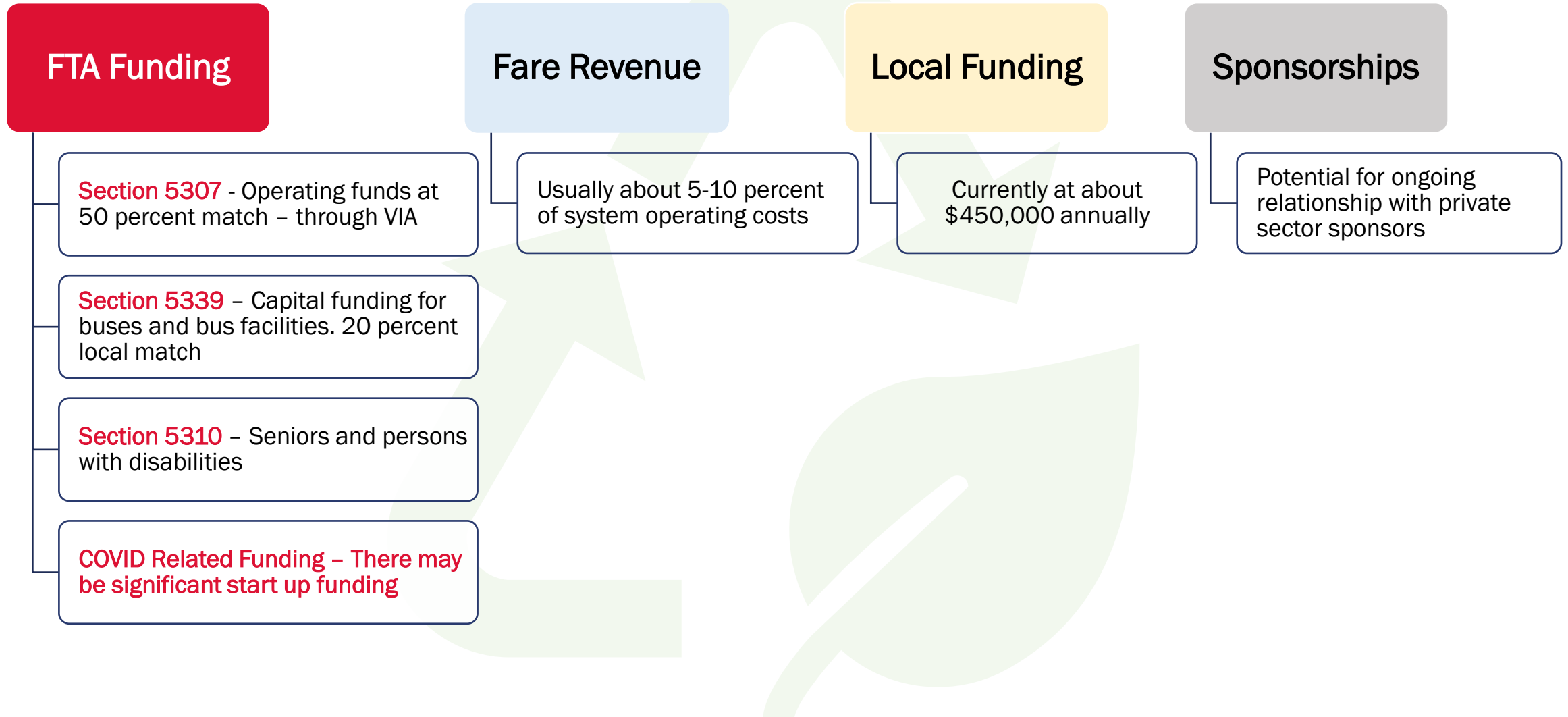
Potential for a Future Route New Braunfels - Seguin

- Start as a van or bus pool
- As it builds ridership develop a scheduled service

Vanpools and Bus Pools

- New Braunfels centric – existing options are Austin or San Antonio centric
- Managed by the transit system

Funding and Sustainability: New Braunfels



Summary – Re-Inventing Transit

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There is a high cost to doing nothing

New Braunfels and VIA are already spending in excess of \$800,000

Re-Invent Transit in New Braunfels:

Implementing a new strategy will re-invent transit in New Braunfels and significantly increase ridership over the current level.



For More Information

See the Website:

<http://www.nbtexas.org/transit>

Contact

Ken Hosen

Khosen@kfhgroup.com

Bennett Powell

Bpowell@KFHGroup.com

KFH Group Inc.

6. Presentation on the Great Springs Project

Purpose

The purpose of this agenda item is to hear a presentation on the Great Springs Project.

