



## Memorandum August 12, 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, August 22, 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](http://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. 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

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

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**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 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)

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

8. VIA Metropolitan Transit Advanced Rapid Transit (ART) Update and Presentation – VIA (Akalkotkar/Herrera)
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)
10. 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
11. 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).
12. 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	830-214-5938
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. 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

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#### **4. Approval of the June 27, 2022 Meeting Minutes**

##### **Issue**

The June 27, 2022 meeting minutes are attached for review.

##### **Action Requested**

**A motion to approve the June 27, 2022 meeting minutes.**



**Transportation Policy Board  
Meeting Minutes  
June 27, 2022**

**1. Roll Call**

**Members Present:**

Mr. Kevin Wolff	Advanced Transportation District
Commissioner Marialyn Barnard	Bexar County
Commissioner Rebeca Clay-Flores	Bexar County
Ms. Renee Green, P.E.	Bexar County
Councilmember Shane Hines	City of New Braunfels
Councilman Mario Bravo	City of San Antonio
Councilwoman Melissa Cabello Havrda	City of San Antonio
Mr. Razi Hosseini, P.E.	City of San Antonio
Councilman Clayton Perry	City of San Antonio
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
Councilwoman Ana E. Sandoval	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
Ms. Kammy Horne	VIA Metropolitan Transit

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

**2. Director's Report**

- a. The AAMPO office will be closed on Monday, July 4, 2022 in observance of American Independence Day.
- b. The July 2022 Active Transportation Committee, Technical Advisory Committee, and Transportation Policy Board meetings will likely be cancelled. Meetings will resume in August.

- c. The US Department of Transportation has issued a Notice of Funding Opportunity for the Bridge Investment Program (BIP). Funds will be awarded on a competitive basis for 1) bridge replacement, rehabilitation, preservation, and protection projects that improve safety, efficiency, and reliability of the movement of people and freight over bridges and 2) improve the condition of US bridges.
- d. The AAMPO Executive Committee will likely meet in early August to review the proposed AAMPO Fiscal Year 2023 Staff Operating Budget.

### 3. Citizens to be Heard

There were none.

### Consent Agenda:

#### 4. **Approval** of the May 23, 2022 Meeting Minutes

#### 5. **Action** on Required MPO Certifications

- a. MPO Self-Certification
- b. Project Selection Procedure
- c. Internal Ethics and Compliance Program
- d. Lobbying Certification
- e. Debarment Certification
- f. Procurement Procedures
- g. US DOT Standard Title VI/Non-Discrimination Assurances

**Councilwoman Melissa Cabello Havrda moved and Councilman Kevin Hadas seconded to approve the consent agenda. The motion passed unanimously.**

### Items for Individual Discussion and Appropriate Action:

### Items Taken Out of Order:

- 8. Discussion and Appropriate Action on AAMPO's Metropolitan Transportation Plan (MTP), FY 2023-2026 Transportation Improvement Program (TIP), and 2023 Transportation Conformity Document – AAMPO (Jimenez/Hall)

**Judge Kyle Kutscher moved and Councilman Kevin Hadas seconded to approve the Metropolitan Transportation Plan, *Mobility 2050*, as presented excluding the 2<sup>nd</sup> section of the Broadway project per the Executive Committee's recommendation. The motion passed. Ms. Gina Gallegos abstained.**

**Judge Kyle Kutscher moved and Councilman Kevin Hadas seconded to approve the FY 2023-2026**

**Transportation Improvement Program (TIP) as presented. The motion passed unanimously. Judge Kyle Kutscher moved and Councilwoman Melissa Cabello Havrda seconded to approve the 2023 Transportation Conformity Document as presented, along with a Resolution of Support for the MTP/TIP/Conformity Document approval to forward to our state and federal partners. The motion passed unanimously.**

**Items Returned to Order:**

- 6.** Texas Department of Transportation's Highway Safety Improvement Plan (HSIP) Presentation

**For information and discussion only.**

- 7.** Discussion and Appropriate Action on Roadway System Performance Measures and Target Setting

**For information and discussion only.**

**9. Monthly Status Reports**

- a. Alamo Regional Mobility Authority (Renee Green)
- b. Air Quality Issues (Diane Rath)
- c. City of San Antonio (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 3:12 p.m.**

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



## **5. Action on the FY 2023 AAMPO Staff Budget – AAMPO (Martinez)**

### **Purpose**

The purpose of this agenda item is to take action on the MPO's fiscal year 2023 staff budget.

### **Issue**

In accordance with AAMPO policy, the Executive Committee met on Friday, August 5, 2022 to review AAMPO's proposed FY 2023 line-item budget.

AAMPO continues to commit to:

- a competent staff to do the required planning work
- continued strong partnerships with member agencies and sharing resources and information
- efficient and effective use of resources
- a proactive and inclusive approach to public involvement and information
- professional support and response to the AAMPO Transportation Policy Board
- using best practices and continuing to enhance planning, modeling and mapping capabilities

The Executive Committee reviewed the draft budget and recommended forwarding it to the Board for review and approval.

The draft line-item budget and a brief presentation are attached.

### **Action Requested**

**A motion to approve the FY 2023 MPO Staff Operating Budget.**

# FY 2023 MPO Staff/Line-Item Budget

Transportation Policy Board  
August 22, 2022





# Background

- AAMPO staff operating expenses are funded through Federal Highway Administration and Federal Transit Administration Planning Funds
- Reimbursable program where Bexar County acts as AAMPO's fiscal agent
- Staff operating budget is also included in the larger budget of studies (Unified Planning Work Program – UPWP) which includes all AAMPO planning and operating expenses

# Background

- MPO planning funds are included as part of the federal transportation bill, currently the Infrastructure Investment and Jobs Act (or IJJA, but also referred to as the Bipartisan Infrastructure Law or BIL)
- The IJJA was approved by Congress and signed by President Biden in November 2021. The Act funds surface transportation infrastructure planning and investment through Fiscal Year 2026
  - A record \$1.2 Trillion in infrastructure investment
  - Approximately \$500 million above the previous (FAST) act
  - Planning funds are a small fraction of the Act; approximately 1% of annual infrastructure distributions from the highway trust fund



# Background

- Like most federal funds, planning funds also require a 20% local match
- TxDOT covers that match for all MPOs on a statewide basis
- AAMPO follows the federal fiscal year, which begins October 1<sup>st</sup>
- AAMPO Staff Operating Budget is a framework for planning
- The budget provides flexibility for changes, revisions, and new directions as needed

