Memorandum
December 3, 2021

<u>This agenda is subject to revision up to 72 hours prior to the meeting.</u>

To: All Members, Transportation Policy Board
From: Kevin Webb, 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 13, 2021 at 1:30 p.m.
at the VIA Metro Center Community Room located at
1021 San Pedro Avenue, San Antonio, TX 78212.

View the meeting live *at www.alamoareampo.org/MPOLive*

Individuals attending the Transportation Policy Board Meeting are required by the meeting facility to follow the Federal requirement for face masks at transit facilities, hubs and properties as well as the observance of social distancing while within the facility.
Room capacity is limited. Requirements are subject to change.

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* ***<u>one</u>*** *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 Infrastructure Investment and Jobs Act (IIJA) was passed by Congress and signed by President Biden on November 15, 2021.

   b. The Resiliency Study Request for Proposals notice will be published and distributed beginning Friday, December 10, 2021. Proposals are due January 21, 2022.

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, nacionalidad de origen, edad, sexo, religión, discapacidad o estado familiar.
Para coordinar servicios gratuitos de traducción o asistencia debido a una discapacidad, 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 comentarios por escrito sobre cualquier tema en 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

c. AAMPO Personnel Changes – New hire Eric Cavazos and Allison Blazosky's departure.

d. The MPO office will be closed Friday, December 24 for Christmas Day and Monday, January 3, 2022, for New Year's Day.

3. Citizens to be Heard

<u>Consent Agenda:</u> 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 25, 2021 Meeting Minutes

5. **Action** on Agile Mile Contract Funding Amendment - MPO (Jimenez)

<u>Items for Individual Discussion and Appropriate Action:</u>

6. I-35 Northeast Expansion (NEX) Project – Elevated Express Lanes Presentation – TxDOT (Worden)

7. City of San Antonio 2022 to 2027 Bond Program Presentation – COSA (Hosseini)

8. Discussion and Appropriate **Action** on Potential Changes to the AAMPO's Metropolitan Transportation Plan, *MTP 2050*, Vision and Goals – MPO (Jimenez)

9. Discussion and Appropriate **Action** on Documents Related to Bicycle Mobility Advisory Committee and Pedestrian Advisory Committee Consolidation – MPO (Pawlik)

10. Discussion and Appropriate Action on the FY 2023 Unified Transportation Program Project Scoring and Prioritization – MPO (Jimenez)

11. Discussion and Appropriate Action on Safety Performance Measures for 2022 Target Setting – MPO (Pawlik)

12. 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

13. 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).

14. Adjourn

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
Councilman Mario Bravo	City of San Antonio, District 1	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. The Infrastructure Investment and Jobs Act (IIJA) was passed by Congress and signed by President Biden on November 15. 2021. The MPO and TxDOT are coordinating a presentation to be done during the March Board meeting.

b. The Resiliency Request for Proposals was published and distributed beginning Friday, December 10, 2021 with ads in the Texas Register, Friday, December 10, 2021 and the San Antonio Express-News on Sunday, December 12, 2021. The proposals are due by noon on Friday, January 21, 2022. A recommendation for a consultant is planned to be made to the Policy Board at its meeting in March 2022.

c. AAMPO Personnel Changes

   1) The AAMPO welcomes our latest hire, Eric Cavazos. Eric is currently pursuing a Master's Degree in Public Administration and completed an internship at the City of San Antonio Development Services Department in the Transportation Review Section. He started at the MPO on November 8th and is leading the Alamo Commutes program and providing general support to the Planning Department.

   2) AAMPO Transportation Planning Program Manager Allison (Allie) Blazosky's last day with the agency was Friday, December 3, 2021. Allison has made extraordinary contributions to the agency's efforts. She will be sorely missed. She and her family are relocating to Singapore. The MPO wishes her their best. Clifton Hall has been named the Interim Transportation Planning Program Manager.

d. The AAMPO office will be closed on Friday, December 24, 2021 and Monday, January 3, 2022 in observance of Christmas Day and New Year's Day respectively.

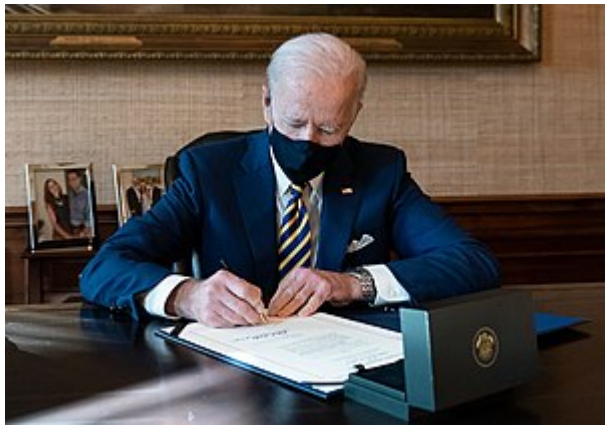
AAMPO Transportation Policy Board Meeting
Director's Report

Monday, December 13, 2021 | 1:30 p.m.

AAMPO

Infrastructure Investment and Jobs Act (IIJA)

Congress passed the IIJA and President Biden signed it into law on November 15, 2021.



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Presentation to the TPB will be provided during the March 2022 board meeting.

Resiliency Study Proposals Timeline

December 10, 2021
Request for Proposals notices, advertisements, posted to AAMPO website

January 21, 2022
Proposals due to the AAMPO

March 2022
Recommendation for consultant selection to Policy Board

AAMPO Personnel Changes

AAMPO Personnel Changes

Fond Farewell

Allison “Allie” Blazosky

AAMPO Holiday Office Closures

December 2021

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
			1	2	3	4
5	6	7	8	9	10	11
12	13	14	15	16	17	18
19	20	21	22	23	24 AAMPO Office Closed	25
		28	29	30	31	

Monday
January 3, 2022
AAMPO Office Closed

3. Citizens to Be Heard

4. Approval of the October 25, 2021 Meeting Minutes

Issue

The October 25, 2021 meeting minutes are attached for your review.

Action Requested

A motion to approve the October 25, 2021 meeting minutes.

Transportation Policy Board
Meeting Minutes
October 25, 2021

1. Roll Call

Members Present:

Mr. Michael J. Lynd, Jr.	Alamo Regional Mobility Authority
Commissioner Rebeca Clay-Flores	Bexar County
Commissioner Trish DeBerry	Bexar County
Councilmember Shane Hines	City of New Braunfels
Councilman Mario Bravo	City of San Antonio
Councilwoman Melissa Cabello Havrda	City of San Antonio
Mr. Razi Hosseini, P.E.	City of San Antonio
Councilman Clayton Perry	City of San Antonio
Councilwoman Ana E. Sandoval	City of San Antonio
Mr. Rudy Nino	City of San Antonio
Mayor Don Keil	City of Seguin
Commissioner Kevin Webb (Chair)	Comal County
Ms. Cheryl Landman	Greater Bexar County Council of Cities
Judge Kyle Kutscher	Guadalupe County
Commissioner Christina Bergmann	Kendall County Geographic Area
Councilman Kevin Hadas	Northeast Partnership
Ms. Gina Gallegos, P.E.	Texas Department of Transportation
Mr. Javier Paredes	VIA Metropolitan Transit

Members Absent:

Ms. Jordana Matthews	Advanced Transportation District
Commissioner Tommy Calvert	Bexar County
Ms. Renee Green, P.E.	Bexar County

Others Present:

Ms. Diane Rath	Alamo Area Council of Governments
Mr. Frank Garza	Davidson Troila Ream & Garza
Mr. Isidro “Sid” Martinez	Metropolitan Planning Organization
Mr. Jeff Arndt	VIA Metropolitan Transit
Mr. Kevin Wolff	Past Chair – Transportation Policy Board

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

2. Director’s Report

a. The PMAC and BMAC groups formed a joint work group to determine if the committees will be consolidated into one active transportation committee. A presentation to the TPB will be provided during the December board meeting. The Project Readiness Work Group has been established and held its first meeting on September 22, 2021. This work group will meet quarterly to discuss the overall topic of project readiness as well as evaluate TIP projects for readiness and potential schedule and scope amendments.

b. The Resiliency Study Oversight Committee is being developed with the first meeting to occur early next year. The Request for Proposals will be completed and released before the first meeting. The first meeting will consist of reviewing consultant proposals. The approved local governments are in the process of assigning committee representatives.

c. There is a joint BMAC and PMAC Walk & Bike Night event on Wednesday, October 27, 2021, at 6:00 p.m. on Facebook Live. The focus is on Future Active Transportation Options in the Alamo Area. You do not need a Facebook account to join the meeting. Go to: www.facebook.com/alamoareampo/live.

d. A calendar of 2022 and 2023 Transportation Policy Board meeting dates has been provided.

e. UPCOMING IMPORTANT DATES:
   a. The MPO office will be closed on November 11 for Veteran's Day and November 25 and 26 for the Thanksgiving holiday.
   b. The next Transportation Policy Board meeting is scheduled for **Monday, December 13** at 1:30 p.m. at the VIA Metro Center Community Room located at 1021 San Pedro, San Antonio, TX 78212. There is no board meeting currently scheduled for November 2021.
   c. The MPO office will be closed on Friday, December 24 for Christmas Day and again on Monday, January 3, 2022, for New Year's Day.

3. Citizens to be Heard

None.

Consent Agenda:

4. Approval of the August 23, 2021 Meeting Minutes

5. Action on Roadway and Transit Amendments to the FY 2021-2024 Transportation Improvement Program and the Metropolitan Transportation Plan

Councilmember Shane Hines moved and Councilwoman Melissa Cabello Havrda seconded to approve the consent agenda. The motion passed unanimously.

Items for Individual Discussion and Appropriate Action:

6. Presentation and Information on Public Outreach Efforts for the Metropolitan Transportation Plan, *MTP 2050*

For information and discussion only.

7. Discussion on Potential Changes to the MPO's Metropolitan Transportation Plan, *MTP 2050*, Vision and Goals

For information and discussion only.

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 2:37 p.m.

_____

Commissioner Kevin Webb, Chair
Transportation Policy Board

5. Action on Agile Mile Contract Funding Amendment - MPO (Jimenez)

Purpose

The purpose of this agenda item is to request a budget increase for the Agile Mile contract with the AAMPO.

Issue

The Agile Mile contract is one of the cornerstones of the Alamo Commutes Program. The Alamo Commutes Program is included in the FY 2022-2023 Unified Planning Work Program (UPWP) under Task 5.0. The program is funded in the amount of $100,000.00 for FY 2022 using Surface Transportation Block Grant funds. The Program is also listed in the FY 2021-2024 Transportation Improvement Program (TIP). The vendor provides carpool matching, ongoing recruitment of potential participants, commuter challenges as well as promotion, fulfillment and support for the associated online trip tracking rewards program.

The Agile Mile contract was granted the optional one-year contract extension for the period September 1, 2021 to August 31, 2022. The balance on the contract account ending FY 2021 is $23,000.00 with the anticipated expenditure for the additional year being $54,000.00. Therefore, the shortfall on the budgeted amount is currently $31,000.00. Due to the timing of the approval of the UPWP, the shortfall could not be covered until the work program was fully approved.

Pursuant to the AAMPO's Policy 1, the Transportation Policy Board is being asked to approve the increase of funds for the Agile Mile contract in the amount of $31,000.00.

This is NOT a UPWP budget amendment. It is a contract only budget amendment to cover the entire term of the one-year extension for Agile Mile.

Action Requested

Motion to approve an additional $31,000.00 in contract expenditures for the Agile Mile contract term covering September 1, 2021 to August 31, 2022.

Agile Mile
Contract Funding Amendment

Technical Advisory Committee
December 3, 2021

AAMPO

Agile Mile

- Alamo Commutes Commute Solution Program Vendor
- Alamo Commutes is programmed via the UPWP and funded with STBG funds
- Agile Mile is primary contractor for services related to Alamo Commutes member program.

Agile Mile

- Services
  - Carpool matching
  - Ongoing recruitment of potential members
  - Commuter challenges
  - Promotion, fulfillment, and support for the trip-tracking reward program

Agile Mile

- Contract Terms
  - Two year contract with one year option
  - One year option/extension granted
  - Term expires August 31, 2022
  - Recompete in Summer 2022

Agile Mile

- Contract Funding
  - September 1, 2021 to August 31, 2022 required funding to support contract $54,000.00
  - FY 2021 funding balance $23,000.00
  - FY 2022 funding shortfall $31,000.00

Agile Mile

- Request for Action
  - Contract funding amendment only
  - NOT a UPWP budget amendment
  - Approve the additional budget amount
  - Recommend approval to the TPB
  - TPB will consider on December 13, 2021

Agile Mile Contract Action

Pursuant to AAMPO's Policy 1, request is being made to approve $31,000.00 to fulfill the Agile Mile contract funding needs for the contract term ending August 31, 2022.

6. I-35 Northeast Expansion (NEX) Project – Elevated Express Lanes Presentation – TxDOT (Worden)

Purpose

The purpose of this agenda item is to receive a project update from TxDOT.

Issue

The I-35 Northeast Expansion (NEX) Project covers 20 miles of roadway with project limits from N. Walters Street to FM 1103. The project traverses Bexar, Guadalupe, and Comal Counties. The central section of the project, from I-410 to FM 3009, is slated for a construction start in mid-2022 with an anticipated 6.5 years of construction. The full build out of the project will improve safety and mobility, address an increase in traffic growth on I-35, reduce travel time, and serve regional traffic.

Action Requested

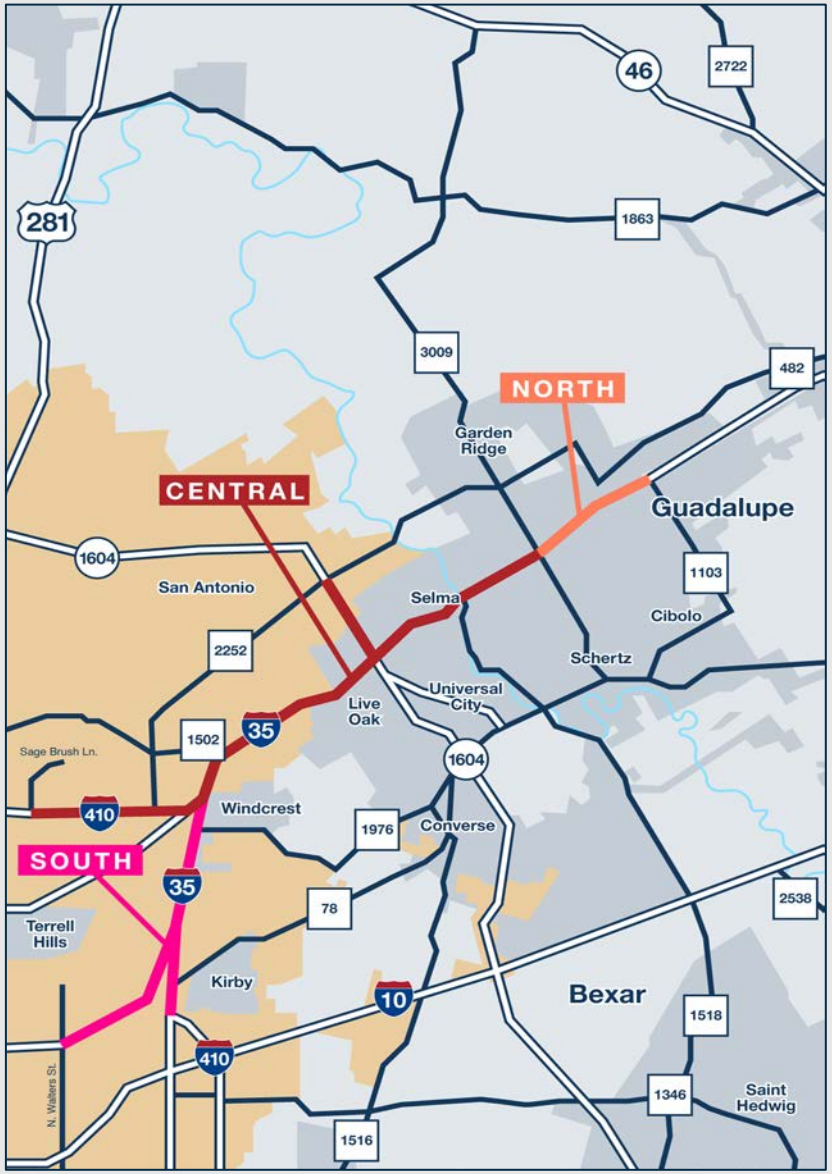
For information only. No action is being requested.

