



Memorandum September 16, 2022

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: Transportation Policy Board Meeting Notice and Agenda

The next meeting of the **AAMPO Transportation Policy Board** is scheduled for
Monday, September 26, 2022 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

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 AAMPO Transportation Policy Board on any **one** specific agenda item. While speakers who have signed up may donate their time to another speaker, the maximum time allowed for any individual speaker will be nine (9) minutes. Speakers who wish to address the AAMPO Board on multiple items or on items not listed on the agenda must do so under Citizens to be Heard. All speakers must register, state their names, and any organizations they represent.

Agenda:

1. Roll Call
2. Director's Report – MPO (Martinez)
 - a. October is Pedestrian Safety Month and International Walk to School Day
 - b. Transportation Policy Board meetings schedule for calendar years 2023 and 2024 has been developed and is attached.
 - c. AACOG Drive Electric events are scheduled for September 29- October 1, 2022.
3. Citizens to be Heard

Items for Individual Discussion and Appropriate Action:

4. **Approval** of the August 22, 2022 Meeting Minutes
5. State Infrastructure Bank Loan Presentation – TxDOT (Teston)

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

6. San Antonio International Airport Strategic Development Plan Presentation – COSA Airport System (Saenz)
7. Discussion and Appropriate Action on Possible Revisions to AAMPO Policy 3: Guidelines for Programming Projects in the Transportation Improvement Plan (TIP) and Metropolitan Transportation Program (MTP) – AAMPO (Garza)
8. Discussion and Appropriate Action on Possible/Future AAMPO Call for Projects – AAMPO (Hall)
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 AAMPO 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

1. Roll Call

Mr. Kevin Wolff****	Advanced Transportation District	210-362-2000
Mr. Michael J. Lynd, Jr.	Alamo Regional Mobility Authority	210-335-7065
Commissioner Marialyn Barnard	Bexar County	210-335-2613
Commissioner Tommy Calvert	Bexar County	210-335-2614
Commissioner Rebeca Clay-Flores***	Bexar County	210-335-2611
Ms. Renee Green, P.E.	Bexar County	210-335-6700
Vacant	City of New Braunfels	
Councilman Mario Bravo	City of San Antonio, District 1	210-207-7279
Councilwoman Melissa Cabello Havrda**	City of San Antonio, District 6	210-207-7065
Mr. Razi Hosseini, P.E.	City of San Antonio	210-207-8022
Councilman Clayton Perry	City of San Antonio, District 10	210-207-7276
Councilwoman Ana Sandoval	City of San Antonio, District 7	210-207-7044
Ms. Bridgett White	City of San Antonio	210-207-0147
Mayor Donna Dodgen	City of Seguin	210-504-9709
Commissioner Kevin Webb *	Comal County	830-221-1100
Mayor Chris Riley [Leon Valley]	Greater Bexar County Council of Cities	210-684-1391
Judge Kyle Kutscher	Guadalupe County	830-303-8857
Commissioner Christina Bergmann	Kendall County Geographic Area	830-331-8254
Councilman Kevin Hadas [Selma]	Northeast Partnership	210-651-6661
Ms. Gina Gallegos, P.E.	Texas Department of Transportation	210-615-5803
Mr. Javier Paredes	VIA Metropolitan Transit	210-362-2000

Ex-Officio Members

Ms. Diane Rath	Alamo Area Council of Governments
Ms. Barbara Maley	Federal Highway Administration
Mr. Vic Boyer	San Antonio Mobility Coalition
Ms. Brigida Gonzalez	Texas Department of Transportation
Mr. Jeff Arndt	VIA Metropolitan Transit

* Chair

** Chair Elect

*** First Vice Chair

**** Past Chair

2. Director's Report

- a. October is Pedestrian Safety Month and International Walk to School Day
- b. Transportation Policy Board meetings schedule for calendar years 2023 and 2024 has been developed and is attached.
- c. AACOG Drive Electric events are scheduled for September 29-- October 1, 2022.

3. Citizens to Be Heard

Speakers will be allowed up to three (3) minutes each to address the AAMPO Transportation Policy Board on any one specific agenda item. While speakers who have signed up may donate their time to another speaker, the maximum time allowed for any individual speaker will be nine (9) minutes. Speakers who wish to address the AAMPO Board on multiple items or on items not listed on the agenda must do so under Citizens to be Heard. All speakers must register, state their names, and any organizations they represent.

AAMPO Transportation Policy Board Meeting **Director's Report**

September 26, 2022
1:30 p.m.





WALKT BER

October is National Pedestrian Safety Month!

Join AAMPO in promoting safer
active transportation for all!

- **10/1-31/2022** Alamo Commutes Challenge**
- **10/1/2022** Culebra Road Community Open House
- **10/4/2022** SA Neighbors Together (National Night Out)
 - Iglesia Metodista Unidad La Trinidad
 - Frank Garrett Center
 - Culebra Road Community Open House
- **10/5/2022** International Walk to School Day
- **10/19/2022** Bexar County Health Fair

Alamo Commutes has partnered with **HealthCode to help highlight the relationship between active transportation and health.



Meeting Schedule – 2023 and 2024

Transportation Policy Board (TPB) Meetings
Fourth Monday of the Month

Technical Advisory Committee (TAC) Meetings
First Friday of the Month



Check schedules for exceptions when fourth Monday and first Friday are in the same week, holidays, or other scheduling modifications.

CPS Energy Drive Electric Events

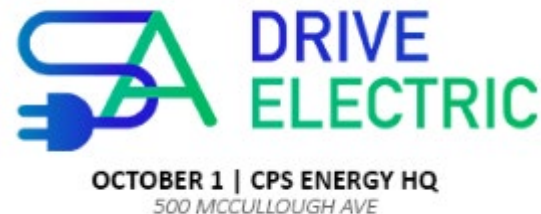
Thursday, 9/29, 11 a.m. – 2 p.m.
XOS Electric Step Van Demonstration



CC BY-ND

Friday, 9/30, 10 a.m. – 3 p.m.
Medium and Heavy Duty Fleet Demonstrations

Saturday, 10/1, 10 a.m. – 3 p.m.
SA Drive Electric Vehicles and Bikes
Registration Required for All Events -
<http://sadriveelectric.com/>





Transportation Policy Board Meeting Schedule Calendar Years 2023 and 2024

The Transportation Policy Board meetings are generally scheduled for the 4th Monday of every month, unless otherwise noted below (*), at 1:30 p.m. in the **VIA Metro Center Community Room** located at 1021 San Pedro, San Antonio, Texas, 78212. Please visit the MPO's website at www.alamoareampoint.org for updated information.

<u>2023</u>	<u>2024</u>
January 23, 2023	January 22, 2024
February 27, 2023	February 26, 2024
March 27, 2023	March 25, 2024
April 24, 2023	April 22, 2024
May 22, 2023	May 20, 2024 *
June 26, 2023	June 24, 2024
July 24, 2023	July 22, 2024
August 28, 2023	August 26, 2024
September 25, 2023	September 23, 2024
October 23, 2023	October 28, 2024
December 11, 2023 *	December 16, 2024 *

MPO meetings are accessible to persons with disabilities.
To arrange for special assistance or an interpreter, please call (210) 227-8651 or
TDD 1-800-735-2989 (Relay Texas) at least five (5) business days in advance.



Technical Advisory Committee Meeting Schedule Calendar Years 2023 and 2024

Technical Advisory Committee meetings are generally scheduled for the 1st Friday of every month, unless otherwise noted below (*), at 1:30 p.m. at the Texas Department of Transportation District Office, Building 2 Hearing Room located at 4615 NW Loop 410, San Antonio, Texas 78229. Please visit the MPO's website at www.alamoareampo.org for updated information.

<u>2023</u>	<u>2024</u>
January 6, 2023	January 5, 2024
February 3, 2023	February 2, 2024
March 10, 2023 *	March 8, 2024 *
April 7, 2023	April 5, 2024
May 5, 2023	May 3, 2024
June 2, 2023	June 7, 2024
July 7, 2023	July 12, 2024 *
August 4, 2023	August 2, 2024
September 8, 2023 *	September 6, 2024
October 6, 2023	October 4, 2024
November 3, 2023	November 8, 2024 *
December 1, 2023	December 6, 2024

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TDD 1-800-735-2989 (Relay Texas) at least five business days in advance.

4. Approval of the August 22, 2022 Meeting Minutes

Issue

The August 22, 2022 meeting minutes are attached for review. For more information and to view the video archive, please visit www.alamoareampo.org/MPOLive.

Action Requested

A motion to approve the August 22, 2022 meeting minutes.



**Transportation Policy Board
Meeting Minutes
August 22, 2022**

1. Roll Call

Members Present:

Mr. Kevin Wolff	Advanced Transportation District
Commissioner Rebeca Clay-Flores	Bexar County
Ms. Renee Green, P.E.	Bexar County
Councilmember Andrés Campos	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
Ms. Bridgette White	City of San Antonio
Mr. Don Keil	City of Seguin
Commissioner Kevin Webb (Chair)	Comal County
Mayor Chris Riley	Greater Bexar County Council of Cities
Judge Kyle Kutscher	Guadalupe County
Councilman Kevin Hadas	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
Commissioner Tommy Calvert	Bexar County
Commissioner Marialyn Barnard	Bexar County
Commissioner Christina Bergmann	Kendall County Geographic Area

Others Present:

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

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

2. Director's Report

- a. Resiliency Study (UPWP 4.3), General Planning Services Request for Proposals (UPWP Subtask 4.5), and the five-year Independent Auditing Services Request for Proposals update.

- b. AAMPO staff is working with a small group of Technical Advisory Committee members as well as with the Executive Committee to explore the possibility of holding another Call for Projects. A decision will be made soon.
- c. Clifton Hall has officially been promoted to AAMPO's Transportation Planning Program Manager effective June 22, 2022.
- d. The AAMPO office will be closed on Monday, September 5, 2022 in observance of Labor Day.

3. Citizens to be Heard

Mr. Lance Kyle spoke regarding the Cascade Caverns project in Boerne, Texas.

Consent Agenda:

- 4. **Approval** of the June 27, 2022 Meeting Minutes
- 5. **Action** on the FY 2023 AAMPO Staff Budget – AAMPO (Martinez)
- 6. **Action** on Roadway System Performance Measures and 2023 Target Setting – AAMPO (Hall)
- 7. **Action** on the Commute Solutions: Web-Based Carpool Matching and Alternative Transportation Tracking Program Contract with Agile Mile – AAMPO (Jimenez)

Judge Kyle Kutscher moved and Mayor Chris Riley seconded to approve the consent agenda. The motion passed unanimously.

Items for Individual Discussion and Appropriate Action:

- 8. VIA Metropolitan Transit Advanced Rapid Transit (ART) Update and Presentation – VIA (Akalkotkar/Herrera)

For information and discussion only.

- 9. Discussion and Appropriate **Action** on a Resolution of Support for the Texas Department of Transportation (TxDOT) FY 2023 Unified Transportation Program (UTP) – AAMPO (Jimenez)

Councilwoman Ana E. Sandoval moved and Judge Kyle Kutscher seconded to approve the Resolution Supporting the FY 2023 TxDOT Unified Transportation Program. The motion passed unanimously.

10. 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.

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

This item was not considered.

11. Adjourn

There being no further business, the meeting was adjourned at 2:46 p.m.

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

5. State Infrastructure Bank Loan Presentation – TxDOT (Teston)

Purpose

The purpose of this agenda item is to provide the committee with information related to the State Infrastructure Bank (SIB) Loan Program.

Issue

The overall goal of the SIB Program is to provide innovative financing methods to communities to assist them in meeting their infrastructure needs. The SIB program allows borrowers to access capital funds at or below market interest rates. The SIB operates as a revolving loan fund, where the account balance grows through the monthly interest earned and repaid principal and interest payments. In Texas, SIB financial assistance can be granted to any public or private entity authorized to construct, maintain, or finance an eligible transportation project.

SIB funds can be used on all costs incidental to the construction or reconstruction of eligible projects. These uses typically include:

- Right of way acquisition
- Utility relocation
- Engineering and design
- On or off-system construction or reconstruction
- Contingency for rising costs or potential overruns
- Inspection and construction engineering
- Financial and legal fees incurred during the course of the SIB loan application and loan agreement.

