



Memorandum December 2, 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, December 12, 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. The TAC Project Cost Increase Work Group met to review applications to receive additional STBG funds for FY 23-26 TIP projects. The Executive Committee will meet in December or January to consider the work group's recommendations.
 - b. The Texas Transportation Forum is scheduled for January 29 – 31, 2023 in Austin, Texas at the JW Marriott. For more information, visit <https://web.cvent.com/event/ca64aca6-f168-4285-8567-ffb232e2b797/summary>
 - c. AAMPO offices will be closed Monday, December 26, 2022 in observation of Christmas and Monday, January 2, 2022 in observation of the New Year's Day holiday.
3. Citizens to be Heard

Consent Agenda: All items under the Consent Agenda are acted upon collectively unless opposition is presented, in which case, the contested item will be considered, discussed and appropriate action taken separately.

4. **Approval** of the September 26, 2022 Meeting Minutes
5. **Action** on the AAMPO General Planning Services Consultant Services Contract Award – AAMPO (Jimenez)
6. **Action** on Proposed Revisions to AAMPO Policy 3: Guidelines for Programming Projects in the Transportation Improvement Plan (TIP) and Metropolitan Transportation Program (MTP) – AAMPO (Garza)
7. **Action** on the AAMPO Audit of Expenditures and Compliance – Fiscal Years FY 2022 – 2026 Contract Award – AAMPO (Jimenez)

Public Hearing: Time Certain 1:35 p.m.

In accordance with the Alamo Area MPO's Policy 2: Public Participation Plan, adoption of the Transportation Conformity Document or other AAMPO adopted plans and programs requesting quick action due to 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 Transportation Policy Board quorum present to waive the routine two-step process.

In these cases, the Transportation Policy Board will hold a special public hearing within the normal meeting agenda to specifically solicit public comment on the proposed document.

8. Discussion and Appropriate Action on AAMPO's 2023 Transportation Conformity Document – AAMPO (Hall)

Items for Individual Discussion and Appropriate Action:

9. Update on the Great Springs Project (GSP), the Bicycle and Pedestrian Trail System Proposed to Connect the San Antonio and Austin Areas – GSP (Merritt)
10. Discussion and Appropriate Action on the FY 2024 Unified Transportation Program Project Scoring and Prioritization – AAMPO (Jiménez)
11. Discussion and Appropriate Action on Safety Performance Measures and 2023 Target Setting – AAMPO (Hall)
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 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).

14. 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 Grant Moody	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
Councilmember Andrés Campos	City of New Braunfels	830-660-8992
Councilwoman Teri Castillo	City of San Antonio, District 5	210.207.7043
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 John Courage	City of San Antonio, District 9	210.207.7325
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. The TAC Project Cost Increase Work Group met to review applications to receive additional STBG funds for FY 23-26 TIP projects. The Executive Committee will meet in December or January to consider the work group's recommendations.
- b. The Texas Transportation Forum is scheduled for January 29 – 31, 2023 in Austin, Texas at the JW Marriott. For more information, visit <https://web.cvent.com/event/ca64aca6-f168-4285-8567-ffb232e2b797/summary>
- c. AAMPO offices will be closed Monday, December 26, 2022 in observation of Christmas and Monday, January 2, 2022 in observation of the New Year's Day holiday.

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4. Approval of the September 26, 2022 Meeting Minutes

Issue

The September 26, 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 September 26, 2022 meeting minutes.



**Transportation Policy Board
Meeting Minutes
September 26, 2022**

1. Roll Call

Members Present:

Mr. Kevin Wolff	Advanced Transportation District
Commissioner Marialyn Barnard	Bexar County
Ms. Renee Green, P.E.	Bexar County
Councilmember Andrés Campos	City of New Braunfels
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
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:

Mr. Michael J. Lynd, Jr.	Alamo Regional Mobility Authority
Commissioner Tommy Calvert	Bexar County
Commissioner Rebeca Clay-Flores	Bexar County
Councilman Mario Bravo	City of San Antonio

Others Present:

Ms. Diane Rath	Alamo Area Council of Governments
Mr. Frank Garza	Davidson Troilo Ream & Garza
Mr. Isidro "Sid" Martinez	Metropolitan Planning Organization
Mr. Vic Boyer	San Antonio Mobility Coalition
Mr. Art Herrera	VIA Metropolitan Transit

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

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

A City of Seguin representative presented a breakdown of original project costs versus current project costs based on unprecedented cost increases due to inflation and supply chain issues.

Items for Individual Discussion and Appropriate Action:

4. Approval of the August 22, 2022 Meeting Minutes

Mayor Chris Riley moved and Councilwoman Melissa Cabello Havrda seconded to approve the August 22, 2022 meeting minutes. The motion passed unanimously.

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

For information and discussion only.

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

For information and discussion only.

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 (Jimenez)

For information and discussion only.

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

Councilwoman Ana E. Sandoval moved and Mayor Chris Riley seconded to follow staff recommendation to delay a STBG call for projects, conduct a TA and CMAQ call for projects in the spring, and waive AAMPO Policy 3 requirements in order to explore using STBG funds to cover project costs increases. The motion passed unanimously with Councilwoman Ana E. Sandoval leaving the meeting prior to the actual vote.

9. **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 (Art Herrera)
- 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 3:38 p.m.

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

5. Action on the AAMPO General Planning Services Consultant Services Contract Award – AAMPO (Jimenez)

Purpose

The purpose of this agenda item is to take action on the contract award for UPWP Subtask 4.5 General Planning Consultant Services.

Issue

On August 19, 2022 AAMPO issued a request for proposals (RFP) for the General Planning Consultant Services contract. This study was approved by the Transportation Policy Board for inclusion in the FY 2022-2023 Unified Planning Work Program (UPWP) on April 25, 2022. Notification of the RFP was emailed to 91 transportation planning professionals and was advertised in the San Antonio Express-News and the Texas Register. Proposals were due to AAMPO by noon, Friday, September 30, 2022. The consultant selection committee was comprised of AAMPO staff (3), Capital Area MPO (1), VIA Metropolitan Transit (1), City of San Antonio (1), and City of New Braunfels (1). Proposals were received from the following six teams:

- HDR (Prime)
 - Halff Associates
 - Falcona
 - Foursquare
 - RSG
- HNTB (Prime)
 - Cambridge Systematics
 - A-M-S
- RPS
 - WSP
 - DKS
 - Beacon Planning & Engineering
 - CD&P
- RS&H (Prime)
 - Modern Mobility
 - Transcend
 - Alliance Transportation Group
- Stanley Consultants (Prime)
 - WRA
 - Poznecki Camarillo
 - Cambridge Systematics
- Stantec
 - JS Lane Company
 - Mend Collaborative
 - Able City

The consultant selection committee turned in their initial scores and two teams, scoring the greatest number of points, were shortlisted to interview. The HDR and RS&H teams were interviewed on October 12, 2022. Based on the proposal and interview scores, the committee recommends the General Planning Consultant Services contract be awarded to HDR.

Action Requested

A motion to authorize the AAMPO Director to negotiate and execute a contract with HDR to conduct AAMPO's UPWP Subtask 4.5 General Planning Services.

6. Action on Proposed 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 was presented at the September 2022 Transportation Policy Board meeting. The action for this meeting will be consideration of accepting the revisions as outlined in the attached.

Action Requested

Motion to accept the revisions to AAMPO's Policy 3: Guidelines for Programming Projects in the Transportation Improvement Plan (TIP) and the Metropolitan Transportation Program (MTP).

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~~ December 12, 2022

7. Action on the AAMPO Audit of Expenditures and Compliance – Fiscal Years 2022 – 2026 Contract Award – AAMPO (Jimenez)

Purpose

The purpose of this agenda item is to take action on the contract award for AAMPO's Audit of Expenditures and Compliances for Fiscal Years 2022, 2023, 2024, 2025, and 2026.

Issue

On September 16, 2022, AAMPO issued a request for proposals (RFP) for the Audit of Expenditures and Compliance. Notification of the RFP was emailed to 20 San Antonio area accounting firms and was advertised in the San Antonio Express-News and the Texas Register. The contract selection committee was AAMPO's Executive Committee. Proposals were due to AAMPO by noon, Friday, October 21, 2022. Proposals were received from the following two firms:

- Garza/Gonzalez & Associates, CPAs
- Martinez, Rosario & Company, LLP

The consultant selection committee met on November 5, 2022 to review the proposal scores. Based on the proposal scores and additional discussion, the committee recommends the Audit of Expenditures and Compliances for Fiscal Years 2022, 2023, 2024, 2025, and 2026 be awarded to Garza/Gonzalez & Associates.

Action Requested

A motion to authorize the AAMPO Director to negotiate and execute a contract with Garza/Gonzalez & Associates for the Audit of Expenditures and Compliances for Fiscal Years 2022, 2023, 2024, 2025, and 2026.

8. Discussion and Appropriate Action on AAMPO's 2023 Transportation Conformity Document – AAMPO (Hall)

Purpose

The purpose of this agenda item is to provide the committee with information and receive approval of the new (revised) 2023 Transportation Conformity Document.

Issue

In June 2022, AAMPO's Technical Advisory Committee (TAC) and Transportation Policy Board (TPB) approved AAMPO's Metropolitan Transportation Plan (*Mobility 2050*), Transportation Improvement Program (TIP), and the 2023 Transportation Conformity Document (TCD). The 2023 Transportation Conformity Document is being revised to include two tests for meeting transportation conformity requirements. The first test is the "baseline year" test. This test is passed when emissions from the proposed transportation system (Bexar County only for AAMPO area) are either *less than or not greater than* the baseline year (2017). The second test is the "build/no build" test. This test is considered an interim emissions test and is used when there is no approved emissions budget for a given area. It is a project level conformity test and to pass it, the test must demonstrate emissions from implementing projects (from the MTP and TIP) is *less than or equal to* the emissions in the same future analysis year from the existing transportation system (no build). The two tests are required when an area is designated *Moderate* (or worse) non-attainment. Bexar County was redesignated as Moderate for air quality non-attainment effective on November 7, 2022. Over the next several months, AAMPO will work with the Interagency Consultative Partners (FHWA, EPA, TCEQ, and TxDOT) to establish an emissions budget in a State Implementation Plan (SIP).

It is important to note the projects included in *Mobility 2050* and the FY 23-26 TIP have not changed. The consultative partners have been advised and provided guidance to AAMPO on the revisions and the effort to conduct this second test. They have informed AAMPO the new Transportation Conformity Determination will not significantly (if at all) slow down review time to approve all three documents (MTP, TIP, and TCD). AAMPO will continue to work with FHWA and TxDOT to prevent projects, programmed in FY 2023, from experiencing delays.

Action to recommend approval to the TPB was approved by the TAC at their meeting earlier this month.

Action Requested

Motion to approve the revised 2023 Transportation Conformity Determination document.



Transportation Conformity

Transportation Policy Board | December 12, 2022

AAMPO Plans and Documents



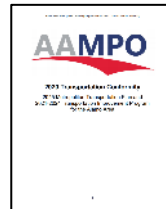
Transportation Improvement Program (TIP)

Funded transportation projects for next four years; *updated every two years*; Fiscal Year 2023-2026
TIP locally – approved June 27, 2022.



Metropolitan Transportation Plan (MTP)

Transportation goals, strategies, and future projects for 20+ years; *updated every four years*;
Mobility 2050 locally-approved June 27, 2022.