# Operating Budget Includes

- Staff Salaries & Benefits
- Travel & Professional Training
- Equipment
- Rent & Utilities
- Printing
- Contract Labor
- Communications



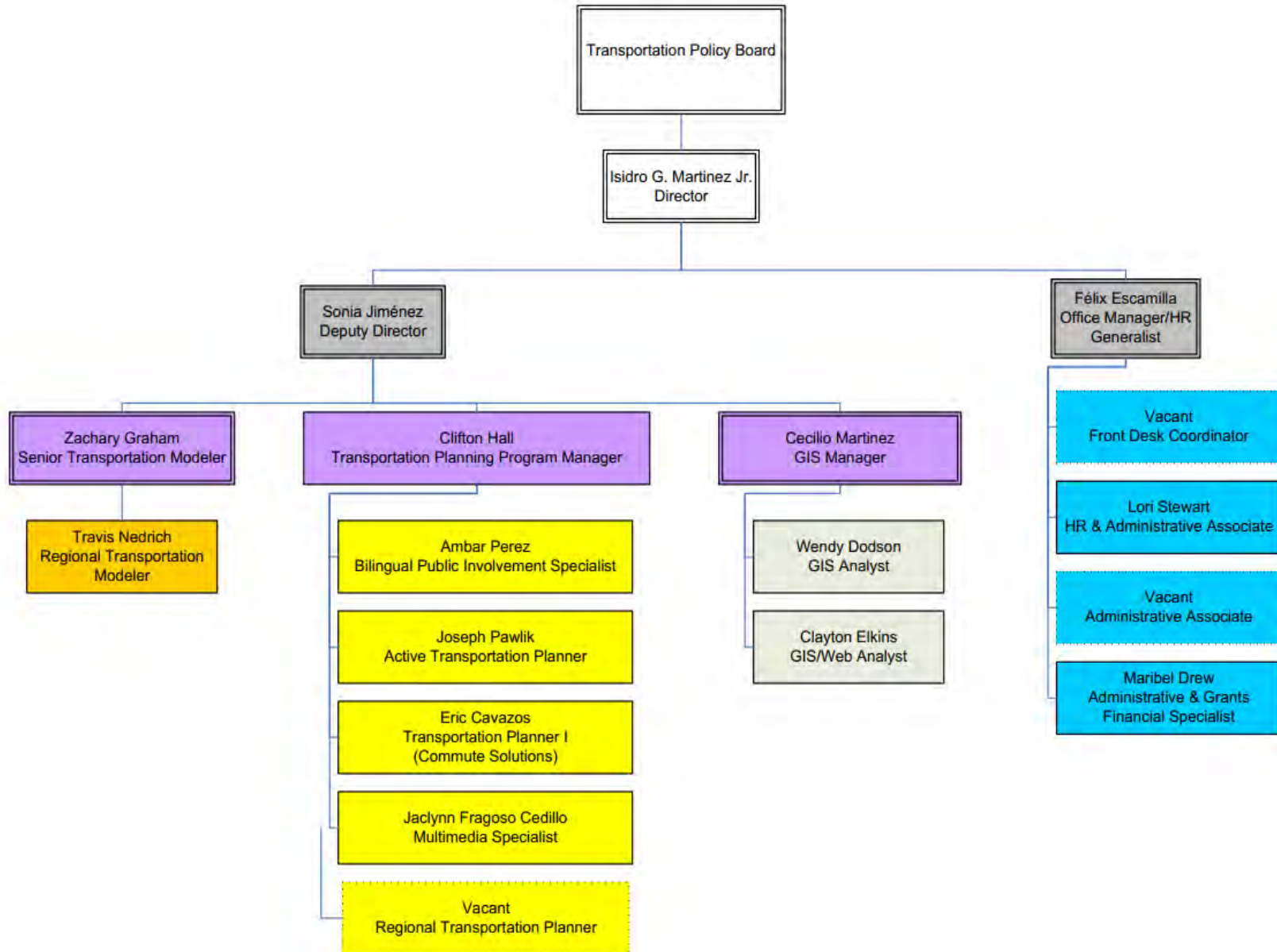


# MPO Staff

- Currently allotted 18 full-time equivalent (FTE) positions
- We currently have 16 positions filled; with 2 vacancies
- We plan on filling both positions in the coming months (Front Desk Coordinator and Regional Transportation Planner)
- Proposed budget does increase the overall number of FTE's by one; Will likely need additional staff to help meet the planning requirements in the new BIL
- Proposed budget allows for an average 5% performance based merit increase for eligible AAMPO employees

# Alamo Area Metropolitan Planning Organization

August 2022







# Line Items w/ Largest % Change

Line Item	% Change	Reason
Salaries and Wages	+12.34	Includes up to 5% merit increases and one new senior position
Payroll Tax & Fringe	+12.61	Line item is a percentage of salaries and wages
Staff Training	+48.63%	Reverting to pre-covid travel and new staff development
Auditing Services	+51.38%	Issuing new five-year contract in FY 23; expect increase in cost
Contract Services	-75.55%	Used staffing agency in FY 22; don't anticipate need in FY 23
Print/Binding/Reproduction	+120.00%	Creating/Printing/Ordering new bike maps in FY 23
Public Notices	-21.46%	Less advertising; had three large procurements in FY 22
Janitorial Services	+15.43%	Using COVID treatment; cost of services increased by 10%

**Continued on next slide**



# Line Items w/ Largest % Change

Line Item	% Change	Reason
Repairs & Maint. – Equip	-50.00%	Completed more maintenance renewals in FY 22
Supplies-Food	-45.45%	Using funds on food is cumbersome; using edu. Incentives
Furniture-Minor	-10.83%	Replacing less workstations
Indirect Cost	+12.29%	Automatic percentage of salaries line item
Grant Equipment	-22.22%	Upgraded video conferencing equipment in FY 22
Office & Other Equipment	-100.00%	Purchased new server in FY 22; don't anticipate need in FY 23
<b>Total Budget Change</b>	<b>+8.32%</b>	



# UPWP Funds Available for Staff Operations

Staff Funding Available in FY 2022-2023 UPWP	\$6,284,000
FY 2022 Staff Operating Budget	\$2,576,200
Draft FY 2023 Staff Operating Budget	\$2,791,100
<i>Unused funding available to program in future Unified Planning Work Programs = \$916,000</i>	