The presentation is attached for review.

Action Requested

This agenda item is for informational purposes only – no action is being requested.



TxDOT State Infrastructure Bank

Presented by Dallas Teston, TxDOT, SIB Program Lead

September 26, 2022



SIB Loans



- Revolving fund - All repayments go back into the SIB

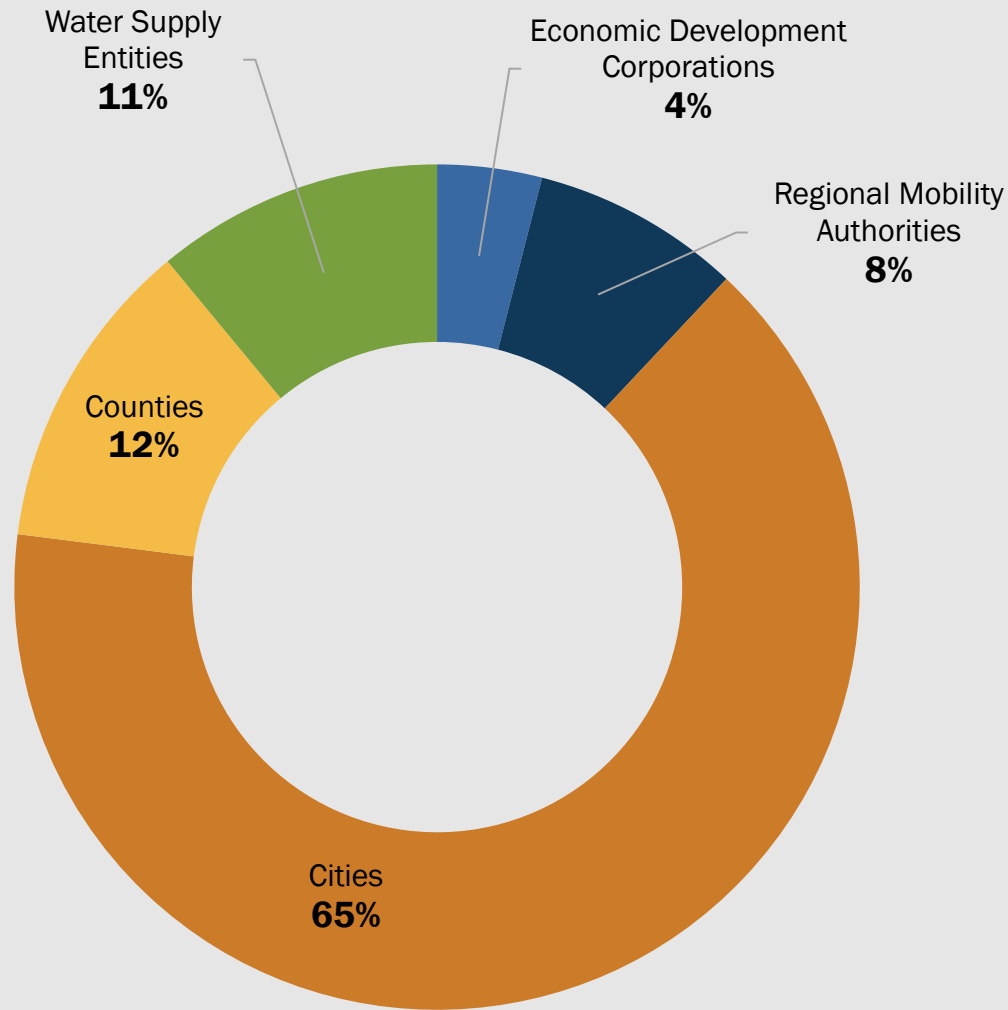
143 Loans – Since inception (1997)

- Loans have ranged from \$10,000 to \$144m
- Median loan amount approximately \$1m

\$688 Million – In loans

\$481 Million – Repaid

\$7.1 Billion – In Texas transportation projects





Borrower	Amount	Year	Project
Garden Ridge	\$620K	2021	Utility Relocation to Widen FM 2252
Shavano Park	925K	2020	Utility Relocation on FM 1535 Widening
Seguin	550K	2007	I-10 Frontage road at SH 123
Kerrville	2.8M	2006	Holdsworth Drive Improvements
Bexar County	\$4M	2003	Zarzamora & Applewhite Road improvements



Eligible Projects

- Eligible under federal highway programs.
- On or off-system roadways can be eligible.
 - Must be functionally classified above a rural minor collector.
- Generally, projects eligible under Title 23.

Eligible Uses Include*

Construction or reconstruction

Contingency

Right of way acquisition

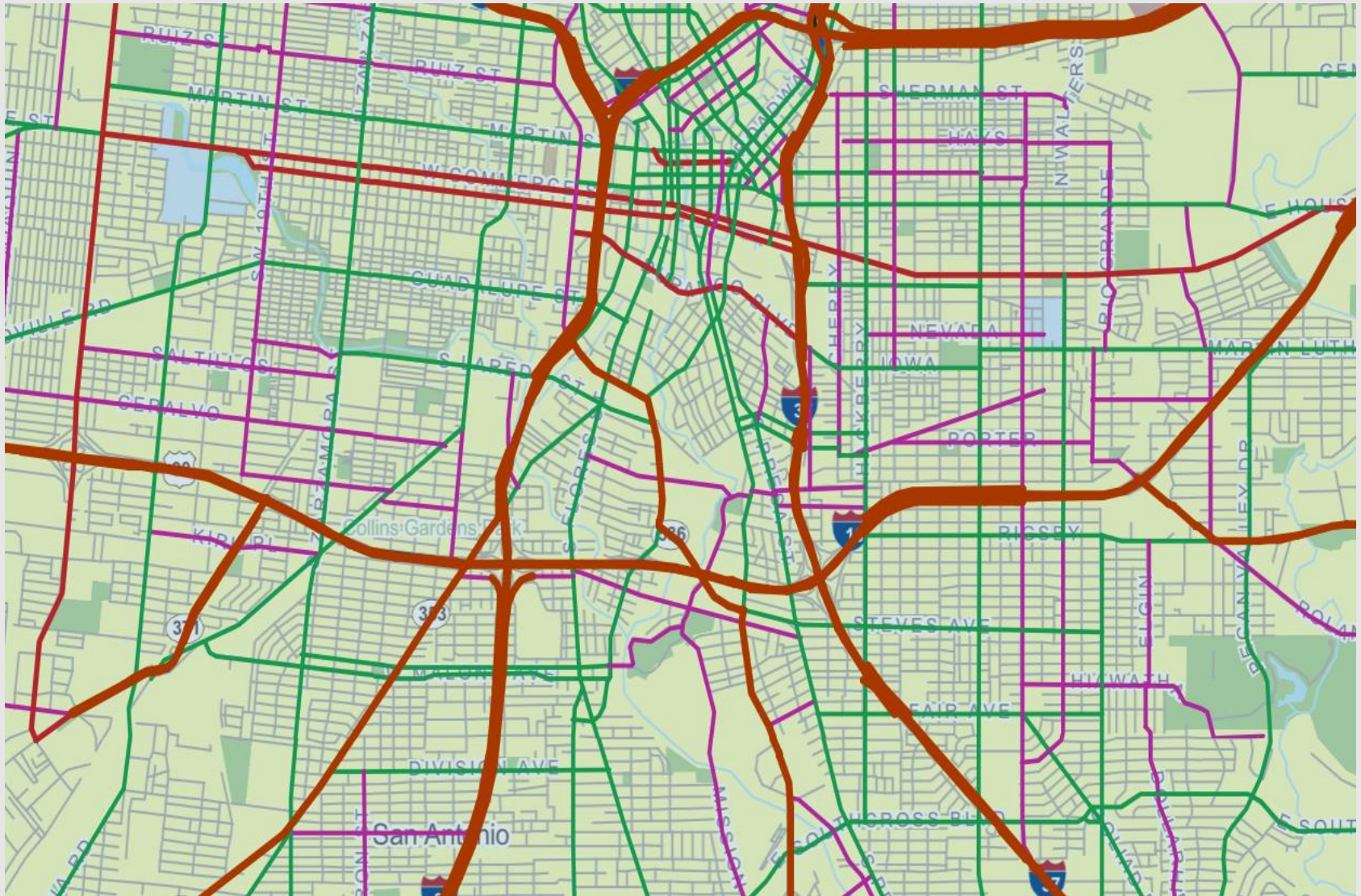
Utility relocation

Local match or joint bid

Financial & Legal advisory fees

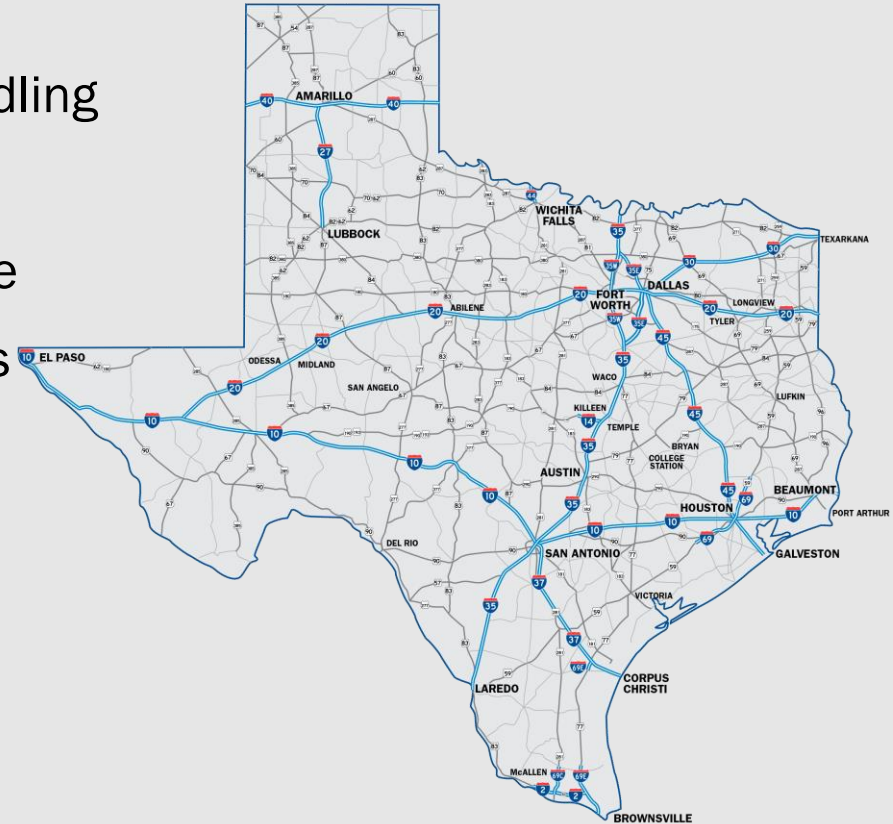
*Funds cannot be used to reimburse costs

Eligibility example – San Antonio





- Low cost of borrowing
 - No fees for loan application or handling
 - Direct loan agreement
- Prepayments can be made at any time
- Flexibility for debt service pinch points
 - Principal and interest deferments available
- Rate set at the time of application
- **At or Below Market Interest Rates**





*Market Rate Indications as of September 7, 2022, for A rated borrower.
Rates change weekly, shown for illustrative purposes only.*



Discount for being in an economically disadvantaged county

- SIB interest rate is reduced in basis points by the amount of the adjustment percentage.

Example – 51% EDC Adjustment

SIB Interest Rate	3.00%
<u>EDC Adjustment</u>	<u>.51</u>
Final Rate	2.49%

2-4 months

1-2 months

Submit a **SIB Application** and **Resolution** to apply for loan

TxDOT **Divisions** will **review** applications

ENV approval must be obtained prior to final approval

Final TTC Approval*

SIB loan **agreement** is **negotiated** (i.e. loan amortization schedule)

SIB loan agreement must be **approved by** the **local government**



*If application is off-system or over \$10 million, additional Commission approval is required.



- On or off system roads may be eligible.
- Entire process takes approximately 4-6 months.
- Interest rate is fixed at the time of application.
- Transportation Commission approval is required for all applications.
- SIB funds cannot reimburse prior costs, except for financial and legal fees.