I-35 Northeast Expansion (NEX) Project-Elevated Express Lanes

TxDOT San Antonio District

October 4, 2021

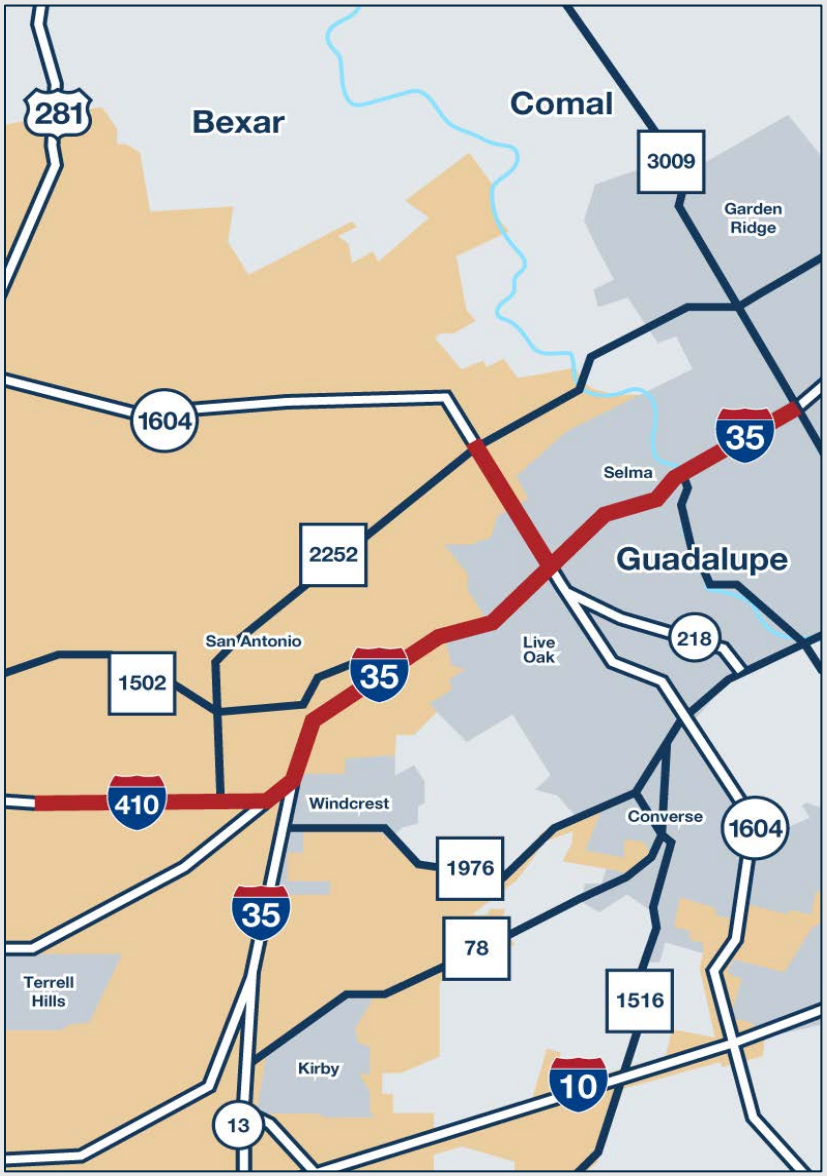
Project Location



- Project Length: 20 Miles
- Construction Limits: N. Walters St. to FM 1103
- Project Location: Bexar, Guadalupe, and Comal counties

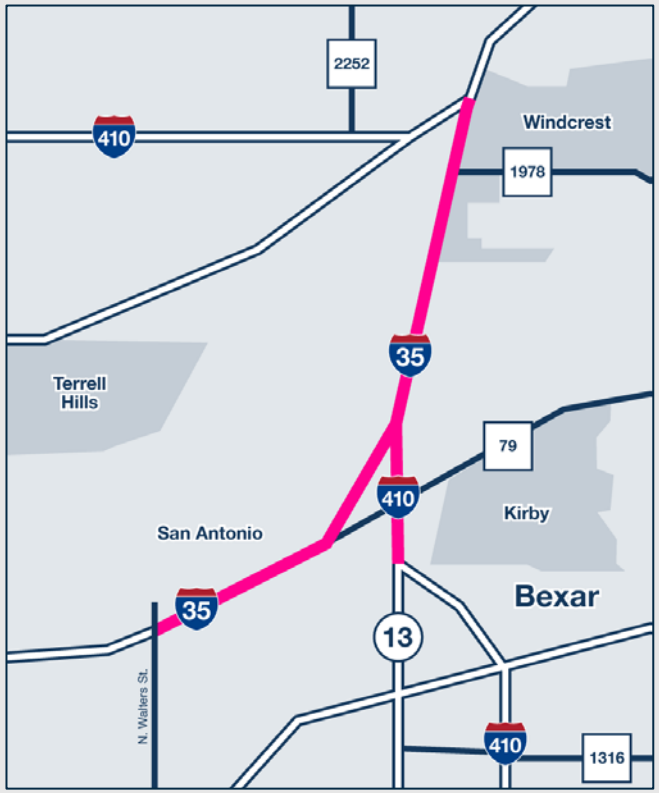
I-35 NEX Central

- Project limits: I-410 N to FM 3009
- Contract Execution: July 22, 2021
- NTP 1: Aug 3, 2021
- NTP 2: Anticipated Nov 2021
- Design-Build Contractor: Alamo NEX Construction, LLC
  - Webber\Ferrovial
    - Consor, Othon, TY Lin (Professional Services)
- GEC: HNTB
- OVTI: SAM Construction Services
- Groundbreaking: Oct 14, 2021
- Anticipated Start of Design: Late 2021
- Anticipated Start of Construction: Mid 2022
- Project Duration: 6.5 years
- Design-Build Cost: $1.5B



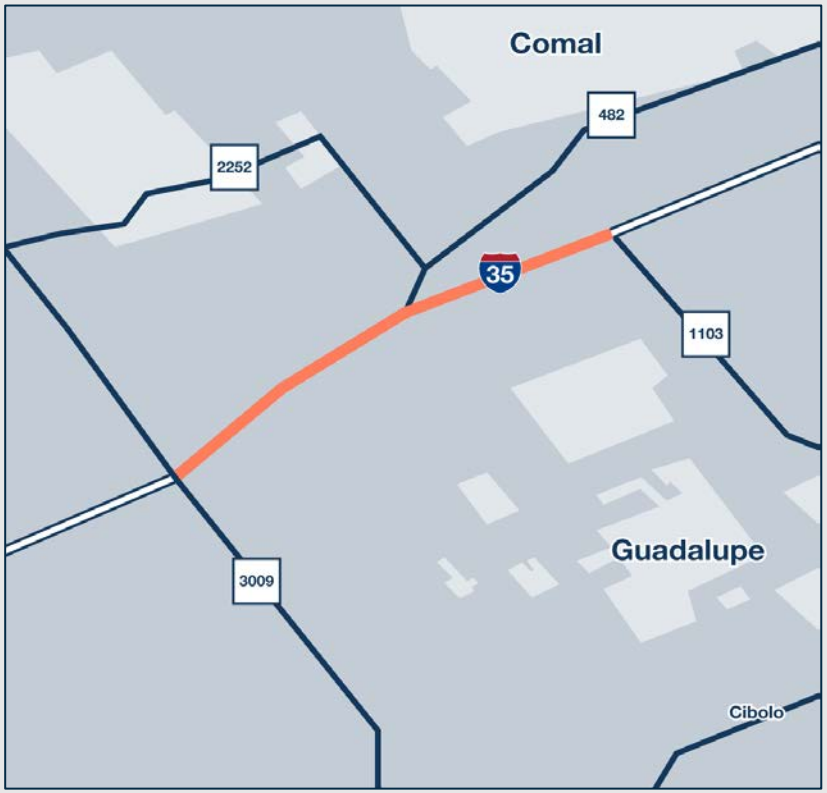
I-35 NEX South and North

I-35 NEX South



- Project Limits: N Walters St to I-410 N
- Current Status: Evaluating delivery method
- Anticipated letting: TBD
- Construction Cost: $940M

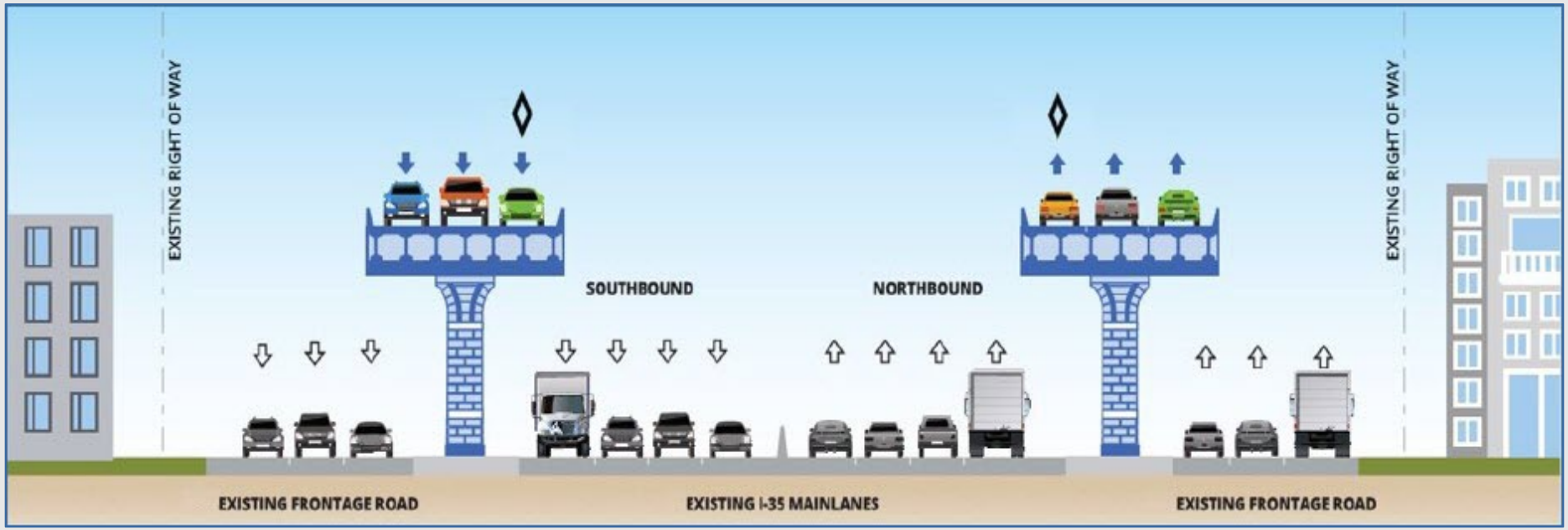
I-35 NEX North



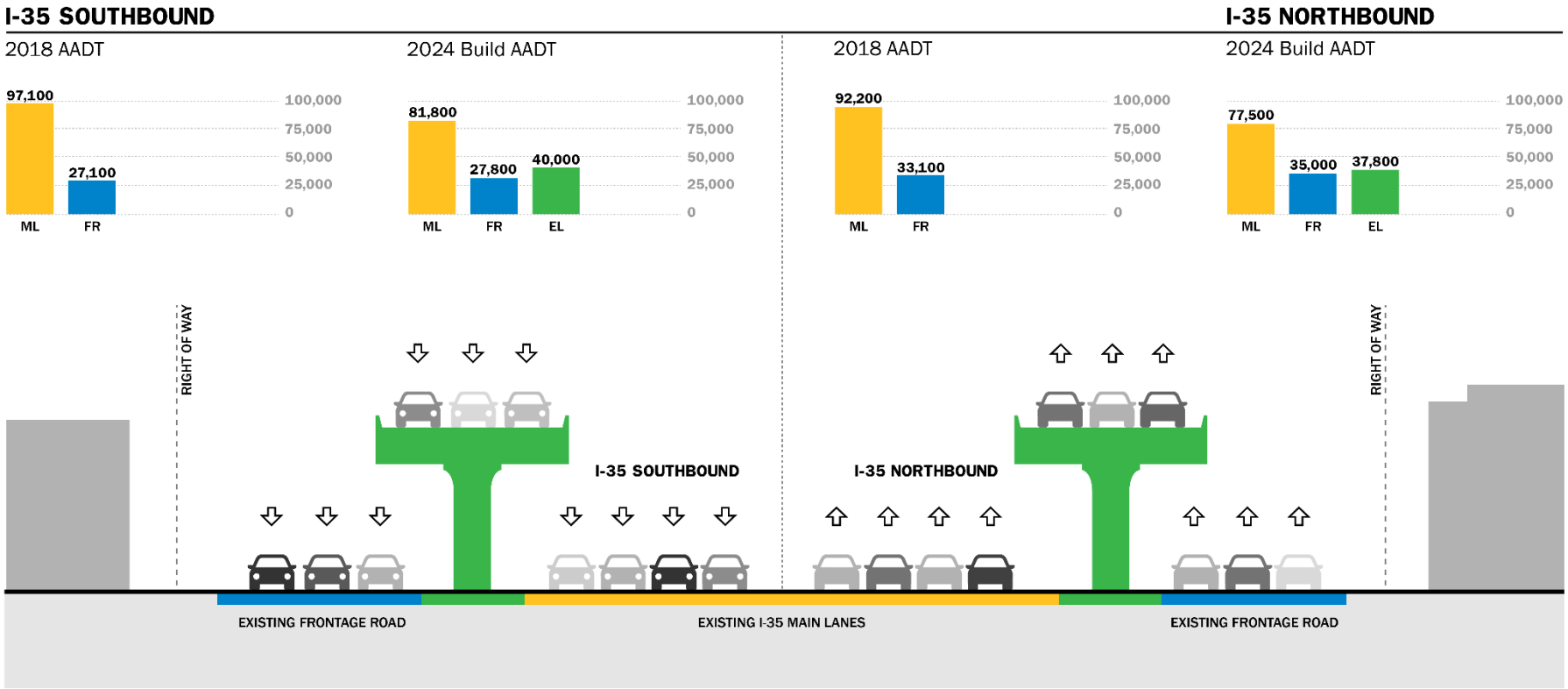
- Project Limits: FM 3009 to FM 1103
- Current Status: 2022 Wave 2 Procurement Planned for SD PS&E Contract
- Anticipated Letting: TBD
- Construction Cost: $430M

Project Details

- Added capacity via Elevated Lanes due to lack of available Right-of-Way
- Elevated Lanes will be built between existing main lanes and frontage roads
- Elevated Lanes serve regional traffic
- Existing I-35 facility will remain as is