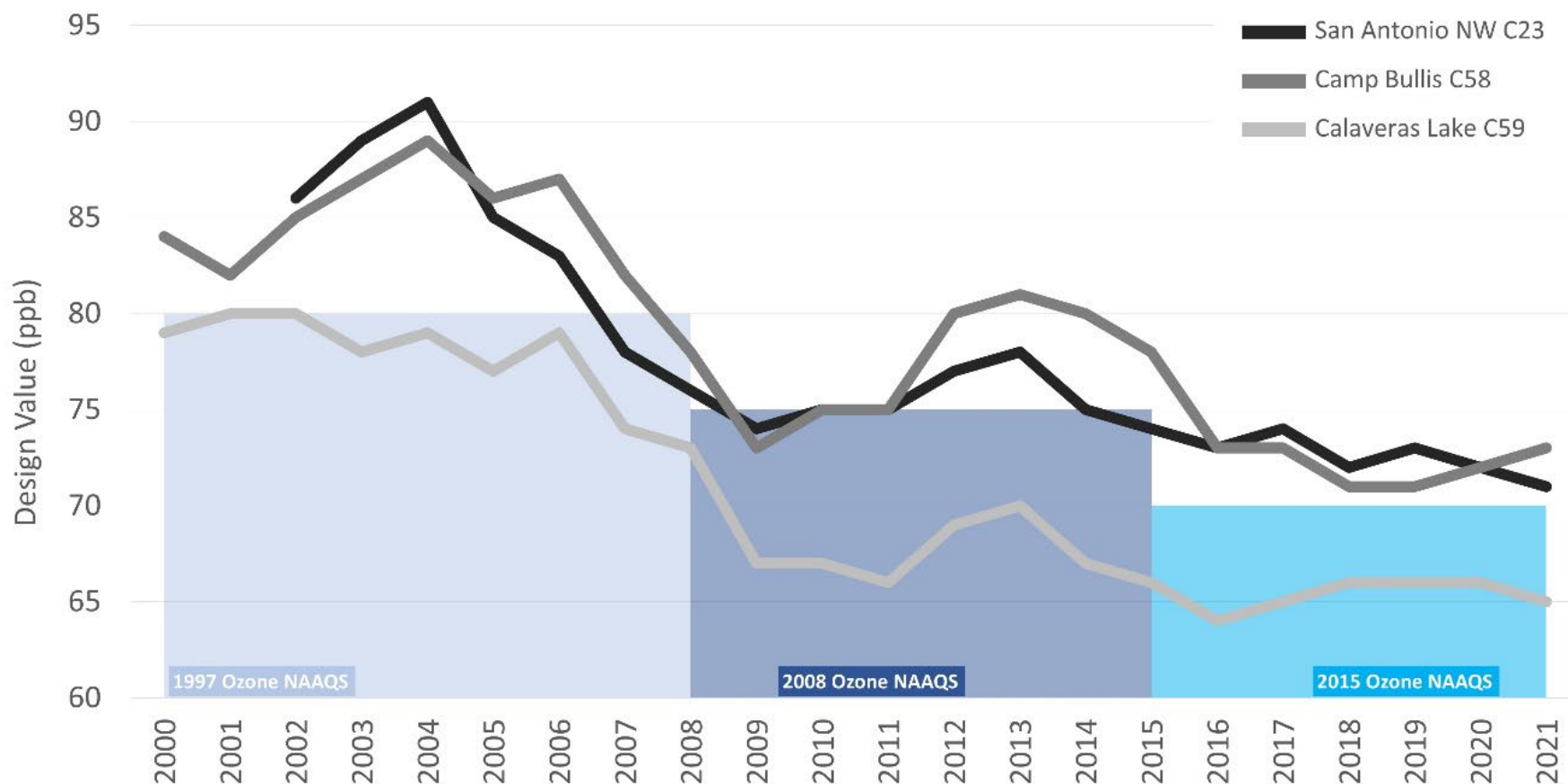
Transportation Conformity Determination (TCD)

Evaluates future transportation projects to ensure no further harm to air quality; approved through government agency consultation process; locally-approved (with test #1) June 27, 2022 – **update scheduled for local approval December 12, 2022.**

Bexar County Nonattainment Timeline

- **September 24, 2018:** Bexar County originally designated *Marginal* nonattainment.
- **September 24, 2021:** Deadline to achieve air quality attainment (i.e. attainment date).
- **April 13, 2022:** US EPA proposes action to reclassify Bexar County from *Marginal* to *Moderate* nonattainment status.
- **October 7, 2022:** US EPA publishes final rule reclassifying Bexar County to *Moderate* nonattainment, effective November 7, 2022.
- **September 24, 2024:** new attainment date under *Moderate* classification.

Bexar County Design Value (2000-2021)



Source: Texas Commission on Environmental Quality

Design Value: The fourth-highest eight-hour average ozone concentration averaged over a consecutive three-year period

NAAQS: National Ambient Air Quality Standards
ppb: parts per billion

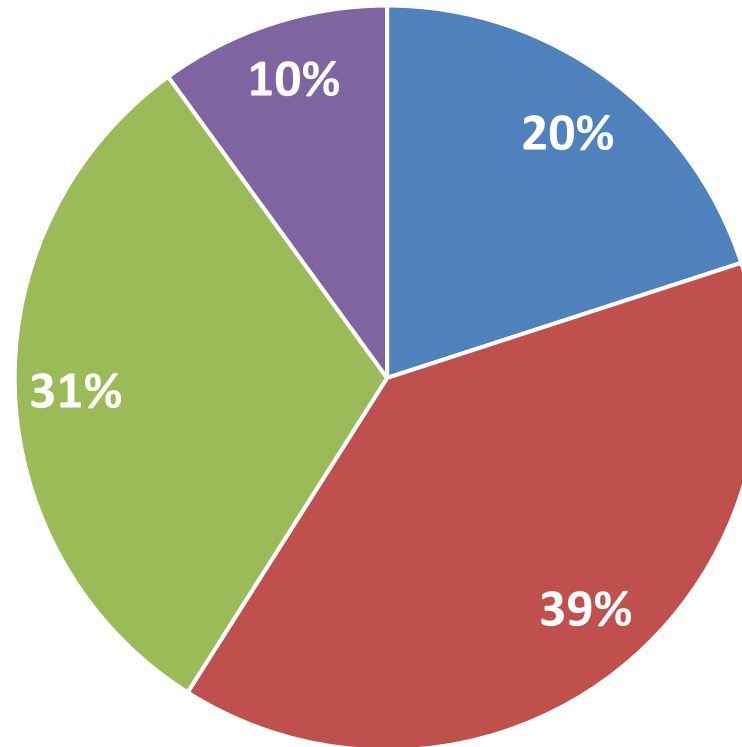
Current Bexar Co. Design Value 2020-2022

Location	2020	2021	2022 _{YTD}	Current DV
<i>Camp Bullis C58</i>	74	78	75	75
San Antonio Northwest C23	69	70	76	71
Calaveras Lake C59	66	66	70	67

Source: [TCEQ](#)

Ozone Sources in Bexar County

Ozone Production

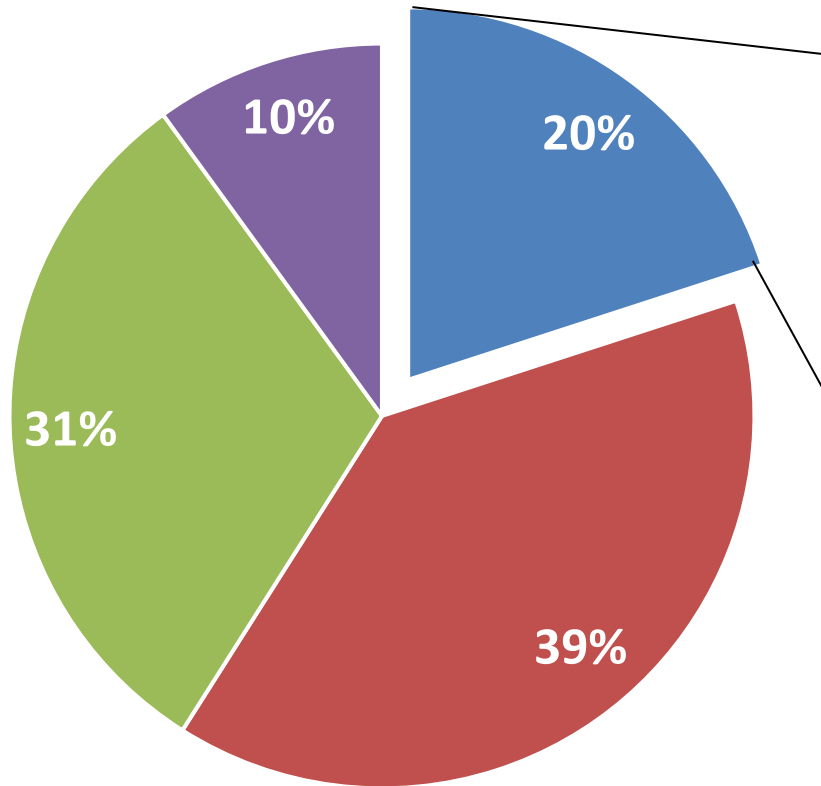


- Bexar County
- Other States, Countries, Regions
- Outside of AQ Model Area
- Other Texas Regions

Source: AACOG Photochemical Model, 2018

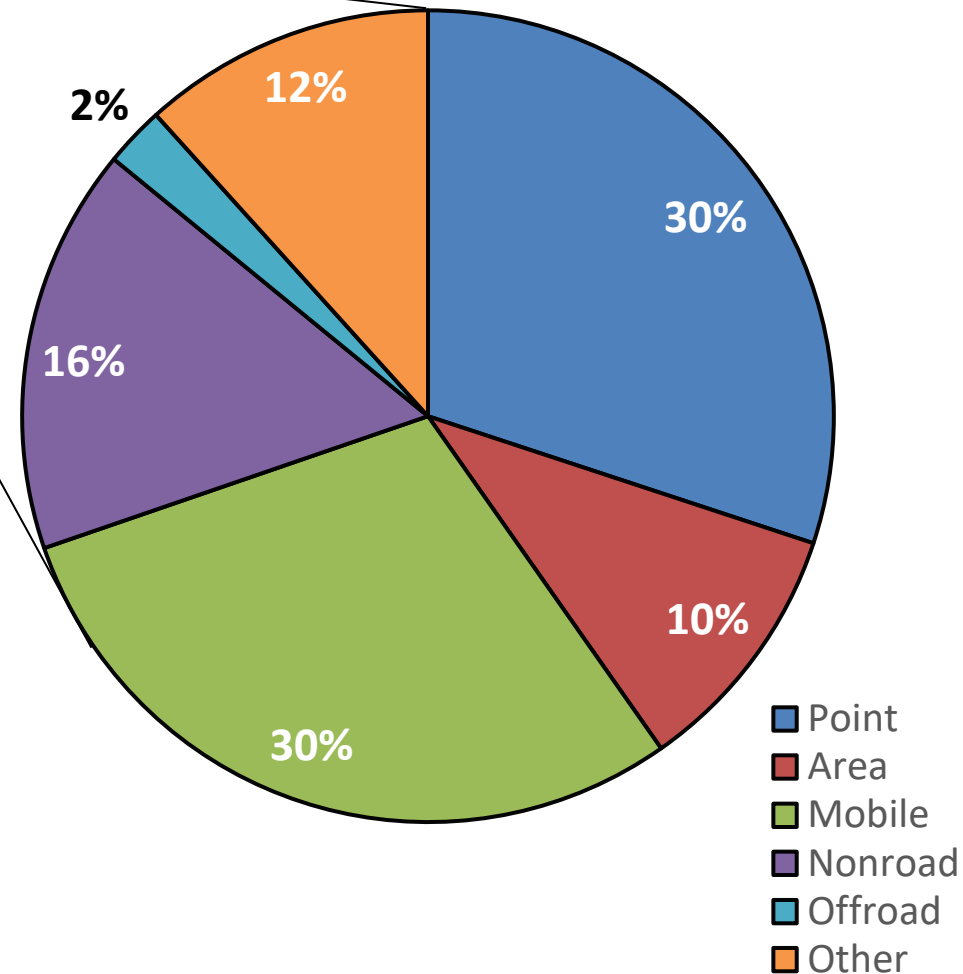
Ozone Sources in Bexar County

Ozone Production



- Bexar County
- Other States, Countries, Regions
- Outside of AQ Model Area
- Other Texas Regions

Local Contributors



- Point
- Area
- Mobile
- Nonroad
- Offroad
- Other

Source: AACOG Photochemical Model, 2018

Moderate Nonattainment Requirements

- Develop **Motor Vehicle Emissions Budget (MVEB)** as a baseline for future emissions modelling
- Develop **Inspections and Maintenance (I/M) program**
 - Alamo Area Council of Governments (AACOG) and Texas Commission on Environmental Quality (TCEQ)
 - Smog testing during motorists' annual state inspections
 - Inspection tests ranges from \$11.50 to \$18.50 per vehicle
- TCEQ has approximately two years to amend the **Statewide Implementation Plan (SIP)** for air quality to include the MVEB for and I/M Program for Bexar County

Moderate Nonattainment Requirements

- Complete an **additional interim emissions test** comparing the existing and committed transportation system (no-build) to what's proposed in the TIP and MTP (build).
 - Initially, test did not demonstrate conformity
 - several “off-model” **Congestion Mitigation and Air Quality (CMAQ) projects** were factored into the analysis to meet conformity requirements

Bexar County “Action-Baseline” Results

Test #1 Criteria: Emissions modeled for analysis years must be **at or below** 2017 baseline year

Year	NO _x	VOC
2017	35.38	22.49
2025	14.61	12.30
2035	9.04	8.38
2045	8.73	8.01
2050	9.29	8.38