Contact information

Dallas Teston

512-463-9958

Dallas.Teston@txdot.gov

Johan Vasquez

737-224-0552

Johan.Vasquez@txdot.gov

TXDOT.gov and search “State Infrastructure Bank”

- SIB Application
- General program information
 - Instructions to check eligibility
 - Informational flyers
 - Sample resolutions for the local entity

6. San Antonio International Airport Strategic Development Plan Presentation – CoSA Airport System (Saenz)

Purpose

The purpose of this agenda item is to provide the committee with an update on the San Antonio International Airport's 2040 Strategic Development Plan.

Issue

The San Antonio region is growing rapidly and the City of San Antonio's Airport System needs to keep pace to remain competitive. The International Airport will accommodate the region's air travel in a world class manner. Improvements and enhancements will include adding more gates, new concessions, improved baggage handling, expanded electrical capacity, and airfield and runway improvements. The presentation will address the short-term improvements and the long-range implementation plan. The estimated costs for the first phase, slated for completion in 2030, range from \$880 million to \$950 million. Funding sources include Federal Aviation Administration (FAA), Passenger Facility Charges (PFCs), rent, fees, and airport bonds – no City of San Antonio or local tax dollars will be used.

The presentation is attached and will be provided by Jesus Saenz, Jr., IAP, City of San Antonio Director of Airports.

Action Requested

This agenda item is for informational purposes only – no action is being requested.



Implementing the *Strategic Development Plan*

AAMPO - Transportation Policy Board

September 26, 2022

SAN ANTONIO INTERNATIONAL AIRPORT IS OUR GATEWAY TO THE WORLD

We *must* accommodate the region's air travel needs in a world class manner



Provides first and lasting impression of the City and the region



Enables business travel and tourism economy



Has an economic impact of \$5B annually



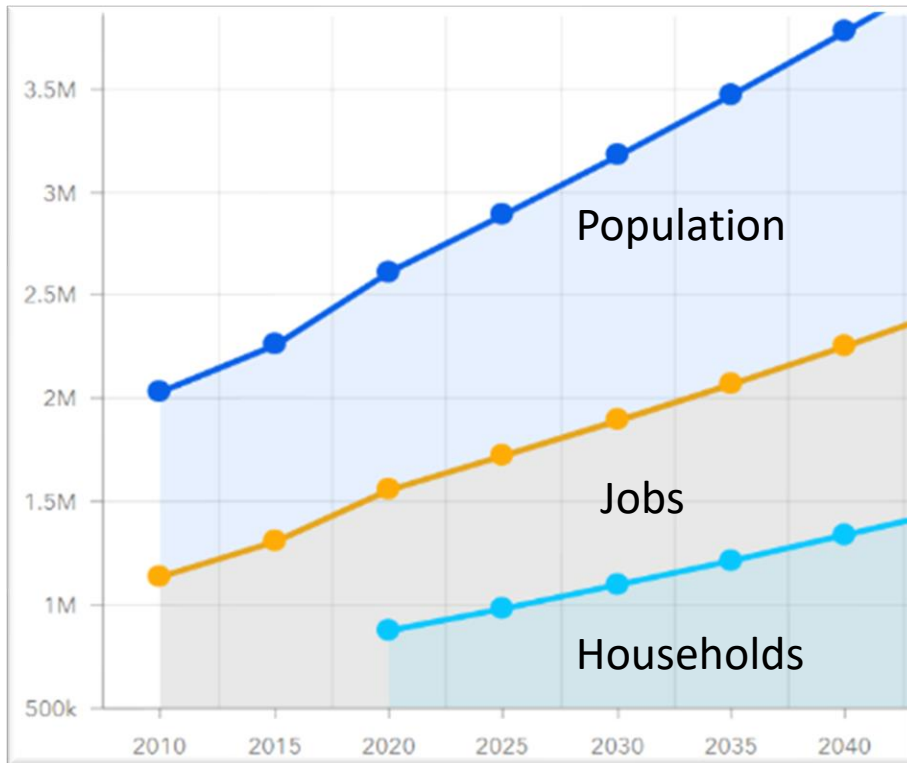
Supports 45,000 jobs that are directly related to the Airport



Reduces congestion and upgrades aging facilities

SAN ANTONIO REGION IS GROWING RAPIDLY

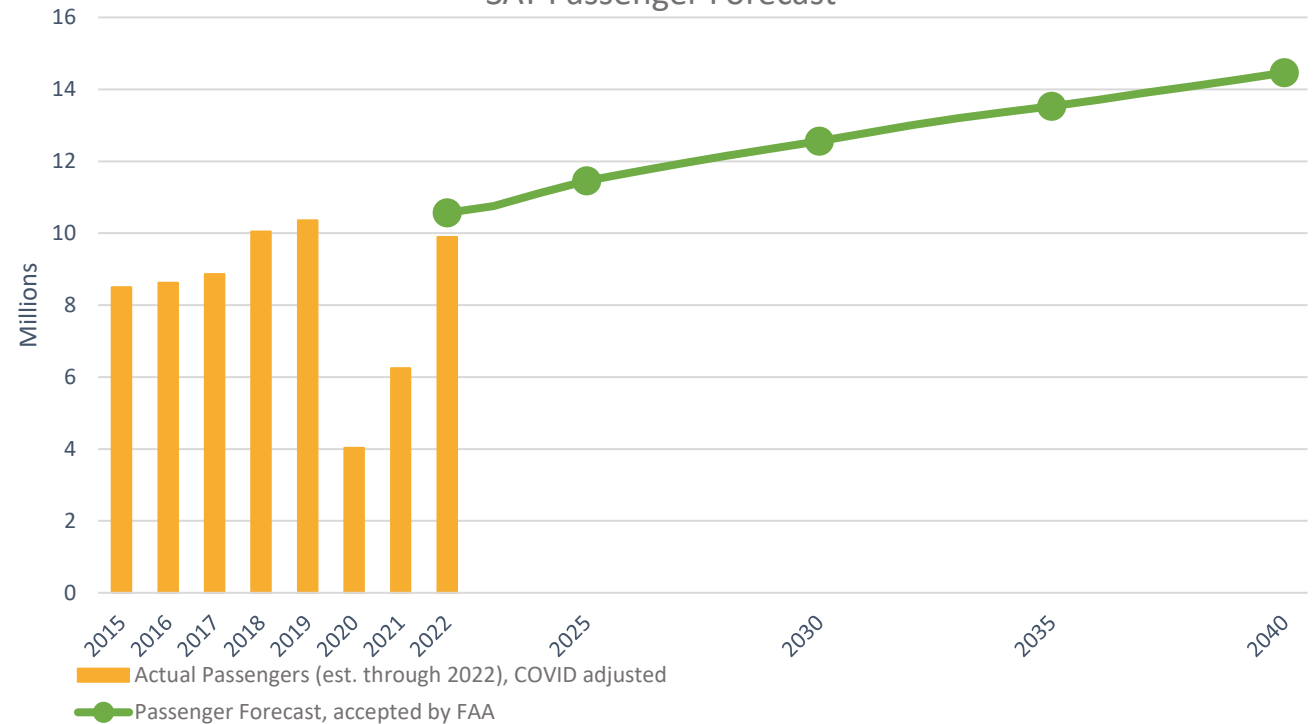
Record Regional Population & Jobs Growth



Source: Alamo Area Metropolitan Planning Organization

Strong Passenger Growth

SAT Passenger Forecast



THE AIRPORT NEEDS TO KEEP PACE

WE HAVE ALREADY STARTED ...



Add three new gates to existing terminals

Under construction:
Opening before 12/31/22



Increase throughput of passenger checkpoints

Under construction:
Opening before 12/31/22



Extend airfield pavement life

Under design



Provide more new concessions

Summer 2022 openings;
RFP solicitations coming



Expand electrical capacity for reliability and resilience

Under design

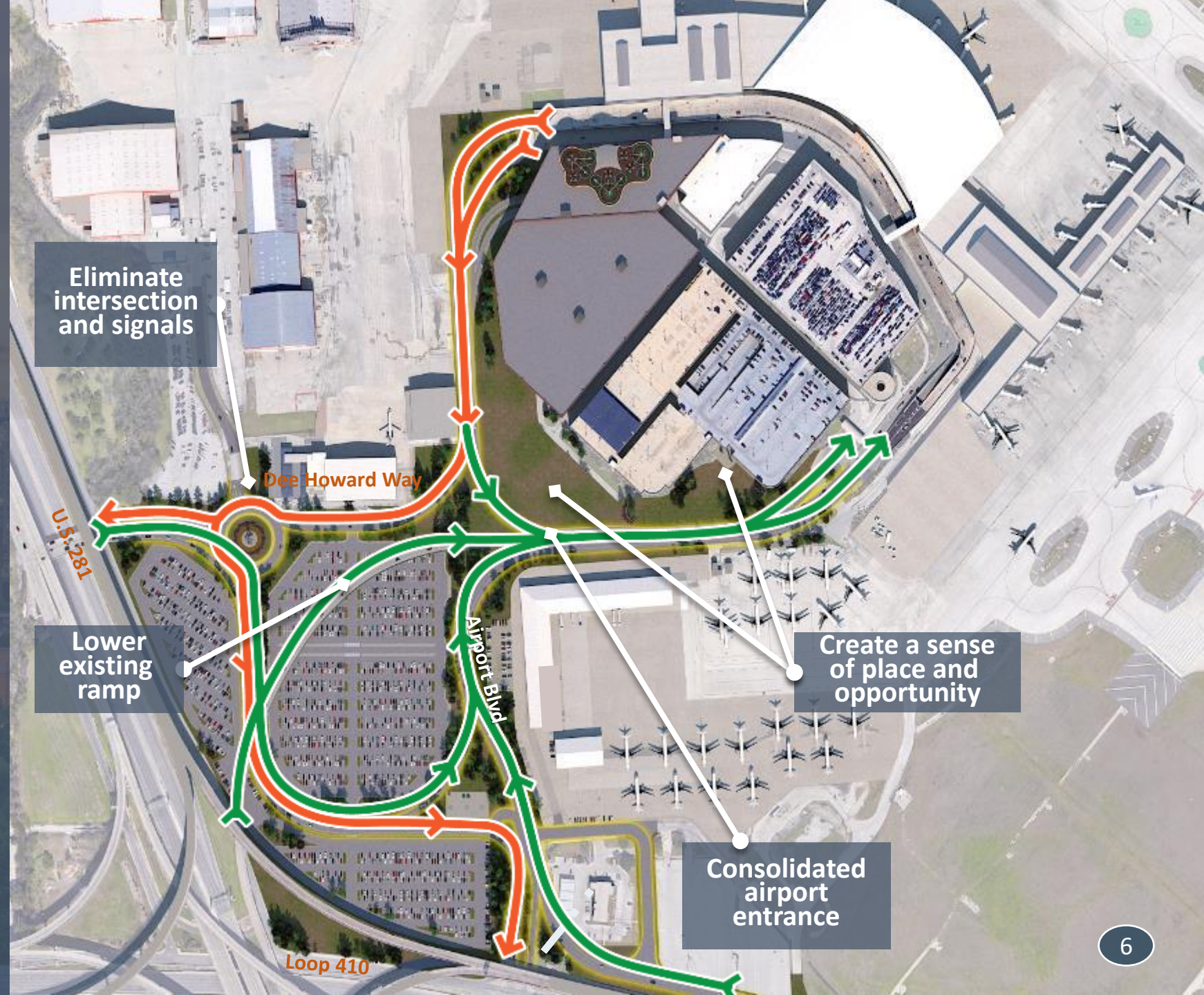


Upgrade and expand baggage handling system

Under design

OUR FUTURE ACCESS WILL BE SIMPLE AND EFFICIENT

- Provides for continuous traffic flow
- Simplifies access and wayfinding
- Increases US 281 north ramp use
- Accommodates VIA/Transit access



WE ENVISION A UNIFIED, WORLD-CLASS TERMINAL COMPLEX

Gates

- 24 existing
- ~2040
 - 37 narrow body *or*
 - 32 narrow body and
 - 3 wide body

Features

- Central passenger screening
- More concessions
- Additional parking
- Walkways connecting to garage