Project Details - Traffic Distribution



NE of the I-410N interchange

KEY

- **ML** = Mainlanes
- **FR** = Frontage Roads
- **EL** = Elevated Lanes

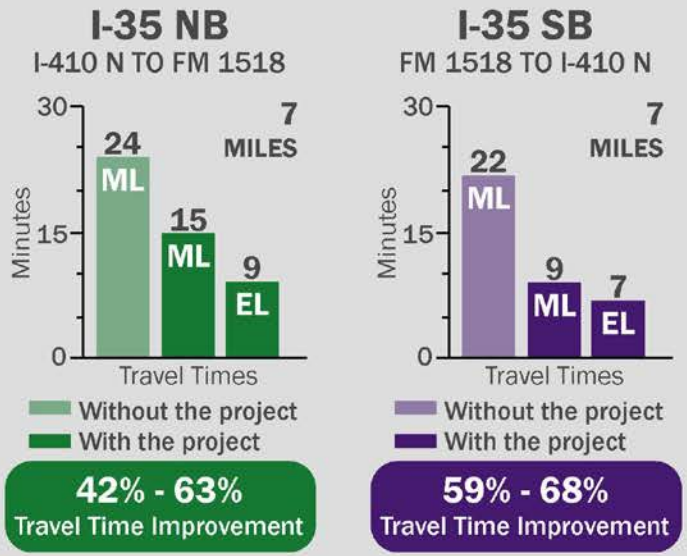
Project Need

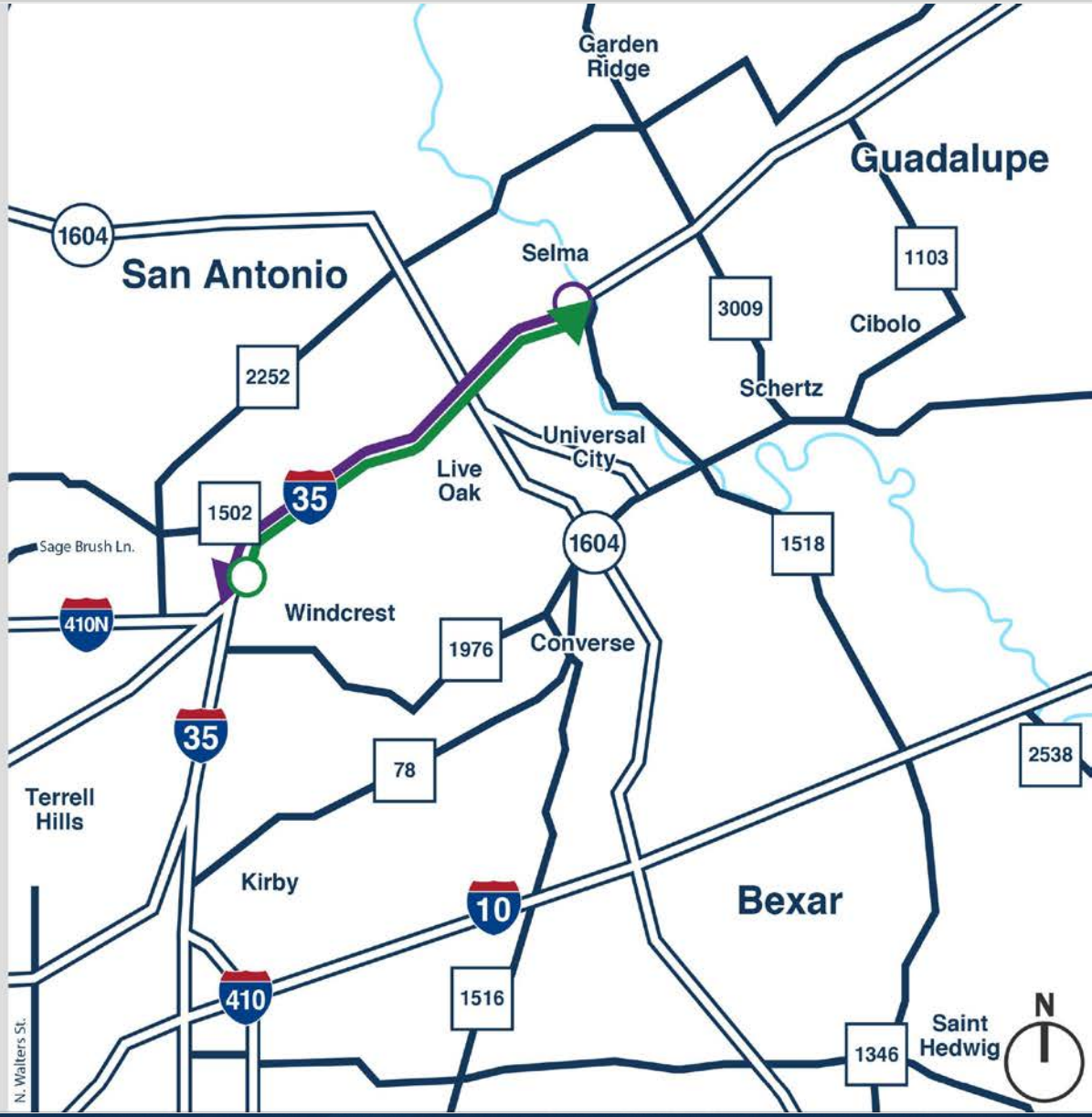
The I-35 NEX project will:

- Improve safety and mobility
- Address an increase in traffic growth on I-35
- Reduce travel time
- Serve regional traffic

Project Benefits – Expected Travel Time Savings – Central Project

OPENING YEAR

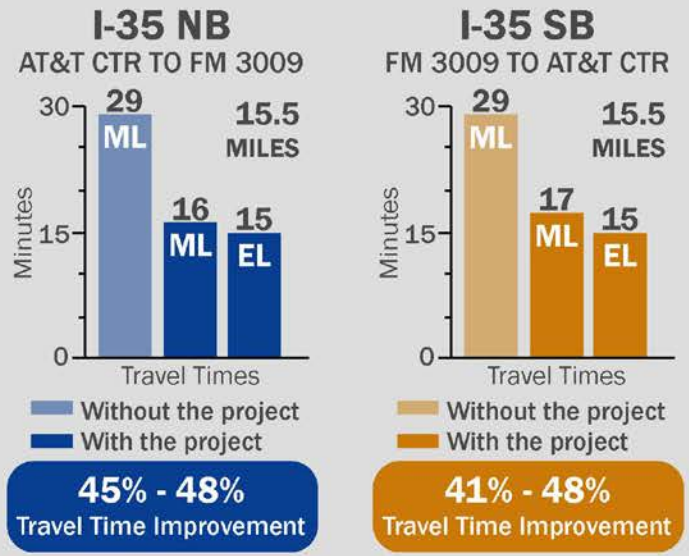




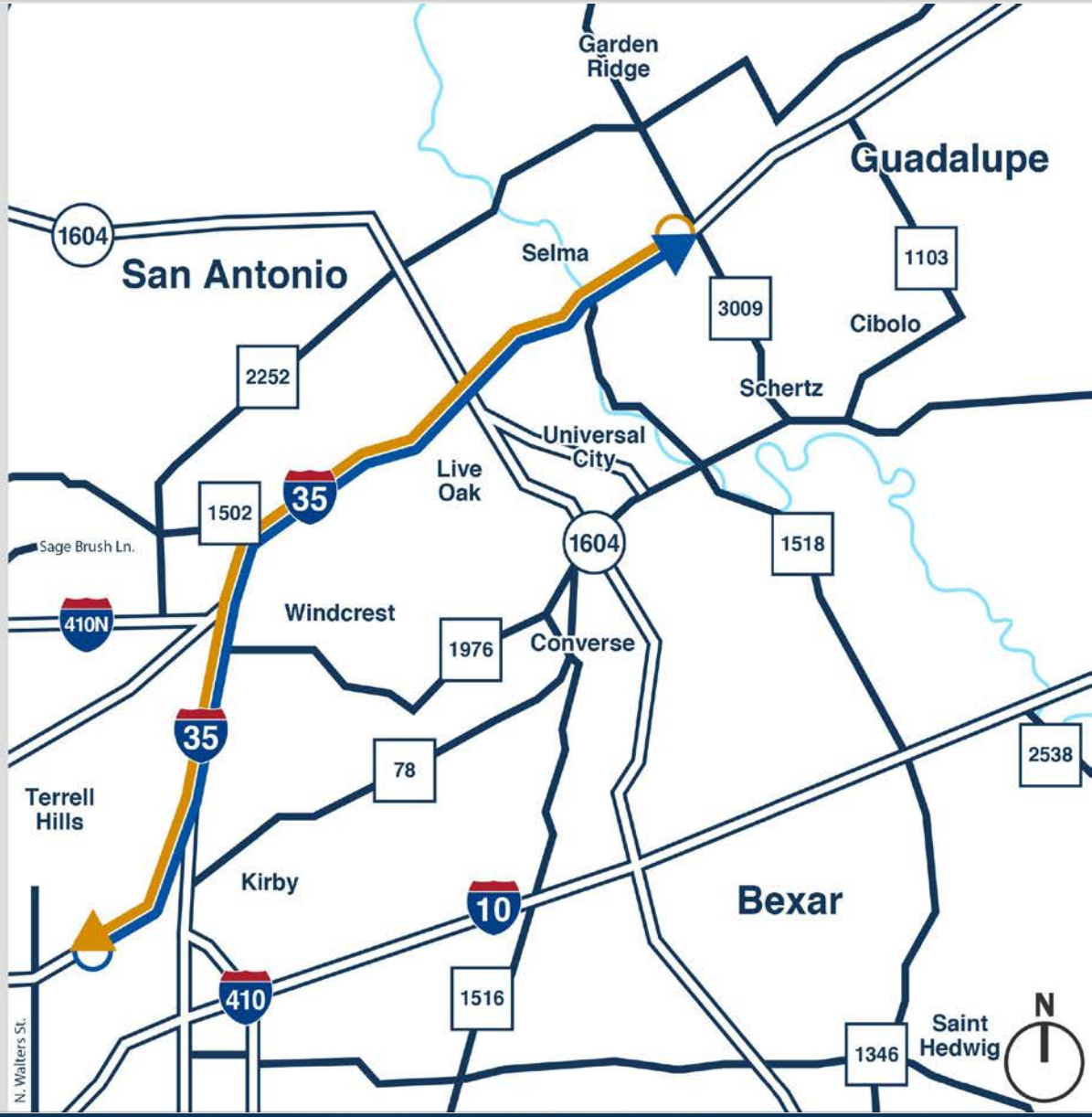
ML Main Lane
EL Elevated Lane

Project Benefits – Expected Travel Time Savings – Full Project

FUTURE YEAR



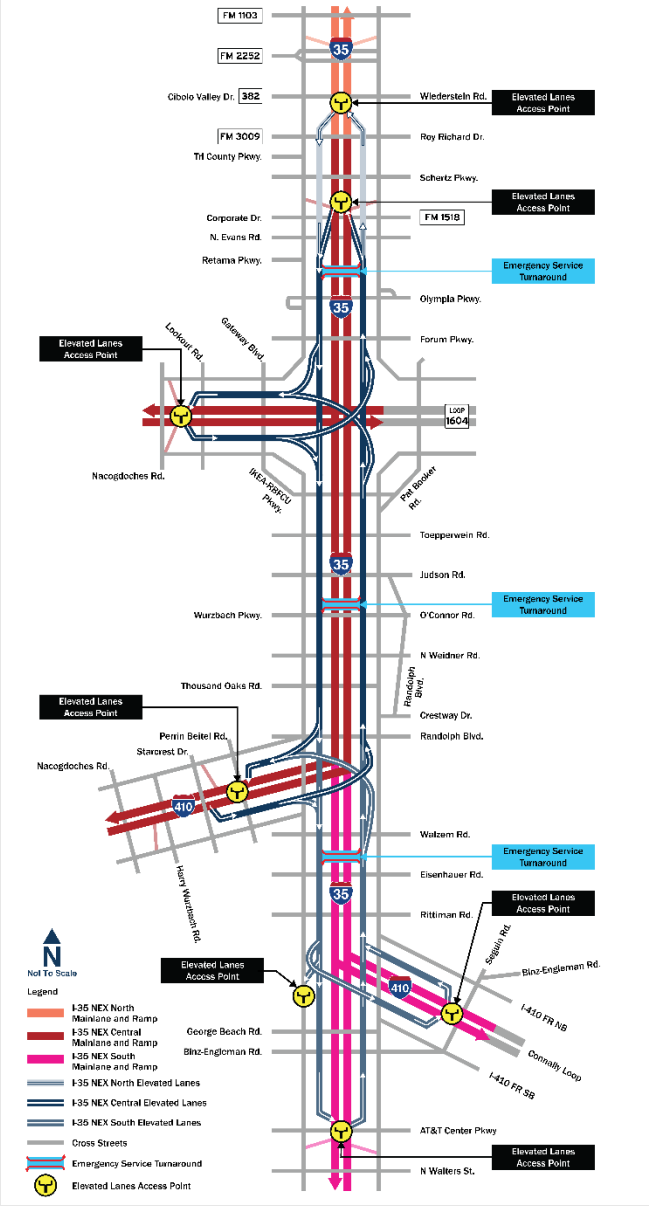
ML Main Lane
EL Elevated Lane



Future Rendering

I-35 at I-410 N Intersection

Elevated Lanes Access Points



Any Questions?

7. City of San Antonio 2022 to 2027 Bond Program Presentation – COSA (Hosseini)

Purpose

The purpose of this agenda item is to provide information on the progress of the City of San Antonio's upcoming Bond Program referendum.

Issue

The City of San Antonio's Bond Program is developed as five-year cycles. The Bond Program for FY 2022 – 2027 is currently being developed. The $1.2 billion program includes $477 million (40%) for streets, bridges, and sidewalks, $274 million (23%) for parks and recreation, $165 million (13%) for drainage and flood control, $150 million (13%) for housing, $61 million for municipal facilities and $73 million for public safety and health facilities (11% collectively for facilities).

Bond committees will continue to meet until December 16, 2021. The recommended projects lists will be unveiled on January 12, 2022 with City Council consideration and approval on January 20, 2022. Thereafter, on February 10, 2022, the City of San Antonio City Council will call for the election to be held on May 7, 2022.

Action Requested

For information only. No action is being requested.

PROPOSED 2022-2027

BOND

PROGRAM

City of San Antonio

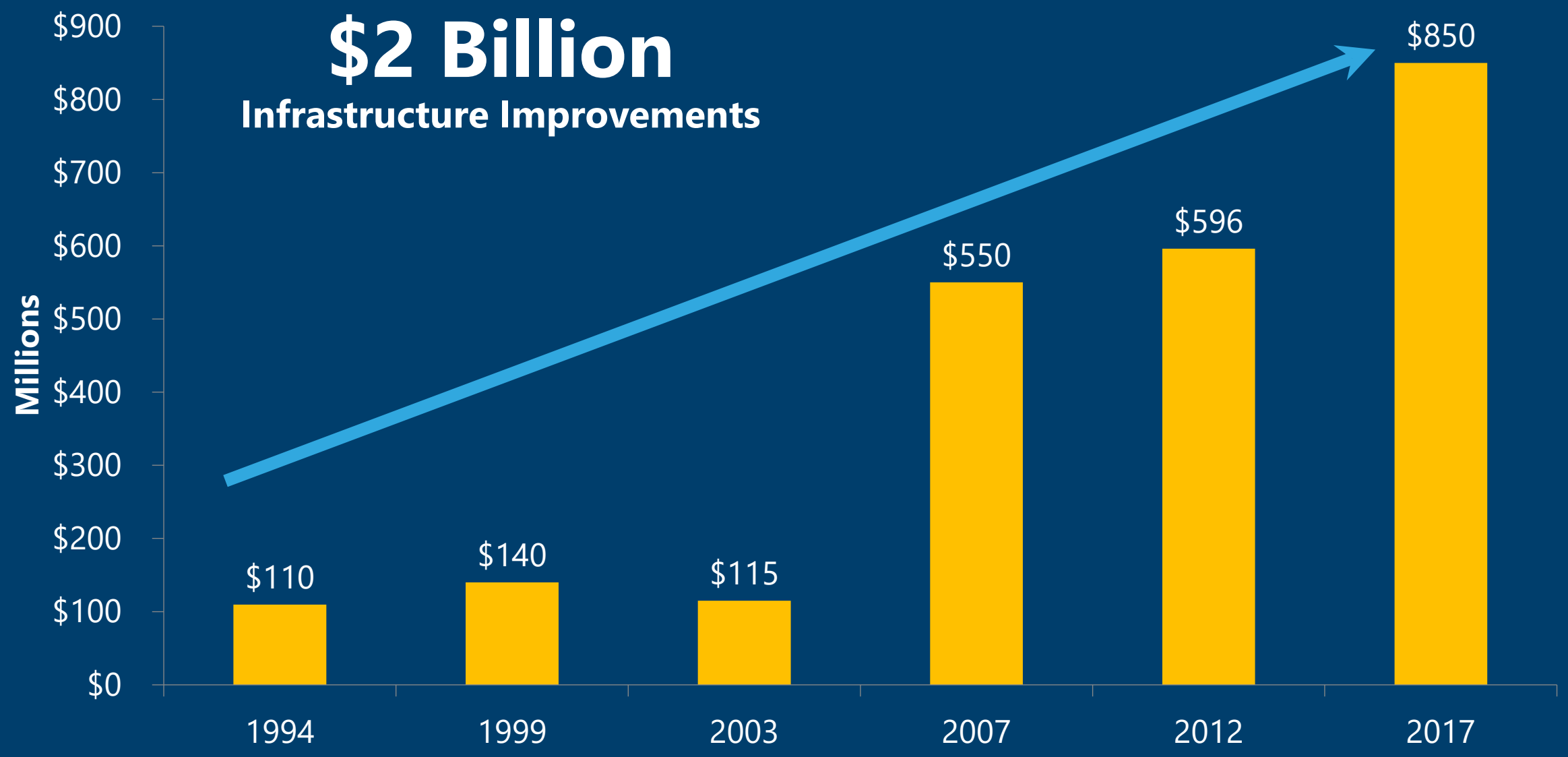
AAMPO Technical Advisory Committee
2022 Bond Program Development
December 3, 2021