# Budget Summary

*Overall Proposed Staff Operating Budget for Fiscal Year 2022:*

**\$2,791,100**

- Represents an **8.32%** overall increase from FY 2022
- Largest dollar increase can be attributed to the addition of new staff
- Even with increase, AAMPO still has significant planning funds unprogrammed to meet other future needs
- Seeking Transportation Policy Board approval today with a recommendation for approval from the Executive Committee

**ALAMO AREA METROPOLITAN PLANNING ORGANIZATION**

**BUDGET COMPARISON**

LINE ITEM	CURRENT FY 2022 BUDGET	FY 2022 YTD %Expended (Includes Projected Expenditures)	FY 2023 PROPOSED	Between Current FY 2022 Budget & FY 2023 Proposed	
				DIFFERENCE	% CHANGE
<b>FIXED ASSETS</b>					
Reference Books	\$ -	0.00%	\$ -	\$ -	0.00%
<b>PERSONNEL SALARIES</b>					
Salaries & Wages <i>(Merit increases + 1 new position)</i>	1,383,057	93.04%	1,553,700	170,643	12.34%
<b>BENEFITS</b>					
Payroll Tax & Fringe <i>(~34% of salaries)</i>	476,346	90.47%	536,400	60,054	12.61%
<b>TRAVEL &amp; TRAINING</b>					
Staff Training <i>(Revert to pre-COVID-19 amount + new staff dev)</i>	36,400	51.13%	54,100	17,700	48.63%
Travel Local Mileage	2,100	26.43%	2,100	-	0.00%
Auditing Services <i>(FY 22: Contract limit reached, new contract in FY 23)</i>	21,800	99.68%	33,000	11,200	51.38%
Contract Services <i>(FY 22: Staffing agency)</i>	31,900	99.80%	7,800	(24,100)	-75.55%
Print/Bind/Reproduction <i>(Bike map order &amp; educational incentives)</i>	4,000	1.16%	8,800	4,800	120.00%
Education Incentive/Tuition Reimbursement	9,600	56.42%	9,600	-	0.00%
Rental-Building	170,000	96.38%	170,000	-	0.00%
Rental-Copier	7,600	96.62%	7,800	200	2.63%
Garbage Disposal Services	3,600	71.85%	3,700	100	2.78%
Public Notices <i>(1 new position)</i>	26,100	37.98%	20,500	(5,600)	-21.46%
Pest Control Services	800	87.31%	800	-	0.00%
Janitorial Services <i>(1 Enviroshield treat. &amp; 10% increase due to COVID-19 impact)</i>	16,200	99.45%	18,700	2,500	15.43%
Electric & Gas	12,000	79.41%	12,000	-	0.00%
Internet Services	7,500	100.00%	7,500	-	0.00%
Water & Sewage	2,200	92.83%	2,200	-	0.00%
Repairs & Maintenance-Equipment <i>(FY 22: Maintenance renewals)</i>	4,200	98.33%	2,100	(2,100)	-50.00%
Repairs & Maintenance-Building	10,100	64.21%	10,200	100	0.99%
Supplies-Office	9,800	94.82%	10,000	200	2.04%
Postage	2,000	1.97%	2,000	-	0.00%

**ALAMO AREA METROPOLITAN PLANNING ORGANIZATION**

**BUDGET COMPARISON**

LINE ITEM	CURRENT FY 2022 BUDGET	FY 2022 YTD %Expended (Includes Projected Expenditures)	FY 2023 PROPOSED	Between Current FY 2022 Budget & FY 2023 Proposed	
				DIFFERENCE	% CHANGE
Books & Periodicals (Subscriptions)	16,400	70.73%	17,200	800	4.88%
Supplies-Food <i>(Other educational incentives will be used)</i>	1,100	0.00%	600	(500)	-45.45%
Furniture Minor - (\$1,000≤x<\$5,000) <i>(3 tech. &amp; 2 std. cmprts.)</i>	36,000	99.94%	32,100	(3,900)	-10.83%
Compensated Absences	20,000	15.24%	20,000	-	0.00%
Insurance	5,900	84.16%	6,000	100	1.69%
Public Meetings (Space Rental & Livestreaming)	10,400	99.82%	10,300	(100)	-0.96%
Storage Rental	7,100	98.87%	7,400	300	4.23%
Telephone Usage	14,800	95.57%	15,300	500	3.38%
Indirect Cost (10% of Salaries & Wages) <i>(10% of Salaries)</i>	138,397	92.98%	155,400	17,003	12.29%
Computer Services <i>(FY 22: Storage Area Network upgrade)</i>	51,500	99.98%	48,900	(2,600)	-5.05%
Grant Equipment (x<\$1,000) <i>(FY 22: Purchased video conf. equipment)</i>	6,300	99.19%	4,900	(1,400)	-22.22%
Office & Other Equipment (x≥\$5,000) <i>(No capital expenditures expected in FY 23)</i>	31,500	99.53%	-	(31,500)	-100.00%
<b>TOTAL</b>	<b>\$2,576,700</b>		<b>\$2,791,100</b>	<b>\$ 214,400</b>	<b>8.32%</b>

## **6. Action on Roadway System Performance Measures and 2023 Target Setting – AAMPO (Hall)**

### **Purpose**

The purpose of this agenda item is to receive a presentation and take action on regional targets associated with roadway system performance – specifically, AAMPO’s Performance Measure 3 (PM3).

### **Issue**

The U.S. Department of Transportation (USDOT) has implemented several roadway-related performance requirements created under MAP-21 and the FAST Act. In the coming months, the Transportation Policy Board is required to revisit and set regional targets for three of these performance areas:

- a. PM1: Safety
- b. PM2: Bridge / Pavement Condition
- c. PM3: Roadway System Performance

These targets are recorded in the Metropolitan Transportation Plan and Transportation Improvement Program and can inform planning and funding decisions in the pursuit of regional and national goals. Statewide targets have been set by the Texas Department of Transportation.

The current item involves PM3, Roadway System Performance and the associated Congestion Management and Air Quality (CMAQ) performance measures. Measures specific to CMAQ include annual hours of peak hour excessive delay, percent non-single occupancy vehicle travel, and total emissions reductions. As part of developing the measures and setting the targets, AAMPO must also submit a CMAQ Performance Plan.

This item was presented in June to the Technical Advisory Committee (TAC) and the Policy Board. At their August 5, 2022 meeting, the TAC approved the measures and targets being presented and recommended the Policy Board adoption. Policy Board action is being sought at this meeting.