ORIGINAL FINANCIAL ESTIMATES & ASSUMPTIONS

No City or local tax dollars

Phase 1 Terminal Development Program (~2030)

Element	Estimated Cost Range in 2021\$	
Terminal C	\$790M	\$840M
Roadway	\$19M	\$20M
Parking and Ground Transportation Center	\$65M	\$70M
Enabling Projects	\$10M	\$15M
Total Phase 1	~\$880M	~\$950M

Funding sources include
FAA, PFCs, rent, fees
and airport bonds

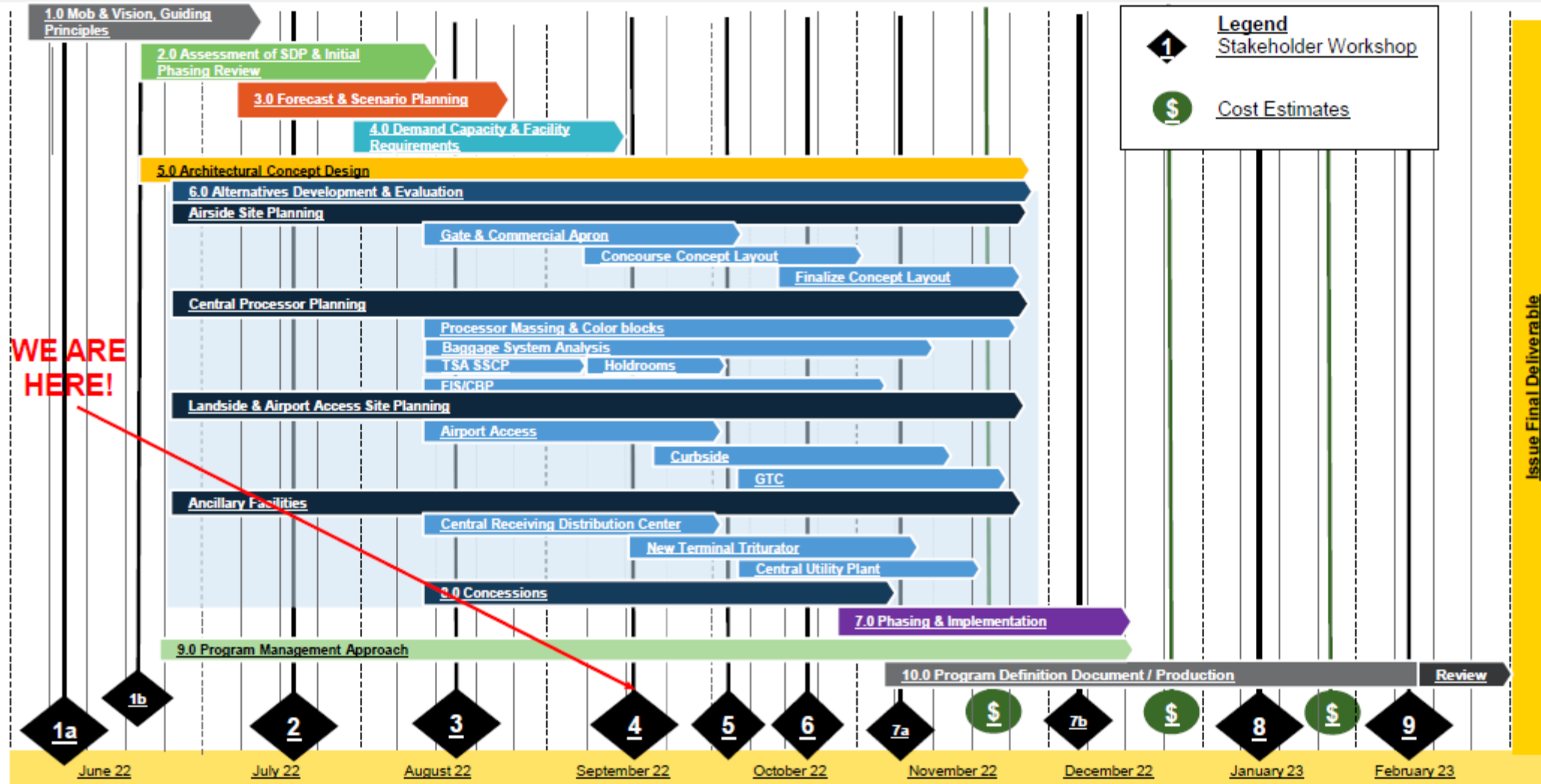
Potential use of
infrastructure funds

Build program as
demand warrants



Milestone Schedule

SAT – Airport Terminal Planning Program





Implementing the *Strategic Development Plan*

AAMPO- Transportation Policy Board

September 26, 2022

7. Discussion and Appropriate Action on Possible Revisions to AAMPO Policy 3: Guidelines for Programming Projects in the Transportation Improvement Plan (TIP) and Metropolitan Transportation Program (MTP) – AAMPO (Garza)

Purpose

The purpose of this agenda item is to share outcomes from the AAMPO Executive Committee meeting held September 9, 2022. The Executive Committee is recommending approval of the Policy 3 revisions considered during their meeting. Additional revisions are being recommended in response to the Technical Advisory Committee's discussions.

Issue

The proposed revisions seek to provide clarification on project funding submittals specifically selected by the Transportation Policy Board (funding Categories 5, 7 and 9).

The revisions were presented to the AAMPO Technical Advisory Committee (TAC) on September 9, 2022. During the TAC meeting, VIA Metropolitan Transit's representative brought up the need to be able to have transit projects compete for funding without getting permission from the facility/roadway owner since State law affords them the ability to do so in some instances. Additional language was added to the revisions to address this issue.

The proposed revisions are underlined (Executive Committee) and highlighted (TAC) under Section H: General Project Considerations in the Policy 3 document attached.

This item is being presented for information and discussion. Action is being sought at the next Transportation Policy Board meeting.

Action Requested

No action is being requested at this meeting. Action is scheduled for next month.

Policy 3: Guidelines for Programming Projects in the Metropolitan Transportation Plan and the Transportation Improvement Program

This document constitutes the Alamo Area Metropolitan Planning Organization's process for programming projects in the Metropolitan Transportation Plan (MTP) and the Transportation Improvement Program. When considered for amendment, this document shall be subject to a public comment period of approximately 30 days prior to adoption by the Metropolitan Planning Organization Transportation Policy Board.

A. Purpose

The Alamo Area Metropolitan Planning Organization (AAMPO) develops a Transportation Improvement Program (TIP) that programs projects for a minimum of the following four (4) fiscal years. The TIP is forwarded to the Texas Department of Transportation (TxDOT) for inclusion into the Statewide Transportation Improvement Program. The TIP project selection process begins with the long-range Metropolitan Transportation Plan process. The public is invited to fully participate in the Metropolitan Transportation Plan development process, thus assisting in the selection and prioritization of transportation improvement projects. Implementing agencies which include the Alamo Area Council of Governments, Alamo Regional Mobility Authority, cities and counties within the AAMPO study area, the Texas Department of Transportation (TxDOT), and VIA Metropolitan Transit, participate in the Metropolitan Transportation Plan development process with one of the final products of the process being a prioritized list of transportation projects to be eventually considered for inclusion in the TIP.

Projects in the TIP are either selected by the Transportation Policy Board (TPB) in consultation with the State (TxDOT) and transit operator (VIA) or selected by the State (TxDOT) in cooperation with AAMPO. Projects selected by the Transportation Policy Board are those that are to be funded with Surface Transportation Block Grant (STBG), Transportation Alternatives (TA), Congestion Mitigation & Air Quality (CMAQ), and any other future U.S. Department of Transportation (USDOT) or TxDOT funds suballocated to the local level.

B. Project Funding Categories

Project funding categories in the TIP and MTP include but are not limited to:

- Category 1 Preventative Maintenance & Rehabilitation
- Category 2 Metropolitan and Urban Corridor Projects
- Category 3 Non-Traditional Funding
- Category 4 Statewide Connectivity Corridor
- Category 5 Congestion Mitigation & Air Quality (CMAQ)
- Category 6 Structure Rehabilitation
- Category 7 Surface Transportation Block Grant (STBG)
- Category 8 Safety
- Category 9 Transportation Alternatives
- Category 10 Miscellaneous

- Category 11 District Discretionary
- Category 12 Strategic Priority
- Federal Transit Administration Section 5307 (Urbanized Area Formula Grant Program)
- Federal Transit Administration Section 5309 (Capital Grant Program)
- Federal Transit Administration Section 5310 (Elderly and Disabled Transportation Assistance Grant Program)
- Federal Transit Administration Section 5339 (Bus and Bus Facilities Infrastructure Investment Program)

C. Use of 'Grouped' Control Section Job (CSJ) Numbers

A Control Section Job (CSJ number) is an identifying project number used by the Texas Department of Transportation. AAMPO will use 'Grouped' CSJs for the following types of projects:

- Preliminary Engineering
- Right-of-Way Acquisition
- Preventive Maintenance and Rehabilitation
- Bridge Replacement and Rehabilitation
- Railroad Grade Separations
- Safety
- Landscaping
- Intelligent Transportation Systems Deployment
- Bicycle and Pedestrian
- Safety Rest Areas and Truck Weigh Stations
- Transit Improvements

Projects that fall within these categories will be listed in an appendix of the Transportation Improvement Program. Generally these Grouped CSJs will be used for projects funded under Category 1 (Preventive Maintenance & Rehabilitation), Category 6 (Structure Rehabilitation), Category 8 (Safety), and Category 10 (Miscellaneous). These projects are initially included in an Appendix of a new TIP and are revised or amended administratively as allowed in Section G Administrative Revisions.

Grouped CSJs will not be used for wholly or partially funded Category 2 (Metropolitan and Urban Corridor), Category 5 (CMAQ), Category 7 (STBG), or Category 9 (Transportation Alternatives) projects.

D. Use of Appendix D - Projects Undergoing Environmental Assessment

The purpose of Appendix D is to identify projects undergoing preliminary engineering and environmental analysis (PE/EA) consistent with early project development. The Federal Highway Administration allows these projects to be referenced in the current Transportation Improvement Program in order to facilitate the feasibility and PE/EA phases. This Appendix contains projects that are scheduled for implementation beyond the four years of the TIP time frame, and it in no way implies these projects are programmed in the TIP. Cost estimates are preliminary and do not represent any commitment of construction funding. Consistency with the Metropolitan

Transportation Plan will be verified as alternatives are examined in studies or environmental clearance efforts.

Appendix D is adopted with a new TIP. Since projects in Appendix D are also included in the MTP and Bexar County is non-attainment for ozone, Appendix D can only be amended if there is no impact to transportation conformity.

Projects listed in Appendix D will include, at a minimum, AAMPO ID number, county, sponsoring entity, street name, project limits, project description, and estimated let date and preliminary project cost.

E. Quarterly Review of Projects

Category 2 (Metropolitan and Urban Corridor) Projects

The implementing agency will submit amendments to the Category 2 (Metropolitan and Urban Corridor) projects to AAMPO in writing. For cost increases greater than 10%, the implementing agency will also submit to AAMPO justification for the cost increase and the funding source of the additional amount. For new projects being amended into the TIP that are not part of the current Unified Transportation Program, the implementing agency will also submit to AAMPO which other Category 2 projects are being amended to allow for the inclusion of the new project unless the new projects are funded using additional allocation.

Category 5 (CMAQ) Category 7 (STBG) and Category 9 (TA) Projects

Every three (3) months, a detailed review of Category 5 (CMAQ), Category 7 (STBG) and Category 9 (TA) funded projects in the TIP will be conducted. These projects will be reviewed for progress towards their letting (contract) dates, cost estimates, description and limits. If warranted by the detailed review, projects may be re-prioritized at the discretion of the Transportation Policy Board.

If the quarterly review warrants amendment(s) to the TIP, such amendment(s) will be presented to the Transportation Policy Board for consideration in sufficient time to allow the amendment(s) to be incorporated into the next regularly scheduled quarterly amendment of the Statewide Transportation Improvement Program. CMAQ project limits and scope changes would require emissions reductions equal to or greater than the awarded project.