Agenda

PROPOSED 2022-2027
BOND
PROGRAM
City of San Antonio

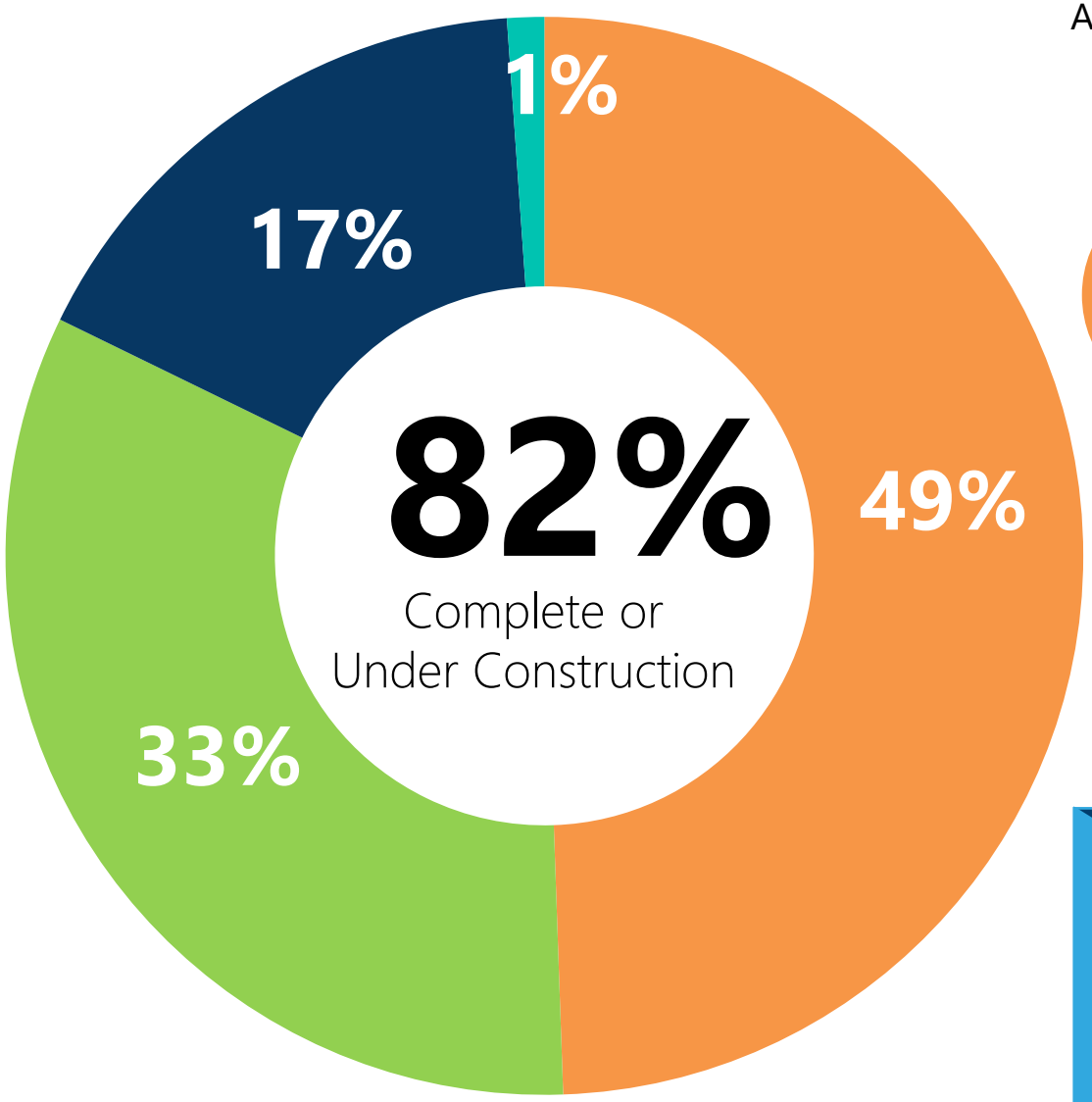
- Bond Program Overview
- Infrastructure Need & Committee Process
- Staff Recommendation of Projects
- Next Steps

City of San Antonio Bond Program History



2017 Bond Program Status

AS OF OCTOBER 2021



Completed
89 Projects | 49%

Construction
59 Projects | 33%

Design
30 Projects | 17%

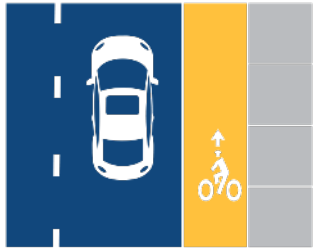
Pre-Design
2 Projects | 1%

Program Status

2012 Bond Program
140 Projects | May 2017
96%
Substantially Completed or Under Construction

2017 Bond Program
180 Projects | May 2022
97%
Substantially Completed or Under Construction

$6.6 Billion Infrastructure Need



STREETS, BRIDGES & SIDEWALK IMPROVEMENTS

$2.4 Billion

DRAINAGE & FLOOD CONTROL IMPROVEMENTS

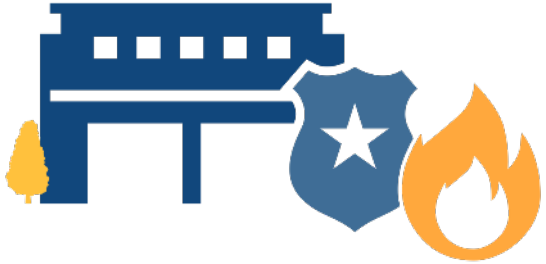
$3.1 Billion

PARKS, RECREATION & OPEN SPACE IMPROVEMENTS

$567 Million

MUNICIPAL FACILITIES IMPROVEMENTS

$310 Million



PUBLIC SAFETY FACILITIES IMPROVEMENTS

$198 Million

City Council Priorities & Requests

- ✓ Increase in Basic Infrastructure Funding
- ✓ Decrease in Citywide Funding
  - Greenway Trails
  - Outside Agency Projects

Proposed 2022 Bond Program
$1.2 Billion

STREETS, BRIDGES & SIDEWALKS

$477M

40%

PARKS & RECRATION

$274M

23%

DRAINAGE & FLOOD CONTROL

$165M

13%

HOUSING

$150M

12%

MUNICIPAL FACILITIES

$61M

PUBLIC SAFETY & HEALTH FACILITIES

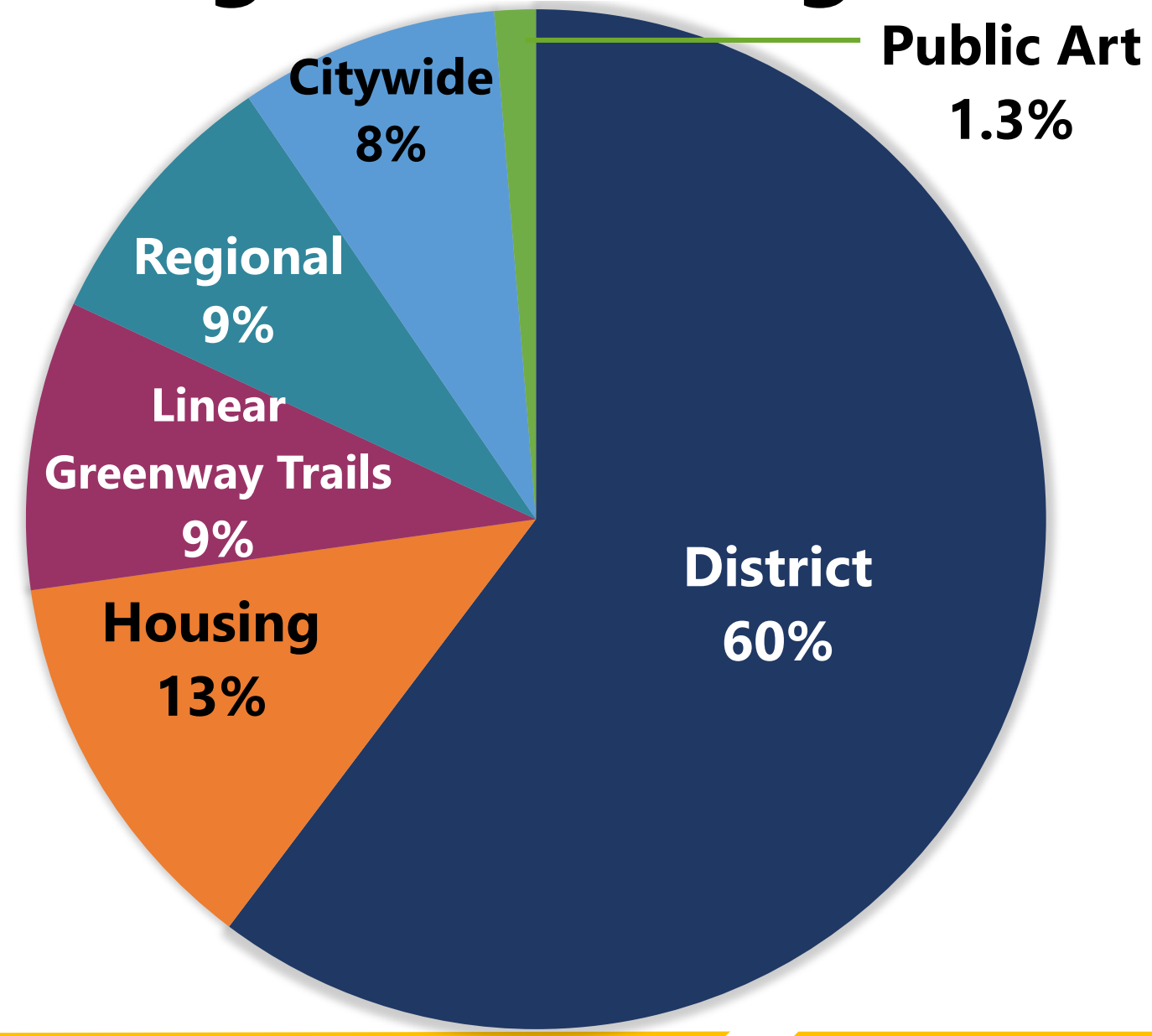
$73M

11%

Proposed 2022 Bond Program Funding By Category

Category	Amount
District	$723,325,000
Housing	$150,000,000
Linear Greenway Trails	$110,000,000
Regional	$102,350,000
Citywide	$ 98,608,240
Public Art[1]	$ 15,716,760
Total	**$1,200,000,000**

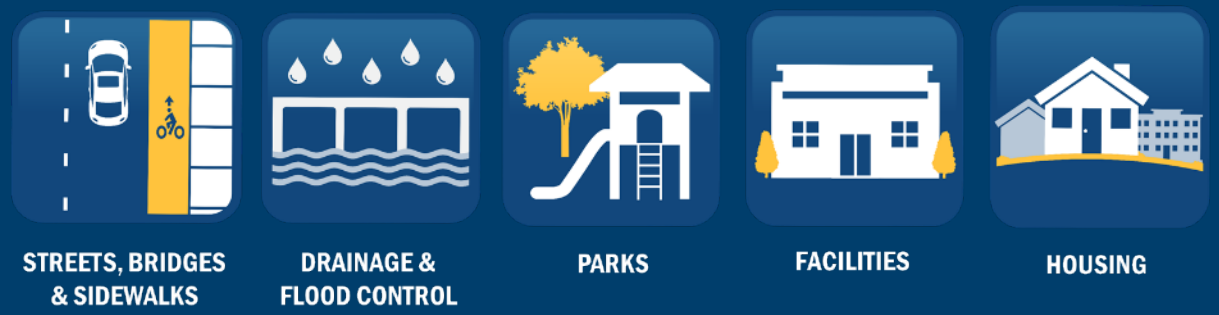
[1]Public Art Allocation (1.5%) does not apply to Housing Bond funding.



Bond Committee Appointments

Bond Committees

- Serve in an advisory role
- Obtain community input
- Consider and recommend potential projects to City Council for 2022 Bond Program



Appointments

13

APPOINTED BY MAYOR

(3) Tri-Chairs & (10) Co-Chairs 2 Per Committee

15

APPOINTED BY COUNCIL

(3) Citizen Appointments Per Council District Per Committee

160

Total Committee Appointments

Community Bond Committee Meetings

- Committee meetings began on October 27.
- All meetings are held at Henry B. Gonzales Convention Center and open to the public.
- Parking is free.

OCTOBER 2021

S	M	T	W	T	F	S
26	27	28	29	30	1	2
3	4	5	6	7	8	9
10	11	12	13	14	15	16
17	18	19	20	21	22	23
24	25	26	27	28	29	30
31						

NOVEMBER 2021

S	M	T	W	T	F	S
	1	2	3	4	5	6
7	*8	9	*10	11	12	13
14	15	*16	*17	*18	19	20
21	22	23	24	25	26	27
28	*29	*30				

DECEMBER 2021

S	M	T	W	T	F	S
			*1	2	3	4
5	6	*7	8	*9	10	11
12	13	14	15	16	17	18
19	20	21	22	23	24	25
26	27	28	29	30	31	

13
Meetings Completed

7
Meetings Remaining

- **Streets, Bridges & Sidewalks**
- **Housing**
- **Drainage**
- **Facilities**
- **Parks & Recreation**

Transparency

2022 Bond Program Website

https://www.sanantonio.gov/2022bond

- Committee Roster
- Meetings Calendar
- Meeting Documents
- Reports & Presentations

Staff Recommendations

Guiding Principles

Connectivity

Projects will enhance access to opportunities and align with city adopted plans.

Public Health & Safety

Projects will enhance public health, wellness and safe connectivity to community destinations. Projects will also promote sustainable green infrastructure.

Resiliency

Projects will improve existing conditions to protect, adapt and respond to natural and human-made hazards.

Equity

Projects will support infrastructure improvements within communities of color and low-income communities.