Issue

The Great Springs Project (GSP) aims to connect the Alamo in San Antonio to the Texas Capitol in Austin with a network of trails by the Texas Bicentennial in 2036 and to develop a national park sized corridor of protected lands to preserve Texas' four Great Springs.

Garry Merritt, Chief Executive Officer of the GSP, and Lyda Creus Molanphy, Chief Strategy and Operations Officer of the GSP, will provide a presentation on the organization's structure, vision, and current work.

A presentation will be provided at the meeting.

Action Requested

For information only. No action is requested.

7. Update on VIA Metropolitan Transit's MPO Funded Projects, Studies, and Programs

Purpose

The purpose of this agenda item is to receive a briefing on the status of VIA Metropolitan Transit's Surface Transportation Block Grant (STBG), Transportation Alternatives (TA) and Congestion Mitigation Air Quality (CMAQ) funded projects, programs and studies.

Issue

Over the past several project calls, VIA has been successful in securing reimbursement from MPO funding sources of STBG, TA and CMAQ. This presentation will provide an update on their selected projects, programs and studies.

A presentation will be provided at the meeting.

Action Requested

For information only. No action is requested.

8. Discussion and Appropriate Action on the FY 2022-2023 Unified Planning Work Program

Purpose

The purpose of this agenda item is to receive an update on the FY 2022-2023 Unified Planning Work Program development.

Issue

The development of the FY 2022-2023 Unified Planning Work Program (UPWP) began in January 2021. This UPWP will cover the time period of October 1, 2021 – September 30, 2023.

The MPO's Policy 1 outlines the UPWP development as follows:

- *In **January** of the UPWP development year, the MPO's Technical Advisory Committee (TAC), in coordination with MPO staff, will identify priorities for the upcoming two-year time period. Priorities may include refinements to the MPO's processes; development of databases; or other aspects of multi-modal transportation planning to include demographic development and travel demand modeling; public involvement; analysis of geographic subareas or corridors, transit, bicycle and/or pedestrian, freight, environmental, congestion management, air quality or other priorities. These priorities must be sufficiently defined because they will then become planning studies to be considered for funding.*
- *In **March**, TAC and MPO staff will develop scopes of work (specifically noting data requirements, including data that already exists and data that will need to be collected) and budgets for the priorities identified in January. A recommendation will be made for the work to be performed by MPO staff, partner agency staff or consultants. For each identified planning study, MPO staff will identify previous related work and a reasonable timeframe for completing the scope of work.*
- *Throughout **April** of the UPWP development year, MPO staff, in consultation with TAC as necessary, will prepare a draft UPWP and present it to TAC for review in May. A draft UPWP is also submitted to TxDOT (Austin) by the required deadline, usually May 31.*
- *Prior to the final deadline established by TxDOT for UPWP submittal, TAC will review the final draft UPWP, make a recommendation on its approval and submit it to the Transportation Policy Board for final adoption.*

At this time, action on the FY 2022-2023 UPWP will be scheduled for **June**.

The draft document and presentation are attached. Updated information may be distributed at your meeting.

Action Requested

None requested. Action is scheduled for June 2021.

AAMPO

A red swoosh graphic that starts under the first 'A' and curves upwards and to the right, ending under the 'O'.

UPWP Development

FY 2022-2023 Unified Planning Work Program

Transportation Policy Board | May 24, 2021

Agenda

- UPWP Background
- Budget Summary
- Studies
- Next Steps

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 (October 1, 2021 – September 30, 2023)
- Includes regionally significant planning studies funded through other sources

FY 2022-2023 Budget Summary

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UPWP Task	Description	Transportation Planning Funds (TPF)*		Other (STBG)		Total
		FY 2022	FY 2023	FY2022	FY2023	
1.0	Administration / Management	\$985,000	\$1,042,000			\$2,027,000
2.0	Data Development & Maintenance	\$643,000	\$675,000			\$1,318,000
3.0	Short Range Planning	\$1,309,000	\$959,000			\$2,268,000
4.0	Metropolitan Transportation Plan	\$1,308,000	\$800,000			\$2,108,000
5.0	Special Studies	\$420,000	\$433,000	\$100,000	\$100,000	\$1,053,000
Total		\$4,665,000	\$3,909,000	\$100,000	\$100,000	\$8,774,000
<p><i>*This includes both FHWA PL-112 and FTA Section 5303 Funds. TxDOT will apply transportation development credits sufficient to provide the match for TPF. As the credits reflect neither cash nor staff-hours, they are not reflected in the funding tables.</i></p>						

MPO Staff Work: PL-112 Funds

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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

TIP and MTP development and maintenance

Travel Demand Modeling

Air quality planning (Transportation Conformity)