F. Amendment Process

The following changes will require an amendment to the TIP and MTP:

- Adding or deleting project(s)
- Revising the project scope of work
- Revising the project cost
- Revising funding categories
- Revising the phase of work (ex: from P.E. to construction)
- Revising project limits

Amendments to and/or the adoption of a new TIP and MTP require a two-step approval process. To permit adequate public review and comment, amendments to and/or the adoption of the new TIP and MTP will be presented at a Transportation Policy Board meeting with action on the amendment occurring at the following Transportation Policy Board meeting (approximately 30 days after initial presentation). TIP and MTP amendments and/or new document will be provided in the meeting package which is posted on AAMPO's website a week prior to TAC and TPB meetings. Amendments to both the TIP and the MTP may be initiated concurrently.

Amendments to and/or the adoption of a new TIP or MTP requiring quick action due to impending federal or state requirements or deadlines (or for other reasons deemed in the community's best interest) may be accomplished by a 75% vote of the TPB quorum present to waive the routine two-step process. In these cases, the Transportation Policy Board will hold a special public hearing within their normal meeting agenda to specifically solicit public comment on the proposed TIP or MTP amendment or new TIP and/or MTP document. These actions will be emphasized on the meeting agenda that is posted and e-mailed approximately ten (10) days prior to the Transportation Policy Board meeting. This will alert the public and permit special attendance to comment on the action prior to adoption by the Transportation Policy Board.

Governing bodies of the sponsoring agencies will promptly notify AAMPO in writing of any currently programmed projects that are proposed to be deleted from the TIP. The governing body of the sponsoring agency shall state its preference for project replacement in the written notification. The Transportation Policy Board will provide direction and/or may consider action at the next appropriate meeting with respect to amending the TIP.

To the extent possible, any project amended outside the timeframe of the current TIP due to funding limitations will have priority consideration in being amended back into the TIP when additional funding becomes available.

G. Administrative Revisions

The AAMPO Director is authorized to approve certain "administrative changes" to the TIP and/or MTP with the notification of such to the appropriate transportation planning partners. The intent of this section is not to circumvent the public process for amending the TIP and/or MTP, but to allow for minor corrections to the TIP and/or MTP that do not materially change a project's function including minor revisions to project limits, scope or cost.

H. General Project Considerations

Unless expressly approved by the Transportation Policy Board, under funding Categories 5 CMAQ, 7 STBG, and 9 TA, AAMPO will not reimburse any project development costs associated with project administration, preliminary engineering, environmental analysis or mitigation, right-of-way, or utilities.

Although the Transportation Policy Board makes all funding decisions associated with these funds, TxDOT is the federal designated pass-through agency for Category 5 CMAQ, 7 STBG, and 9 TA. Entities awarded funding under these categories will enter into agreements with TxDOT. TxDOT will charge the entity the direct state cost for review of all aspects of the project.

Projects will be considered for funding from Category 5 CMAQ, 7 STBG, and 9 TA if the governing body of the sponsoring agency either owns, controls, or has written authorization from the owner of the facility for the project to be submitted for consideration. Failure to show ownership or written authorization from the governing body that owns the facility, will disallow the project from being considered for funding. If a project is funded on behalf of an applicant who is not the owner of the facility, and the owner of the facility withdraws its authorization after funding is approved, that project will be removed from funding. The governing body of either the sponsoring agency or owner of the facility will promptly notify AAMPO, in writing, of the programmed project that is proposed to be deleted. Once the project is deleted, the governing body of the sponsoring agency shall have priority in stating its preference for project replacement. The Transportation Policy Board will provide direction and/or may consider action at the next appropriate meeting. Regardless of the aforementioned policy, any sponsoring agency that has authority under state law to utilize a facility for a project without written authorization from the owner of the facility may submit a project for consideration without the requirement of written authorization from the governing body that owns the facility.

I. Category 7 (STBG) Projects

Basic Requirements for STBG Projects

All projects submitted for consideration for funding through normal Category 7 (STBG) program allocations will compete through a standard project call when a new TIP is being developed. The Transportation Policy Board will approve a schedule, parameters, and project selection criteria prior to the formal project call. Submitted projects must meet the following basic requirements:

1. Projects will be submitted to AAMPO through an implementing agency (Alamo Area Council of Governments, Alamo Regional Mobility Authority, Texas Department of Transportation, VIA Metropolitan Transit and cities and counties within the AAMPO Study Area) and appropriate commitments of local match shall be made. Approval of the commitment of the local match from the Texas Department of Transportation District Engineer or the policy body of the local agency submitting the project for consideration will be obtained and submitted to AAMPO. An 'in-kind' match is not allowed.
2. All submitted projects shall be developed in accordance with minimum standards as defined by AASHTO and/or NACTO, as applicable.
3. Each implementing agency is encouraged to address Title VI and Environmental Justice considerations in submitting projects to AAMPO for consideration.
4. Agencies should consider the transit service area when submitting projects.
5. Pedestrian and bicycle facilities will be included in all future transportation improvement projects. Any exceptions will need to be adequately justified by management of the implementing entity. Bicycle and pedestrian components included in a funded project may not be deleted from the project at a future date.

6. Funded STBG projects will also be included in the MTP. Note: Amendments to the MTP and the TIP are made through the amendment process at the discretion of the Transportation Policy Board. Amendments to the MTP and TIP can be made simultaneously.
7. A roadway project submitted for funding consideration in the TIP must be on a federally functionally classified facility as defined by AAMPO and approved by the Federal Highway Administration through the State. Roadway projects on facilities classified as a local street or minor collector do NOT qualify for Federal funding.
8. All deadlines set by AAMPO are firm.

STBG Call for Projects Process

Prior to each STBG project call, AAMPO staff will develop the schedule, submittal form and call for projects process, to include workshop(s) jointly hosted by AAMPO and TxDOT. These items will be reviewed and acted upon by the Active Transportation Advisory Committee (ATAC) and the Technical Advisory Committee (TAC) with final action by the Transportation Policy Board.

A subcommittee of ATAC will score standalone bicycle and pedestrian projects. A subcommittee of TAC will score added capacity, operational, and transit projects.

STBG Project Selection

The TAC will review the technical scoring, public input, project readiness, and agency priorities and provide a funding recommendation to AAMPO's Executive Committee and/or Transportation Policy Board, as directed by the approved call for projects process. The TAC may request presentations by implementing agencies.

STBG Project Implementation

1. Unless allocated a fixed amount, each STBG project will have a cost figure in the approved TIP that is an estimate. This TIP "Estimated Construction Bid" shall include all construction costs at 100% and shall designate what percent match is required by the local agency.

"Estimated Construction Bid" is defined as all anticipated bid item costs of the improvement project, other than for right-of-way acquisition, utility relocation or betterment, preliminary engineering, environmental analysis/clearance, contingency, change orders and construction engineering. The amount programmed as the "Construction Cost" in the TIP shall equal the "Estimated Construction Bid".
2. Unless allocated a fixed amount, each selected STBG project may be adjusted when bids are approved.
 - a. If bids are higher than the TIP Construction Cost, the TIP estimate shall become a fixed construction funding cap.

- b. If the Approved Construction Bid is lower than the TIP Construction Cost, the TIP shall be administratively revised by AAMPO staff to reflect the approved Construction bid (excludes any right-of-way acquisition, utility relocation or betterment, preliminary engineering, environmental analysis/clearance, contingency, and construction engineering)
- c. Following the establishment of the project construction amount in items 2a and 2b above, the sponsoring entity is then eligible for up to 10% contingency of STBG project funding towards eligible change orders and up to 11% of STBG project funding towards eligible construction engineering and construction management costs. An under run in contingency cannot cover an over run in construction engineering/construction management and vice versa.

As these eligible change orders and eligible construction engineering costs are potential costs, they are not specifically programmed in the TIP towards the STBG funding levels. These costs, if incurred, would impact future fiscal allocations and it must be acknowledged that this could require the delay and/or re-scoping of existing TIP projects to remain fiscally constrained by fiscal year.

- 3. Once a project is included in the TIP, TxDOT and the local governmental entity (implementing agency) shall execute a Funding Agreement.

- a. Prior to letting, the executed Funding Agreement will be based on the Estimated Construction Bid (identified as Construction Cost in the TIP) and reflect:

Estimated Construction Bid + maximum 10% contingency of STBG project funding for eligible change orders + maximum 11% of STBG funding for eligible construction engineering and construction management costs.

- b. Post Letting, if the Approved Construction Bid (excluding any right-of-way acquisition, utility relocation or betterment, preliminary engineering, environmental analysis/clearance, contingency, and construction engineering) is lower than the TIP Construction Cost, the Funding Agreement will be amended and re-executed to reflect:

Approved Construction Bid + maximum 10% contingency of STBG project funding for eligible change orders + maximum 11% of STBG funding for eligible construction engineering and construction management costs.

- 4. Owner requested change orders will be covered 100% by the local agency. Owner requested change orders are the result of changes requested by the local agency, not included in the original TPB approved scope of work.
- 5. Non-let programs and studies are considered a fixed amount and are not subject to this section.

J. Category 9 (TA) Projects

Basic Requirements for TA Projects

AAMPO will hold a competitive call for projects for TA funding. The Transportation Policy Board will approve a schedule, parameters, and project selection criteria prior to the formal project call. Submitted projects must meet the following basic requirements:

1. Projects will be submitted to AAMPO through an implementing agency and appropriate commitments of local match shall be made. Approval of the commitment of the local match from the agency submitting the project for consideration will be obtained and submitted to AAMPO. An 'in-kind' match is not allowed.
2. All submitted projects shall be developed in accordance with minimum standards as defined by AASHTO and/or NACTO, as applicable.
3. Each implementing agency is encouraged to address Title VI and Environmental Justice considerations in submitting projects to AAMPO for consideration.
4. Agencies should consider the transit service area when submitting projects.
5. Funded TA projects will also be included in the MTP. Note: Amendments to the MTP and the TIP are made through the amendment process at the discretion of the Transportation Policy Board. Amendments to the MTP and TIP, can be made simultaneously.
6. All deadlines set by AAMPO are firm.

TA Call for Projects Process

Prior to each TA project call, MPO staff will develop the schedule, submittal form and call for projects process to include informational workshop(s) jointly hosted by the MPO and TxDOT. These items will be reviewed and acted upon by the Bicycle Mobility Advisory Committee (BMAC), Pedestrian Mobility Advisory Committee (PMAC), and Technical Advisory Committee (TAC) with final action by the Transportation Policy Board.

TA Project Selection

A subcommittee of BMAC and PMAC will score TA projects. BMAC and PMAC will review the technical scoring, public input, project readiness and agency priorities and make a funding recommendation to the Technical Advisory Committee on a slate of projects to be funded. The TAC may request project presentations by implementing agencies and will provide a funding recommendation to the MPO's Executive Committee and/or Transportation Policy Board, as directed by the approved call for projects process.

K. Category 5 (CMAQ) Projects

Basic Requirements for CMAQ Projects

All projects submitted for consideration for funding through normal Category 5 CMAQ program allocations will compete through a standard project call. The Transportation Policy Board will approve a schedule, parameters, and project selection criteria prior to the formal project call. Submitted projects must meet the following basic requirements:

1. Projects will be submitted to AAMPO through an implementing agency (Alamo Area Council of Governments, Alamo Regional Mobility Authority, Texas Department of Transportation, VIA Metropolitan Transit and cities and counties within the non-attainment area) and appropriate commitments of local match shall be made. Approval of the commitment of the local match from the Texas Department of Transportation District Engineer or the policy body of the local agency submitting the project for consideration will be obtained and submitted to AAMPO. An 'in-kind' match is not allowed.
2. All submitted projects shall be developed in accordance with minimum standards as defined by AASHTO and/or NACTO, as applicable.
3. Each implementing agency is encouraged to address Title VI and Environmental Justice considerations in submitting projects to AAMPO for consideration.
4. Agencies should consider the transit service area when submitting projects.
5. Funded CMAQ projects will also be included in the MTP. Note: Amendments to the MTP and the TIP are made through the amendment process at the discretion of the Transportation Policy Board. CMAQ project limits and scope changes would require emissions reductions equal to or greater than the awarded project. Amendments to the MTP and TIP can be made simultaneously.
6. A roadway project submitted for funding consideration in the TIP must be on a federally functionally classified facility, as defined by AAMPO and approved by the Federal Highway Administration through the State. Roadway projects on facilities classified as a local street or minor collector do NOT qualify for AAMPO consideration or Federal funding.
7. All deadlines set by the MPO are firm.