Council Input

PROPOSED 2022-2027 BOND PROGRAM
City of San Antonio

Streets, Bridges & Sidewalks

$477 MILLION

62 PROJECTS

$100 MILLION
F-Streets

- **$393 Million** District Projects
- **$15 Million** Citywide Projects
- **$61.6 Million** Projects within a Regional Center
- **$7.15 Million** Public Art (1.5%)

Parks, Recreation & Open Spaces

$274 MILLION

67 PROJECTS

- **$107 Million** District Projects
- **$110 Million** Linear Greenway Trails
- **$25 Million** Citywide Projects
- **$28 Million** Projects within a Regional Center
- **$4.1 Million** Public Art (1.5%)

PROPOSED 2022-2027 BOND PROGRAM
City of San Antonio

Drainage & Flood Control

$165 MILLION

20 PROJECTS

- **$163 Million** District Projects
- **$2 Million** Public Art (1.5%)

$38 MILLION
Leveraged Storm Regional Funds For Total of $203 Million

PROPOSED 2022-2027 BOND PROGRAM
City of San Antonio

Facilities

$134 MILLION

17 PROJECTS

- **$60.75 Million** District Projects
- **$58.61 Million** Citywide Projects
- **$12.75 Million** Projects within a Regional Center
- **$1.98 Million** Public Art (1.5%)

City Initiated TIRZ Project Recommendations

- **3 Projects Within Regional Centers**
- **4 Citywide Projects**

- Houston Street
  - Dolorosa Street $22 Million
  - Flores Street $14 Million
- Midtown
  - Broadway $17 Million
- Inner City
  - Ella Austin $11.5 Million
  - La Villita $2.5 Million
- West Side
  - Market Square $6.5 Million
  - Guadalupe Theatre $3.5 Million

Housing

$150 MILLION

2022 Bond Program

Area Median Income (AMI)
30% AMI: $0 - $22,000
50% AMI: $22,000 - $37,000
60% - 100% AMI: $44,000 - $74,000

- Permanent Supportive Housing (PSH) development
- Rental housing production and preservation for households making less than 30% AMI
- Single family housing preservation for households making less than 50% AMI
- Single family housing construction for households making between 60 -100% AMI

Next Steps

PROPOSED 2022-2027
BOND
PROGRAM
City of San Antonio

Community Bond Committee Meetings
October 27 – December 16

Timeline

- **October 27 – December 16** Bond Committee Meetings
- **January 12, 2022** Bond Committee Recommended Project List
- **January 20, 2022** City Council Approval of Project List
- **February 10, 2022** City Council Call for Election
- **May 7, 2022** Public Vote on Proposed Bond

PROPOSED **2022-2027**

BOND PROGRAM

City of San Antonio

2022 Bond Program Development Process

December 3, 2021

PRESENTED BY: PUBLIC WORKS

8. Discussion and Appropriate Action on Potential Changes to the AAMPO's Metropolitan Transportation Plan, *MTP 2050*, Vision and Goals – MPO (Jimenez)

Purpose

The purpose of this agenda item is to review the suggested revisions to the MTP Vision and Goals. The revisions are based on the Vision and Goals exercise conducted at the October TPB meeting.

Issue

The Metropolitan Transportation Plan (MTP) is updated every four (4) years. The plan reflects the ongoing planning and project development efforts for implementation of transportation policies, programs and projects. The MTP sets the framework for the MPO's continuous, comprehensive, and coordinated regional transportation planning efforts for the next 25 years.

The MTP development, and ultimate adoption of, the vision and goals should reflect the region's values and guide development of the long-range planning efforts. The AAMPO's vision and goals for the two previous long-range planning efforts were very similar. Considering the rapidly changing transportation environment and the corresponding challenges, the Board is being asked to consider revisions to the vision and goals for incorporation into the MTP 2050.

At the October meeting, the Board suggested revising the Vision and Goals to include reliability, equity of access, enhancing quality of life, safety with an emphasis on cyclists and pedestrians, exploring technology-based solutions, context sensitive solutions, effective and efficient use of funds, and more. Additional revisions are being suggested based on MTP public engagement. The draft revised Vision and Goals are attached.

Action Requested

Motion to approve the *MTP 2050's* Vision and Goals.

AAMPO MTP 2050 Vision and Goals
Draft for Transportation Policy Board Consideration

MTP 2050 VISION

The 2050 Metropolitan Transportation Plan will meet the growing needs of residents, visitors, and commerce by:

- Focusing on the development of a transportation system that is easy to navigate;
- Advancing alternative modes of transportation;
- Increasing equitable accessibility for all users;
- Fostering appropriate land use patterns;
- Prioritizing public safety for all forms of transportation;
- Mitigating the region's environmental air quality issues; and
- Ensuring impacts to the natural environment are minimized.

MTP 2050 GOALS

The following goals reflect the goals and values of citizens and stakeholders and guide the development of the Alamo area regional long-range transportation plan:

- Improve and enhance the regional transportation system by encouraging innovative partnerships, exploring emerging transportation technologies, and being stewards for the effective and efficient use of existing and future funding sources.
- Invest in the existing transportation system and preserve right of way for future system improvements.
- Increase the efficiency and reliability of the transportation system and continue to manage traffic congestion.
- Enhance the quality of life for all communities in the region by celebrating the unique aspects of each community's culture, promoting healthy communities, and encouraging the use of context sensitive solutions.
- Maintain a focus on safety, especially for the most vulnerable users, to reduce the number of fatalities and serious injuries.
- Foster the region's competitive advantage by continuing to develop a regional transportation system that promotes economic development, fosters financial sustainability, and encourages the highest return on financial investments.
- Increase the involvement and participation of communities, agencies, organizations and the general public in the transportation planning process.

Metropolitan Transportation Plan
MTP 2050
Vision and Goals

Transportation Policy Board
December 13, 2021

AAMPO

Proposed MTP 2050 Vision

MTP 2050 VISION

The 2050 Metropolitan Transportation Plan will meet the growing needs of residents, visitors, and commerce by:

- Focusing on the development of a transportation system that is easy to navigate;
- Advancing alternative modes of transportation;
- Increasing equitable accessibility for all users;
- Fostering appropriate land use patterns
- Prioritizing public safety for all forms of transportation;
- Mitigating the region's environmental air quality issues; and
- Ensuring impacts to the natural environment are minimized.

Proposed MTP 2050 Goals

MTP 2050 GOALS

The following goals reflect the goals and values of citizens and stakeholders and guide the development of the Alamo area regional long-range transportation plan:

- Improve and enhance the regional transportation system by encouraging innovative partnerships, exploring emerging transportation technologies, and being stewards for the effective and efficient use of existing and future funding sources.
- Invest in the existing transportation system and preserve right of way for future system improvements.
- Increase the efficiency and reliability of the transportation system and continue to manage traffic congestion.
- Enhance the quality of life for all communities in the region by celebrating the unique aspects of each community's culture, promoting healthy communities, and encouraging the use of context sensitive solutions.
- Maintain a focus on safety, especially for the most vulnerable users, to reduce the number of fatalities and serious injuries.
- Foster the region's competitive advantage by continuing to develop a regional transportation system that promotes economic development, fosters financial sustainability, and encourages the highest return on financial investments.
- Increase the involvement and participation of communities, agencies, organizations and the general public in the transportation planning process.

9. Discussion and Appropriate Action on Documents Related to Bicycle Mobility Advisory Committee and Pedestrian Advisory Committee Consolidation – MPO (Pawlik)

Purpose

The purpose of this agenda item is to make a recommendation on the Bicycle Mobility Advisory Committee and Pedestrian Mobility Advisory Committee Consolidation.

Issue

Staff will present information about the process to consolidate the Bicycle Mobility Advisory Committee and Pedestrian Mobility Advisory Committee. The consolidated committee has been named the Active Transportation Advisory Committee (ATAC). A motion will be requested to approve:

a) Bylaws for the Active Transportation Advisory Committee (ATAC)

b) Revision to AAMPO *Policy 5: Technical Advisory Committee*

Development of the bylaws for the Active Transportation Advisory Committee (ATAC) took place through a BMAC/PMAC working group composed of four (4) BMAC members and four (4) PMAC members. The BMAC/PMAC Working Group met three (3) times over the course of October to discuss how to best represent the regional active transportation needs as an MPO committee. Following action to approve the proposed bylaws at their November meetings, BMAC and PMAC individually voted on the name of the newly consolidated committee.

BMAC took action at their November 10, 2021 meeting and PMAC took action at their November 17, 2021 meeting to approve the proposed bylaws. Subsequently, TAC approved the proposed Active Transportation Advisory Committee bylaws and AAMPO's *Policy 5: Technical Advisory Committee* revisions on December 3, 2021.

The proposed bylaws for the Active Transportation Advisory Committee (ATAC) and *Policy 5: Technical Advisory Committee* are attached for review along with the presentation.

Action Requested

A motion is requested to approve and adopt he proposed Active Transportation Advisory Committee (ATAC) bylaws and 2) associated revisions to *Policy 5: Technical Advisory Committee*.

AAMPO

Bicycle and Pedestrian Mobility Advisory Committees Consolidation

Transportation Policy Board | December 13, 2021

Joey Pawlik, Active Transportation Planner

Outline of Today's Agenda

- Overview and timeline
- Recap of BMAC-PMAC Working Group
- Key Points of ATAC Bylaws
- BMAC and PMAC Approval of Consolidation
- Revisions to *Policy 5: Technical Advisory Committee*
- Next steps
- Action to Approve Bylaws of ATAC and Revisions to *Policy 5: Technical Advisory Committee*

Overview

- MPO staff seek to consolidate AAMPO's BMAC and PMAC into one committee, the *Active Transportation Advisory Committee (ATAC)*, following:
  - Success of joint meetings of BMAC and PMAC throughout the pandemic.
  - Fall 2021 BMAC/PMAC working group sessions.
  - Research into MPO active transportation committees from across the country.

Timeline of Events

Jan - Feb 2020
- 2020 facilitated goal setting discussions with BMAC and PMAC

Aug – Sep 2021
- AAMPO presentations to BMAC and PMAC to request working group to explore a single active transportation committee

October 2021
- BMAC-PMAC working group meetings

November 2021
- BMAC and PMAC approved consolidation of committees, name the unified committee: Active Transportation Advisory Committee (ATAC)

December 2021
- AAMPO presentation and request to TAC and TPB for action to create unified Active Transportation Advisory Committee (ATAC)

BMAC-PMAC Working Group

Purpose of BMAC-PMAC Working Group

- Review committees' bylaws and structures over 3 meetings in Fall 2021
- Recommend name of new consolidated committee

Members of BMAC-PMAC Working Group

BMAC Representatives	
Ylda Capriccioso	City of New Braunfels
Patricia Franco	VIA
JD Simpson	San Antonio BCycle
Scott Wayman	GBCCC/NE Partnership

PMAC Representatives	
Bert Pickell	San Antonio Walks
Robert Hanley	Citizen at Large
Deborah Scharven	City of San Antonio
Darcie Schipull	TxDOT

Activities of BMAC-PMAC Working Group

October 18, 2021

Brainstormed solutions to concerns about consolidating committees.

October 25, 2021

Brainstormed a new purpose and set of membership for the proposed committee.

October 28, 2021

Completed work on a new purpose and membership, as well as discussing staff support, procedures, and how the committee should be named.

Key Points of ATAC Bylaws

Background

- Bicycle and Pedestrian Mobility Advisory Committee Origins
- How are we defining active transportation?

Purpose

- Including, but not limited to:
  - Consideration of technical, policy, and user experience issues related to active transportation mobility
  - Advisement to TAC and TPB
  - Role in MPO project calls
  - Role in active transportation planning studies
  - Focus on accomplishing goals with a regional approach

Membership

- Balanced membership with a goal of ensuring opportunity to participate and be a part of discussion
- Representation of cycling and pedestrian communities
- Composition of governmental agency and community organization representatives
- Introduction of co-chair positions
- 23 members

Governmental Membership Composition

Alamo Area Council of Governments (AACOG)	1 representative
Bexar County, alternate from the Alamo Regional Mobility Authority (ARMA)	1 representative
Comal County or local municipal representative	1 representative
Guadalupe County or local municipal representative	1 representative
City of Boerne, alternate from Kendall County	1 representative
City of New Braunfels	1 representative
City of San Antonio	3 representatives (One (1) from the Transportation Department and two (2) from other departments)
City of Seguin	1 representative
San Antonio River Authority	1 representative
TxDOT San Antonio District (TxDOT)	1 representative
VIA Metropolitan Transit	1 representative
Advanced Transportation District (ATD)	1 representative
Greater Bexar County Council of Cities (GBCCC)	1 representative (Not to be represented by a member of the NE Partnership.)
Northeast Partnership (NEP)	1 representative

Community Membership Composition

Organization representing people with disabilities	1 representative, on a rotating basis
Bicycling organization (s)	2 representatives, on a rotating basis
Pedestrian or walking organization (s)	2 representatives, on a rotating basis (at least one from a group representing vulnerable road users)
Professional organization	1 representative, on a rotating basis
Shared micromobility provider	1 representative

ATAC Future Focus Areas

- National Pedestrian Safety Month
- FHWA Pedestrian Focused Approach to Safety
- National Bike Month
- Studies related to active transportation
- Deeper dive in active transportation safety
- Active transportation education on infrastructure and safety

BMAC and PMAC Approval of Consolidation

BMAC and PMAC Approval of Consolidation

- BMAC and PMAC voted to approve the consolidation of the committees at their November 2021 meetings.
- Following committee consolidation approval, committee members were given the opportunity to vote on the name of the new committee.
  - Voting choices were the top choices named during working group meetings. Members could also write in names.

Revisions to *Policy 5: Technical Advisory Committee*

Revisions to *Policy 5: Technical Advisory Committee*

- TAC membership changes & subcommittee changes:
  - Removal of BMAC and PMAC
  - Addition of ATAC

Membership Changes

Joint Base San Antonio	1 representative
Kendall County Geographic Area	1 representative
~~MPO Bicycle Mobility Advisory Committee~~	~~1 representative~~
~~MPO Pedestrian Mobility Advisory Committee~~	~~1 representative~~
MPO Active Transportation Advisory Committee	2 representatives
Northeast Partnership	1 representative

Subcommittee Changes

A. Active Transportation Advisory Committee

The role of the Active Transportation Advisory Committee (ATAC) is to provide coordinated, comprehensive and continuous participation in the active transportation planning process, with a focus on bicycle and pedestrian mobility issues. The ATAC will act collectively to improve the region's safety, programs, investments, and user experience in active transportation. ATAC will adopt committee by-laws to outline its goals, desired membership and procedures. ATAC by-laws will be approved by the TAC and the Transportation Policy Board.

ATAC is an advisory committee, and subject to this Policy, will directly advise the TAC on technical matters and the Transportation Policy Board on active transportation-related policy issues.

Next Steps

Next Steps

November 2021
- BMAC and PMAC approve consolidation of committees into one committee, ATAC, along with approval of bylaws.

December 3, 2021
- Technical Advisory Committee (TAC) approves creation of ATAC, bylaws, and recommendation to Transportation Policy Board

December 13, 2021
- Presentation and request for action to the Transportation Policy Board (TPB)

December 2021
- Staff to post applications for committee membership openings

January 2021
- Working group will review applications and nominate slate of members

Outreach for ATAC Members

- Following approval by the TPB, the MPO will:
  - Reach out to partner agencies for their ATAC membership appointments.
    - Representative(s) and alternate(s) of each agency/entity on the ATAC will be designated and/or removed in writing to the AAMPO through each agency's/entity's internal procedures.
    - Current members of BMAC and/or PMAC may be reappointed or new members can be appointed.
  - Post information to solicit membership for the community organization positions.

Requested Action

Requested Action

- Staff recommends **action** to approve:
  - The consolidation of the BMAC and PMAC committees into one committee, the Active Transportation Advisory Committee (ATAC), and adoption of the proposed bylaws.
  - Corresponding revisions to *Policy 5: Technical Advisory Committee*.

Questions?

Joey Pawlik
Active Transportation Planner
pawlik@alamoareampo.org

10. Discussion and Appropriate Action on the FY 2023 Unified Transportation Program Project Scoring and Prioritization – MPO (Jimenez)

Purpose

The purpose of this agenda item is to review the draft FY 2023 Unified Transportation Program (UTP) project scoring and prioritization project process.

Issue

The UTP is TxDOT's ten-year planning document that is updated and approved annually by the Texas Transportation Commission. The UTP authorizes highway and other projects for construction, development, and planning. The UTP is a critical tool in guiding transportation project development within the long-range planning context. However, it is not a budget or a guarantee that projects will or can be built.

The project scoring spreadsheet and presentation are attached for review.

Action Requested

For information and discussion only. Action is scheduled for January 2022.