Bicycle and pedestrian planning

Freight planning

Congestion Management Process

Alamo Commutes (formerly Commutes Solutions) program

Administration/grant management

... and more

Task 1: Administration / Management

Subtask		Budget		Total
		<i>FY 2022</i>	<i>FY 2023</i>	
1.1	Program Support	\$945,000	\$1,002,000	\$1,947,000
1.2	Legal Services	\$40,000	\$40,000	\$80,000
TOTAL		\$985,000	\$1.042,000	\$2,027,000

Task 2: Data Development & Maintenance

Subtask		Budget		Total
		<i>FY 2022</i>	<i>FY 2023</i>	
2.1	Program Support	\$518,000	\$550,000	\$1,068,000
2.2	Origin & Destination Survey (VIA)	\$125,000	\$125,000	\$250,000
TOTAL		\$643,000	\$675,000	\$1,318,000

Task 3: Short Range Planning

Subtask		Budget		Total
		<i>FY 2022</i>	<i>FY 2023</i>	
3.1	Program Support	\$824,000	\$874,000	\$1,698,000
3.2	Curb Management Study	\$150,000		\$150,000
3.3	Air Quality Planning (AACOG)	\$85,000	\$85,000	\$170,000
3.4	Subregional Planning Study*	\$250,000		\$250,000
TOTAL		\$1,309,000	\$959,000	\$2,268,000

* Estimated FY 2021 carryover funding

Task 3 Studies

- **Subtask 3.2 – Curb Management Study**

- The purpose of this Subtask is to conduct a study on the competing uses of curb space in the planning area, including recommendations to partner agencies on curb management policies.
- This study may include a review of peer cities' curb management policies, as well as municipalities within the MPO study area; an overview of competing demands for curb space, currently and in the future, by public and private sector users; and recommendations for partner agencies to manage curb space, including identifying locations where curb space is heavily utilized.
- Work will also include stakeholder outreach and mapping.

Task 3 Studies

- **Subtask 3.3 – Air Quality Planning**

- 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.
- AACOG air quality planning efforts will be expanded to include school bus fleet inventories and the introduction of a smoking vehicle outreach program.

Task 4: Metropolitan Transportation Plan

Subtask		Budget		Total
		FY 2022	FY 2023	
4.1	Program Support	\$518,000	\$550,000	\$1,068,000
4.2	Mobility 2050 Demographics & Travel Demand Model Update*	\$540,000		\$540,000
4.3	Resiliency Study	\$250,000	\$250,000	\$500,000
TOTAL		\$1,308,000	\$800,000	\$2,108,000

* Estimated FY 2021 carryover funding

Task 4 Study

- **Subtask 4.3 – Resiliency Study**

- The purpose of this study is to plan and develop a transportation system that can accommodate long term change and recover and adapt from unpredictable changes, such as extreme weather events or human-made disruptions.
- This study will 1) identify potentially disruptive events with stakeholder input; 2) perform risk assessments for how each event would impact all or parts of the transportation system; and 3) provide recommendations on how to improve transportation system resiliency.

Task 5: Special Studies

Subtask		Budget		Total
		FY 2022	FY 2023	
5.1	Program Support	\$245,000	\$258,000	\$503,000
5.2	Alamo Commutes	\$100,000 (STBG)	\$100,000 (STBG)	\$200,000
5.3	Regional Freight Study	\$175,000	\$175,000	\$350,000
TOTAL		\$520,000	\$533,000	\$1,053,000

* Estimated FY 2021 carryover funding

Task 3 Studies

- **Subtask 5.3 – Regional Freight Study**
 - The purpose of this Subtask is to conduct a region-wide freight study and plan encompassing the entire Alamo Area MPO study area, taking into account current and projected freight trends in the region and across the state.
 - The study will include but not be limited to: an overview of previous plans, studies and legislation and their recommendations; an economic and logistical analysis of freight flow in the region; an inventory of existing and planned assets including highway and rail as well as their condition and performance; a needs analysis of high demand areas, hotspots, and other deficiencies; and recommendations.