CMAQ Call for Projects Process

Prior to each CMAQ project call, AAMPO staff will develop the schedule, submittal form, and call for projects process, to include informational workshop(s) jointly hosted by AAMPO and TxDOT. These items will be reviewed and acted upon by the Active Transportation Advisory Committee (ATAC) and the Technical Advisory Committee (TAC) with final action by the Transportation Policy Board.

Implementing agencies will be responsible for submitting verifiable emissions reductions for each project/program.

CMAQ Project Selection

A multiagency workgroup will score projects. The TAC will review the technical scoring, public input, and agency priorities. The TAC may also request project presentations by implementing agencies and will provide a funding recommendation to AAMPO's Executive Committee and/or Transportation Policy Board, as directed by the approved call for projects process.

L. Public Involvement

AAMPO commits to a public involvement process that includes the provision of timely information, provides reasonable public access to technical and policy information, provides adequate public notice, seeks out and considers traditionally underserved populations, and documents significant comments. Please see AAMPO Policy 2: Public Participation Plan for additional information on public involvement.

Adopted: ~~September 28, 2020~~ September 26, 2022

8. Discussion and Appropriate Action on a Possible/Future AAMPO Call for Projects – AAMPO (Hall)

Purpose

The purpose of this agenda item is to share outcomes from the AAMPO Executive Committee meeting held September 9, 2022 regarding a possible/future AAMPO Call for Projects.

Issue

Inflation and supply chain issues have caused unprecedented cost increases for almost all construction projects. The issue is whether AAMPO will assist local governments with funding of these increases using Category 7 STBG funds or move forward with a traditional Call for Projects; or some kind of combination of these two options.

At the September 9, 2022 Executive Committee meeting, the following was recommended to the full Transportation Policy Board:

- Hold off on the Category 7, STBG, Call for Projects until the development of the next Transportation Improvement Plan (TIP);
- Move forward with a Call for Projects on Category 5, CMAQ and Category 9, TA projects next spring for inclusion in the new FY 2025-2028 TIP;
- Waive any Policy 3 implications associated with covering the cost increases of any of the projects currently funded.

Action Requested

Motion and approval to delay the Call for Projects specific to Category 7, STBG funding category, proceed with Category 5, CMAQ and Category 9, TA Project Call next spring, and waive any AAMPO Policy 3 funding requirements associated with covering cost increases on projects currently funded.

An aerial photograph of a city skyline, likely New York City, showing various skyscrapers and buildings. The image is partially obscured by a dark blue rounded rectangle at the top and a red rectangle at the bottom.

FY 2025-2028 Transportation Improvement Program Development

**Transportation Policy Board
September 26, 2022**



MPO Plans and Documents



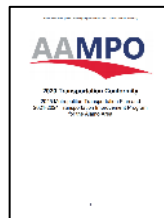
Transportation Improvement Program (TIP):

Funded transportation projects within a four year timeframe; adoption of FY 2025-2028 TIP is scheduled for **May 2024**



Metropolitan Transportation Plan (MTP):

Future goals, strategies and transportation projects for 25 years; adoption of next MTP is scheduled for **May 2026**



Transportation Conformity Document (TCD):

Evaluates future transportation projects to ensure they cause no further harm to air quality; approved through a significant interagency consultation process; adoption is scheduled for **May 2024**



Transportation Improvement Program (TIP)

- Covers a time period of four years
- Formally updated every two years
- Financially constrained
- Developed cooperatively among the partner agencies
- Must be consistent with the Metropolitan Transportation Plan
- Approval process occurs in two steps with presentation one month and action the next month
- Approved TIP is tentatively due to TxDOT in June 2024



Types of Projects in the TIP

Additional
Vehicle Travel
Lanes

Air Quality
Improvement
Projects and
Programs

Alamo Commutes
Program

Bicycle
Projects

Major Planning
Studies

Transportation
Systems Mgmt
and Operations

Pedestrian
Projects

Safety
Improvements

Transit Bus and
Van Purchases

Transit Passenger
Facilities



State and Federal Funding Categories in the TIP

CATEGORY 1

Preventive
Maintenance and
Rehabilitation

CATEGORY 2

Metropolitan Area
Corridor

CATEGORY 3

Non-Traditional
Funding Sources
(local contribution)

CATEGORY 4

Connectivity

CATEGORY 5

Congestion Mitigation
and Air Quality
Improvement (CMAQ)

CATEGORY 7

Surface Transportation
Block Grant (STBG)

CATEGORY 9

Transportation
Alternatives (TA)

CATEGORY 11

District Discretionary

CATEGORY 12

Strategic Priority

TRANSIT

Project Funding



Call for Projects: Overview

- Congestion Mitigation and Air Quality (CMAQ)
 - Bexar County projects only
 - focus on emissions benefits
- Surface Transportation Block Grant (STBG)
 - most flexible of the funding sources
- Transportation Alternatives (TA)
 - bicycle and pedestrian projects only
 - projects must be in areas open to the public

Project Type	CMAQ (Bexar County only)	STBG	TA
Bicycle/Pedestrian	✓	✓	✓
Add travel lanes		✓	
Transportation Systems Mgmt & Operations	✓	✓	
Transit	✓	✓	
Planning Studies		✓	



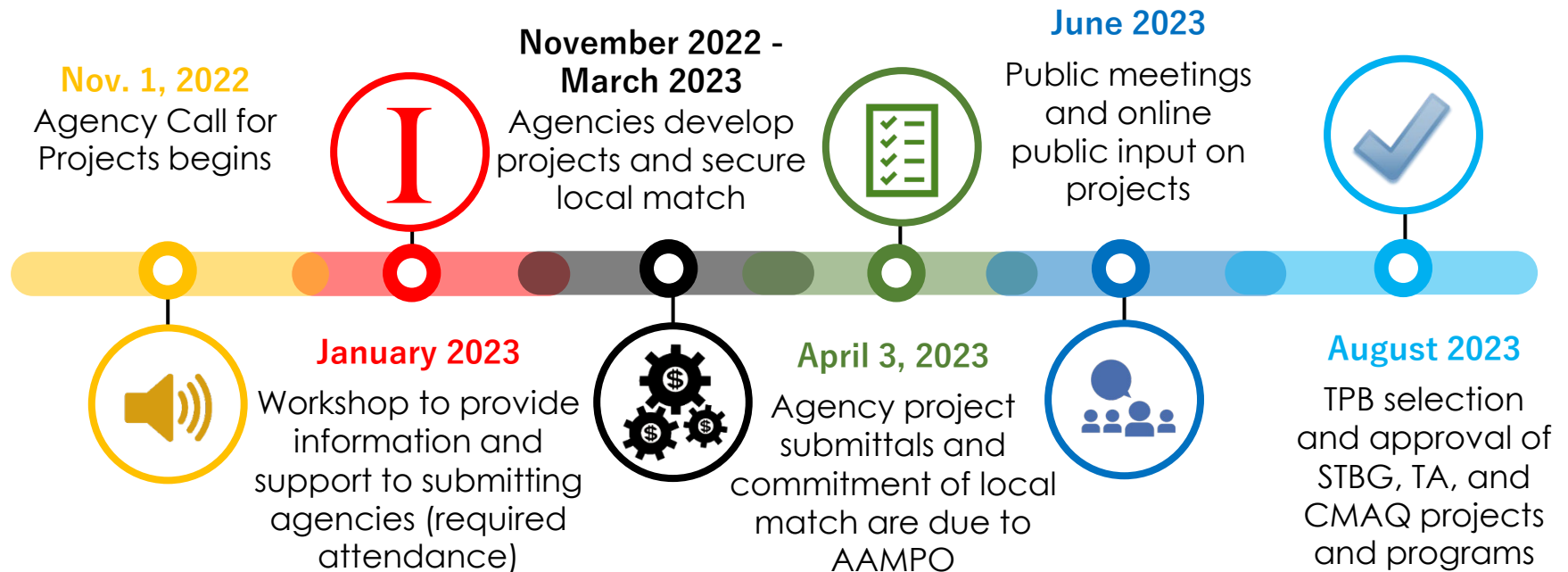
Call for Projects: Funding Estimates

2022*	CMAQ	STBG	TA	2025	CMAQ	STBG	TA	2028*	CMAQ	STBG	TA
Total Use	\$17,367,577	\$965,200	-\$21,852	Programmed	\$29,305,600	\$51,835,686	\$4,675,390	Programmed	\$0	\$19,600,000	\$0
Available	\$32,490,668	\$150,857,989	\$13,029,075	Allocated	\$23,201,401	\$62,039,432	\$7,193,676	Allocated	\$22,755,364	\$60,846,750	\$7,055,381
Balance	\$15,123,091	\$149,892,789	\$13,050,927	FY Difference	-\$6,104,199	\$10,203,746	\$2,518,286	FY Difference	\$22,755,364	\$41,246,750	\$7,055,381
*2022 Values current as of 7/31/2022				Balance	\$6,791,595	\$71,181,262	\$18,048,246	Balance	\$39,352,282	\$106,078,626	\$33,495,081
								*does not include CoSA Broadway Phase II			
2023	CMAQ	STBG	TA	2026	CMAQ	STBG	TA	2029	CMAQ	STBG	TA
Programmed	\$31,720,375	\$85,452,252	\$8,608,264	Programmed	\$24,887,500	\$84,241,690	\$6,001,486	Programmed	\$0	\$3,100,000	\$0
Allocated	\$22,300,405	\$59,630,212	\$6,914,319	Allocated	\$23,665,459	\$63,280,299	\$7,337,559	Allocated	\$22,755,364	\$60,846,750	\$7,055,381
FY Difference	-\$9,419,970	-\$25,822,040	-\$1,693,945	FY Difference	-\$1,222,041	-\$20,961,391	\$1,336,073	FY Difference	\$22,755,364	\$57,746,750	\$7,055,381
Balance	\$5,703,121	\$124,070,749	\$11,356,982	Balance	\$5,569,554	\$50,219,871	\$19,384,319	Balance	\$62,107,646	\$163,825,376	\$40,550,462
2024	CMAQ	STBG	TA	2027	CMAQ	STBG	TA	2030	CMAQ	STBG	TA
Programmed	\$15,553,770	\$123,916,128	\$2,879,637	Programmed	\$11,728,000	\$46,234,745	\$0	Programmed	\$0	\$0	\$0
Allocated	\$22,746,443	\$60,822,895	\$7,052,615	Allocated	\$22,755,364	\$60,846,750	\$7,055,381	Allocated	\$22,755,364	\$60,846,750	\$7,055,381
FY Difference	\$7,192,673	-\$63,093,233	\$4,172,978	FY Difference	\$11,027,364	\$14,612,005	\$7,055,381	FY Difference	\$22,755,364	\$60,846,750	\$7,055,381
Balance	\$12,895,794	\$60,977,516	\$15,529,960	Balance	\$16,596,918	\$64,831,876	\$26,439,700	Balance	\$84,863,010	\$224,672,126	\$47,605,843