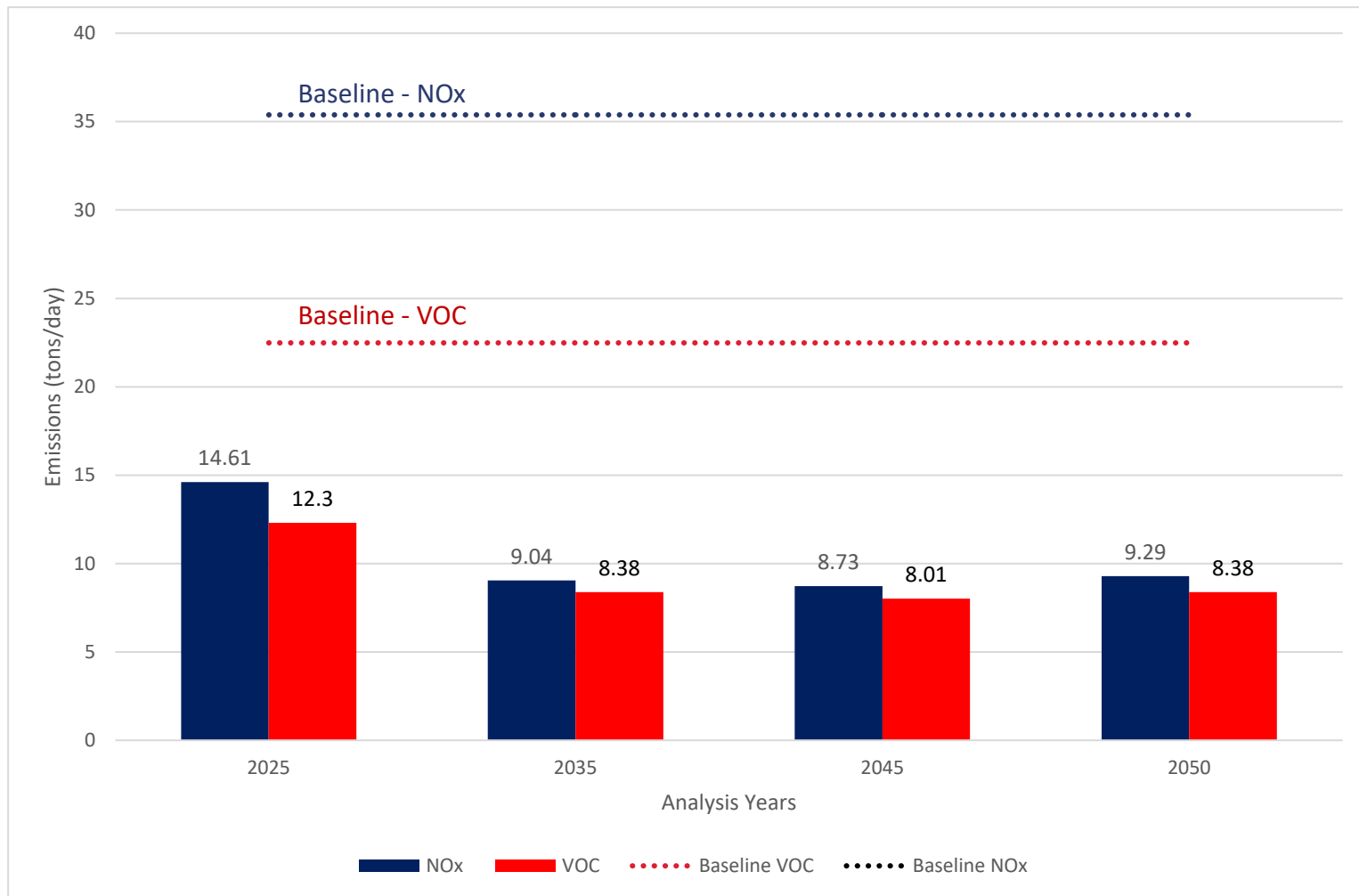
Source: Texas A&M Transportation Institute analysis using MOVES2014b (September 2022)

NO_x: Nitrogen Oxides

VOCs: Volatile Organic Compounds

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Bexar County “Action-Baseline” Results



Source: Texas A&M Transportation Institute analysis using
MOVES2014b (September 2022)

NO_x: Nitrogen Oxides

VOCs: Volatile Organic Compounds

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Bexar County “Build v. No-Build” Results

Test #2 Criteria: Emissions modeled for “build” scenario **must be below** “no-build” for each analysis year

Year	Build		No-Build	
	NO _x	VOC	NO _x	VOC
2017	35.38	22.49	N/A	N/A
2025	<u>14.61</u>	<u>12.30</u>	14.61	12.30
2035	<u>9.04</u>	<u>8.38</u>	9.01	8.38
2045	<u>8.73</u>	8.01	8.69	8.02
2050	<u>9.29</u>	8.38	9.26	8.40

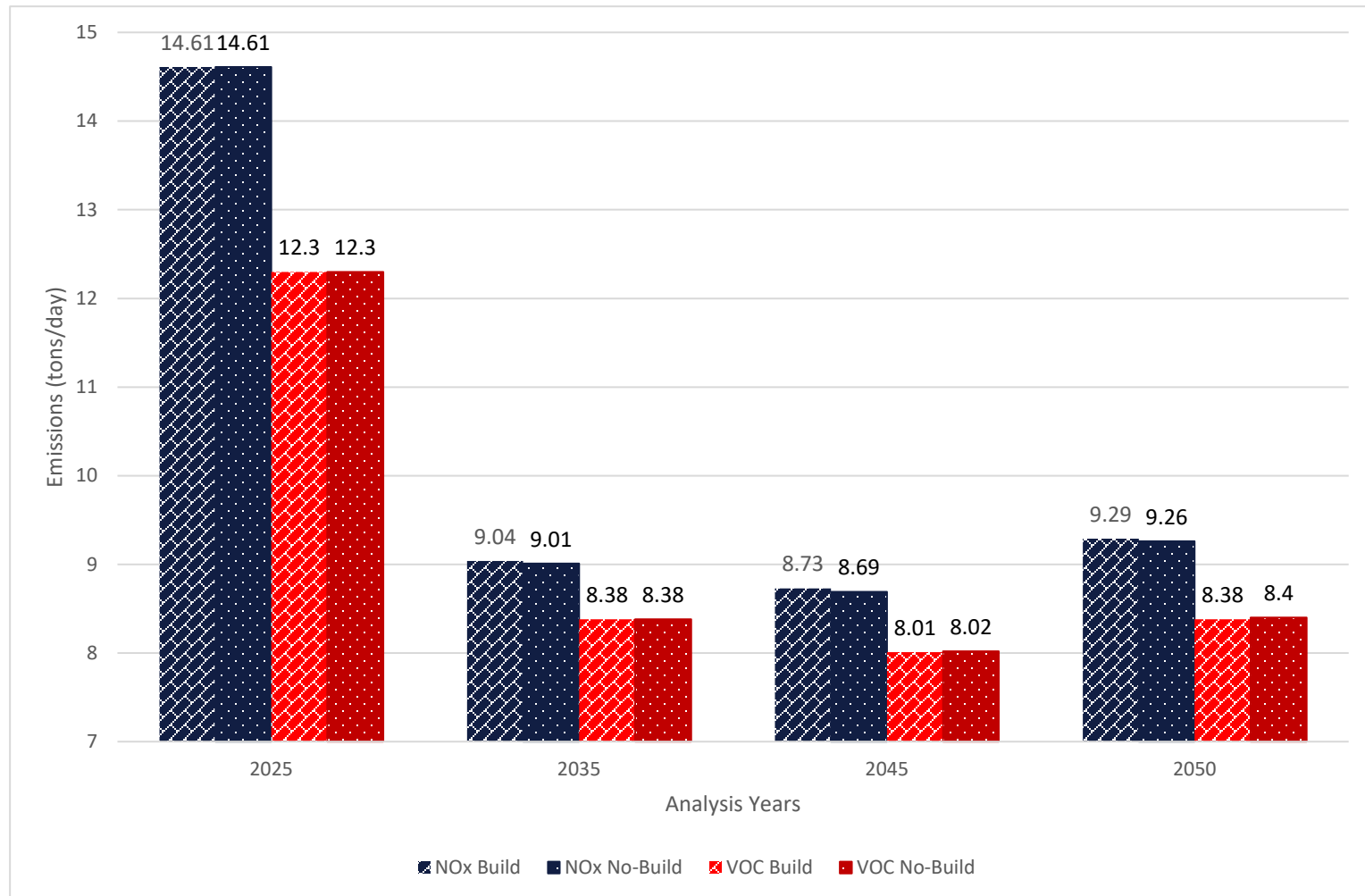
Source: Texas A&M Transportation Institute analysis using
MOVES2014b (September 2022)

NO_x: Nitrogen Oxides

VOCs: Volatile Organic Compounds

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Bexar County “Build v. No-Build” Results



Source: Texas A&M Transportation Institute analysis using MOVES2014b (September 2022)

NO_x: Nitrogen Oxides

VOCs: Volatile Organic Compounds

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“Off-Model” Emissions Reductions

- By statute, certain projects and programs must be included in the “No-Build” scenario
 - Existing facilities, services, and activities
 - Transportation Demand Management (Alamo Commutes) and Transportation System Management and Operations (HERO)
 - Regionally significant projects:
 - a) Under construction
 - b) Undergoing right of way acquisition
 - c) Listed in first year of **previously conforming** TIP or MTP
 - d) Successfully completed the National Environmental Policy Act (NEPA) process
- FY23-26 TIP Congestion Mitigation and Air Quality (CMAQ) projects can be used to demonstrate conformity, if they are not modelled and not included in the “No-Build” scenario.

“Off-Model” Emissions Reductions

	Reduction Needed		CMAQ Reduction	
Year	NO _x	VOC	NO _x	VOC
By 2025	20	20	187	78
2035	80	20	216	83
2045	100	0	216	83
2050	80	0	216	83

* Emissions reductions are in lbs./day in this table

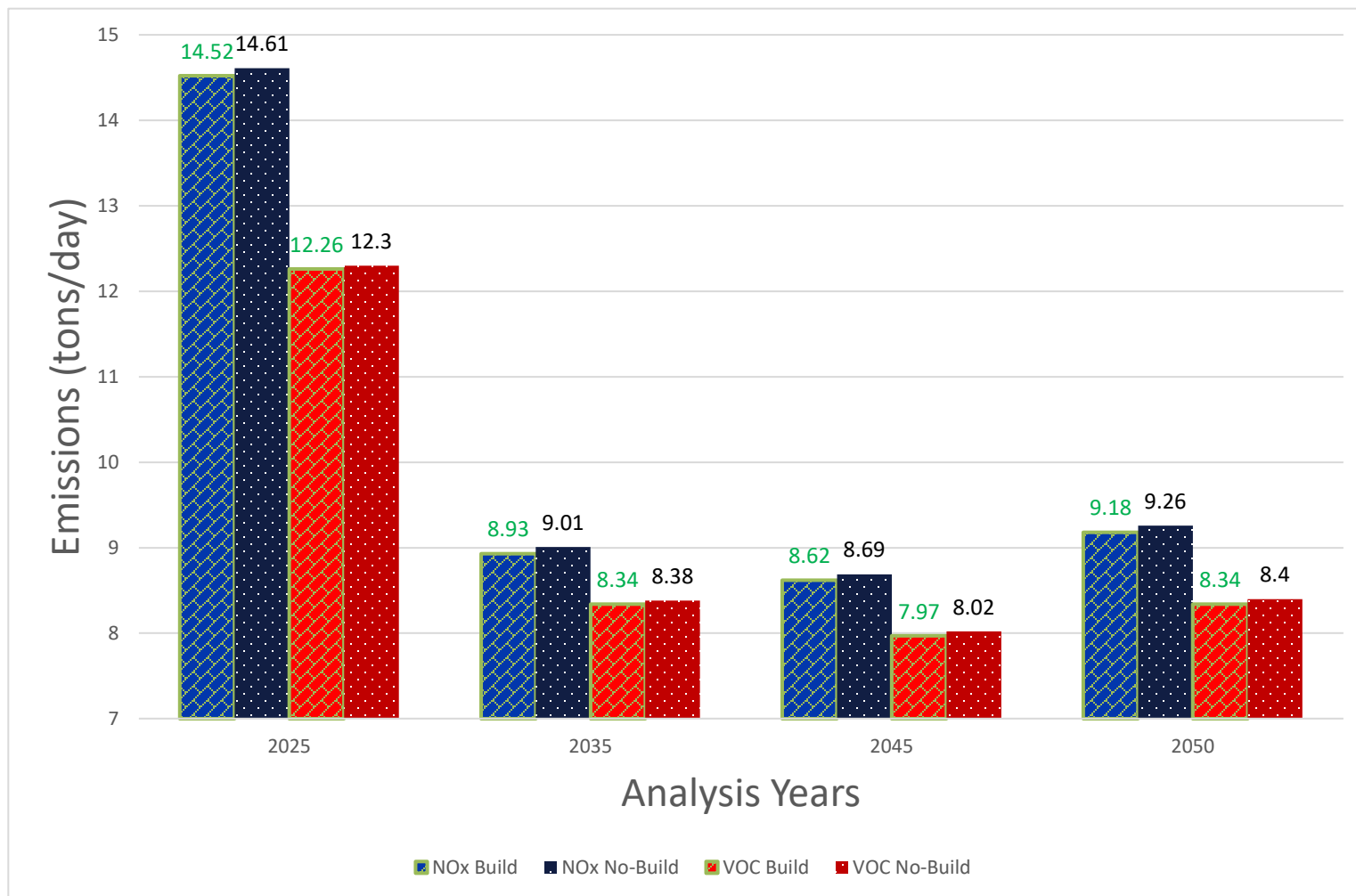
NO_x: Nitrogen Oxides

VOCs: Volatile Organic Compounds

Source: AAMPO CMAQ Projects in FY23-26 TIP

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“Build v. No-Build” w/ CMAQ Benefits



Source: Texas A&M Transportation Institute analysis using MOVES2014b (September 2022)

NO_x: Nitrogen Oxides

VOCs: Volatile Organic Compounds

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2023 Transportation Conformity Webpage



Alamo Area Metropolitan Planning Organization

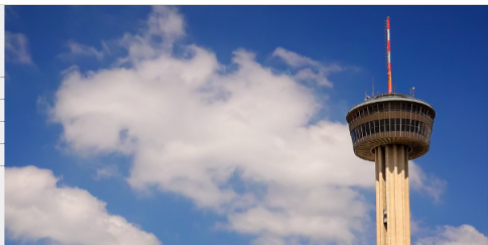
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Transportation Conformity

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- Air Quality in the Alamo Region
- Transportation and Air Quality
- CMAQ and Other Funding
- Resources



Transportation Conformity evaluates future transportation projects to ensure they cause no further harm to air quality. The transportation conformity process is required of all MPOs within nonattainment areas-regions that the United States Environmental Protection Agency has determined do not meet a healthy level of air quality. Bexar County was originally designated as a Marginal nonattainment area for ozone in 1981. In 2022, EPA redesignated the Bexar County nonattainment area as Moderate effective November 7, 2022, with an attainment date of September 24, 2024.