UPWP Development Schedule

May 24, 2021 AAMPO Transportation Policy Board Meeting Package Page 46 of 89

2021

January

TAC presentation on
FY 2022-2023
UPWP Development

MPO staff
brainstorming on
priorities and
potential studies

Establish TAC
Working Group

February

TAC canceled

TAC Working
Group meets

BMAC/PMAC
presentation
on UPWP
development
/ study
priorities

March

TAC
presentation
on UPWP
development

April

Update to
TAC if
necessary

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

May

MPO staff
submits draft
FY 2022-
2023 UPWP
to TxDOT

TAC and TPB
presentations
on draft
document

June

TAC and TPB **action**
on FY 2022-2023
UPWP

July

MPO staff
transmits
approved FY
2022-2023
UPWP to
TxDOT by
July 31

August

September

FHWA /
TxDOT
approve FY
2022-2023
UPWP

October

UPWP goes
into effect on
October 1,
2021

A group of cyclists is riding down a city street. In the foreground, a man in a blue jacket is riding away from the camera. Behind him, several other cyclists are visible. The street is lined with historic brick buildings. A 'RIGHT TURN ONLY' sign is visible on the right side of the street. A blue semi-transparent box is overlaid on the right side of the image, containing the text for Lily Lowder.

Lily Lowder

Commute Solutions Planner

lowder@alamoareampo.org

FY 2022-2023
UNIFIED PLANNING WORK PROGRAM (UPWP)

ALAMO AREA METROPOLITAN PLANNING ORGANIZATION



Transportation Management Area (TMA)
Air Quality Status: Nonattainment

The preparation of this report has been financed in part through grant(s) from the Federal Highway Administration and Federal Transit Administration, U.S. Department of Transportation, under the State Planning and Research Program, Section 505 [or Metropolitan Planning Program, Section 104(f)] of Title 23, U.S. Code. The contents of this report do not necessarily reflect the official views or policy of the U.S. Department of Transportation.

Adopted by Transportation Policy Board:
Federal Approval:

Pending
Pending

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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.

A. Purpose

Overview

This document presents the FY 2022-2023 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, 2021 through September 30, 2023, the funding requirements, and the agency responsible for accomplishing the tasks.

This document is organized in three sections. The first section describes the background of transportation planning in the area and the physical planning area within which planning activities will be concentrated, as well as the organizational structure of the transportation planning process, the functional responsibilities of the planning agencies, and an overview of private sector involvement, planning issues, and National Emphasis areas. The second section details the work elements of the FY 2022-2023 UPWP by task area. The third section includes the appendices with supporting documentation.

The appendices contain the following:

Appendix A:	Transportation Policy Board and Technical Advisory Committee Membership
Appendix B:	Metropolitan Area Boundary Map
Appendix C:	Self-Certification
Appendix D:	Project Selection Procedure Certification
Appendix E:	Certification of Internal Ethics and Compliance Program
Appendix F:	Lobbying Certification
Appendix G:	Debarment Certification
Appendix H:	Procurement Procedures Certification

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, establishes performance measures that charts progress towards the 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.

Citizen Involvement Efforts & Goals

The Alamo Area MPO recognizes public involvement as one of the cornerstones of transportation planning. At the Alamo Area Metropolitan Planning Organization (MPO), our goal is to inform, involve, and engage with people in a two-way conversation about transportation needs, challenges, and most importantly, solutions.

The MPO's public participation goals and strategies are outlined in a Public Participation Plan (PPP). In pursuit of public participation, the MPO employs a two pronged-approach focusing on in-person interactions, as well as digital engagement. The MPO offers a number of programs to serve the public including Street Skills bicycle safety classes, a Walkable Community Program, bike rodeos, and commute consultations through Alamo Commutes. The MPO also frequently attends public events hosted by agency and community partners including health fairs, Earth Day, and district resource days, as well as community events oriented towards school-aged children such as GIS Day.

The MPO's digital engagement strategy includes a bimonthly e-newsletter, social media updates, agency and plan-specific websites, and livestreamed meetings of the Transportation Policy Board. For concerted public involvement efforts related to the Transportation Improvement Plan or Metropolitan Transportation Plan, the MPO also utilizes virtual public meeting tools such as surveys, digital story maps, and budget games.

The MPO also offers a number of digital and in-person resources in Spanish, including social media posts, web pages, informational videos, agency publications, Street Skills classes, community presentations, commute consultations, and more. Additionally, residents with visual or auditory impairments can receive pre-arranged accommodations during public meetings.

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. In 2012, the Census Bureau identified San Antonio as the only city in the MPO region that qualified as an urban area, according to current guidelines.

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 (TPB) 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 (TAC), 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 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.
- Review recommendations from TAC sub-committees and, if appropriate, forward them to the Transportation Policy Board for their assessment.

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, the Transportation Demand Management (TDM) Committee, and the Transportation Systems Management and Operations / Traffic Incident Management Committee (TSMO/TIM). 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);
 - 4) Transportation Conformity Document (TCD); and
 - 5) 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 being the 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: Four bicycling organizations (Earn-A-Bike Co-op, South Texas Off-Road Mountain Bikers and the San Antonio Wheelmen and one rotating bicycle organization), one professional organization, and three citizen positions
- PMAC: One private walking organization and two citizen positions
- TDM: Two representatives from local chambers of commerce and one private employer

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. 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 Metropolitan Planning Organizations 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. The MPO maintains an online dashboard to track current targets at www.alamoareampo.org/pm.