FY 2023
Unified Transportation Program
Project Scoring and Prioritization

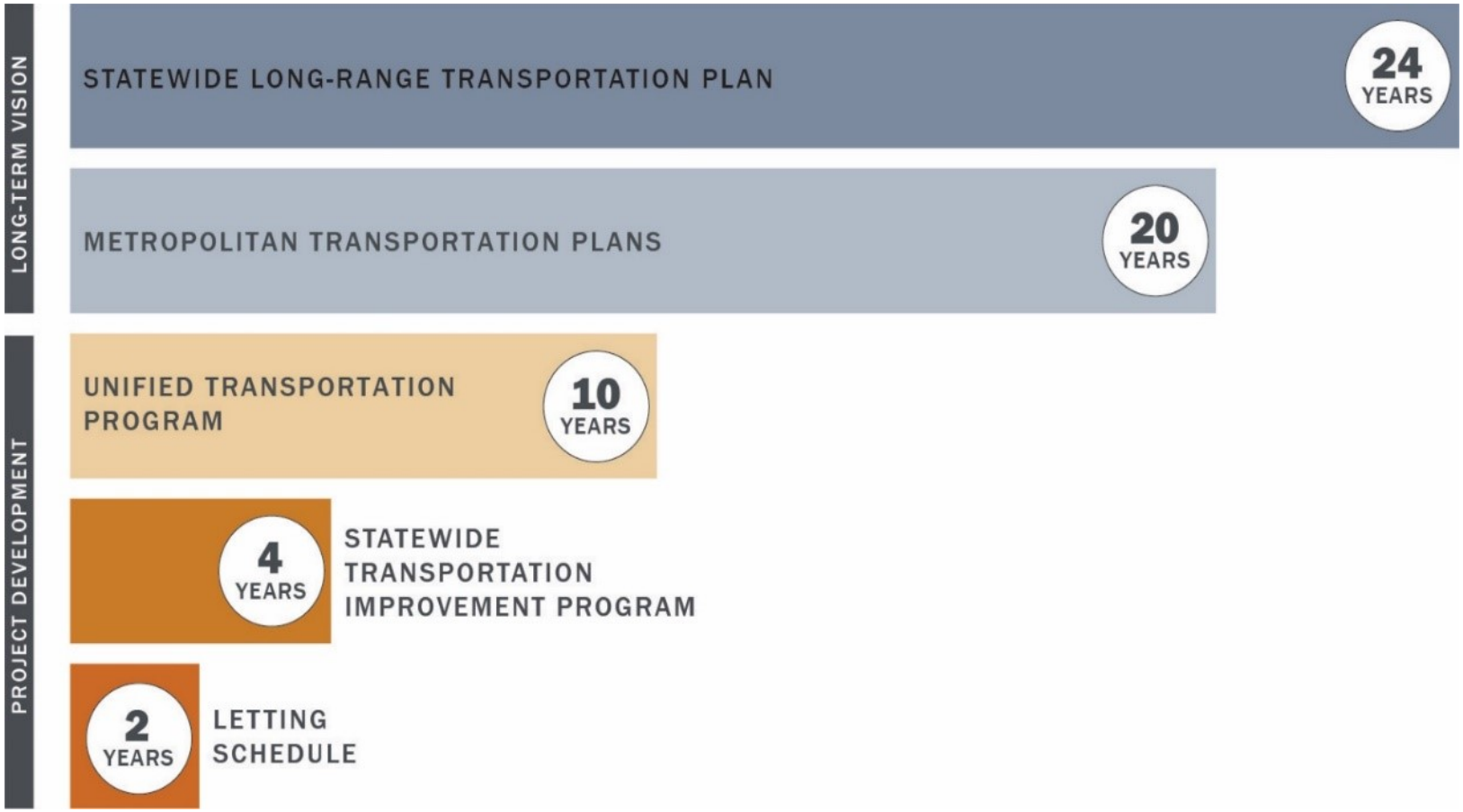
Transportation Policy Board
December 13, 2021

AAMPO

FY 2023
Unified Transportation Program

- The Unified Transportation Program (UTP)
  - 10-year planning document
  - Developed annually
  - Approved by the Texas Transportation Commission
  - Authorizes highway and other projects for construction, development and planning
  - Critical tool in guiding transportation project development within the long-range planning context
  - Neither a budget nor a guarantee that projects will or can be built

FY 2023
Unified Transportation Program



UTP Funding Categories

- Category 2 Metro Corridor
- Category 4 Connectivity
- Category 12 Commission Strategic Funding/Clear Lanes

UTP Project Stratification

- Added Capacity Projects
- Operational Projects
- Expressway and Arterial Projects

Added Capacity Project Scoring

- **40% Congestion** (maximum 400 points)
  - 2017 base year volume/capacity ratio
  - Difference in 2045 No Build and 2017 base year volume/capacity ratio
  - Congestion Management System score
- **40% Safety** (maximum 400 points)
  - Crash rate (per 100 million vehicle miles of travel)
- **20% Statewide Freight Network** (maximum 200 points)

Operational Project Scoring

- **45% Safety** (maximum 450 points)
  - Crash rate per million entering vehicles *or*
  - Crash rate (per 100 million vehicle miles of travel)
- **30% Congestion** (maximum 300 points)
  - 2045 No Build volume / capacity ratio
- **25% Impact of improvement** (maximum 250 points)
  - Regional, corridor, subarea, or local

UTP Project Tiering

1. **Existing FY 2022 UTP Projects**
2. **Top 100 Congested Corridors (I-35 and Loop 1604)**
3. **Statewide Initiative (Other Top 100 Congested Corridors and I-10 East)**
4. **Other Regional Priorities**

UTP 2023 Revisions

- **US 90 (.8 miles W of I-410 to I-410) description revised - "Expand from 4 lane ~~divided~~ to 6 lane expressway; from 4 to 4 FR lanes"**
- **US 90 (SH 211 to .8 miles W of I-410) split into two projects**
  1. **US 90 (Lp 1604 to .8 miles W of I-410)**
  2. **US 90 (SH 211 to Lp 1604)**
- **I-10 (Santa Clara Road to US 90A) project limits revised – FM 465 to Pioneer Road**
- **I-10 FM 775 to US 90A) project limits revised – Pioneer Road to US 90A**

UTP 2023
Project Scoring Spreadsheet

UTP 2023 Revisions	CSJ	Added Capacity (A) or Operational (O)	Expy (E) or Arterial (A)	County	Roadway	Limits From	To	Description	MPO #	Crash Rate per 100 million VMT OR Crash rate per Million Entering Vehicles	2017 V/C Points	2045-2017 V/C Points	CMP Points	Freight Network Points	Crash Rate Points	Total Added Capacity Points	Operational Points	Crash Rate Points	2045 No Build V/C Points	Total Operational Points	TOTAL SCORE	2023 Tier	Previous Priorities and Initiatives	Sorted 1st to be consistent with previous priorities/initiatives; Then by Expy or Arterial then by Score
	0017-10-168	A	E	BEXAR	IH 35	IH 410 S	IH 410 N	Expand from 8 ln TO 14 ln expy-add 6 new expr lns Incl 2 HOV - Spcl Use lns; from 4/6 TO 4/6 FR lns; Conns @ IH 410S & IH 410N	61.2	140	150	50	50	200	400	850					850	1 - Included in 2022 UTP	Consistent with previous priorities	1
	3508-01-029	A	E	BEXAR	SH 151	LP 1604	IH 410	Expand from 4 lane to 6 lane expressway & from 4/6 to 4/6 FR lanes	5382	105	150	75	50	200	400	875					875	1 - Included in 2022 UTP	Consistent with previous priorities	2
Description Revised	0024-08-138	A	E	BEXAR	US 90	0.8 Miles W of IH 410	IH 410	Expand from 4 lane to 6 lane expressway; from 4 to 4 FR lanes	5381	131	50	75	75	200	400	800					800	1 - Included in 2022 UTP	Consistent with previous priorities	3
Revised - 2 projects; see 0024-07-XXX below	0024-07-059	A	E	BEXAR	US 90	LP 1604	0.8 Miles W of IH 410	Expand from 4 lane to 6 lane expressway; from 4 to 4 FR lanes (Lp 1604 to SH 211)	5380	182	50	75	75	200	400	800					800	1 - Included in 2022 UTP	Consistent with previous priorities	4
New project/CSJ	0024-07-XXX		E	BEXAR	US 90	SH 211	LP 1604	Expand from 4 lane divided to 6 lane expressway; from 0 to 4 FR lanes	Unassigned	136	100	75	75	200	400	850					850	1 - Included in 2022 UTP	Consistent with previous priorities	5
	0366-02-089	A	E	BEXAR	SH 123	Cordova Ln	IH 10	Expand from 2 lanes to 4 lanes with center left turn lane	5337	491	50	50	100	200	400	800					800	1 - Included in 2022 UTP	Consistent with previous priorities	6
	0535-01-074	A	E	GUADALUPE	IH 10	FM 464	SH 123	Expand from 4 lane to 6 lane expressway & from 4 to 4 FR lanes	5385	73	50	75	100	200	300	725					725	1 - Included in 2022 UTP	Consistent with previous priorities	7
	0521-04-285	O	E	BEXAR	IH 410	at US 281/San Pedro	.	Operational improvements to include direct connector improvement from US 281 to IH 10 WB; ramp revisions, frontage road and intersection improvements	5376	1.52							150	300	200	650	650	1 - Included in 2022 UTP	Consistent with previous priorities	8
	0215-01-044	A	A	BEXAR	SH 46	US 281	Bentwood Dr	Expand from 2 lanes to 6 lanes with raised median or CLTL	9114.2	70	200	100	100	200	300	900					900	1 - Included in 2022 UTP	Consistent with previous priorities	9
	0215-07-027	A	A	BEXAR	SH 46	Farhills Dr	US 281	Expand from 2 lanes to 6 lanes with raised median or CLTL	9114.1	62	150	100	100	200	300	850					850	1 - Included in 2022 UTP	Consistent with previous priorities	10
	1477-01-043	A	A	GUADALUPE	FM 1516	FM 78	IH 10	Expand 2 to 4 lane divided with bike lanes and sidewalks	5379	448	200	75	75	0	400	750					750	1 - Included in 2022 UTP	Consistent with previous priorities	11
	2452-01-066	A	A	BEXAR	SL 1604	Macdona-Lacoste Rd	US 90 W	Expand from 2 lanes to 4 lanes divided	9110.2	115	50	50	50	200	400	750					750	1 - Included in 2022 UTP	Consistent with previous priorities	12
	1433-02-044	A	A	BEXAR	FM 2252	Bexar / Comal County Line	FM 3009	Expand from 2 lanes to 4 lanes with raised median or continuous left turn lane, bike lanes and sidewalks	9115	233	100	100	50	0	400	650					650	1 - Included in 2022 UTP	Consistent with previous priorities	13
	0016-06-115	A	E	GUADALUPE	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	5555	58	200	75	50	200	300	825					825	2 - Top 100: Highest Congestion: TCL Corridors:(LP 1604& IH 35)	Consistent with Top 100 TX Clear Lanes Initiative	14
	0016-05-111	A	E	COMAL	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	4014	97	200	75	50	200	300	825					825	2 - Top 100: Highest Congestion: TCL Corridors:(LP 1604& IH 35)	Consistent with Top 100 TX Clear Lanes Initiative	15
	2452-02-130	A	E	COMAL	SL 1604	2.0 Miles W of US 281	US 281	Expand from 4 ln to 10 ln expy - add 4 new express lanes including 2 HOV-Special Use lanes; from 4 to 4 FR	9107	117	150	50	50	200	400	850					850	2 - Top 100: Highest Congestion: TCL Corridors:(LP 1604& IH 35)	Consistent with Top 100 TX Clear Lanes Initiative	16
	2452-03-113	A	E	COMAL	SL 1604	US 281	Redland Road	Expand from 4 ln to 10 ln expy - add 4 new express lanes including 2 HOV-Special Use lanes; from 4 to 4 FR lanes	3786	117	150	50	50	200	400	850					850	2 - Top 100: Highest Congestion: TCL Corridors:(LP 1604& IH 35)	Consistent with Top 100 TX Clear Lanes Initiative	17
	2452-03-087	A	E	BEXAR	SL 1604	Redland Rd	IH 35 North	Expand from 4 ln to 10 ln expy - add 4 new express lanes including 2 HOV-Special Use lanes; from 4 to 4 FR lanes	3530	100	150	50	50	200	400	850					850	2 - Top 100: Highest Congestion: TCL Corridors:(LP 1604& IH 35)	Consistent with Top 100 TX Clear Lanes Initiative	18
	0521-06-142	O	E	BEXAR	IH 410	at IH 10 E	.	Phase 2 interchange improvements	5384	3.14							250	450	100	800	800	3 - Statewide Initiative; (Other Top 100 & IH 10 E Corridor)	Consistent with Top 100 TX Clear Lanes Initiative	19
	2452-03-111	A	A	BEXAR	SL 1604	FM 78	IH 10 East	Expand from 4 lane divided to 4 lane expressway & 4 FR lanes	9107	165	150	75	75	200	400	900					900	3 - Statewide Initiative; (Other Top 100 & IH 10 E Corridor)	Consistent with Top 100 TX Clear Lanes Initiative	20

Draft Resolution

A Resolution In Support of the Region's Scoring and Ranking of Projects for the FY 2023 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 2023 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 proposed for consideration in the 2023 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 24th day of January 2022.

_____
Kevin Webb, Chair
Alamo Area Metropolitan Planning Organization

Executed resolution and project ranking list to TX Transportation Commission by January 31, 2022

Next Steps

- January 7, 2022 - TAC Action
- January 24, 2022 - TPB Action
- January 31, 2022 – Deadline to Transmit to TxDOT
- August 2022 - Transportation Commission Adoption

11. Discussion and Appropriate Action on Safety Performance Measures for 2022 Target Setting – MPO (Pawlik)

Purpose

The purpose of this agenda item is to receive a presentation on the region's safety performance targets for 2022.

Issue

The U.S. Department (USDOT) has implemented several roadway-related performance requirements created under MAP-21 and the FAST Act. Statewide targets are set by the Texas Department of Transportation. For the AAMPO region, the Transportation Policy Board is required to set the safety target annually.

By reporting targets in the Metropolitan Transportation Plan and Transportation Improvement Program, performance measures can inform planning and funding decisions in pursuit of regional and national goals.

The presentation is attached.

Action Requested

For information and discussion only. Action is scheduled for January 2022.

AAMPO

Safety Performance Measures: 2022 Target Setting

Transportation Policy Board | December 13, 2021

Joey Pawlik, Active Transportation Planner

Outline

- Target-Setting Process
- Trend Data
- Proposed 2022 Targets
- *Action is scheduled at a later date*

Target Setting Process

Federal Performance Measure Target Dates

FTA	FHWA		
Transit Assets	**Safety** (PM1)	**Infrastructure** (PM2)	**System Performance** (PM3)
4 measures December 2017	5 measures February 2018	6 measures December 2018	6 measures December 2018
Targets are updated:			
Annually by transit providers	Annually by DOTs and MPOs	Every two years by DOTs and MPOs	Every two years by DOTs and MPOs

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

Trends in Texas and the AAMPO region

Road to Zero Goal Development

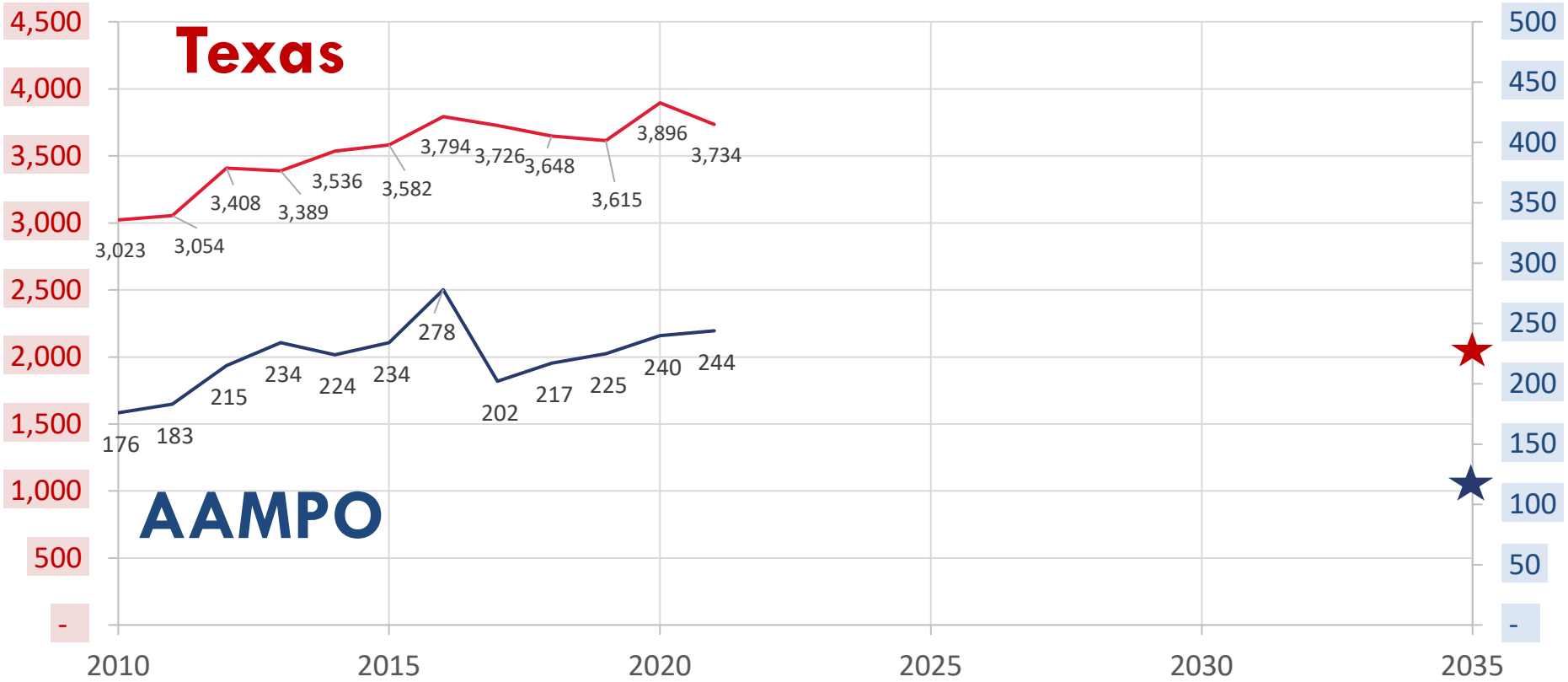
In May of 2019, the Texas Transportation Commission (TTC) adopted Minute Order 115481, directing TxDOT to work toward the goal of reducing the number of deaths on Texas roadways by half by the year 2035 and to zero by the year 2050.