2021 Transportation Conformity

Draft 2023 Conformity Document

Presentation Overview

1. Alamo Area Metropolitan Planning Organization (AAMPO)
2. Bexar County Nonattainment
3. Why are we updating the Transportation Conformity Document?
4. How to Make a Public Comment

www.alamoareampo.org

AAMPO

[View Presentation with Notes \(PDF\)](#)

AAMPO is inviting feedback on its draft 2023 Transportation Conformity Document beginning October 30, 2022 through December 1, 2022. Additional information has been added to the document addressing additional requirements for Moderate nonattainment areas. The version of the document originally approved by the Transportation Policy Board on June 27, 2022 addressed only requirements for Marginal nonattainment. Responses to public comments will be incorporated into the draft document. The AAMPO Transportation Policy Board will consider the 2023 Transportation Conformity Document for approval at the December 12, 2022 meeting.

AAMPO will host a public meeting Tuesday, November 15, 2022 at 6 p.m. at TxDOT San Antonio District Headquarters, Building 2 Training Room, located at 4615 NW Loop 410, 78229. A presentation will be followed by an opportunity for public comment.

Official forms of comment are:

1. At the public meeting on Tuesday, November 15, 2022 at 6 p.m. at TxDOT San Antonio District Headquarters, Building 2 Training Room, located at 4615 NW Loop 410, 78229.
2. Online at www.alamoareampo.org/airquality/conformity
3. By email to Clifton Hall: hall@alamoareampo.org
4. By mail to the Alamo Area MPO: 825 South Saint Mary's Street, San Antonio, TX 78205
5. At the Transportation Policy Board meeting during Citizens to be Heard on Monday, December 12, 2022.

Social media is **NOT** an official form of comment for this process.

Since ozone levels have stayed above the maximum levels allowed by EPA, the area's status has been moved from "Marginal" to "Moderate."

Provide feedback below:

Feedback Survey

Enter your zip code*

This is a required question and will be used for general analytical use only.

Enter your email address

Would you like to stay informed on area transportation news? If so, please provide your email address to receive periodic updates from AAMPO. Your email address will not be given to any third party.

Please provide your feedback on Transportation Conformity Document

1000000

Submit

2023 Transportation Conformity Document

- Conformity Document (Updated 10/17/2022)
- FHWA Conformity Concurrence Letter - (Pending)
- EPA Conformity Concurrence Letter - (Pending)
- TCEQ Conformity Concurrence Letter - (Pending)
- Conformity Determination - (Pending date of approval)


Appendices

- 12.1 - Resolution
- 12.2 - Mobility 2050 (Locally-Approved on 6/27/2022; Pending Federal Approval)
- 12.3 - 2023-2026 Transportation Improvement Program (Locally-Approved on 6/27/2022; Pending Federal Approval)
- 12.4 - Travel Model Validation (Updated on 10/17/2022)
- 12.5 - VMT, Loaded Speed, and Centerline Mile Summaries (Updated 10/17/2022)
- 12.6 - Definition of Regionally Significant Roadway System (Updated 5/18/2022)
- 12.7 - Roadway System (Capacity Staging) and Network Link Listing - Build | No-Build (Updated 10/28/2022)
- 12.8 - Network Shapefiles (zip) (Updated 10/17/2022)
- 12.9 - Mode Choice Model Summaries (Updated 10/17/2022)
- 12.10 - MOVES Information and Analysis Notes (Updated 10/17/2022)
- 12.11 - MOVES Input and Output Files (zip) (Updated 10/17/2022)
- 12.12 - MOVES Emission Factors (zip) (Updated 10/17/2022)
- 12.13 - Estimated Hourly Emissions and Activity (zip) (Updated 10/17/2022)
- 12.14 - VMT, Speed, and Emissions Summaries (zip) (Updated 10/17/2022)
- 12.15 - Interagency Consultation Process (Updated 5/6/2022)
- 12.16 - Public Involvement Process

<https://www.alamoareampo.org/AirQuality/conformity/>

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2023 Transportation Conformity Schedule

Updated TCD posted on AAMPO website	October 14, 2022
Public Comment Period Opens	October 30, 2022
Public Meeting	November 15, 2022
Public Comment Period Closes	December 1, 2022
Technical Advisory Committee Action*	December 2, 2022
 Transportation Policy Board Action*	December 12, 2022
Joint FHWA-FTA Conformity Determination	Early 2023 (Tentative)

Action Requested

- a. A motion to waive the MPO's routine two-step Transportation Conformity approval process and enter into a public hearing
- b. A motion to approve the updated 2023 Transportation Conformity Document



Questions?

Clifton L. Hall

Transportation Planning Program Manager

hall@alamoareampo.org | 210-230-6929

9. Update on the Great Springs Project (GSP), the Bicycle and Pedestrian Trail System Proposed to Connect the San Antonio and Austin Areas – GSP (Merritt)

Purpose

The purpose of this agenda item is to provide the Policy Board with information related to the continued planning for the Great Springs Project.

Issue

Great Springs Project (GSP), the bicycle and pedestrian trail system proposed to connect the San Antonio and Austin areas, continues to move forward with planning. The project envisions a greenway of contiguous protected lands over the Edwards Aquifer Recharge Zone. The ultimate goal is to have a complete trail system, that traverses the San Antonio Springs, Comal Springs, San Marcos Springs, and Barton Springs, by Texas's Bicentennial in 2036.

The non-profit works closely with Alamo and Austin Area organizations to support trail projects, parks initiatives, and major roadway redesigns to further connect the region's robust trails network. GSP looks at trails and active transportation opportunities wholistically to align efforts between various governmental and non-profit entities. The project is included in AAMPO's locally-approved Metropolitan Transportation Plan, *Mobility 2050*. For more information on the organization, the effort, or to subscribe to updates, please visit <https://greatspringsproject.org/>.

Action Requested

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

10. Discussion and Appropriate Action on the FY 2024 Unified Transportation Program Project Scoring and Prioritization – AAMPO (Jiménez)

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.

While all Tier 1 and Tier 2 projects were funded in the FY 2023 TxDOT UTP, many of these same projects were only partially-funded. These funding gaps have been created as a result of unprecedented inflation and the need to deauthorize funds from one project to fully fund another project that is ready to let (go to construction). Therefore, the AAMPO UTP project rankings were developed based on historic analysis and regional need with some input from the TxDOT San Antonio District.

The project rankings and presentation are attached.

Action Requested

For information and discussion only. Action is scheduled for January 2023.

Alamo Area Metropolitan Planning Organization - TxDOT FY 2024 Unified Transportation Program

Roadway	Limits From	To	Project Type	Rank	FY 2024 Tier
IH 35	IH 410 S	IH 410 N	Added Capacity	1	Tier 1: TxDOT FY 2023 Unified Transportation Program - Not fully funded
IH 35	N. Walters St.	IH 410 S	Added Capacity	2	
IH 410	IH 35/IH 410 S Interchange	FM 78	Added Capacity	3	
US 90	0.8 Miles W of IH 410	IH 410	Added Capacity	4	
US 90	LP 1604	0.8 Miles W of IH 410	Added Capacity	5	
US 90	SH 211	LP 1604	Added Capacity	6	
SH 123	Cordova Ln	IH 10	Added Capacity	7	
IH 410	at US 281/San Pedro	.	Operational	8	
SL 1604	Macdona-Lacoste Rd	US 90 W	Added Capacity	9	
IH 35	FM 3009	Guadalupe / Comal County Line	Added Capacity	10	Tier 2: Top 100 Highest Congestion Texas Clear Lanes Corridors
IH 35	Guadalupe / Comal County Line	FM 1103	Added Capacity	11	
SL 1604	Redland Rd	Judson Rd	Added Capacity	12	
SL 1604	Judson Rd	IH 35 North	Added Capacity	13	
IH 410	at IH 10 E		Operational	14	Tier 3: Statewide Initiative (Other Top 100 and I-10E Corridor)
SL 1604	FM 78	IH 10 East	Added Capacity	15	
IH 10	Bexar/Kendall County Line	FM 3351	Added Capacity	16	
IH 10	0.25 Mi W of Bexar/Kendall County Line	Bexar/Kendall County Line	Added Capacity	17	
IH 10	SH 46	0.25 Mi W of Bexar / Kendall County Line	Added Capacity	18	
IH 10	US 90A	FM 464	Added Capacity	19	
IH 10	FM 465	Pioneer Road	Added Capacity	20	
IH 10	Pioneer Road	US 90A	Added Capacity	21	
IH 10	at SL 1604 NE		Operational	22	
IH 10	SH 123	SH 130	Added Capacity	23	
SH 16	IH 410	LP 1604	Added Capacity	24	Tier 4: Other Regional Priorities
IH 35	Guadalupe River	FM 1103	Operational	25	
IH 35	Guadalupe River	Hays / Comal County Line	Operational	26	
IH 410	at SH 151		Operational	27	
IH 410	US 90	IH 35 S	Added Capacity	28	
IH 410	at US 90 West		Operational	29	
SL 1604	Martinez Creek	FM 1346 - Houston St	Added Capacity	30	
SH 46	Bentwood Dr	FM 3159	Added Capacity	31	
SL 1604	IH 35 S	0.7 Mi North of FM 2536	Added Capacity	32	
SL 1604	0.7 Mi North of FM 2536	Macdona-Lacoste Rd	Added Capacity	33	
FM 1957	CR 381	Bexar / Medina County Line	Added Capacity	34	
FM 1957	Medina / Bexar County Line	SH 211	Added Capacity	35	
SH 46	Bulverde Rd	Farhills Dr	Added Capacity	36	
SH 46	IH 35	IH 10E	Added Capacity	37	

Orange – Projects Divided Up

Green – Projects Partially Funded in FY 2023 UTP

Yellow – New Projects



FY 2024 Unified Transportation Program Project Scoring and Prioritization

Transportation Policy Board
December 12, 2022

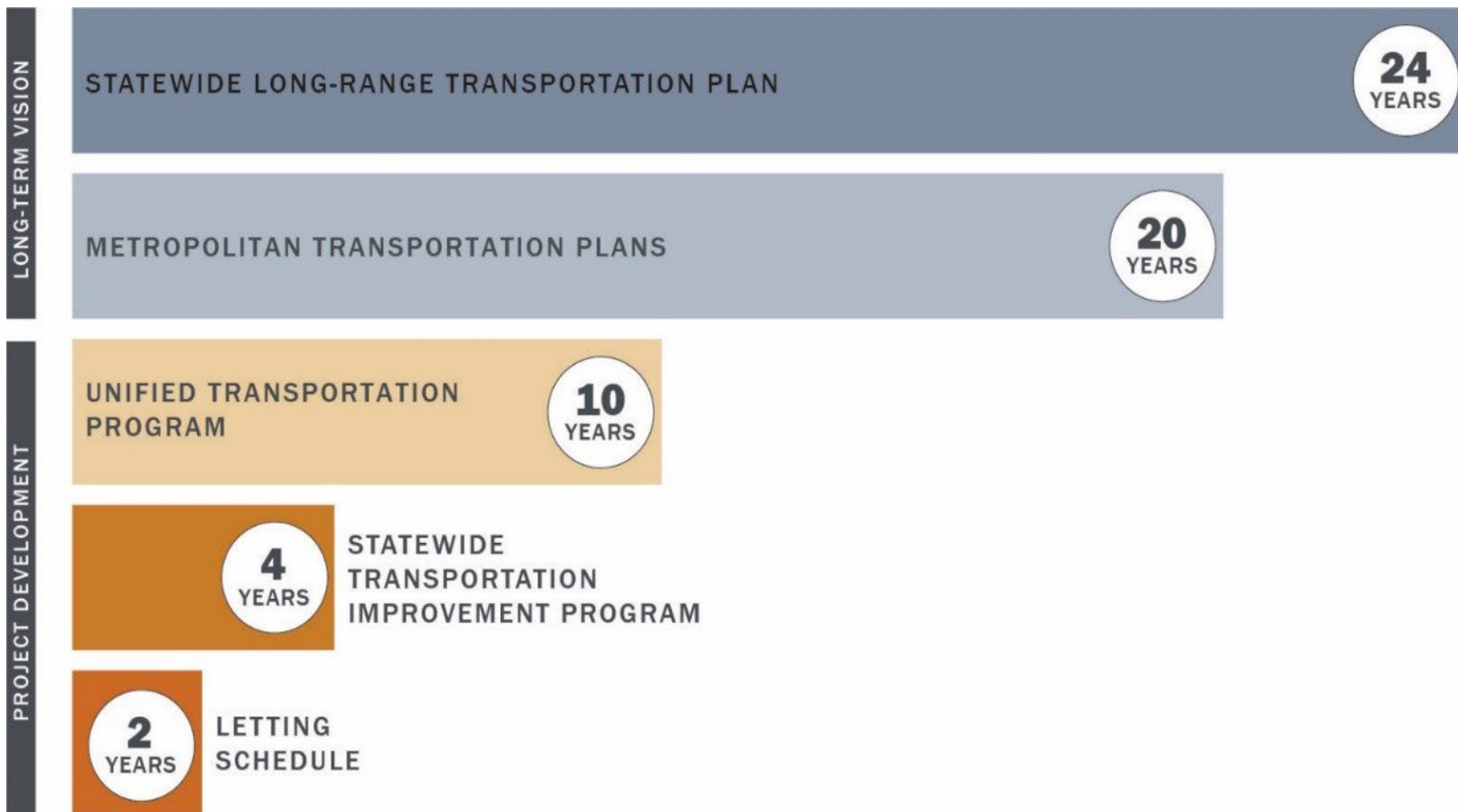
AAMPO

A white graphic element consisting of a thick, curved line that starts under the 'A' and sweeps upwards and to the right, ending under the 'O'.