The presentation and draft CMAQ Performance Plan are attached for review.

### **Action Requested**

**Motion to approve the Congestion Mitigation Air Quality (CMAQ) Performance Measures and 2023 Targets.**

# AAMPO

## **Federal PM3 and CMAQ Performance Measures**

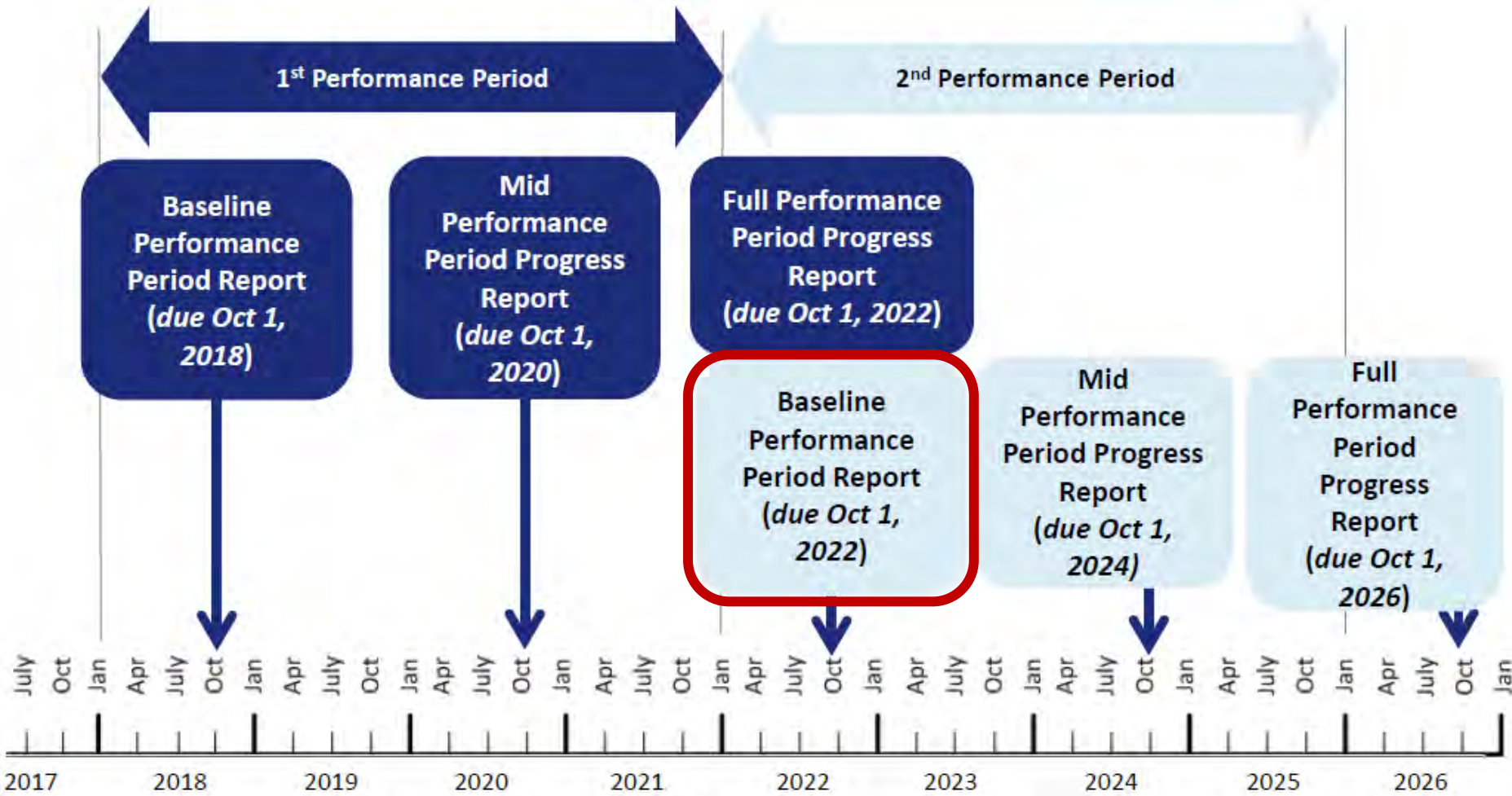
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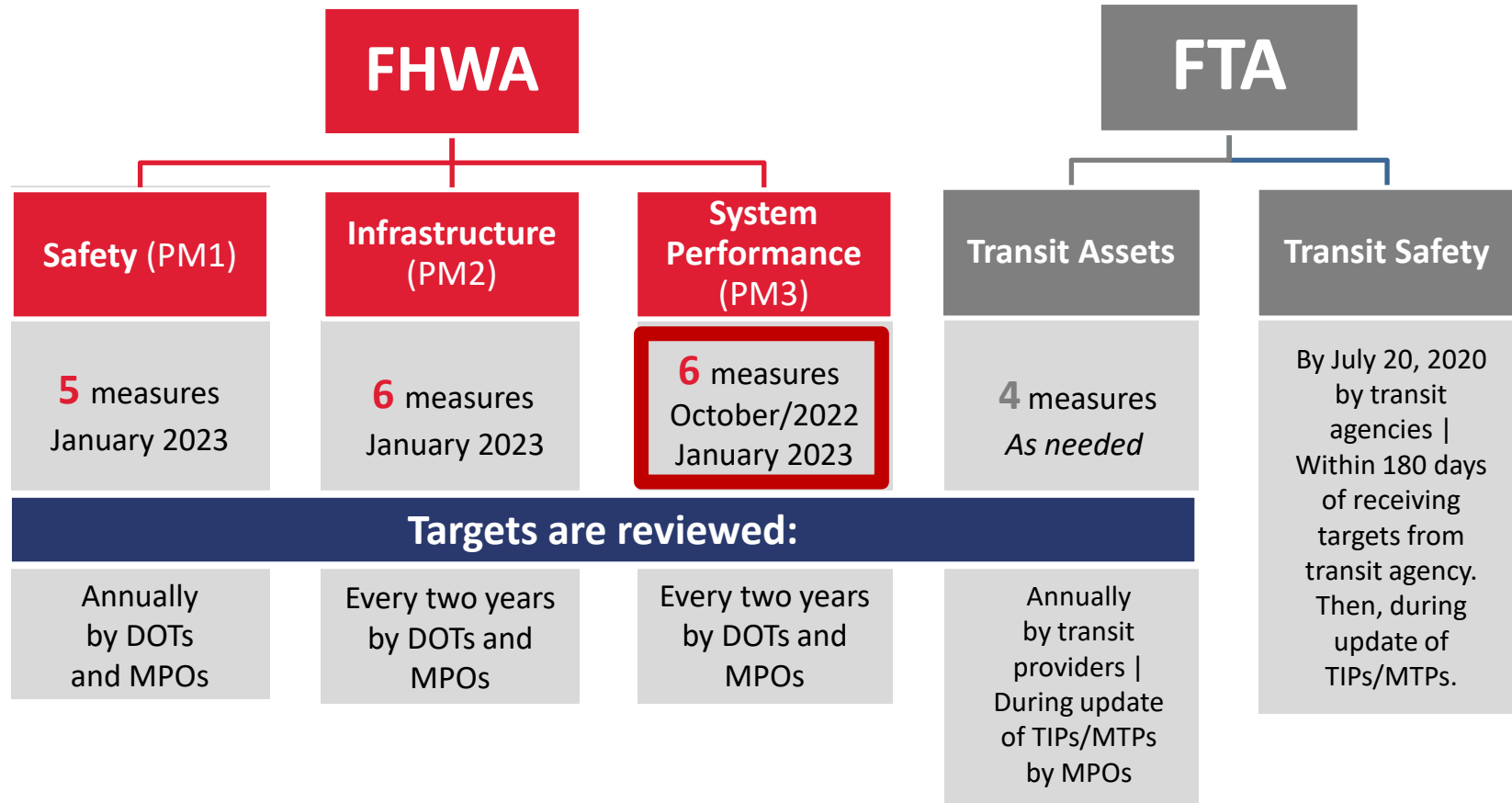
# Overview