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. The Alamo Area MPO has also coordinated with peer MPOs across the state on large-scale, cross-jurisdictional transportation projects and has shared best practices on a variety of topics.

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. The MPO's Alamo Commutes program provides commuters information and resources on environmentally conscious transportation choices. This information and support improve commuters' access to their workplace and other vital destinations.

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 General 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. In accordance with CFR §200.2, 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, Repairs and Moving Costs

This activity includes using planning funds for non-routine building maintenance and repairs, as well as the potential costs for moving office locations.

Responsible Agency: Metropolitan Planning Organization

Funding Requirement: \$1,947,000 (\$945,000 budgeted for FY 2022 and \$1,002,000 budgeted for FY 2023)

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 2022 and \$40,000 budgeted for FY 2023)

E. Task 1.0 Funding Summary Table

Subtask	Responsible Agency	Transportation Planning Funds (TPF)*		FTA Section 5307 Funds		Local Funds		Total
		FY 2022	FY 2023	FY 2022	FY 2023	FY 2022	FY 2023	
1.1	MPO	\$945,000	\$1,002,000					\$1,947,000
1.2	MPO	\$40,000	\$40,000					\$80,000
Total		\$985,000	\$1,042,000					\$2,027,000
*This includes both FHWA PL-112 and FTA Section 5303 Funds. TxDOT will apply transportation development credits sufficient to provide the match for TPF. As the credits reflect neither cash nor man-hours, they are not reflected in the funding tables.								

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
 Open mapping initiatives: Crash Stats Dashboard, iMap, Performance Measures Dashboard
 Bicycle Maps (versions 1-5)
 Smoothed Urbanized Area; updated Functional Classification

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 2022 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. AAMPO is continuing work on a Regional Safety Analysis, a regional study of fatal and serious injury crashes investigating and documenting regional trends and influencing factors, with a second phase providing recommendations to address these factors.

2.1.7 Regional Equity Analysis

This subtask will take a closer look at the traditional definition of Environmental Justice and Title VI requirements by expanding on equity layers. The MPO staff will develop a regional analysis of equity layers by studying the challenges in relation to demographics, socioeconomic and technological opportunities within the Alamo Area MPO study boundary. An application will be developed by the MPO staff to show regional equity related observations.

2.1.8 Regional Lighting Study

The MPO staff will develop a strategic weighted assessment study to assess transportation related lighting needs in the Alamo Area MPO study boundary. Factors such as infrastructure, safety and crime will be considered to identify areas with the greatest need for lighting solutions. The MPO staff will develop an interactive application for assessment and future efforts.

Responsible Agency: Metropolitan Planning Organization
 Funding Requirement: \$1,068,000 (\$518,00 budgeted for FY 2022 and \$550,000 budgeted for FY 2023)
 Product(s): Contract Procurement Materials, Billing Packages, Technical Memoranda, Final Reports, and Mappable Databases as per specifications

E. Subtask 2.2 VIA Metropolitan Transit Origin and Destination Survey

- 2.2.1** The primary purpose of the on-board origin and destination survey is to obtain accurate information on the fixed-route bus travel patterns of VIA bus riders, both system-wide and at route level. Information will be gathered at the linked trip level, which makes this research more useful than VIA's various routine, continuous methods of routine data collection which are at the unlinked trip level. A secondary purpose is to obtain matching information on riders' demographics VIA completed a similar survey in 2018 and will use those results as a baseline for comparison to the 2022 data. This project provides both information needed for modeling transportation demand and provides information required for Title VI reporting to the FTA.

Responsible Agency: VIA Metropolitan Transit

Funding Requirement: \$250,000 (\$125,000 budgeted for FY 2022 and \$125,000 budgeted for FY 2023)

Product(s): Data Files with Geocoding, and Final Written Report Including Demographics

F. Task 2.0 Funding Summary Table

Subtask	Responsible Agency	Transportation Planning Funds (TPF)*		FTA Section 5307 Funds		Local Funds		Total
		FY 2022	FY 2023	FY 2022	FY 2023	FY 2022	FY 2023	
2.1	MPO	\$518,000	\$550,000					\$1,068,000
2.2	VIA	\$125,000	\$125,000					\$250,000
Total		\$643,000	\$675,000					\$1,318,000
*This includes both FHWA PL-112 and FTA Section 5303 Funds. TxDOT will apply transportation development credits sufficient to provide the match for TPF. As the credits reflect neither cash nor man-hours, they are not reflected in the funding tables.								