- 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 2024 Unified Transportation Program



- All 12 TxDOT funding categories are included in the UTP
- AAMPO project prioritization list includes projects funded primarily through:
 - Category 2 Metro Corridor
 - Category 4 Connectivity
 - Category 12 Commission Strategic Funding/Clear Lanes

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

- 1. Existing FY 2023 UTP Projects**
- 2. Top 100 Congested Corridors (I-35, Loop 1604, SH 16)**
- 3. Statewide Initiative (Other Top 100 Congested Corridors and I-10 East)**
- 4. Other Regional Priorities**

- **I-35 from Loop 410S to Loop 410N – Divided into three projects**
- **Loop 1604 from Redland Rd to I-35 – Divided into two projects**
- **SH 16 (Bandera Rd) added to Tier 3: Top 100 Congested Corridors**
- **SH 46 added to Tier 4: Other Regional Priorities**



Alamo Area Metropolitan Planning Organization - TxDOT FY 2024 Unified Transportation Program					
Roadway	Limits From	To	Project Type	Rank	FY 2024 Tier
IH 35	IH 410 S	IH 410 N	Added Capacity	1	Tier 1: TxDOT FY 2023 Unified Transportation Program - Not fully funded
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IH 410	IH 35/IH 410 S Interchange	FM 78	Added Capacity	3	
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US 90	LP 1604	0.8 Miles W of IH 410	Added Capacity	5	
US 90	SH 211	LP 1604	Added Capacity	6	
SH 123	Cordova Ln	IH 10	Added Capacity	7	
IH 410	at US 281/San Pedro	.	Operational	8	
SL 1604	Macdona-Lacoste Rd	US 90 W	Added Capacity	9	
IH 35	FM 3009	Guadalupe / Comal County Line	Added Capacity	10	
IH 35	Guadalupe / Comal County Line	FM 1103	Added Capacity	11	Tier 2: Top 100 Highest Congestion Texas Clear Lanes Corridors
SL 1604	Redland Rd	Judson Rd	Added Capacity	12	
SL 1604	Judson Rd	IH 35 North	Added Capacity	13	

All Tier 1 and Tier 2 projects were funded in the FY 2023 UTP – not all were fully funded. Partially funded remain in the Tier 1 list (Rank 4, 6-10).



IH 410	at IH 10 E		Operational	14	Tier 3: Statewide Initiative (Other Top 100 and I-10E Corridor)
SL 1604	FM 78	IH 10 East	Added Capacity	15	
IH 10	Bexar/Kendall County Line	FM 3351	Added Capacity	16	
IH 10	0.25 Mi W of Bexar/Kendall County Line	Bexar/Kendall County Line	Added Capacity	17	
IH 10	SH 46	0.25 Mi W of Bexar / Kendall County Line	Added Capacity	18	
IH 10	US 90A	FM 464	Added Capacity	19	
IH 10	FM 465	Pioneer Road	Added Capacity	20	
IH 10	Pioneer Road	US 90A	Added Capacity	21	
IH 10	at SL 1604 NE		Operational	22	
IH 10	SH 123	SH 130	Added Capacity	23	
SH 16	IH 410	LP 1604	Added Capacity	24	
IH 35	Guadalupe River	FM 1103	Operational	25	Tier 4: Other Regional Priorities
IH 35	Guadalupe River	Hays / Comal County Line	Operational	26	
IH 410	at SH 151		Operational	27	
IH 410	US 90	IH 35 S	Added Capacity	28	
IH 410	at US 90 West		Operational	29	
SL 1604	Martinez Creek	FM 1346 - Houston St	Added Capacity	30	
SH 46	Bentwood Dr	FM 3159	Added Capacity	31	
SL 1604	IH 35 S	0.7 Mi North of FM 2536	Added Capacity	32	
SL 1604	0.7 Mi North of FM 2536	Macdona-Lacoste Rd	Added Capacity	33	
FM 1957	CR 381	Bexar / Medina County Line	Added Capacity	34	
FM 1957	Medina / Bexar County Line	SH 211	Added Capacity	35	
SH 46	Bulverde Rd	Farhills Dr	Added Capacity	36	
SH 46	IH 35	IH 10E	Added Capacity	37	

Projects **highlighted** are new to the rankings list.



**Al Resolution In Support of the
Region's Scoring and Ranking of Projects for
the FY 2024 Unified Transportation Program**

Draft Resolution

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 2024 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 2024 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 23rd day of January 2023.

Kevin Webb, Chair
Alamo Area Metropolitan Planning Organization

Next Steps

- January 6, 2023 - TAC Action
- January 23, 2022 - TPB Action
- January 31, 2022 – Deadline to Transmit to TxDOT
- August 2023 - Transportation Commission Adoption

AAMPO



Questions???

Sonia Jiménez
AAMPO Deputy Director
jimenez@alamoareampo.org
210-668-3614

11. Discussion and Appropriate Action on Safety Performance Measures and 2023 Target Setting – AAMPO (Hall)

Purpose

The purpose of this agenda item is to receive a presentation on the region's safety performance targets for 2023.

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 2023.



Safety Performance Measures: 2023 Target Setting

Transportation Policy Board | December 12, 2022

Clifton Hall, Transportation Planning Program Manager

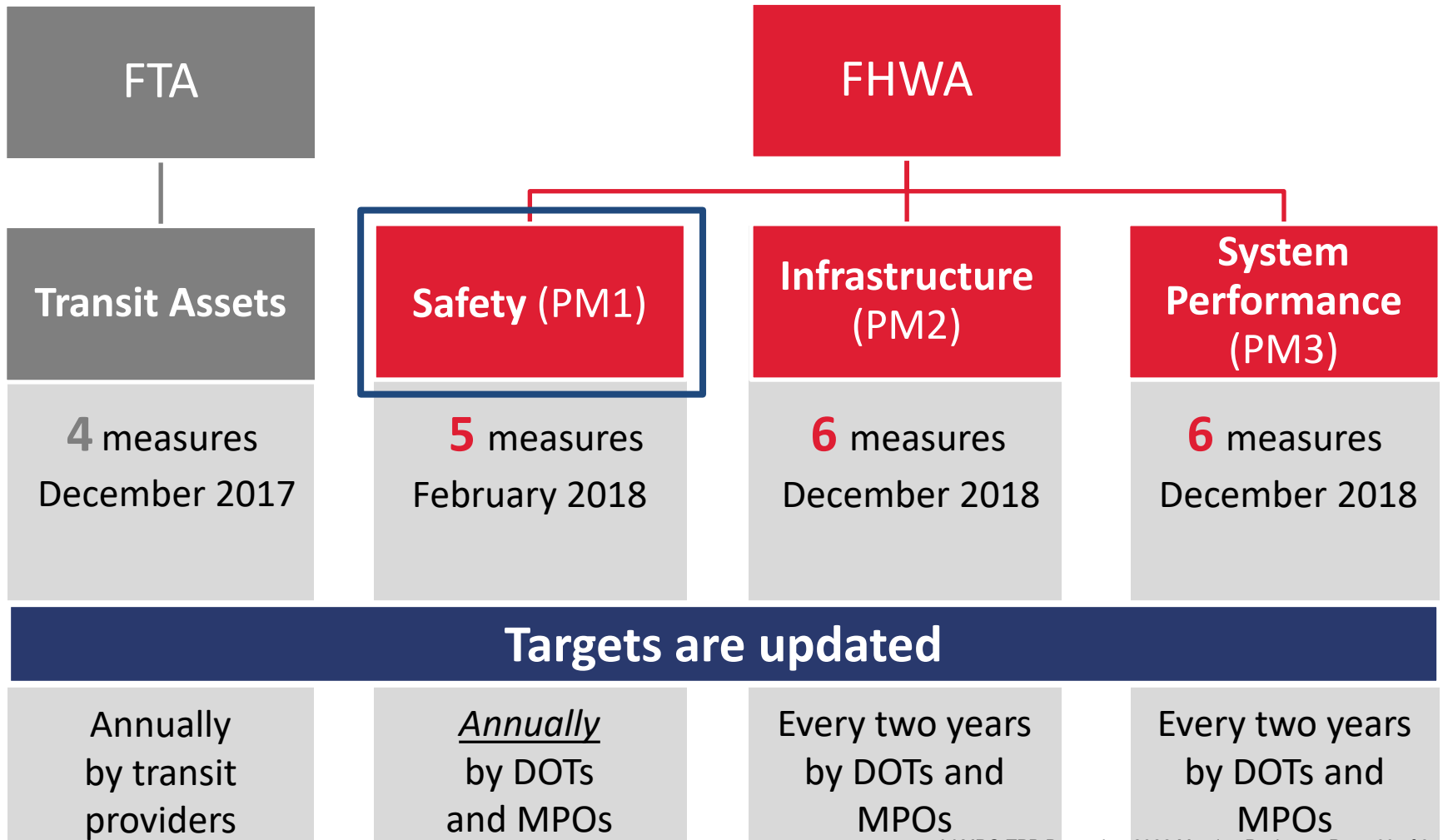
Overview

- Target-Setting Process
- Trend Data
- 2023 Texas Safety Targets
- Information today - *action scheduled January 2023.*

Target Setting Process



Federal Performance Measure Target Dates



Five Federal Safety Performance Measures

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

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:

FY2019 CRIS Fatalities

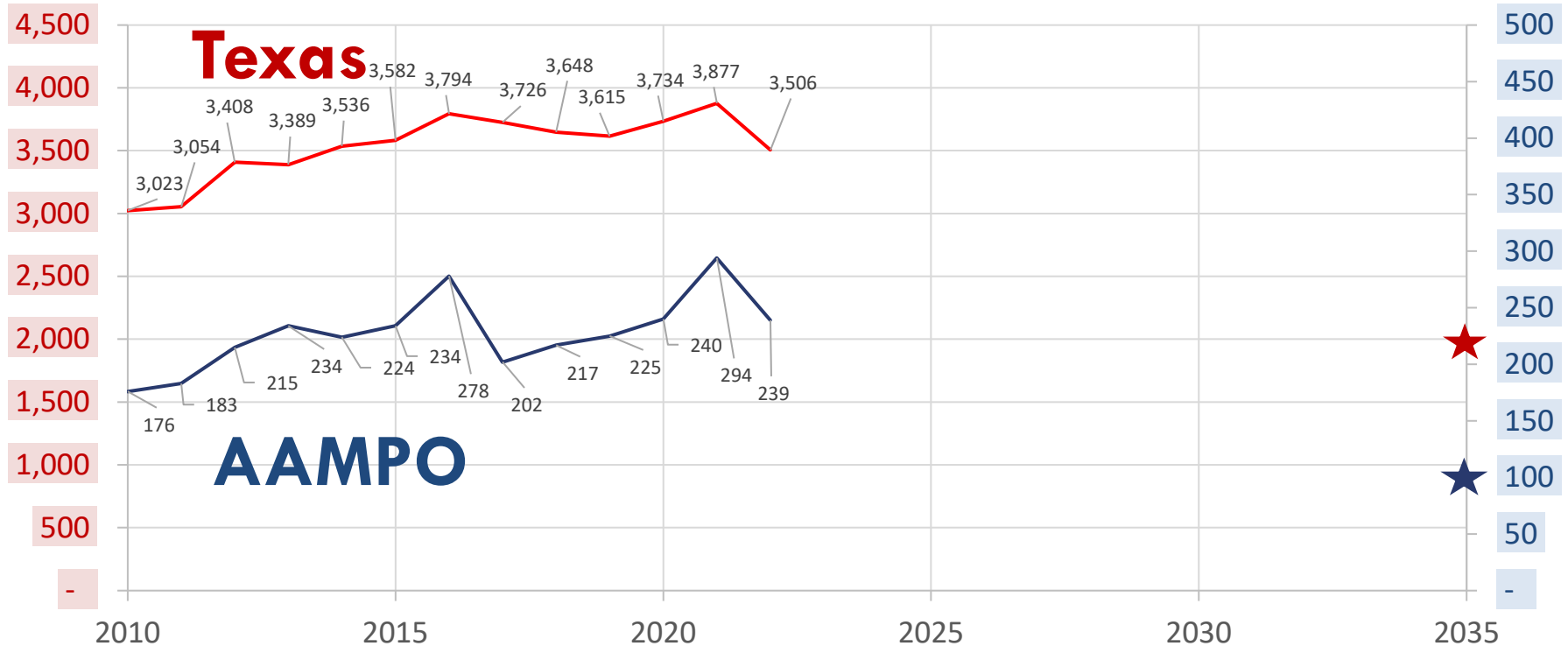
2050 – current year

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

Trends in Texas and the AAMPO region



Number of Fatalities (2010-2022)