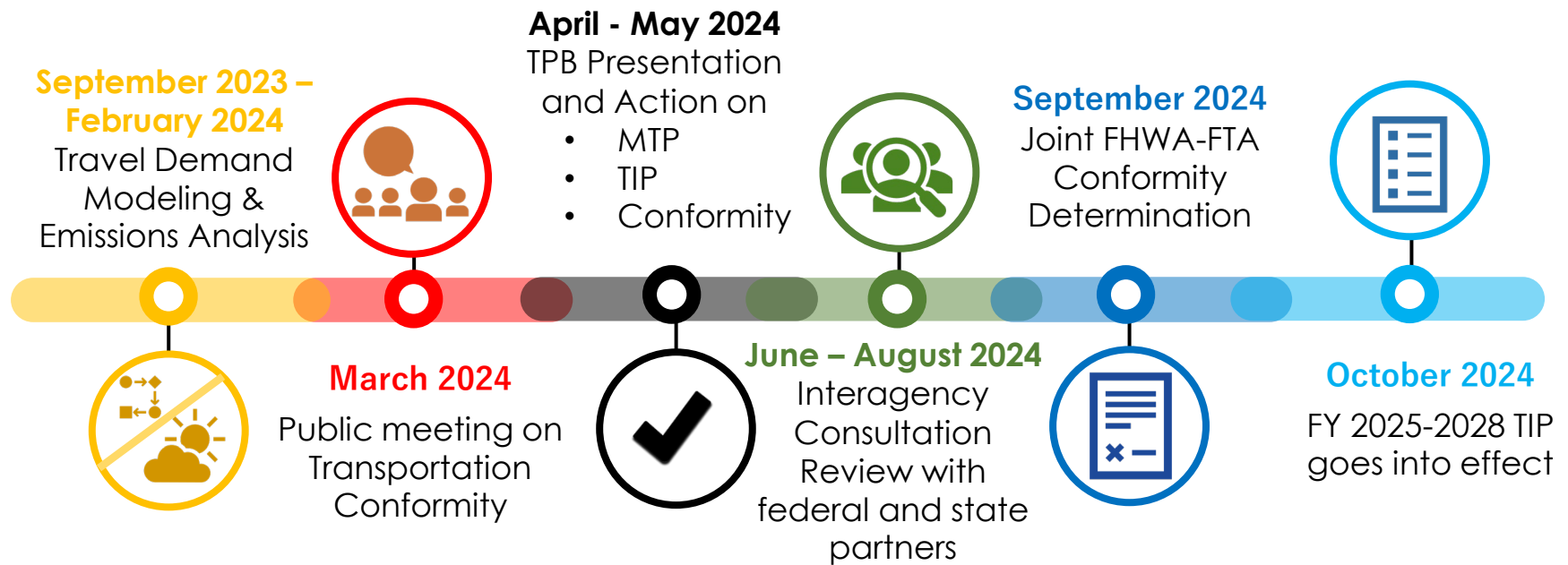
	CMAQ	STBG	TA
FY 25-28 TIP Available:	\$39,352,282	\$106,078,626	\$33,495,081
FY 27-30 Project Call:	\$84,863,010	\$224,672,126	\$47,605,843

****no funds capable of lapse in FY 2023, 2024**

TIP Development Schedule



TIP Development Schedule





Call for Projects: Considerations

- AAMPO Policy states *cost overruns* are the responsibility of the implementing agency
- Agencies are seeing significant *cost estimate increases* associated with supply chain issues and inflation
- Some entities are asking AAMPO if assistance with cost estimates increases is available
- During their August meeting, the Executive Committee requested staff get together with some key members of the Technical Advisory Committee to assess the impact of these cost estimate increases and determine whether a Call for Projects would be feasible



Call for Projects: Considerations

- AAMPO staff met with a few key TAC members. Discussions led to the following conclusions:
 - The financial impact of these cost increases is still unknown, but seems to be significant
 - Need time to assess these cost estimate increases more closely
 - If a Call for Projects was held for the next TIP (specifically for STBG funds), the earliest projects could be programmed would likely be 2028 and beyond (mainly outside of the next TIP)
- Recommendation from workgroup: Hold off on STBG portion of Call for Projects but move forward with Call for CMAQ and TA next year (likely spring 2023)



Call for Projects: Considerations

- Over the next few months, AAMPO staff and key TAC members will assess the following:
 - Financial impact of cost estimate increases on all STBG, CMAQ, and TA Project (STBG can be used to cover cost estimate increases in all three funding categories)
 - Which projects should be covered (Only those not yet let to construction? Only those in the next two Fiscal Years? All STBG, CMAQ, and TA funded projects listed in the TIP?)
 - How much of the cost estimate increase should be covered?
- What other questions/considerations should be taken into account?



Call for Projects: Considerations

- Executive Committee met Friday, September 9th and formally outlined the following recommendations:
 - Hold off on the STBG portion of the Call for Projects until the development of the next TIP (process will begin late summer 2024)
 - Move forward with Call for Projects on CMAQ and TA Projects next spring for inclusion in the new FY 2025-2028 TIP
 - Waive any Policy 3 implications associated with covering the cost increases of any of the projects currently funded
- TAC Recommended at September 9th Meeting
- Action on these recommendations is expected at the September 26 Transportation Policy Board Meeting

Staff is requesting **Action:**

- Delay the Category 7, STBG, Call for Projects until the development of the next Transportation Improvement Plan (TIP);
- Move forward with a Call for Projects on Category 5, CMAQ, and Category 9, TA, projects next spring for inclusion in the new FY 2025-2028 TIP;
- Waive any Policy 3 implications associated with covering the cost increases of any of the projects currently funded.

Clifton L. Hall

Transportation Planning Program Manager

☎ 210-230-6929 (Direct)

hall@alamoareampo.org

Alamo Area Metropolitan Planning Organization
825 S. St. Mary's Street
San Antonio, TX 78205



An aerial photograph of a city skyline, likely New York City, showing various skyscrapers and buildings. The image is partially obscured by a dark blue rounded rectangle at the top and a red bar below the main title.

FY 2025-2028 Transportation Improvement Program Development

Questions?



9. Monthly Status Reports

Purpose

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

Issue

Reports will be presented as follows:

- a. Alamo Regional Mobility Authority/Bexar County (Green)
- b. Air Quality Issues (Rath) – see attached
- 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.



September 2022 Air Quality Planning Update

Summary of Updates

- **Information Requested:** Emission reduction strategies implemented or planned to be implemented
 - Ozone NAAQS reconsideration process continues; PM NAAQS proposed revision expected any time
 - Worst ozone event of the season in early September with five Ozone Action Days and two exceedances
-

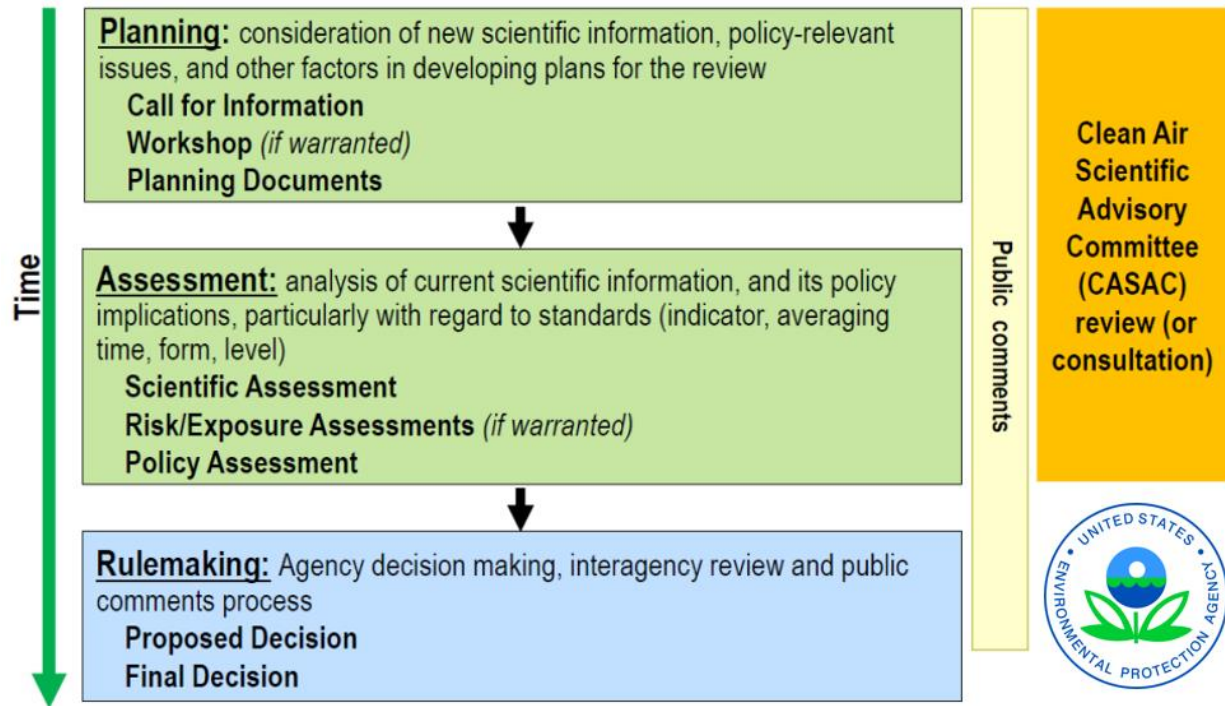
Regulatory Updates

To assist TCEQ with planning for the required SIP revision resulting from reclassification of the Bexar County 2015 ozone standard nonattainment area, AAMPO and AACOG have been asked to provide TCEQ with a list of emission reduction strategies within Bexar County that have 1) been implemented in the **last 3 years**, and 2) are proposed to be implemented by the **end of 2023**. **We ask for your assistance in sending us any projects, initiatives, improvements, or any other strategies your agency or organization have implemented that result in a reduction in NO_x or VOC emissions, either at the source or through energy conservation measures.**

A Final Rule on Bexar County's nonattainment reclassification to moderate is expected by November. There are no new updates to report on the reconsideration of the 2020 PM NAAQS decision.

The Clean Air Scientific Advisory Committee (CASAC) Ozone Panel met on August 29 to receive a briefing of the EPA's 2020 Ozone Integrated Science Assessment (ISA). This was followed by a week of Ozone CASAC meetings beginning September 12 to discuss the ISA and any subsequent studies and findings related to a reconsideration of the 2020 decision not to revise the ozone NAAQS. The EPA is expected to make a decision on an ozone NAAQS revision by December 31, 2023. An overview of the NAAQS review process is provided in Figure 1.

Figure 1: Overview of the NAAQS Review Process



2022 Ozone Season

The 2022 ozone season began on March 1. One Bexar County monitor continues to show a violation of the 2015 ozone NAAQS: Camp Bullis CAMS 58 (Table 1), with its preliminary three-year average for 2022 increasing by one ppb over the previous month. To be able to attain the standard by the end of the 2022 ozone season, the fourth-highest MDA8 at San Antonio NW CAMS 23 must not exceed 73 ppb.

The EPA's Air Quality Index for ozone defines "moderate" days as those having a maximum daily average 8-hour ozone (MDA8) between 54 and 70 ppb, and "unhealthy for sensitive groups" days as those with MDA8 between 71 and 85 ppb. So far this year there have been 48 moderate ozone days, which is slightly above average. There have been four days so far this year that have been unhealthy for sensitive groups, which is slightly below average. The current four highest MDA8 values for 2022 are shown in Table 2.