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
VIA Origin and Destination Survey
Curb Management Study

C. Previous Related Work

Air Quality Planning: Emissions Inventory
Air Quality Planning: Control Strategy Modeling
Bike Share Master Plan (2018)
Capital-Alamo Connection Study (2019)
New Braunfels Transit Study (2021)

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 2021-2024 Transportation Improvement Program, development of the FY 2023-2026 Transportation Improvement Program, maintenance of the FY 2022-2023 Unified Planning Work Program, and development of the FY 2024-2025 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, staffing public events, 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 activities, 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).

Responsible Agency: Metropolitan Planning Organization

Funding Requirement: \$1,698,000 (\$824,000 budgeted for FY 2022 and \$874,000 budgeted for FY 2023)

Product(s): Contract procurement materials and billing packages, BMAC and PMAC meeting packages and materials, Walkable Communities and Safe Routes to Schools reports, and Transportation Conformity documentation

Subtask 3.2 Curb Management Study

3.2.1 The purpose of this Subtask is to conduct a study on the competing uses of curb space in the planning area, including recommendations to partner agencies on curb management policies. This study may include a review of peer cities' curb management policies, as well as municipalities within the MPO study area; an overview of competing demands for curb space, currently and in the future, by public and private sector users; and recommendations for partner agencies to manage curb space, including identifying locations where curb space is heavily utilized. Work will also include stakeholder outreach and mapping.

Responsible Agency: Metropolitan Planning Organization (consultant)

Funding Requirement: \$150,000 (budgeted for FY 2022)

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. AACOG air quality planning efforts will be expanded to include school bus fleet inventories and the introduction of a smoking vehicle outreach program. 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: \$170,000 (\$85,000 budgeted for FY 2022 and \$85,000 budgeted for FY 2023)
 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: \$250,000 (estimated FY2021 carryover)
 Product(s): Technical Memoranda, Status Reports, Data Layers and Technical Report(s)

E. Task 3.0 Funding Summary Table

Subtask	Responsible Agency	Transportation Planning Funds (TPF)*		FTA Section 5307 Funds		Local Funds		Total
		FY 2022	FY 2023	FY 2022	FY 2023	FY 2022	FY 2023	
3.1	MPO	\$824,000	\$874,000					\$1,698,000
3.2	MPO	\$150,000						\$150,000
3.3	AACOG	\$85,000	\$85,000					\$170,000
3.4	MPO	\$250,000						\$250,000
Total		\$1,309,000	\$959,000					\$2,268,000

**This includes both FHWA PL-112 and FTA Section 5303 Funds. TxDOT will apply transportation development credits sufficient to provide the match for TPF. As the credits reflect neither cash nor man-hours, they are not reflected in the funding tables.*

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 and maintenance 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

MPO staff participation in public outreach activities includes, but is not limited to, public meeting facilitation, developing website information, developing and distributing printed and digital materials, and conducting media interviews.

4.1.3 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: \$1,068,000 (\$518,000 budgeted for FY 2022 and \$550,000 budgeted for FY 2023)
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 2022 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: \$540,000 (estimated FY 2021 carryover)
 Product(s): Data sets, technical memoranda, and technical report

Subtask 4.3 Resiliency Study

- 4.3.1** The purpose of this study is to plan and develop a transportation system that can accommodate long term change and recover and adapt from unpredictable changes, such as extreme weather events or human-made disruptions. This study will 1) identify potentially disruptive events with stakeholder input; 2) perform risk assessments for how each event would impact all or parts of the transportation system; and 3) provide recommendations on how to improve transportation system resiliency.

Responsible Agency: Metropolitan Planning Organization (consultant)
 Funding Requirement: \$500,000 (\$250,000 budgeted for FY 2022 and \$250,000 budgeted for FY 2023)
 Product(s): Data sets, technical memoranda, and technical report

E. Task 4.0 Funding Summary Table

Subtask	Responsible Agency	Transportation Planning Funds (TPF)*		FTA Section 5307 Funds		Local Funds		Total
		FY 2022	FY 2023	FY 2022	FY 2023	FY 2022	FY 2023	
4.1	MPO	\$518,000	\$550,000					\$1,068,000
4.2	MPO	\$540,000						\$540,000
4.3	MPO	\$250,000	\$250,000					\$500,000
Total		\$1,308,000	\$800,000					\$2,108,000

**This includes both FHWA PL-112 and FTA Section 5303 Funds. TxDOT will apply transportation development credits sufficient to provide the match for TPF. As the credits reflect neither cash nor staff-hours, they are not reflected in the funding tables.*

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 Commutes Program
Congestion Management Process

C. Previous Related Work

Transportation Analysis of the South Texas Medical Center (2011)
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 Administration**

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 reviewing 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: \$503,000 (\$245,000 budgeted for FY 2022 and \$258,000 budgeted for FY 2023)
Product(s): Contract Procurement Materials, Billing Packages, and 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 and the public.