2022 Statewide Target

Reduce expected rise by 2.0 % to ≤ 3,563 fatalities

2022 Statewide Actual*

On Target
(*as of 11/1/2022)

2035 Statewide Goal

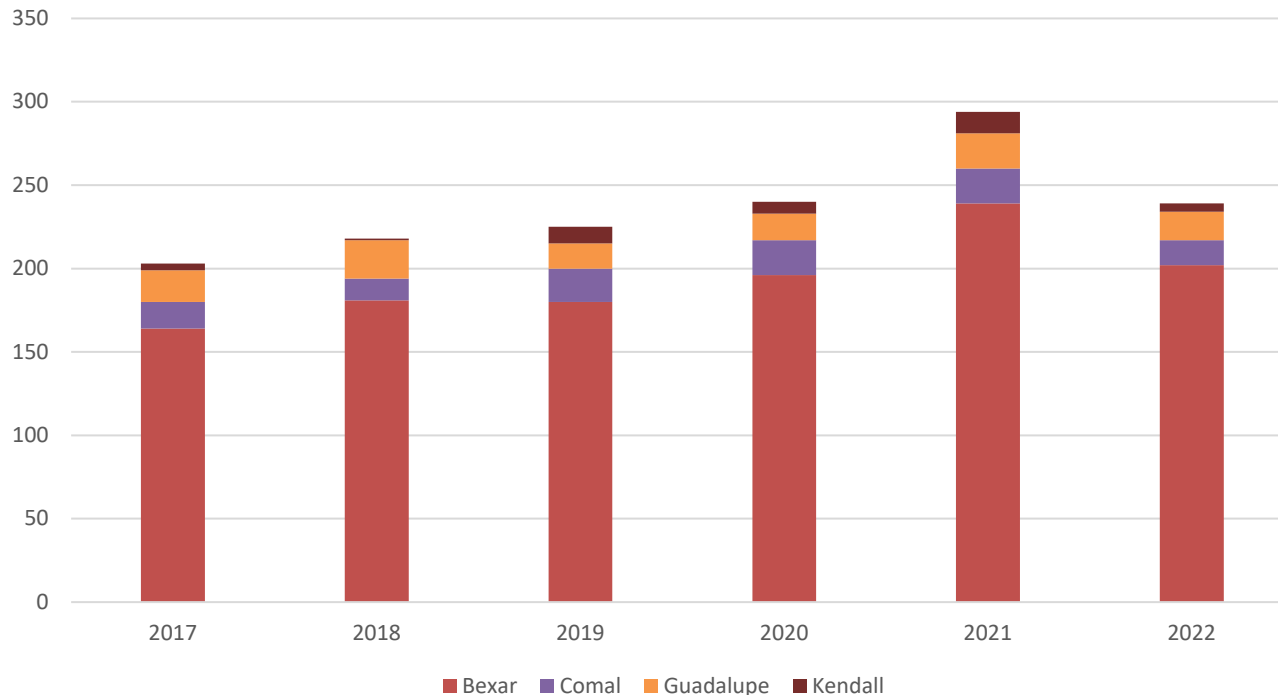
Reduce fatalities by half
(approximately 1,869)

2023 Statewide Target

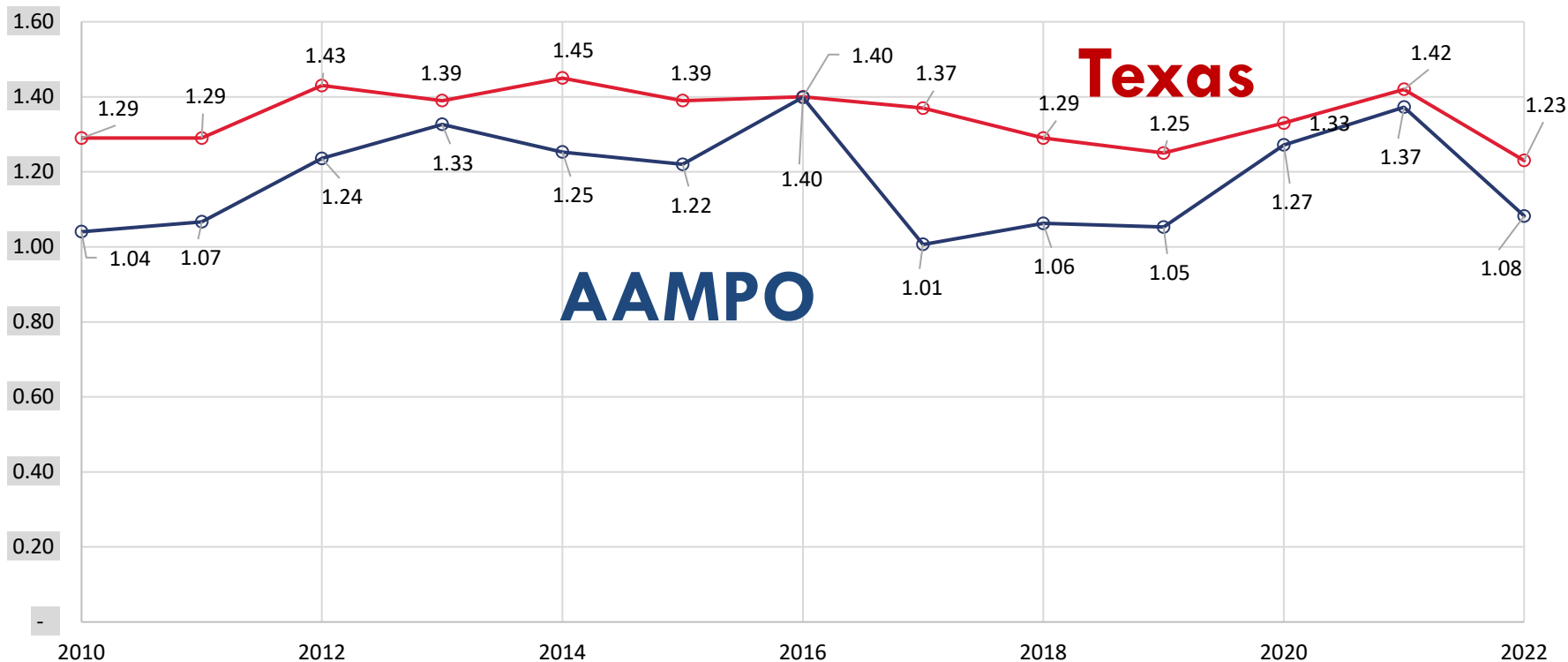
Reduce expected rise by 2.0% to ≤ 3,682 fatalities

Number of Fatalities per AAMPO County (2017-2022)

	2017	2018	2019	2020	2021	2022*
Bexar	164	181	180	196	239	202
Comal	16	13	20	21	21	15
Guadalupe	19	23	15	16	21	17
Kendall	4	1	10	7	13	5
<i>*data as of November 1, 2022.</i>						



Rate of Fatalities (2010-2022)



2022 Statewide Target

Reduce expected rise by
2.0% to ≤ 1.4 fatalities
per 100 MVMT

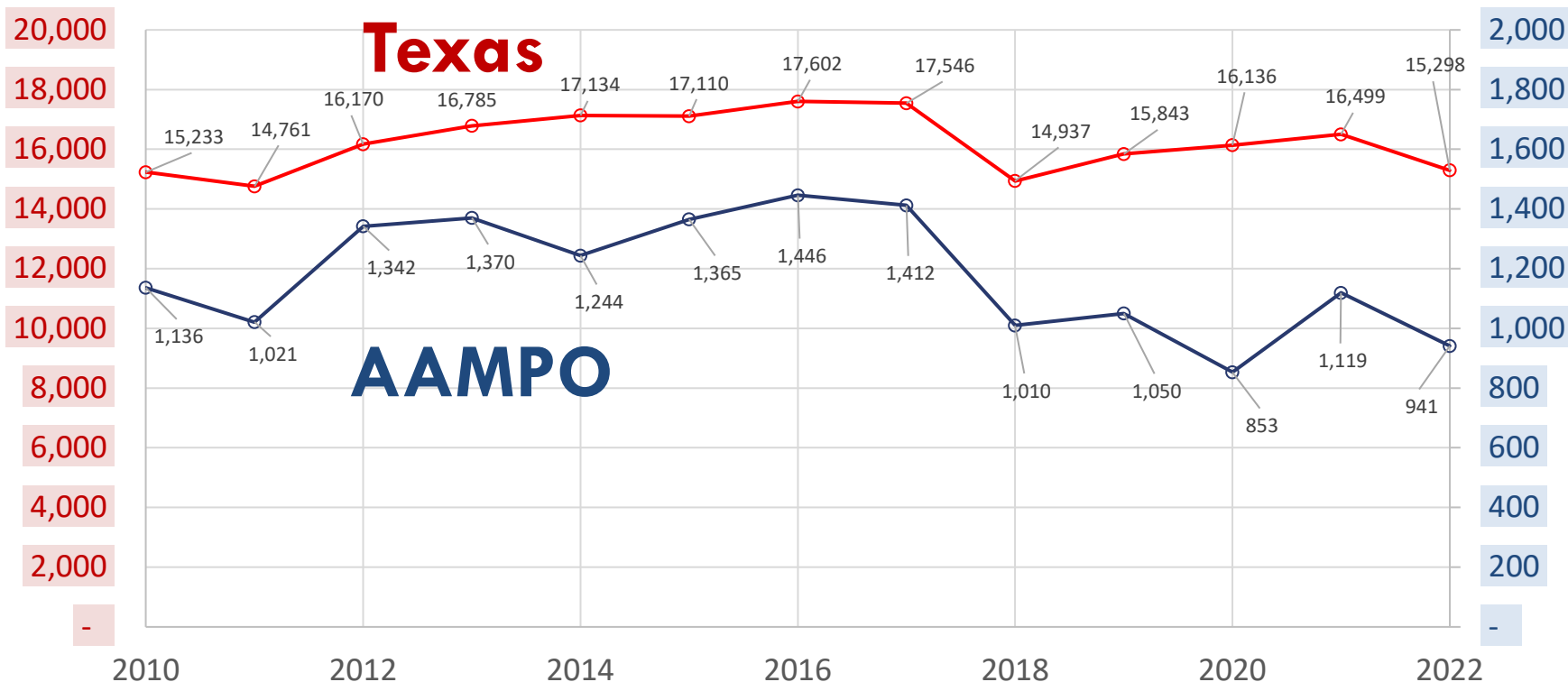
2022 Statewide Actual*

On Target
(*as of 11/1/2022)

2023 Statewide Target

Reduce expected rise by
2.0% to ≤ 1.38 fatalities
per 100 MVMT

Number of Serious Injuries (2010-2022)



2022 Statewide Target

Reduce expected rise by 2.0% to $\leq 16,485$ serious injuries

2022 Statewide Actual*

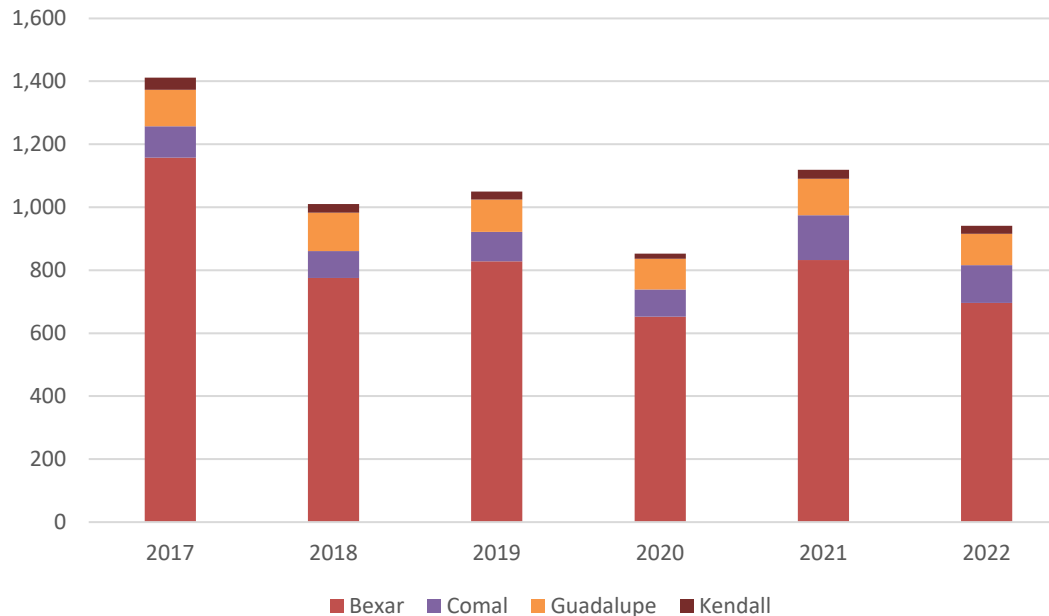
On Target
(*as of 11/1/2022)