Table 1: Fourth-Highest MDA8 and Preliminary Three-Year Averages at Bexar County Regulatory Monitors, 2020-2022*

Monitor	Fourth-Highest MDA8 (ppb)			Preliminary Three-Year Average
	2020	2021	2022*	
San Antonio NW C23	69	70	69	69
Camp Bullis C58	74	78	70	74

Calaveras Lake C59	66	66	65	65
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* As of 9/17/2022; Ozone data validated through June 2022

Table 2: Four Highest MDA8 at Bexar County Regulatory Monitors, 2022

Monitor Site	Date	PPB	Date	PPB	Date	PPB	Date	PPB
San Antonio NW C23	6/29/2022	79	9/8/2022	71	8/12/2022	70	7/1/2022	69
Camp Bullis C58	6/29/2022	75	9/13/2022	72	8/12/2022	72	9/12/2022	70
Calaveras Lake C59	6/29/2022	78	8/12/2022	70	9/12/2022	66	9/14/2022	65

* As of 9/17/2022; Ozone data validated through June 2022

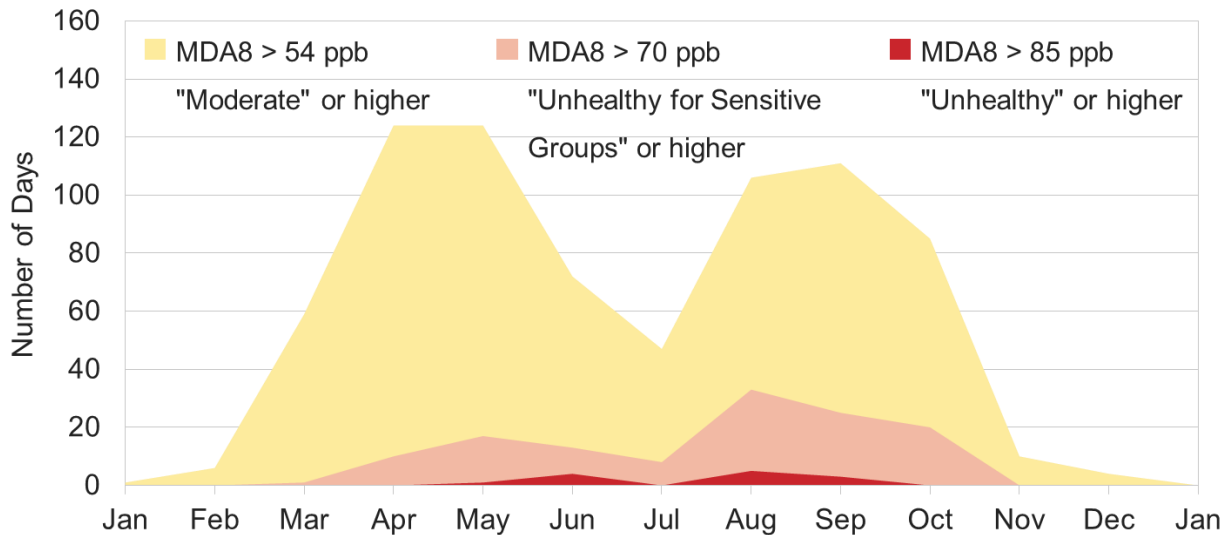
The Texas Commission on Environmental Quality (TCEQ) issues Ozone Action Day alerts when air quality is expected to be unhealthy for sensitive groups the following day. AACOG offers to forward these alerts to people who sign up to receive them at <http://www.aacog.com/list.aspx>. In addition, AACOG offers complimentary Ozone Action Day Alert flags for area schools to display when high ozone levels are predicted. Ozone Action Day alerts warn people, especially those sensitive to pollution (older people, children, and those with underlying respiratory conditions, like asthma), to limit their exposure outdoors. It is also an opportunity for the public to take measures to mitigate their contribution to pollution by reducing energy consumption at home and by driving less. Ozone Action Day alert verification statistics for 2022 are listed in Table 3 and will be updated as they are issued, or on days when MDA8 exceeds 70 ppb and no alert is issued. So far in 2022 there have been nine Ozone Action Day alerts issued, one of which verified. Three additional days over 70 ppb have been reported, but alerts were not issued on those days.

Table 3: Ozone Action Day Statistics, 2022

Date	Alert?	Peak MDA8	Verified?
3/25/2022	Yes	64 ppb	No
5/6/2022	Yes	56 ppb	No
5/26/2022	Yes	70 ppb	No
5/27/2022	Yes	67 ppb	No
6/29/2022	No	79 ppb	No
8/12/2022	No	72 ppb	No
9/8/2022	No	71 ppb	No
9/9/2022	Yes	63 ppb	No
9/10/2022	Yes	65 ppb	No
9/13/2022	Yes	72 ppb	Yes
9/14/2022	Yes	66 ppb	No
9/15/2022	Yes	56 ppb	No

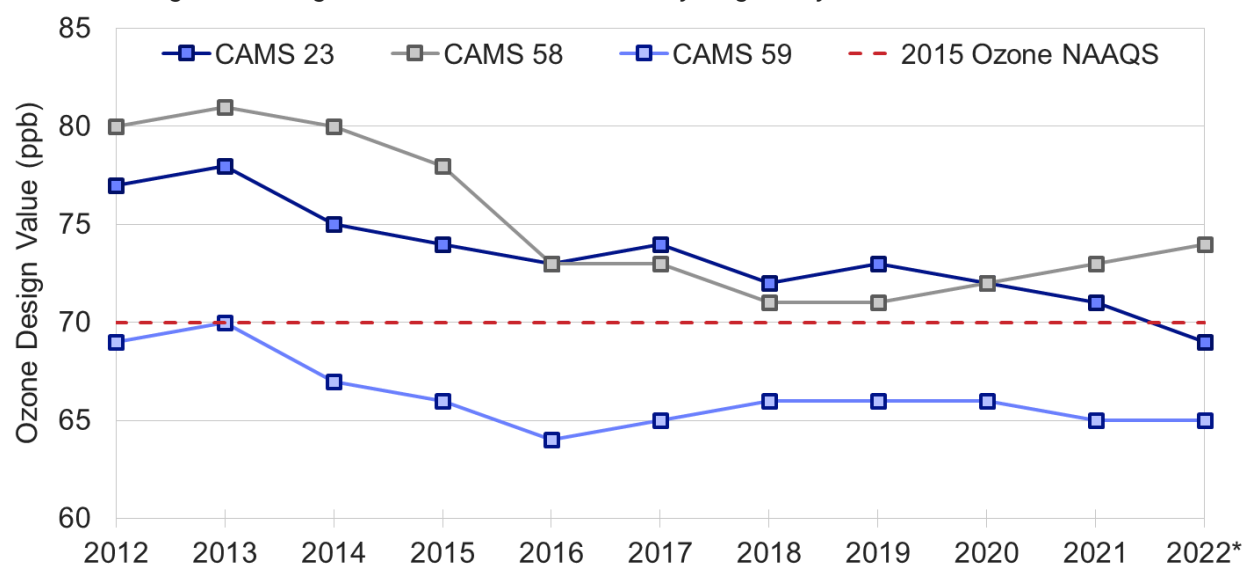
Figure 2 shows the seasonal distribution of high ozone days at selected thresholds using data from 2010-2021. There are two clear peaks during the ozone season where the frequency of elevated ozone days increases sharply. The first of these peaks is in the spring, generally from April through June, and the second peak is in the fall, from August through October. These months have weather patterns that are most favorable for ozone formation. High ozone events in July are less common, a phenomenon known as the “mid-summer minimum,” usually a result of persistent southeasterly winds from the Gulf of Mexico transporting relatively clean air into the region. We are currently in the middle of the fall ozone season peak, which is typically more severe than the spring peak. The historical frequency of high ozone days declines after mid-October.

Figure 2: Ozone Exceedances at Regulatory Monitors by Monthly Period, 2010-2021



The design value trend from 2012 - 2022 at each regulatory monitor is shown in Figure 3. Although a downward trend was noted through 2016, design values have remained relatively steady since then.

Figure 3: Design Value Trend at Bexar County Regulatory Monitors, 2012 – 2022*



* As of 9/14/2022; Ozone data validated through June 2022 and will be certified by EPA in May 2023

NEVI Funding Update & Other Grants

On September 14, FHWA announced the approval of the first 35 state Deployment Plans for the use of National Electric Vehicle Infrastructure (NEVI) Formula Grant funding. Texas was not included among the initially approved Plans, but remaining plans will continue to be reviewed and approved on a rolling basis. Once the Texas Plan is approved, over \$147 million will be immediately available to begin developing EV charging infrastructure with NEVI Formula Program funds. FHWA plans to finalize proposed minimum standards and requirements for projects funded under the NEVI Formula Program expeditiously now that the comment period has closed. FHWA also proposed a Buy America waiver that will allow a short ramp up period for the domestic manufacturing of EV charging; the comment period for the waiver proposal is open through September 30, 2022.

Table 4 is a list of active state and Federal grants for mobile source vehicle replacements. State grants may be part of the Texas Emission Reduction Plan (TERP) program or the Texas Volkswagen Emissions Mitigation Program (TxVEMP), both administered by the TCEQ.

Table 4: List of Active Grants for On-Road Mobile Source Replacement

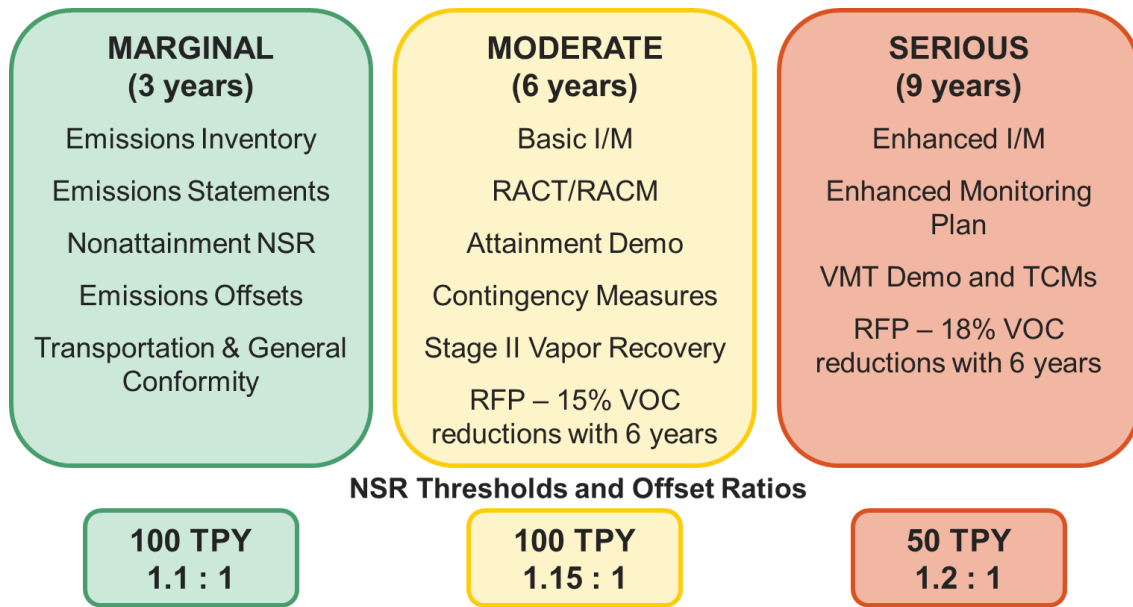
Program	Description	Deadline
TERP: Light-Duty Vehicle Purchase and Lease Incentive Program (LDPLIP)	Statewide; first-come, first-served (FCFS); no longer accepting EV applications, only natural gas	1/7/2023
TERP: Seaport and Rail Yard Emissions Reduction Program (SPRY)	Drayage and cargo handling equipment operating at UP Intermodal in Von Ormy; FCFS; amounts vary based on vehicle type, fuel, specs, usage, and emission rate	11/22/2022
TERP: Texas Clean School Bus Program (TCSB)	Statewide; FCFS; up to 80% for replacements based on fuel, year, and type of bus; older and electric will receive the most; 100% for retrofits	10/20/2022

San Antonio - New Braunfels MSA Ozone Status

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 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 of the ozone NAAQS. Failure to attain results in a nonattainment designation, with five classification levels of increasing severity based on an area's design value or length of time out of attainment. Each subsequent classification results in additional and more stringent federal air quality regulations intended to bring the area back into attainment.

Bexar County is currently designated nonattainment with a marginal classification under the 2015 ozone NAAQS. This designation became effective on September 24, 2018, which triggered a three-year deadline to attain the NAAQS by September 24, 2021 (attainment date), or effectively, the end of the 2020 ozone season (attainment year). Bexar County missed its attainment date based on having a 2020 design value of 72 ppb, and now faces reclassification to moderate nonattainment, which was formally proposed on April 13.

Figure 4: Marginal, Moderate, and Serious Nonattainment Federal Regulations



Failure to meet the ozone NAAQS by the attainment date triggered another three-year deadline of September 24, 2024, making the new attainment year 2023. This means that 2021 ozone data will be used to calculate the design value that will be used to determine attainment. Failure to attain by this new deadline will result in another reclassification to serious nonattainment. The federal regulations required to be implemented in marginal, moderate, and serious nonattainment areas are shown in Figure 4. The remaining seven counties of the San Antonio-New Braunfels MSA continue to be designated “Attainment/Unclassifiable.”

The 2021 ozone season ended with two regulatory monitors in Bexar County continuing to show violations of the NAAQS through 2021: CAMS 23 San Antonio NW at Marshall High School and CAMS 58 Camp Bullis (Table 5).

Table 5: Four Highest MDA8 at Bexar County Regulatory Monitors, 2021

Monitor	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

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

At any time during the meeting of the AAMPO 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