Responsible Agencies: Alamo Area Metropolitan Planning Organization (AAMPO)
Funding Requirement: \$200,000 in STBG funding (\$100,000 budgeted for FY 2022 and \$100,000 budgeted for FY 2023)
Product(s): Monthly progress reports and final annual report documenting activities

Subtask 5.3 Regional Freight Study

5.3.1 The purpose of this Subtask is to conduct a region-wide freight study and plan encompassing the entire Alamo Area MPO study area, taking into account current and projected freight trends in the

region and across the state. The study will build off previous regional and statewide planning efforts including but not limited to the Texas Freight Mobility Plan (2018), Statewide Truck Parking Study (2020), Texas Freight Network Technology and Operations Plan (2020), and San Antonio Region Freight Study (2008).

The study will include but not be limited to: an overview of previous plans, studies and legislation and their recommendations; an economic and logistical analysis of freight flow in the region; an inventory of existing and planned assets including highway and rail as well as their condition and performance; a needs analysis of high demand areas, hotspots, and other deficiencies; and recommendations including but not limited to policies and programs, freight performance measures, ITS and operational project listings, capital improvements, a constrained and/or unconstrained list of projects, and development of a regional freight system leveraging Critical Freight Corridors, Truck Lane Restrictions, and NHS Intermodal Connectors. Staff will support a regional freight working/stakeholder group of TAC/TPB members, and industry, manufacturing, transportation and logistics professionals to provide guidance and oversight of the study and lead implementation efforts of the plan.

Responsible Agency: Metropolitan Planning Organization (consultant)

Funding Requirement: \$350,000 (\$175,000 budgeted for FY 2022 and \$175,000 budgeted for FY 2023)

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

E. Task 5.0 Funding Summary Tables

Subtask	Responsible Agency	Transportation Planning Funds (TPF)*		FTA Section 5307 Funds		Local Funds		Other (STBG)		Total
		FY 2022	FY 2023	FY 2022	FY 2023	FY 2022	FY 2023	FY2022	FY2023	
5.1	MPO	\$245,000	\$258,000							\$503,000
5.2	MPO							\$100,000	\$100,000	\$200,000
5.3	MPO	\$175,000	\$175,000							\$350,000
Total		\$420,000	\$433,000					\$100,000	\$100,000	\$1,053,000
*This includes both FHWA PL-112 and FTA Section 5303 Funds. TxDOT will apply transportation development credits sufficient to provide the match for TPF. As the credits reflect neither cash nor man-hours, they are not reflected in the funding tables.										

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Budget Summary by Task and Funding Source

UPWP Task	Description	Transportation Planning Funds (TPF)*		FTA Section 5307 Funds		Local Funds		Other (STBG)		Total
		FY 2022	FY 2023	FY 2022	FY 2023	FY 2022	FY 2023	FY2022	FY2023	
1.0	Administration / Management	\$985,000	\$1,042,000							\$2,027,000
2.0	Data Development & Maintenance	\$643,000	\$675,000							\$1,318,000
3.0	Short Range Planning	\$1,309,000	\$959,000							\$2,268,000
4.0	Metropolitan Transportation Plan	\$1,308,000	\$800,000							\$2,108,000
5.0	Special Studies	\$420,000	\$433,000					\$100,000	\$100,000	\$1,053,000
Total		\$4,665,000	\$3,909,000					\$100,000	\$100,000	\$8,774,000
<i>*This includes both FHWA PL-112 and FTA Section 5303 Funds. TxDOT will apply transportation development credits sufficient to provide the match for TPF. As the credits reflect neither cash nor staff-hours, they are not reflected in the funding tables.</i>										

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Budget Summary by Funding Source