2023 Statewide Target

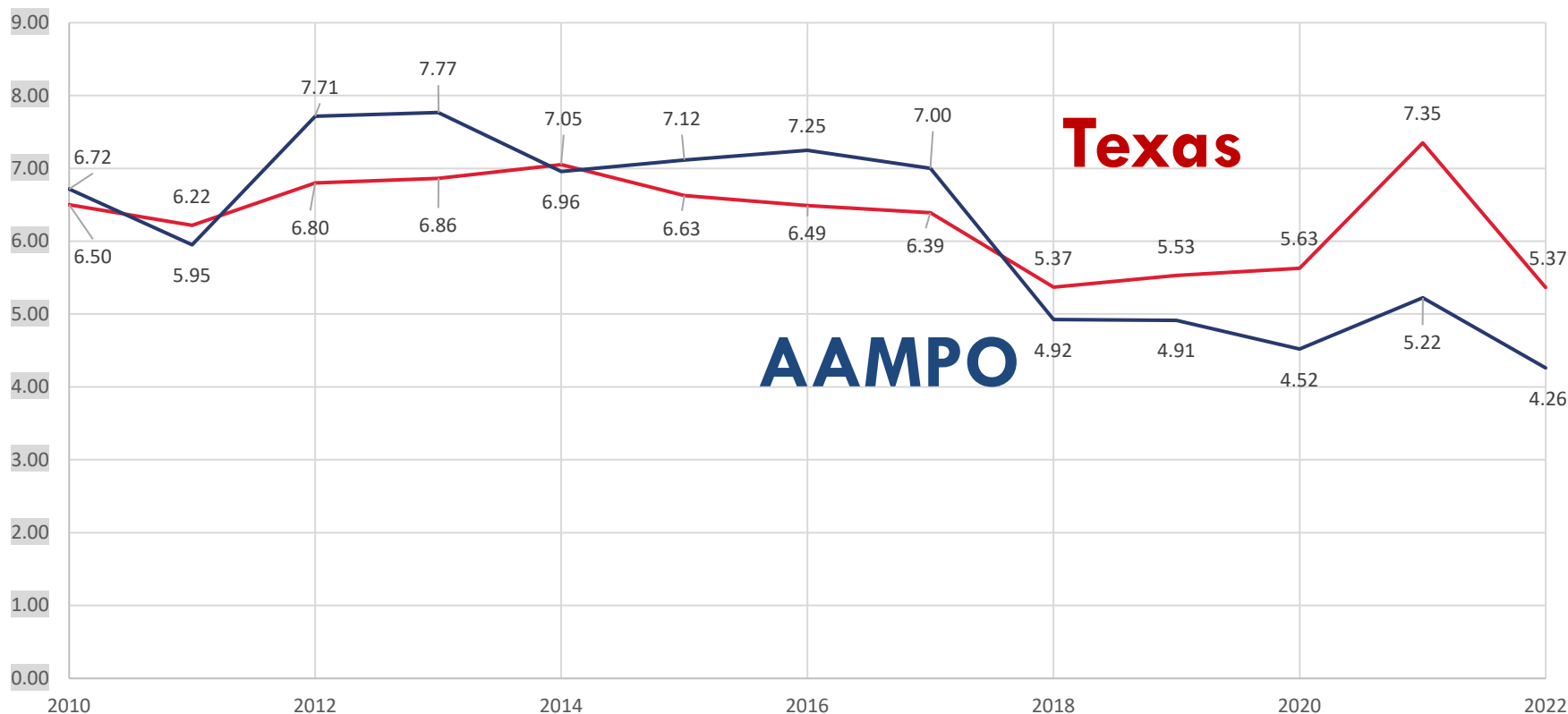
Reduce expected rise by 2.0% to $\leq 17,062$ serious injuries

Number of Serious Injuries per AAMPO County (2017-2022)

	2017	2018	2019	2020	2021	2022
Bexar	1,158	775	828	652	832	696
Comal	99	86	94	87	143	120
Guadalupe	116	122	102	97	116	100
Kendall	39	27	26	17	28	25
<i>*Only accounting for 2022 up to November 1, 2022.</i>						



Rate of Serious Injuries (2010-2022)



2022 Statewide Target

Decrease rate of serious injuries to ≤ 6.11 Sl per 100 MVMT

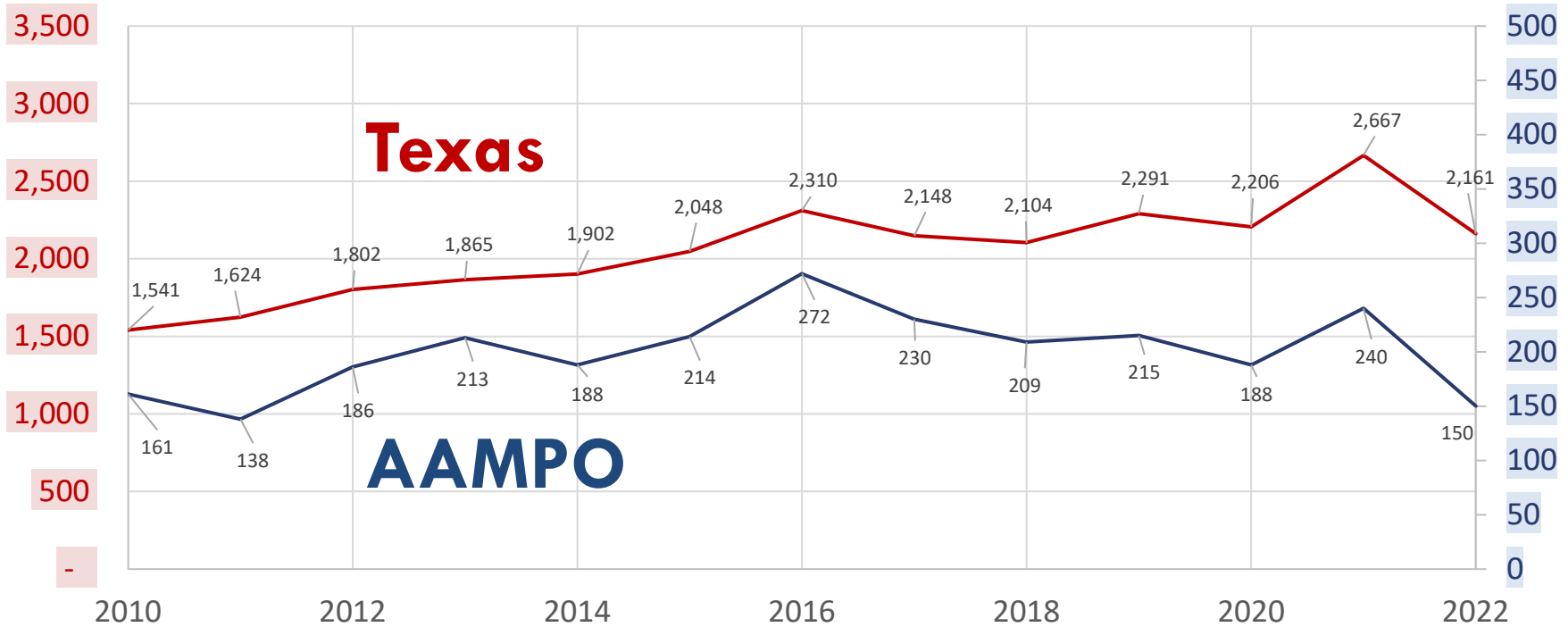
2022 Statewide Actual*

On Target
(*as of 11/1/2022)

2023 Statewide Target

Decrease rate of serious injuries to ≤ 6.39 Sl per 100 MVMT

Number of Non-Motorized Fatalities & Serious Injuries (2010-2022)



2022 Statewide Target

Reduce expected rise by
2.0 % to $\leq 2,310$
non-motorized fatalities
and serious injuries

2022 Statewide Actual*

On Target
(*as of 11/1/2022)

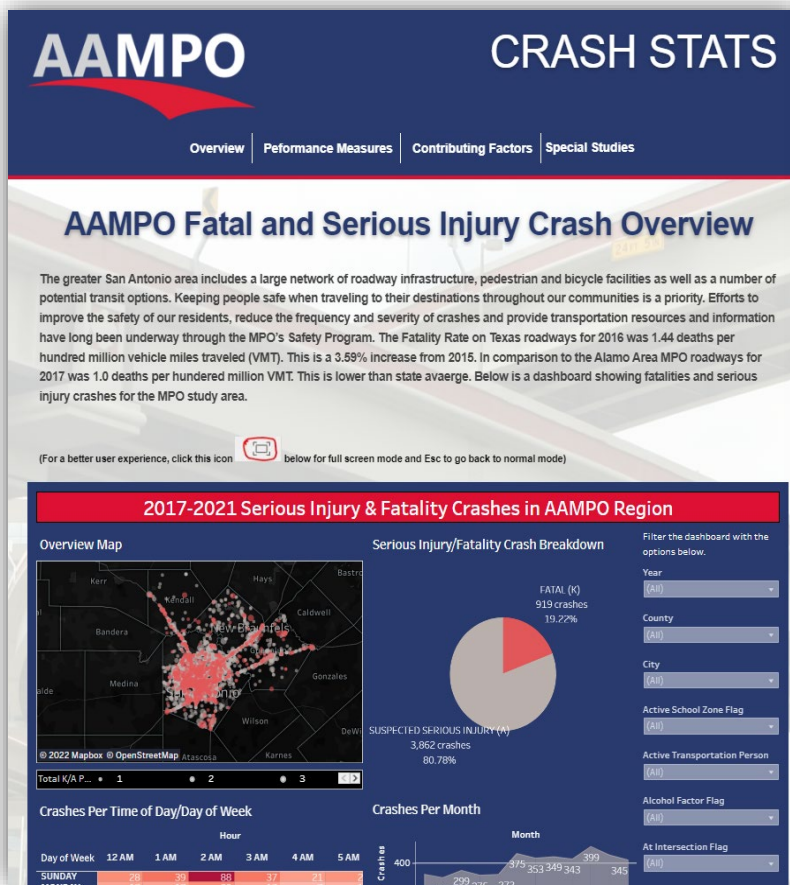
2023 Statewide Target

Reduce expected rise by
2.0% to $\leq 2,357$
non-motorized fatalities
and serious injuries

Data Sources for PM1 - Safety

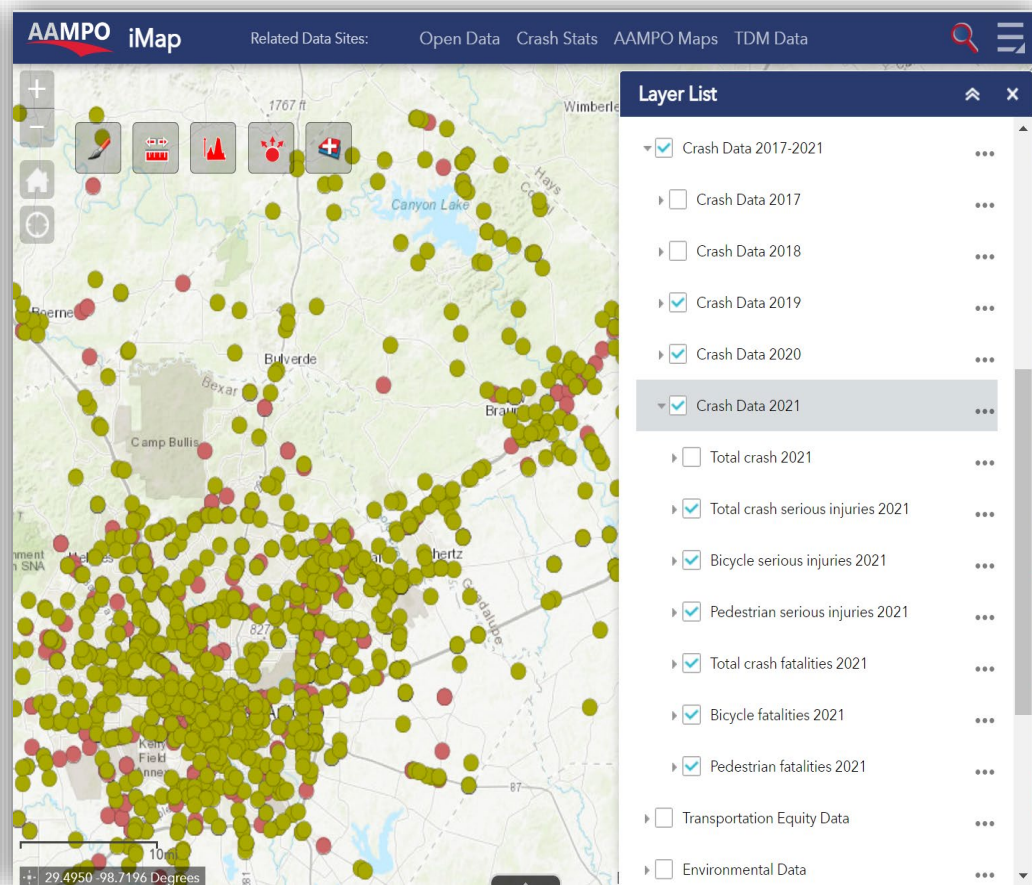
- Fatality Analysis Reporting System (FARS)[NHTSA]: Fatalities (2010-2017)
- Crash Record Information System (CRIS)[TxDOT]: Fatalities (2018-2022), Serious Injuries (2010-2022)
- AAMPO Travel Demand Model: Vehicle Miles Travelled
- Texas Highway Safety Plan (HSP) FY 2023: Statewide Targets

Additional AAMPO Crash Data Resources



AAMPO Crash Stats Dashboard

www.alamoareampo.org/crashstats/



AAMPO iMap featuring Crash Data

www.alamoareampo.org/imap/

Staff Recommendation

Performance Measure	State Target for 2023	AAMPO 2023 Draft Estimate
Number of Fatalities	3,682	322
Rate of Fatalities	1.38	1.62
Number of Serious Injuries	17,062	1,518
Rate of Serious Injuries	6.39	6.99
Number of Non-Motorized Fatalities & Serious Injuries	2,357	348

- Staff Recommendation: support 2023 statewide targets and 2050 zero deaths goal
- ATAC approved Staff Recommendation November 2022
- TAC and TPB scheduled for **action January 2023**
- PM1: Safety Targets are revisited annually

Questions?