The calculations for the fatality goal was developed by using the following formula:

$$\frac{\text{FY2019 CRIS Fatalities}}{2050 - \text{current year}}$$

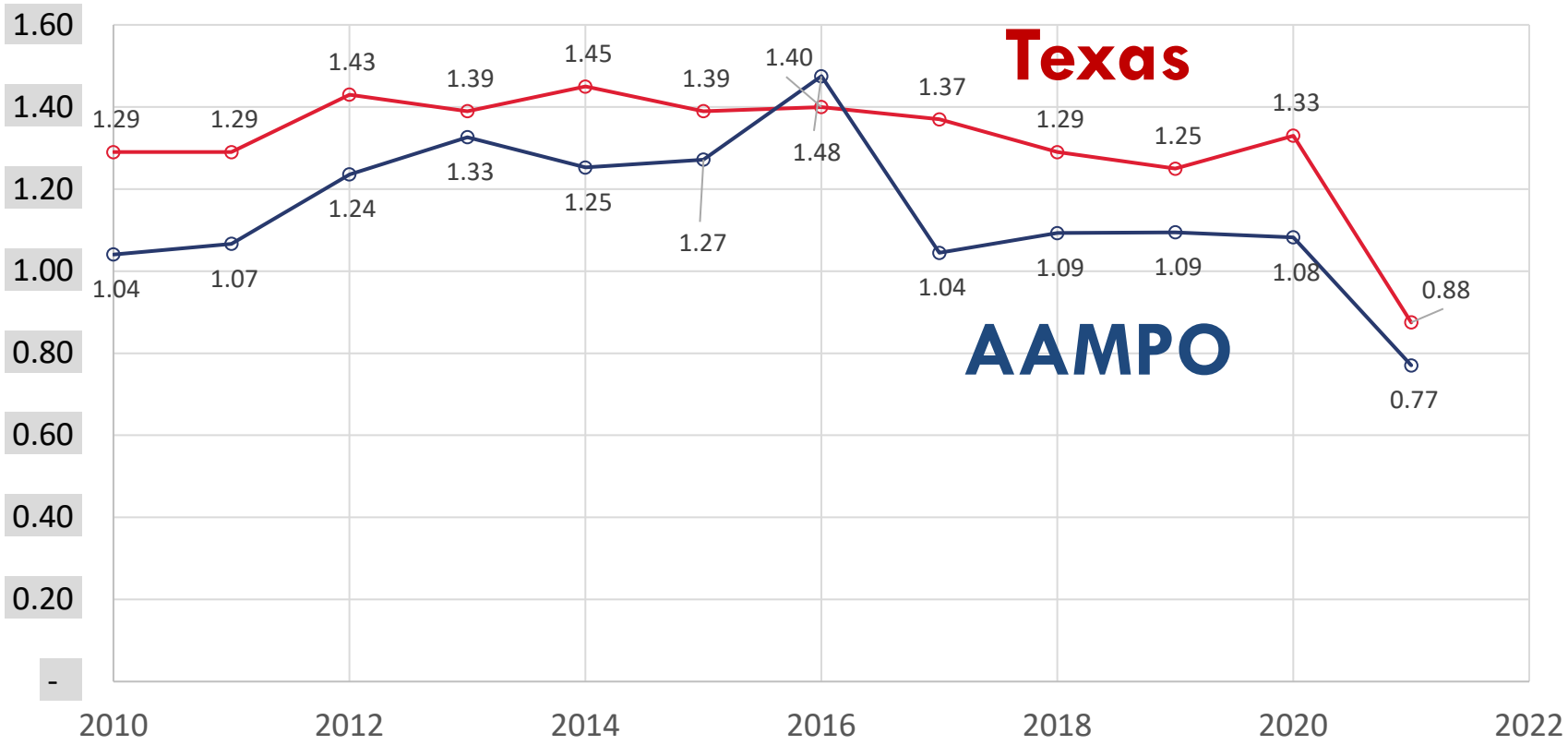
FY2019 CRIS Fatalities = year the Road to Zero direction was adopted

Number of Fatalities (2010-2021)



2021 Statewide Target	2021 Statewide Actual*	2035 Statewide Goal	2022 Statewide Target
Reduce expected rise by 1.6 % to ≤ 3,384 fatalities	On target (*as of 11/18/2021)	Reduce fatalities by half (approximately 1,869)	Reduce expected rise by 2.0% to ≤ 3,272 fatalities

Rate of Fatalities (2010-2021)



2021 Statewide Target

Reduce expected rise by 1.6% to ≤ 1.25 fatalities per 100 MVMT

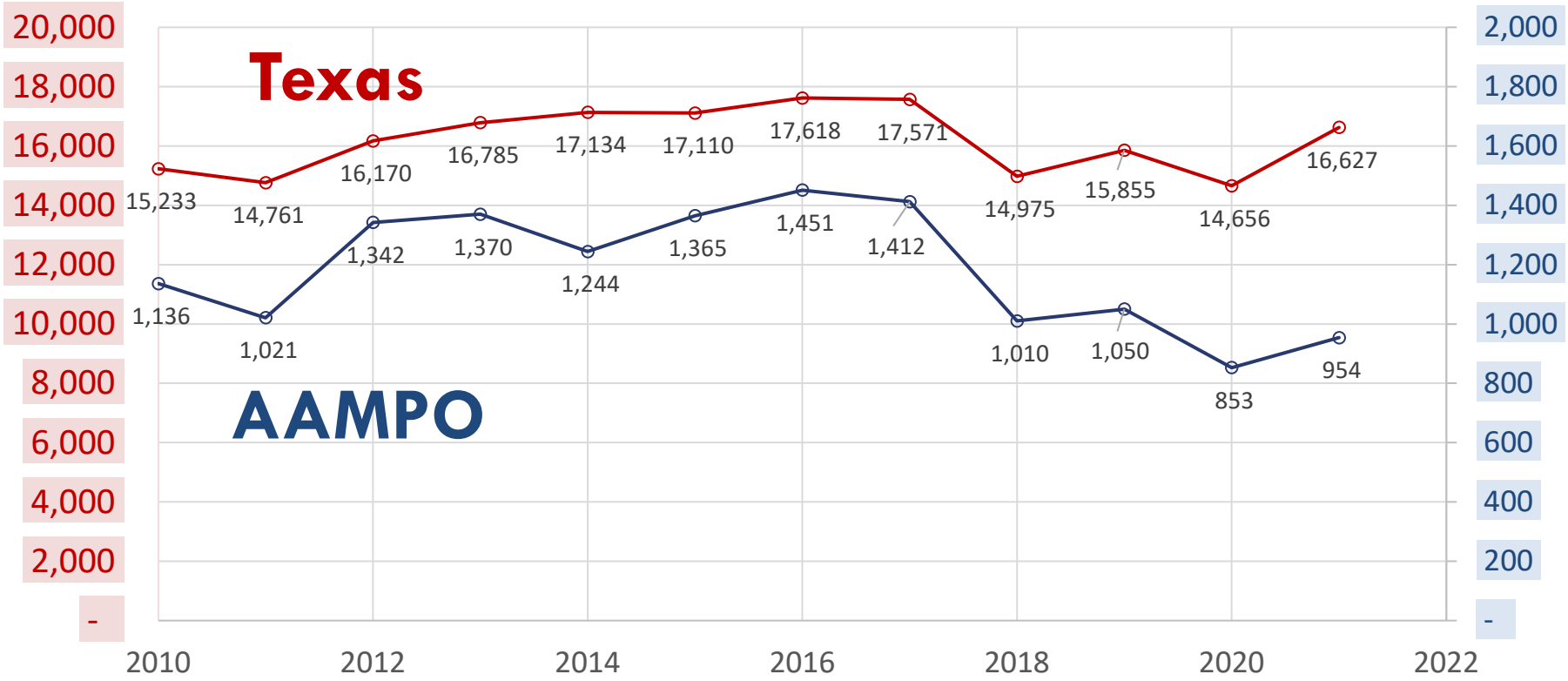
2021 Statewide Actual*

On target
(*as of 11/18/2021)

2022 Statewide Target

Reduce expected rise by 2.0% to ≤ 1.23 fatalities per 100 MVMT

Number of Serious Injuries (2010-2021)



2021 Statewide Target

Reduce expected rise by 1.6% to ≤ 18,835 serious injuries

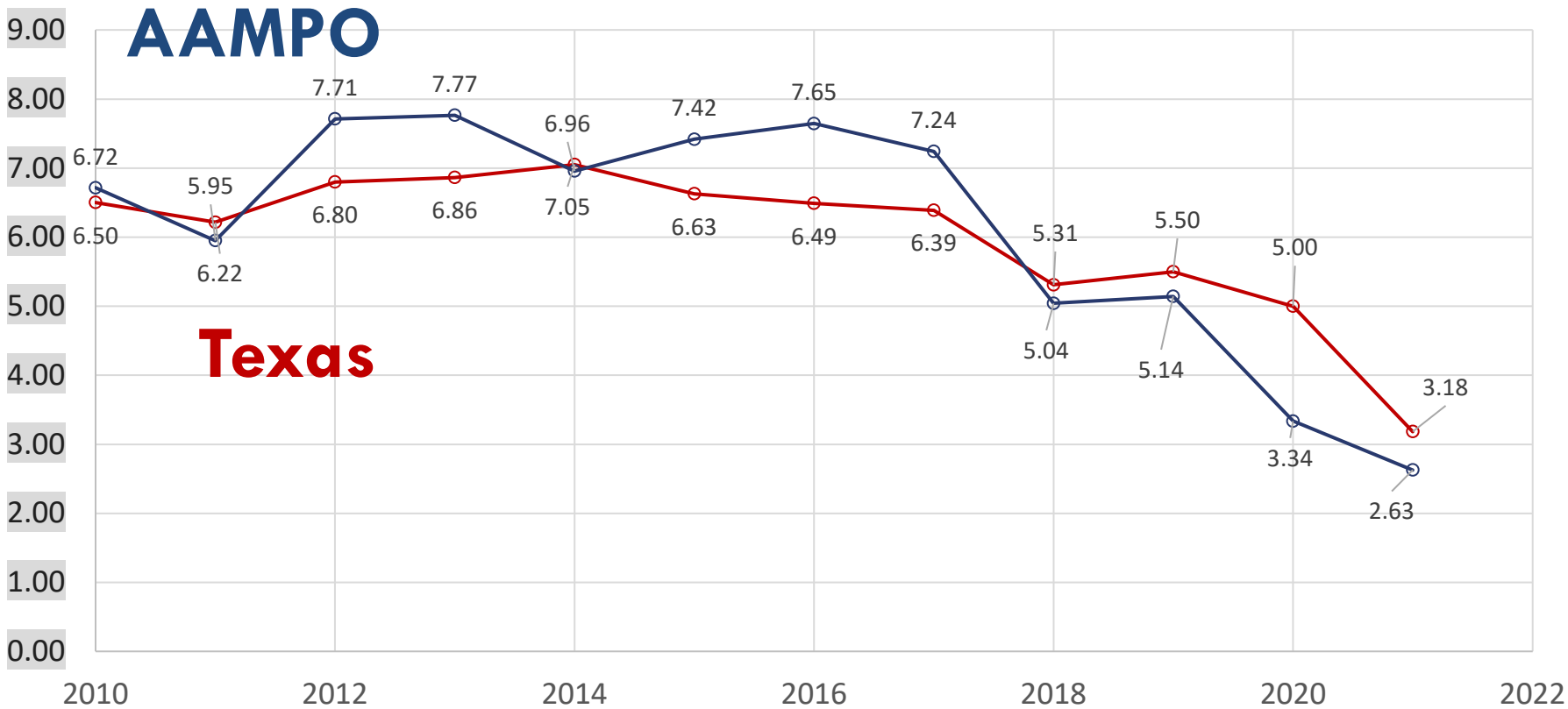
2021 Statewide Actual*

On Target
*(as of 11/18/2021)

2022 Statewide Target

Reduce expected rise by 2.0% to ≤ 19,065 serious injuries

Rate of Serious Injuries (2010-2021)



2021 Statewide Target

Decrease rate of serious injuries to ≤ 6.51 SIs per 100 MVMT

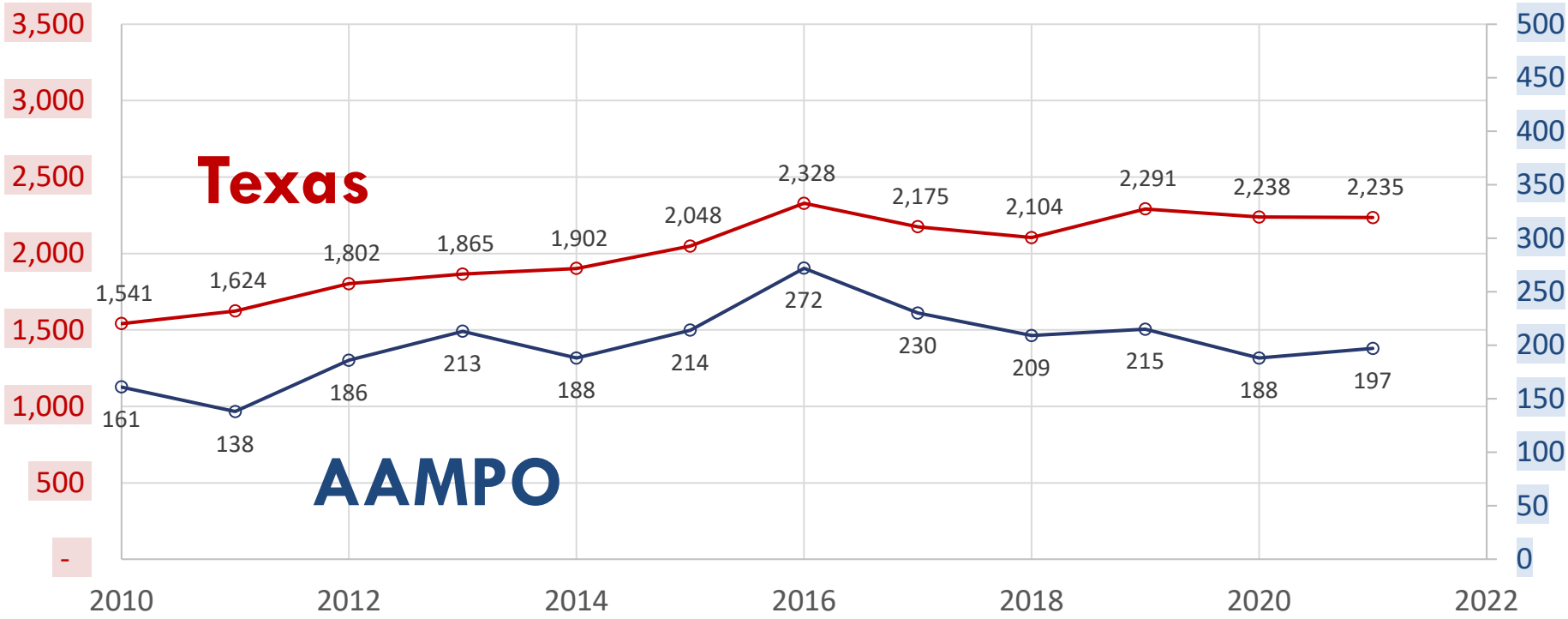
2021 Statewide Actual*

On Target
*(as of 11/18/2021)

2022 Statewide Target

Decrease rate of serious injuries to ≤ 6.47 SIs per 100 MVMT

Number of Non-Motorized Fatalities & Serious Injuries (2010-2021)



2021 Statewide Target

Reduce expected rise by 1.6% to ≤ 2,560 non-motorized fatalities and serious injuries

2021 Statewide Actual*

On Target
*(as of 11/18/2021)

2022 Statewide Target

Reduce expected rise by 2.0% to ≤ 2,642 non-motorized fatalities and serious injuries

Next Steps

- AAMPO has taken action to support statewide targets in each of the previous years
- BMAC and PMAC took action in November 2021 to recommend supporting 2022 statewide targets and 2050 zero deaths goal
- **TAC and TPB are scheduled to take action at their January 2022 meetings**
- Targets will be revisited annually

Data Sources

- Fatalities: 2010-2016 Fatality Analysis Reporting System (FARS); 2017 Annual Report File (ARF); 2018-2021 Crash Record Information System (CRIS)
- Serious Injuries: 2010-2021 CRIS
- VMT: TxDOT and AAMPO Travel Demand Model

Questions?