- Measures and Timelines
- PM Structure and Reporting
- CMAQ Performance Measures and Targets
- CMAQ Performance Plan Overview
- Timeline and Next Steps

# Federal Performance Measure Target Dates



# Federal Performance Measure Target Dates



# Performance Measure Structure

- **Performance Periods:** 4 years with a Mid-Performance Period update after 2 years
- **Metrics:** specific calculations of performance following federal guidelines
- **Baselines:** metrics defining existing conditions/performance prior to the start of the Performance Period
- **Targets:** metrics developed by states/MPOs to track the Performance Measure across the Performance Period

# CMAQ PM3 Reporting Requirements

- CMAQ performance measures are a subset of **System Performance Measures (PM3)**.
- Mandated for MPO populations of **200k+** and a **nonattainment area** receiving CMAQ funds.
- **CMAQ Performance Plan** Required
- The baseline, 2-year and 4-year targets, and performance plan must be submitted to TxDOT prior to **October 2022**.
- TxDOT integrates them into their **Statewide Biennial Performance Report** for the Second Performance Period.

# Target Setting

- **Coordinated, collaborative effort** between AAMPO, TxDOT, TTI, and other MPOs.
- TTI provided technical assistance and AAMPO generally followed TTI suggestions for targets.
- For the **emissions reduction** measure, AAMPO participated in an **MPO working group** to establish the methodology for developing this measure.
- **Baseline** performance measures for traffic congestion are reported for 2021 for this performance period.

# CMAQ Performance Measures

Annual Hours Peak Hour  
Excessive Delay (PHED)

% Non-SOV Travel

Traffic Congestion

Total Emissions Reduction  
NOx and VOC

On-Road Mobile Source  
Emissions

# Peak Hour Excessive Delay

Annual Hours Peak Hour  
Excessive Delay (PHED)

% Non-SOV Travel

Total Emissions Reduction  
NOx and VOC

## What is it?

- **Delay** is the extra time spent travelling below the speed limit.
- **Excessive delay** means delay occurring at an average speed less than:
  - 20 mph or
  - 60% of the posted speed limit  
(e.g. 39 mph in a 65 mph zone.)
- Peak hour or **the peak period** is commonly known as “rush hour”, weekdays from 6-10am and from 3-7pm
- Peak hour excessive delay (**PHED**)



# Peak Hour Excessive Delay

Annual Hours Peak Hour  
Excessive Delay (PHED)

% Non-SOV Travel

Total Emissions Reduction  
NOx and VOC

## How is it calculated?

1. **Reporting segments** are taken from **NPMRDS** based on the Urban Area Boundary and National Highway System
2. **Travel times** recorded in 15-minute intervals determine amount of **excessive delay** experienced annually in each segment (during peak periods only).
3. **Hourly traffic volumes** and **vehicle occupancy rates** are multiplied by the amount of excessive delay to determine the total amount of **person-hours travelled** each year due to delay.
4. **PHED** is added up for each segment, then divided by the **Urban Area population** to yield the final metric.

# Peak Hour Excessive Delay

Annual Hours Peak Hour  
Excessive Delay (PHED)

% Non-SOV Travel

Total Emissions Reduction  
NOx and VOC

## How were targets set?

- AAMPO utilized a **TTI spreadsheet** distributed to MPOs
- Past PHED numbers from all MPOs are adjusted for future increases in **excessive delay** and **daily person-miles travelled**
- AAMPO corroborated that the suggested targets matched **pre-COVID trends**

# Peak Hour Excessive Delay

Annual Hours Peak Hour  
Excessive Delay (PHED)

% Non-SOV Travel

Total Emissions Reduction  
NOx and VOC

## Baseline and Targets

- **Baseline (2021) – 11 person-hours PHED per capita**
- **2-year Target (2023) – 15 person-hours**
- **4-year Target (2025) – 16 person-hours**

# Non-SOV Travel

Annual Hours Peak Hour  
Excessive Delay (PHED)

% Non-SOV Travel

Total Emissions Reduction  
NOx and VOC

## What is it? How is it calculated?

- **Non-SOV** travel is the percentage of the workforce **not driving** alone in a car, truck, or van.
- This measure is taken from the **American Community Survey** Journey to Work data.
- TTI recommended 2-year and 4-year targets slightly lower than pre-COVID levels.