Clifton Hall

Transportation Planning Program Manager

Hall@AlamoAreaMPO.org | (210) 230-6929



12. 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.

December 2022 Air Quality Planning Update

Summary of Updates

- Bexar County moderate nonattainment reclassification became effective November 7
- CAMS 23 San Antonio NW now exceeds the NAAQS through 2022
- Ten Ozone Action Days in a row from September 28 - October 7 is a record for the San Antonio area
- An announcement on possible PM 2.5 NAAQS revision is expected this month; ozone standard revision under consideration with expected December 2023 announcement

Regulatory Updates

Bexar County was reclassified to moderate nonattainment on November 7. An announcement from the EPA regarding the possible PM NAAQS revision is expected to be made soon. The EPA is going through consultative processes regarding a possible ozone NAAQS revision, with an announcement expected to be made by December 2023.

2022 Ozone Season

The 2022 ozone season ended on November 30 with two Bexar County monitors exceeding the 2015 ozone NAAQS: San Antonio NW CAMS 23 and Camp Bullis CAMS 58 (Table 1). With 76 ppb now on the books for CAMS 23, it will be much more difficult for that monitor to attain the NAAQS by the end of next ozone season.

*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	76	71
Camp Bullis C58	74	78	75	75
Calaveras Lake C59	66	66	70	67

* As of 11/21/2022; Ozone data validated through August 2022 and will be certified by EPA by May 2023

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. There were 70 moderate ozone days, with ten of those being unhealthy for sensitive groups, which is above average. Summary ozone statistics by month during 2022 are shown in Table 2, with red shading indicating above average frequency of high ozone days, and green shading indicating at or below average.

Table 2: 2022 Summary Ozone Statistics by Month

Month	MDA8 > 54 ppb		MDA8 > 70 ppb	
	2022 Actual	2016-2021 Average	2022 Actual	2016-2021 Average
March	12	6.3	0	0.0
April	6	11.2	0	1.0
May	10	11.0	0	1.0
June	5	7.3	1	0.8
July	4	4.2	0	0.8
August	2	5.8	1	1.3
September	17	9.5	5	2.0
October	13	8.0	3	2.0
November	0	1.3	0	0.0
TOTAL	70	64.7	10	9.0

September was exceptionally severe, with over half of the month reporting moderate ozone days or higher. A prolonged high ozone event began in late September and extended through the first week of October, and saw the issuance of ten consecutive Ozone Action Day Alerts, which is a record for the San Antonio area. The previous record was six, set back in 2011. The current four highest MDA8 values for 2022 are shown in Table 3.

Table 3: Four Highest MDA8 at Bexar County Regulatory Monitors, 2022

Monitor Site	Date	PPB	Date	PPB	Date	PPB	Date	PPB
San Antonio NW C23	9/30/2022	79	6/29/2022	79	10/1/2022	77	10/6/2022	76
Camp Bullis C58	10/6/2022	76	10/1/2022	75	9/30/2022	75	6/29/2022	75
Calaveras Lake C59	6/29/2022	78	9/29/2022	74	9/30/2022	70	8/12/2022	70

* As of 11/22/2022; Ozone data validated through August 2022 and will be certified by EPA in May 2023

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. Summary Ozone Action Day alert statistics for 2022 are provided in Table 4. There were 19 Ozone Action Day alerts issued in 2022, six of which verified. Four additional days over 70 ppb were reported, but alerts were not issued on those days.

Table 4: Ozone Action Day Alert Summary Statistics for 2022

Days Alert Issued	19
Days Alert Verified	6
Days with MDA8 > 70 ppb	10
Days with MDA8 > 70 ppb without Alert	4

2023 Ozone Season Outlook

The 2023 ozone season will begin on March 1. In order to attain the ozone NAAQS by the end of this year, the maximum allowable fourth-highest MDA8 must not exceed the values presented in Table 5.

Table 5: 2022 Maximum Allowable 4th-Highest MDA8 to Attain Ozone NAAQS

Monitor	4 th -Highest MDA8 (ppb)		Maximum Allowable 4 th -Highest MDA8 to Attain NAAQS in 2023
	2021	2022*	
San Antonio NW C23	70	76	66
Camp Bullis C58	78	75	59
Calaveras Lake C59	66	70	76

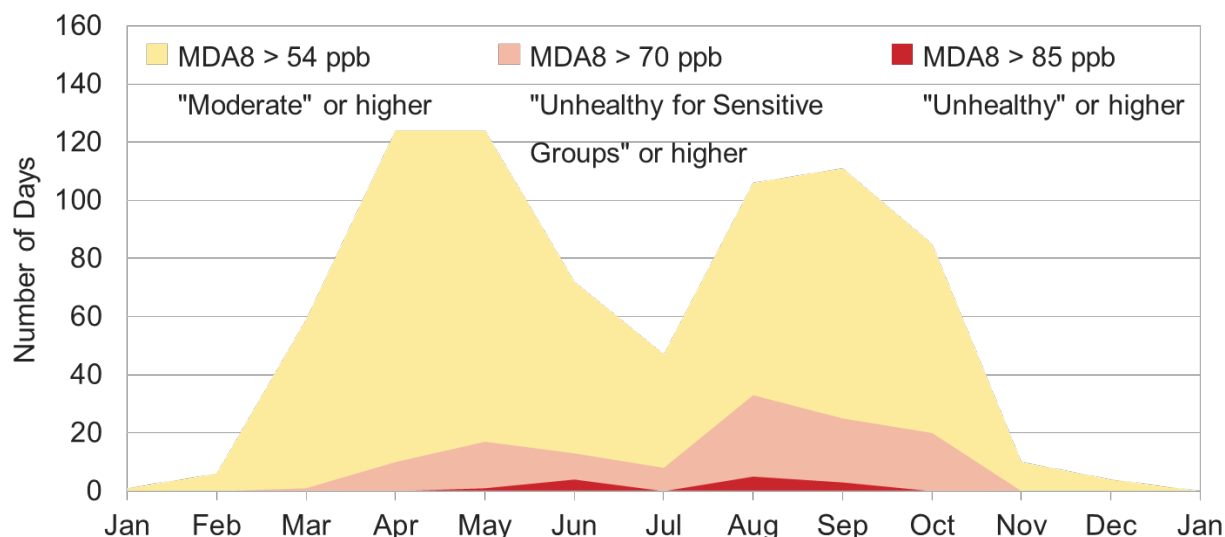
*Ozone data validated through August 2022; Data will be certified by EPA no later than May 2023

It will be very difficult for either non-compliant monitor to attain the standard by the end of 2023. This will be the final year of ozone data that will be used to determine whether we get bumped up to serious nonattainment. Figure 3 shows the regulations that are required under serious nonattainment.

Figure 1 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

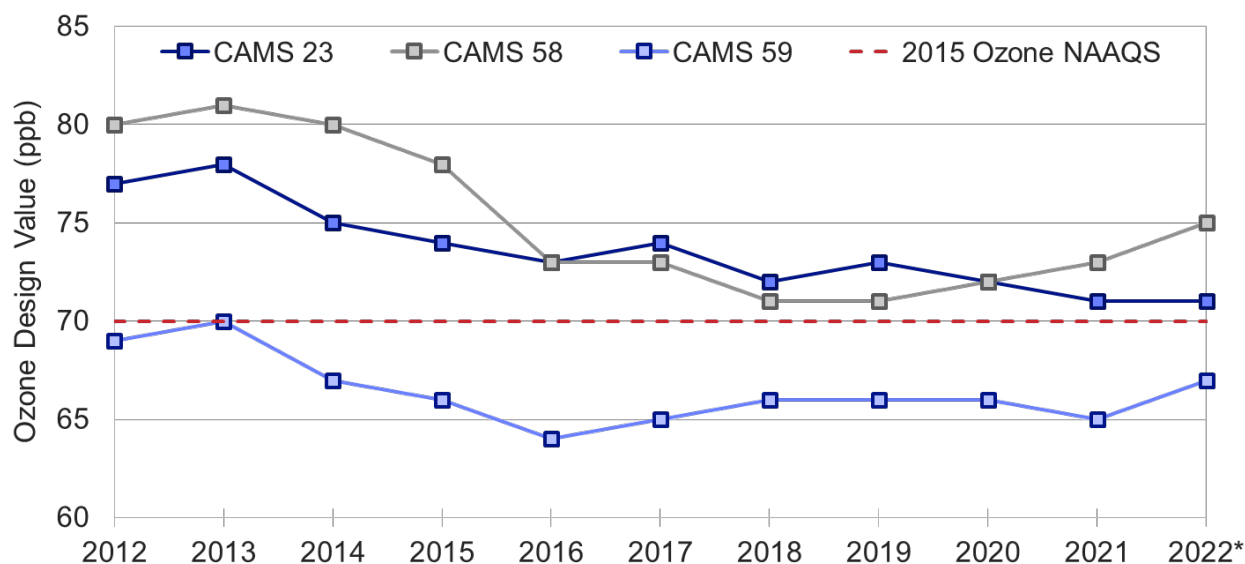
southeasterly winds from the Gulf of Mexico transporting relatively clean air into the region. The historical frequency of high ozone days declines after mid-October.

Figure 1: 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 2. Although a downward trend was noted through 2016, design values have remained relatively steady since then.

Figure 2: Design Value Trend at Bexar County Regulatory Monitors, 2012 – 2022*



* As of 11/22/2022; Ozone data validated through August 2022 and will be certified by EPA in May 2023

Grant Funding Opportunities

Table 5 is a list of active state and Federal grants for mobile source vehicle replacements. The TCEQ is expected to open its Rebate Grants Program and the Texas Natural Gas Vehicle Grants

Program soon. 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 6: List of Active Grants for On-Road Mobile Source Replacement

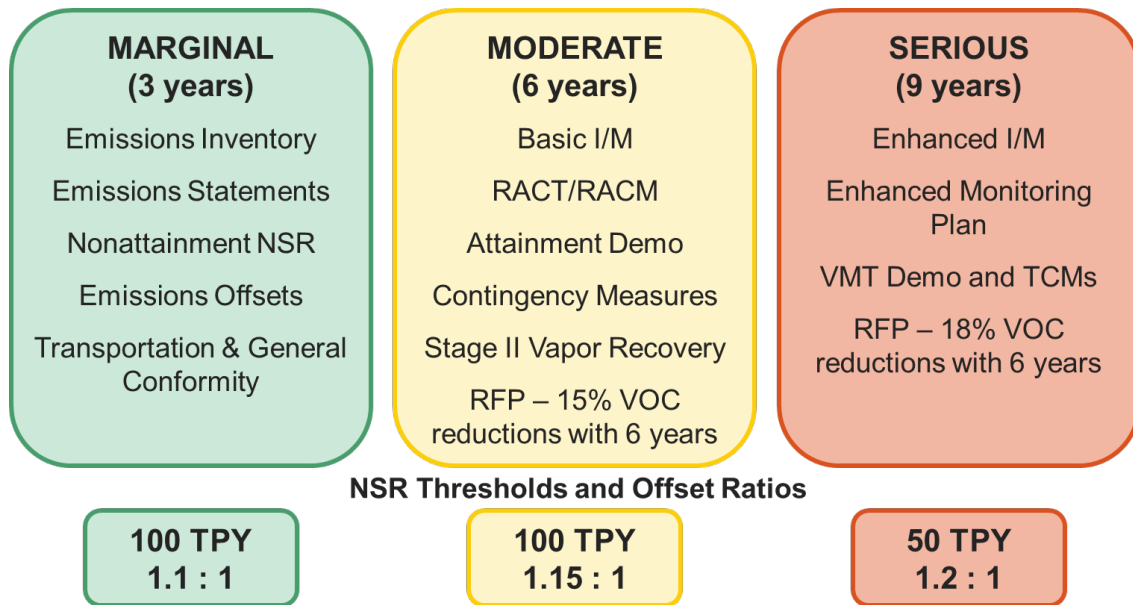
Program	Description	Deadline
TERP: Light-Duty Vehicle Purchase and Lease Incentive Program (LDPLIP)	Statewide; first-come, first-served (FCFS); no longer accepting EV applications, only natural gas	1/7/2023
TERP: Texas Natural Gas Vehicle Grant Program (TNGVGP)	CTZ: AAMPO area (excluding Kendall); FCFS; replace or repower on-road gas or diesel MHD vehicles with CNG, LNG, or propane; up to 90% of incremental cost	3/31/2023

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 3: 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 3. The remaining seven counties of the San Antonio-New Braunfels MSA continue to be designated “Attainment/Unclassifiable.”

13. 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).

14. Adjourn