Joey Pawlik
Active Transportation Planner
pawlik@alamoareampo.org

12. 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.

Air Quality and Planning Efforts Update

In October 2015, the U.S. Environmental Protection Agency (EPA) promulgated its revised National Ambient Air Quality Standards (NAAQS) for ground-level ozone. The annual fourth-highest maximum daily average 8-hour (MDA8) ozone concentration, averaged over three years, measured at each regulatory monitor within an area must not exceed 70 parts per billion (ppb). The highest of these three-year averages is that area's design value, which is the metric used by the EPA to determine attainment.

2021 Ozone Season Update

The 2021 ozone season began on March 1 and ends November 30. So far this ozone season, there have been 62 moderate ozone days (MDA8 > 54 ppb), with 12 of those days having MDA8 > 70 ppb. October saw nine moderate ozone days, with three of those being over 70 ppb. This is compared to an average of seven and one to two, respectively. It is unusual to have high ozone activity in November, with a moderate day occurring every few years. So far in 2021, two such days have occurred in November. The current four highest MDA8 for each regulatory monitor in Bexar County for 2021 are shown in Table 1.

Table 1: Four Highest MDA8 at Bexar County Regulatory Monitors, 2021[1]

Monitor Site	Date	ppb	Date	ppb	Date	ppb	Date	ppb
San Antonio NW C23	9/10/2021	76	4/11/2021	72	9/23/2021	70	6/18/2021	70
Camp Bullis C58	10/31/2021	84	9/10/2021	84	10/8/2021	80	9/23/2021	78
Calaveras Lake C59	9/10/2021	68	4/11/2021	67	10/6/2021	66	9/9/2021	66

Table 2 shows the preliminary three-year average MDA8 including 2021 data. These figures may be subject to change, and will be certified no later than May 2022.

Table 2: Fourth-Highest MDA8 and Three-Year Averages at Bexar County Regulatory Monitors,

Monitor Site	Fourth-Highest MDA8, ppb			Three-Year Average
	2019	2020	2021	
San Antonio NW C23	75	69	70	71
Camp Bullis C58	69	74	78	73
Calaveras Lake C59	63	66	66	65

[1] As of 11/8/2021; Ozone data validated through July 2021

So far in 2021, there have been 12 Ozone Action Day alerts issued by the Texas Commission on Environmental Quality (TCEQ). These alerts are issued when air quality is expected to be unhealthy for sensitive groups the following day. AACOG offers to forward these alerts to people who sign up to receive them at http://www.aacog.com/list.aspx. Ozone Action Day alerts warn people sensitive to pollution (the elderly, children, and those with underlying respiratory conditions, like asthma) to limit their exposure outdoors. It is also an opportunity for the general public to take measures to mitigate their contribution to pollution by reducing energy consumption at home and driving less. Table 3 lists the days for which an alert was issued, whether ozone reached levels unhealthy for sensitive groups that day, and days when ozone levels were unhealthy for sensitive groups but no alert was issued.

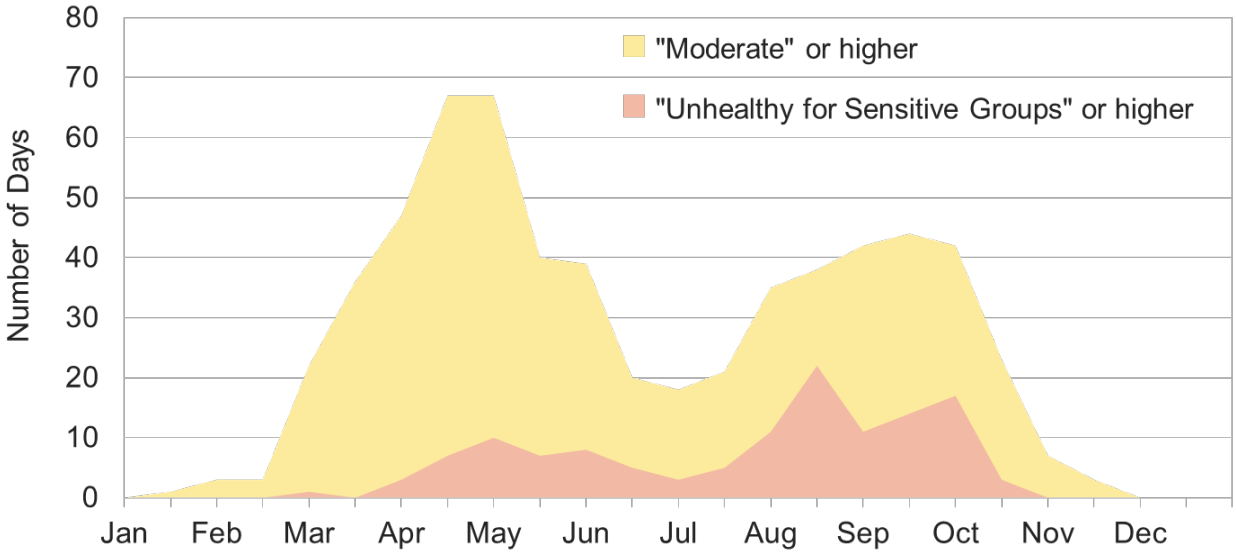
Table 3: Ozone Action Day Statistics, 2021

Date	Alert?	Peak MDA8	Verified?
4/11/2021	No	76 ppb	No
4/25/2021	Yes	70 ppb	No
5/3/2021	Yes	57 ppb	No
5/6/2021	Yes	67 ppb	No
5/7/2021	No	71 ppb	No
6/16/2021	Yes	69 ppb	No
6/18/2021	Yes	73 ppb	Yes
6/19/2021	Yes	69 ppb	No
7/29/2021	No	72 ppb	No
9/9/2021	No	72 ppb	No
9/10/2021	No	84 ppb	No
9/23/2021	Yes	78 ppb	Yes
9/24/2021	Yes	71 ppb	Yes
9/25/2021	Yes	71 ppb	Yes
9/26/2021	Yes	73 ppb	Yes
10/6/2021	Yes	84 ppb	Yes
10/7/2021	Yes	71 ppb	Yes
10/8/2021	No	80 ppb	No

Figure 1 shows the seasonal distribution of elevated ozone days using data from 2010-2020. There are two clear peaks during the ozone season where the frequency of elevated ozone days increases sharply. The first of these peaks is in the spring, generally from April to early June, and the second peak is in the fall from August to early October. Historically, the fall peak has been

more severe than the spring peak, with recent trends favoring high ozone in October. We have levelled off from our fall peak as we approach the November 30 end of ozone season.

Figure 1: Ozone Exceedances of Selected Air Quality Health Index Thresholds at Regulatory Monitors by Semi-Monthly Period, 2010-2020



San Antonio – New Braunfels MSA Ozone Status

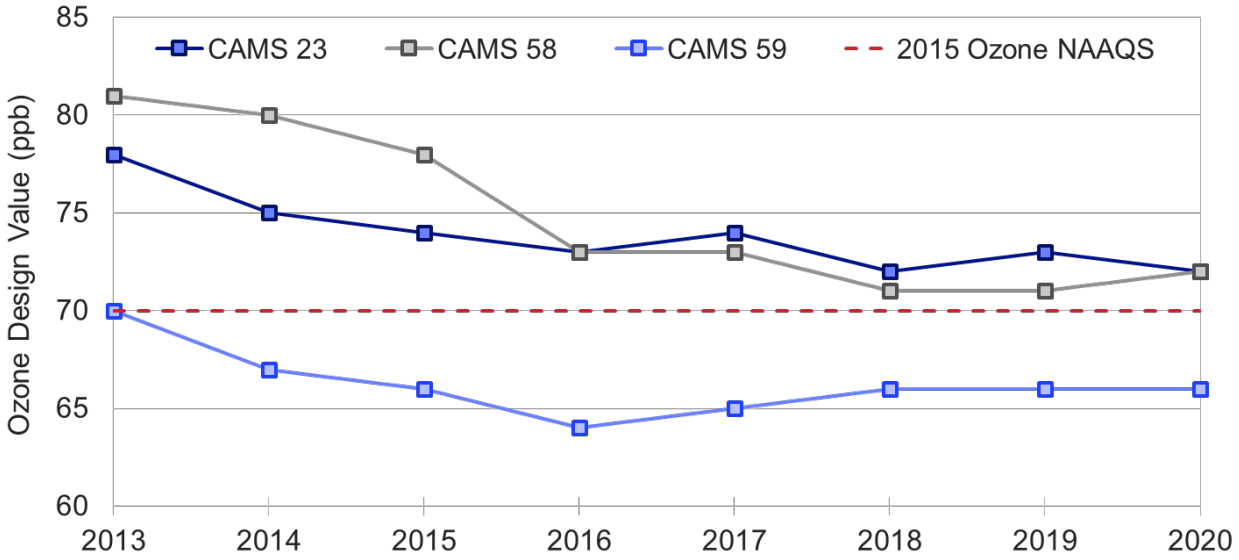
In July 2018, Bexar County received a nonattainment designation under the 2015 ozone NAAQS by the EPA, with a marginal classification, based on a certified design value for the area of 74 ppb using data from 2015-2017. This designation became effective on September 24, 2018, which triggered a three year timeframe to attain the NAAQS by the attainment deadline of September 24, 2021, or effectively, the end of the 2020 ozone season. Failure to do so results in a reclassification to moderate nonattainment, and another three year timeframe to attain the NAAQS.

Bexar County missed its attainment deadline, and now faces reclassification to moderate nonattainment. With a 2020 design value of 72 ppb (Table 4), two regulatory monitors in Bexar County continue to show violations of the NAAQS: CAMS 23 at Marshall High School (San Antonio NW) and CAMS 58 at Camp Bullis. The three-year average trend from 2013-2020 at each regulatory monitor is shown in Figure 2. Although a downward trend was noted through 2016, the design value has remained relatively stagnant since then.

Table 4: Fourth-Highest MDA8, Three-Year Averages, and Design Value (in blue) at Regulatory Monitors, 2018-2020

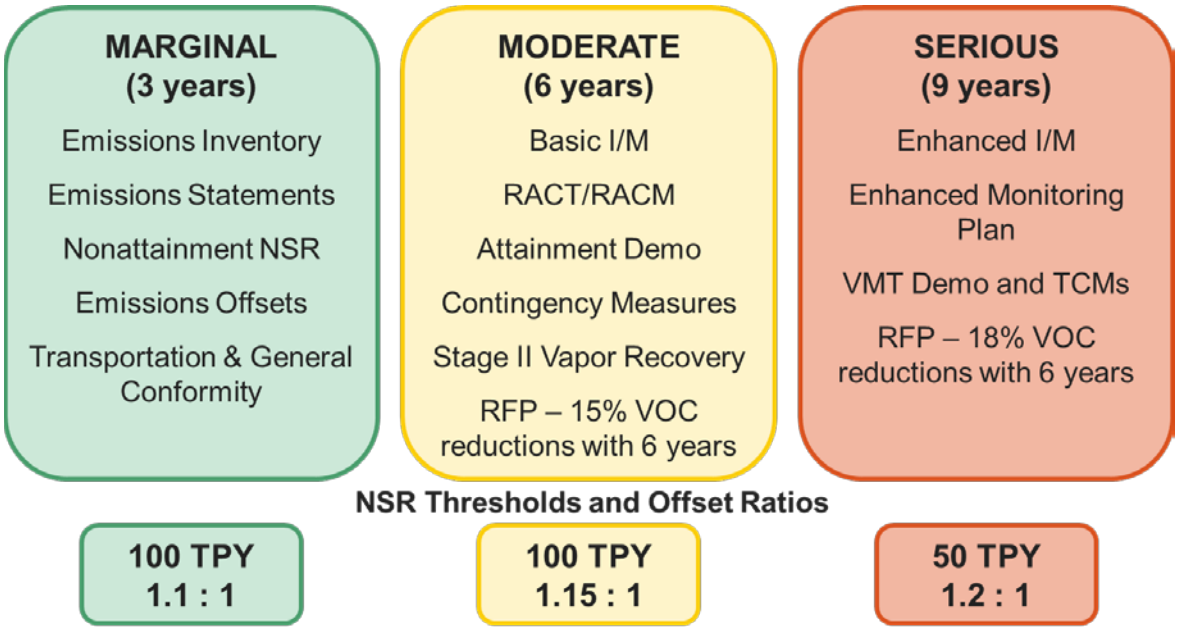
Monitor Site	Fourth-Highest MDA8, ppb			Three-Year Average
	2018	2019	2020	
San Antonio NW C23	72	75	69	72
Camp Bullis C58	73	69	74	72
Calaveras Lake C59	71	63	66	66

Figure 2: Three-Year Average Trend at San Antonio Regulatory Monitors, 2013-2020



Nonattainment areas require federal regulations that are intended to improve its air quality. Moderate nonattainment areas face additional and more stringent regulations compared to those with a marginal classification (Figure 3). Bexar County's moderate classification is expected to be effective sometime in March 2022, although its next attainment deadline will be September 24, 2024, or effectively, the end of the 2023 ozone season. If Bexar County does not attain the NAAQS by that date, it risks being reclassified to serious nonattainment.

Figure 3: Marginal, Moderate, and Serious Nonattainment Federal Regulations



Volkswagen Settlement & Other Grant Opportunities

The TCEQ opened its Light Duty Motor Vehicle Purchase or Lease Incentive Program (LDPLIP) on October 29. The LDPLIP is part of the Texas Emission Reduction Plan (TERP), and offers up to $2,500 in rebates for light duty electric vehicle purchases. There are 5,000 rebates available statewide for EVs under this round of LDPLIP. Some exclusions apply, including restrictions on eligible vehicle makes and models. The deadline to apply for this grant program is January 7, 2023. Other TERP grant programs will begin rolling out over the coming months.

The TCEQ Direct Current Fast Charging (DCFC) grant program, part of the Texas Volkswagen Environmental Mitigation Program (TxVEMP), was only open for eight hours before it was closed after having received a sufficient number of applications.

Other Program Updates

Steven Smeltzer presented photochemical model results at the November TAC meeting.

13. 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).

14. Adjourn