# Non-SOV Travel

Annual Hours Peak Hour  
Excessive Delay (PHED)

% Non-SOV Travel

Total Emissions Reduction  
NOx and VOC

## Baseline and Targets

- **Baseline (2021) – 23.1% non-SOV travel**
- **2-Year Target (2023) – 20.0% non-SOV travel**
- **4-Year Target (2025) – 20.0% non-SOV travel**

# Total Emission Reduction

Annual Hours Peak Hour  
Excessive Delay (PHED)

% Non-SOV Travel

Total Emissions Reduction  
NOx and VOC

## What is it? How is it calculated?

- Total amount of **emissions reduced** during entire **Performance Period** (as well as 2-year midway point)
- Calculated based on **CMAQ annual reporting** in **UPACS**
- All CMAQ TIP/MTP projects contain **yearly emissions reductions**
- Reduction figures are calculated using FHWA's **Emission Calculator Toolkit** or **TTI's MOSERS** models.
- The metric is **cumulative**: the 4-year target and metric includes the 2-year figure.
- **Baseline** is determined by CMAQ benefits reported several years **before** the start of Performance Period.

# Total Emission Reduction

Annual Hours Peak Hour  
Excessive Delay (PHED)

% Non-SOV Travel

Total Emissions Reduction  
NOx and VOC

## How are targets set?

- *Only projects reported in UPACS count toward the target.* Some **discrepancy** typically between **UPACS** and the **TIP**.
- AAMPO has **10** projects in its baseline data, information on the let **2022** projects was used to determine a “win percentage” to apply to the first 2-years. This was 7 of 12 or **58.2%** of total benefits for each pollutant.
- AAMPO will revisit this methodology and the CMAQ program before the mid-Performance Period report.

# Total Emission Reduction

Annual Hours Peak Hour  
Excessive Delay (PHED)

% Non-SOV Travel

Total Emissions Reduction  
NOx and VOC

## Baseline and Targets

- **Baseline (2020-2021, NOx) – 121.583 kg/day**
- **2-Year Target (2023, NOx) – 127.750 kg/day**
- **4-Year Target (2025, NOx) – 219.130 kg/day**
  
- **Baseline (2020-2021, VOC) – 25.435 kg/day**
- **2-Year Target (2023, VOC) – 53.970 kg/day**
- **4-Year Target (2025, VOC) – 92.576 kg/day**



# “CMAQ” Performance Plan

- **Required and provided** to state by MPO for inclusion with **Biennial Performance Reports** submitted to FHWA
- AAMPO’s **Baseline Report** contains the following for each **CMAQ Measure**:
  - **Baseline Condition/Performance**
  - **2- and 4-year Targets**
  - Descriptions of relevant **funded projects** and how they will **contribute to achieving targets** in **Table 3**
- Potential **moderate** re-classification will not directly impact target methodology (required of all AQ **nonattainment** and **maintenance** areas).

# “CMAQ” Performance Plan

## Overview

**Table 1 – Baseline Figures for CMAQ Performance Plan**

<b>Measure</b>	<b>Baseline</b>
<i>Annual PHED per Capita</i>	11
<i>Percent of Non-SOV Travel</i>	23.1%
<i>Emissions – NO<sub>x</sub> (kg/day)</i>	121.583
<i>Emissions – VOC (kg/day)</i>	25.435

**Table 2 – Established CMAQ-Focused Two- and Four-Year Targets**

<b>Performance Measure</b>	<b>2-Year Target</b>	<b>4-Year Target</b>
<i>Annual PHED per Capita</i>	15	16
<i>Percent of Non-SOV Travel</i>	20.0%	20.0%
<i>Emissions – NO<sub>x</sub> (kg/day)</i>	127.75	219.13
<i>Emissions – VOC (kg/day)</i>	53.97	92.576

# Performance Measures Schedule

Milestone	Deadline
TAC Action	August 5, 2022
TPB Action	August 22, 2022
CMAQ Performance Plan and Performance Management Report (PMF) Due to TxDOT	September 19, 2022
Biennial Performance Report Due to FHWA (TxDOT)	October 1, 2022
AAMPO Regional Performance Targets Due to FHWA (or notice of supporting state measures)	March 30, 2023

# AAMPO

## Questions?

Clifton L. Hall

Transportation Planning Program Manager

[hall@alamoareampo.org](mailto:hall@alamoareampo.org) | 210-230-6929

To: Casey Wells  
Texas Department of Transportation  
Transportation Planning and Programming Div.  
125 E. 11<sup>th</sup> ST.  
Austin, TX 78701-2483

Date: September 30, 2022

From: Clifton Hall  
Transportation Planning Program Manager  
Alamo Area Metropolitan Planning Organization  
825 South Saint Mary's Street  
San Antonio, TX 78205

Subject: Alamo Area MPO Congestion Mitigation and Air Quality Performance Plan

In compliance with 23 U.S. Code § 149 (l), the Alamo Area Metropolitan Planning Organization has developed the Congestion Mitigation and Air Quality (CMAQ) Performance Plan to support the implementation of CMAQ measures in the San Antonio nonattainment area (Attached.)

AAMPO is appreciative of the support and collaboration of the Texas Department of Transportation and their staff, as well as that of the Texas A&M Transportation Institute and of the other nonattainment MPOs within the state. Together these organizations have been an indispensable resource for developing this plan and the associated measures. AAMPO will continue our coordination with these agencies throughout this and future performance periods in order to meet these and all other federal performance management requirements.

If you have any questions regarding this transmittal, please contact me at (210) 290-6929 or [hall@alamoareampo.org](mailto:hall@alamoareampo.org)

Sincerely,

Clifton L. Hall

**Alamo Area Metropolitan Area  
Congestion Mitigation and Air Quality  
Performance Plan**

**DRAFT**

**September 2022**

## **Introduction**

In this plan, AAMPO establishes a new set of federally required performance measures for our region related to the Congestion Mitigation and Air Quality (CMAQ) program. These are part of the federally established System Performance measures, commonly referred to by the shorthand “PM3.” Additional federal measures include Safety (“PM1”), Infrastructure Condition (“PM2”), and Transit Asset Management (TAM). The new CMAQ performance measures (as well as this plan) are required based on the MPO’s inclusion in the latest version of the CMAQ Applicability table<sup>1</sup>, and include two measures of traffic congestion and one measure of total on-road emissions reduction. This document will establish a baseline for each of the three measures, in addition to 2- and 4-year targets to be monitored throughout the next 4-year federal Performance Period spanning 2022-2025.

These targets were established in coordination with the Texas Department of Transportation and other metropolitan planning organizations (MPOs) throughout the State of Texas. Technical resources and assistance were also provided by the Texas A&M Transportation Institute (TTI).