Transportation Planning Funds (TPF)	
FHWA (PL-112 + Section 5303) (FY 2022)	\$3,875,000
FHWA (PL-112 + Section 5303) (FY 2023)	\$3,909,000
Programmed Carryover	\$790,000
Estimated unprogrammed carryover funding	\$2,000,000
Total TPF Available to Program	\$10,574,000
Total TPF Programmed	<u>\$8,874,000</u>
FY 2022	<u>\$4,665,000</u>
FY 2023	<u>\$3,909,000</u>
TPF Balance Note: per the MPO's FY 2009 audit the MPO will maintain a minimum balance of \$55,000 for compensated absences liability. The MPO also has a five-year legal services contract with a total unprogrammed potential liability of approximately \$160,000 to FY 2026.	\$160,000
Other Funds	
STP-MM/STBG: Federal + local match	
FTA: Federal + \$250,000 local match	
STP-MM/STBG: Federal + local match	
STP-MM/STBG: Federal portion only (Subtask 5.2)	\$200,000
Other	
Total Other Funds Programmed	\$200,000
Total Funds Programmed	<u>\$8,874,000</u>

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Appendix A: TPB & TAC Membership

Transportation Policy Board Membership as of April 19, 2021

<u>Member</u>	<u>Representing</u>
Commissioner Kevin Webb (<i>Chair</i>)	Comal County
Councilwoman Melissa Cabella Havrda (<i>Vice Chair</i>)	City of San Antonio, District 6
Ms. Jordana Matthews	Advanced Transportation District
Mr. Michael J. Lynd, Jr.	Alamo Regional Mobility Authority
Commissioner Tommy Calvert	Bexar County
Ms. Renee Green, P.E.	Bexar County
Commissioner Trish DeBerry	Bexar County
Commissioner Rebecca Clay-Flores	Bexar County
Councilman Shane Hines	City of New Braunfels
Councilwoman Shirley Gonzales	City of San Antonio, District 5
Councilman Clayton Perry	City of San Antonio, District 10
Councilwoman Ana Sandoval	City of San Antonio, District 7
Mr. Razi Hosseini, P.E.	City of San Antonio
Ms. Bridgett White	City of San Antonio
Mayor Donna Dodgen	City of Seguin
Mayor Chris Riley [Leon Valley]	Greater Bexar County Council of Cities
Judge Kyle Kutscher	Guadalupe County
Commissioner Christina Bergmann	Kendall County Geographic Area
Councilman Kevin Hadas [Selma]	Northeast Partnership
Ms. Gina Gallegos, P.E.	Texas Department of Transportation
Javier Paredes	VIA Metropolitan Transit

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

Federal Highway Administration
Texas Department of Transportation
VIA Metropolitan Transit
Alamo Area Council of Governments
San Antonio Mobility Coalition

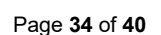
Technical Advisory Committee Membership as of April 19, 2021

<u>Member</u>	<u>Alternate</u>	<u>Representing</u>
Manjiri Akalkotkar	Christina Castaño	Advanced Transportation District
Stella Garcia	Sean Scott	Alamo Area Council of Governments
Reggie Fountain, P.E.	Dave Wegmann, P.E.	Alamo Regional Mobility Authority
Dave Wegmann, P.E.	Jesse Garcia, P.E.	Bexar County
Garry Ford, P.E. *	Mary Hamann, P.E.	City of New Braunfels
Marc Jacobson, P.E.	Lilly Banda, P.E.	City of San Antonio
Bianca Thorpe, P.E. **	Lauren Simcic	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	Manny Longoria	Greater Bexar County Council of Cities
Allen Dunn, P.E.	Joel Hicks	Guadalupe County
John Anderson	Vacant	Joint Base San Antonio
Jeff Carroll, P.E.	Katherine Schweitzer, P.E.	Kendall County Area
Ylda Capriccioso	Lydia Kelly	MPO Bicycle Mobility Advisory Committee
Robert Hanley	Brian Crowell	MPO Pedestrian Mobility Advisory Committee
Blake Partridge	Ken Polasek	Northeast Partnership
Nicholas Wingerter	Vacant	Private Transportation Providers
Clayton Ripps, P.E.	Mark Mosley, P.E.	Texas Department of Transportation
Kammy Horne	Art Herrera	VIA Metropolitan Transit

* Chair

** Vice Chair

The Alamo Area MPO currently has a Metropolitan Area Boundary that encompasses all of Bexar County, Comal County, Guadalupe County and a portion of Kendall County.



Appendix C: MPO Self-Certification

Appendix D: Project Selection Procedure Certification

Appendix E: Certification of Internal Ethics and Compliance Program

Appendix F: Lobbying Certification

Appendix G: Debarment Certification

Appendix H: Procurement Procedures Certification

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/Bexar County (Green)
- b. Air Quality Issues (Rath)
- c. City of San Antonio (Hosseini)
- d. San Antonio Mobility Coalition (Boyer)
- e. Texas Department of Transportation (Gallegos)
- f. VIA Metropolitan Transit (Arndt)
- g. Others

Action Requested

For information, discussion and action as necessary.

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