## **Baseline Conditions**

Since the Alamo Area MPO was only recently included in the CMAQ Applicability Table, this performance plan must establish baseline conditions for each of the three measures:

- Peak-Hour Excessive Delay Measure (PHED)
- Non-Single-Occupant-Vehicle Measure (Non-SOV)
- On-Road Mobile Source Emissions Measure, including:
  - Oxides of Nitrogen (NOX)
  - Volatile Organic Compounds (VOC)

These baseline values are listed below in Table 1.

**Table 1 – Baseline Figures for CMAQ Performance Plan**

<b><i>Measure</i></b>	<b>Baseline</b>
<i>Annual PHED per Capita</i>	11
<i>Percent of Non-SOV Travel</i>	23.1%
<i>Emissions – NO<sub>x</sub> (kg/day)</i>	121.583
<i>Emissions – VOC (kg/day)</i>	25.435

<sup>1</sup> See Table 3., here:

[https://www.fhwa.dot.gov/environment/air\\_quality/cmaq/measures/cmaq\\_applicability/october\\_2021/](https://www.fhwa.dot.gov/environment/air_quality/cmaq/measures/cmaq_applicability/october_2021/)

## Traffic Congestion Measures

The two traffic congestion measures are 1.) Peak Hour Excessive Delay (PHED) and 2.) Percent Non-SOV Travel. The baseline figures for traffic congestion in a new Performance period must be from the calendar year preceding the first year of the period, i.e., 2021.

**PHED** (better described as Annual Hours Peak Hour Excessive Delay per Capita) is defined as the number of person-hours of excessive delay during the peak period (both AM and PM), averaged by the population of the urbanized area. These hours are only measured within the San Antonio Urbanized Area boundary, and only for roadway links that are part of the National Highway System (NHS).

- “Delay” is the extra time spent travelling below the speed limit.
- “Excessive delay” means delay occurring at an average speed less than or equal to 20 mph or 60 percent of the posted speed limit (e.g. 52 mph in a 65 mph zone.)
- The peak period is commonly known as “rush hour”, and for the Alamo Area is each weekday from 6 a.m. to 10 a.m. and from 3 p.m. to 7 p.m., in accordance with our Travel Demand Model (TDM).

To calculate this measure, the total excessive delay for each qualifying roadway segment is added up for each peak period of the year. This total annual excessive delay on each relevant segment is multiplied by its established peak period traffic volumes and vehicle occupancy factors to determine its total person-hours of peak hour excessive delay per year. The annual PHED metric of all qualifying roadway segments is summed and then divided by the urban area population to yield the final PHED metric used in the performance measure, Person-Hours of Peak Hour Excessive Delay per Capita.

The data and calculation of PHED is accomplished using the National Performance Measure Research Data Set (NPMRDS), a tool provide by FHWA. NPMRDS<sup>2</sup> uses proprietary INRIX speed-probe data to record speeds and the resulting excessive delay for each qualifying segment in 15-minute intervals. It also houses analytical tools for calculating most federal PM3 performance measures, including PHED. Between 2017 and 2021, PHED in San Antonio ranged from 10.3 to 11.9 per capita, with the exception being 2020 which had a value of 6.2. The value for 2021 is 10.6, which can be rounded up to 11, which will serve as the baseline for this Performance Period.

The **Non-SOV** measure is defined as the percentage of the working population that does not use a car, truck, or van to drive alone to work. The Federal Highway Administration (FHWA) allows one of three different data sources to be used for this calculation, but AAMPO in coordination with TTI has opted to use 5-Year American Community Survey (ACS) Journey to Work data, which is also method preferred by FHWA. The most recent data using this method is available for 2021, with 23.1% of commuters using Non-SOV modes in the San Antonio Urbanized Area. This is up from values ranging from 20.4% to 20.7% for years 2017 through 2020. The baseline figure for this performance period is the 2021 value, 23.1%.

<sup>2</sup> For more information on NPMRDS see: [https://ops.fhwa.dot.gov/perf\\_measurement/](https://ops.fhwa.dot.gov/perf_measurement/)



## On-Road Mobile Source Emissions Measure

On-road mobile source emissions are criteria pollutants and their precursor emissions produced by road-going vehicles. For the Alamo Area, the precursor emissions that combined produce ozone, NO<sub>x</sub> and VOC, are the emissions measured both for our compliance with the CMAQ program and for the CMAQ emissions reduction performance measure. Each project awarded CMAQ funding is assigned an emissions reduction value for the pollutant based on the project type and related criteria. The values anticipated during over the 4-year period, as well as a 2-year mid-Performance Period checkpoint, make up the performance measure for emissions reduction.

To report this measure, information is queried from FHWA's User Profile and Access Control System (UPACS)<sup>3</sup> for CMAQ. Projects from TIPs across the state are reported to this database annually by MPOs in coordination with TxDOT and FHWA. Only the number reported in UPACS are used to quantify this measure. There are typically discrepancies between what is reported in UPACS and what is programmed in the TIP for each year. AAMPO has only participated in the reporting process in the previous calendar year, thus has a small sample size to estimate the amount of emissions reductions that will qualify to be included in the metric. The most recent data for CMAQ reporting prior to 2022 is required to be used to establish the baseline for this Performance Period. Since AAMPO began programming CMAQ into the TIP in FY 2020, 10 total projects have been reported in UPACS with total reductions of 121.583 kg/day for NO<sub>x</sub> and 25.435 kg/day for VOCs.

## Targets

The results of the analyses for the targets, provided in Table 2, are documented below.

**Table 2 – Established CMAQ-Focused Two- and Four-Year Targets**

<b>Performance Measure</b>	<b>2-Year Target</b>	<b>4-Year Target</b>
<i>Annual PHED per Capita</i>	15	16
<i>Percent of Non-SOV Travel</i>	20.0%	20.0%
<i>Emissions – NO<sub>x</sub> (kg/day)</i>	127.75	219.13
<i>Emissions – VOC (kg/day)</i>	53.97	92.576

## Traffic Condition Measures

TTI through coordination with TxDOT and relevant MPOs to developed a forecast-based target-setting methodology for the PHED measure. AAMPO has chosen to support this methodology and the targets recommended by TTI for the San Antonio Urbanized Area. TTI determined a 2017 baseline value for all MPOs then calculated an adjusted PHED figure using 2017-2021 trends and assuming a 2 percent annual growth in excessive delay as well as a 2 percent annual growth rate in person-miles of travel. This yielded a 2-year target of 15

<sup>3</sup> CMAQ reporting in UPACS can be accessed here: [https://fhwaapps.fhwa.dot.gov/cmaq\\_pub/Reports/Criteria](https://fhwaapps.fhwa.dot.gov/cmaq_pub/Reports/Criteria)

and a 4-year target of 16, which AAMPO agrees is a conservative target reflecting realistic trends prior to COVID-19.

TTI's recommended values for Non-SOV travel reflect the steadiness exhibited by the data from 2017-2020, with values of 20 percent for both the 2- and 4-year target. AAMPO agrees with this target as a conservative goal for the region to maintain or exceed.

### **On-Road Mobile Source Emissions Measures**

AAMPO's 2- and 4-year targets for emissions reductions was calculated by considering the distribution of CMAQ projects throughout the FY 2023-2026 TIP (which as of publication is subject to federal approval,) along with the ratio of projects successfully let in FY 2022 to determine a reasonable scenario for emission reduction in the 2- and 4-year performance reporting timeframes. Several considerations went into this approach, including the high degree of variation in benefits between projects, the large majority of projects being programmed for FY 2022 and 2023 compared to later years, and a low sample size of projects between FY 2020 and FY 2022 making it difficult to project a reasonable ratio of benefits realized in UPACS reporting v TIP programming. All 8 projects originally programmed in 2021 were reported to the UPACS system, which is not a realistic expectation moving forward. AAMPO has determined to use the average number of CMAQ projects expected to let in 2022 versus what was originally programmed, yielding a value of 58.3 percent. Since most project are in the first 2 years of the reporting period, it is assumed approximately 58.3 percent of projects will let by this the end of 2023, and for the remainder to be realized by the end of the 4-year performance period in 2025.

It should be noted that the 2- and 4-year targets are cumulative, excluding the baseline. The 2-year target will include the first 58.3 percent of NOx and VOC benefits, totaling 127.75 and 53.97 kg/day, respectively. AAMPO will have the opportunity to adjust this target at the 2-year mark, and will work with state and local partners to coordinate the reporting and project delivery of CMAQ projects to better understand how the emissions reduction metric can be improved. Also, AAMPO has decided to exclude three projects with a high level of VOC reduction in order to fairly reflect the emissions that will be eventually reported; this project is currently undergoing a rescope and will most likely be report a lower amount of VOC benefit.

### **Target Tracking**

#### **Traffic Condition Measures**

And additional requirement of the CMAQ Performance Plan is a list of projects programmed for CMAQ funding (see Table 3) showing their emissions reductions, as well as which projects will provide PHED and Non-SOV benefits that will help achieve the 2- and 4-year targets. AAMPO will continue to coordinate with TxDOT, relevant Texas MPOs, and other statewide and local partners to determine best practices for tracking and reporting progress of traffic condition performance measures.

## **On-Road Mobile Source Emissions Measures**

AAMPO is required to report emissions benefits for NO<sub>x</sub> and VOC, the precursor pollutants to ground level Ozone. These are recorded in both the TIP and MTP, and are included in this document as part of Table 3. These emissions benefits will likely change over the course of the Performance Period, since project are frequently moved within the TIP, as well as in and out of the TIP, to accommodate project schedules, fiscal constraint, etc. Although the pending FY 2023-2026 TIP is fully funded for CMAQ, the timing of project delivery is dynamic and AAMPO will continue to coordinate with TxDOT and other partners to improve project delivery processes and ensure more accurate reporting into UPACS.

## **Conclusion**

This plan sets forth to meet the requirements of 23 U.S. Code § 149 (I), that a CMAQ performance plan be developed by each MPO serving a transportation management area a.) with a population greater than 1 million and b.) that includes a nonattainment or maintenance area, to support the implementation of the Congestion Mitigation and Air Quality program. Using this plan, AAMPO will continue coordination and refinement of these and the several other federal performance measures, and will continue biennial performance period in conjunction with TxDOT and various partners across the state and region. This will include updating metrics, better description and evaluation of how projects will aide in reaching targets, and updating progress and processes throughout the performance period. AAMPO will work with our partners to ensure all requirements are met, and that these performance measures will be further integrated into our long- and short-range planning efforts.

TIP Year	MPO#	Type	NOx	VOC	Description	PHED Benefit?	Non-SOV Benefit?
2022	5544	Traffic Incident Management	0.873	0.101	Safety Service Patrol on controlled access highways in Bexar, Comal and Kendall Counties	Yes	No
2023	5571	Operational Improvements	10.097	6.945	Operational improvements including implementation of median U-turns and R-cut intersections	Yes	No
2023	5572	Bicycle/Pedestrian	0.132	0.090	Construct cycle track on Hamilton Wolff Rd from Babcock to Ewing Halsell. And on Ewing Halsell from Hamilton Wolff to Sid Katz	No	Yes
2023	5573	Traffic Signal Improvement	31.360	8.557	Traffic signal optimization on congested corridors in the City of San Antonio. Data collection and implementation of updated signal timing plans.	Yes	No
2023	5573	Traffic Signal Improvement	31.360	8.557	Traffic signal optimization on congested corridors in the City of San Antonio. Data collection and implementation of updated signal timing plans. FY 2022	Yes	No
2023	5574	ITS	13.272	15.587	Install ITS equipment on congested corridors in the City of San Antonio - FY 2020	Yes	No
2023	5574	ITS	13.272	15.587	Install ITS equipment on congested corridors in the City of San Antonio - FY 2021	Yes	No
2023	5575	Travel Demand Management	10.140	4.947	City of San Antonio Travel Demand Management Program. To support efforts in vanpool, carpool, telecommuting and education. Year 1 of 2	Yes	Yes
2023	5575	Travel Demand Management	10.140	4.947	City of San Antonio Travel Demand Management Program. To support efforts in vanpool, carpool, telecommuting and education. Year 2 of 2	Yes	Yes

TIP Year	MPO#	Type	NOx	VOC	Description	PHED Benefit?	Non-SOV Benefit?
2023	5576	Other	0.152	499.810	City of San Antonio Vehicle Emissions Reductions Program. Series of targeted outreach and education programs. <del>Gas cap replacement program.</del>	No	No
2023	5576	Other	0.152	499.810	City of San Antonio Vehicle Emissions Reductions Program. Series of targeted outreach and education programs. <del>Gas cap replacement program.</del>	No	No
2023	5576	Other	0.152	499.810	City of San Antonio Vehicle Emissions Reductions Program. Series of targeted outreach and education programs. <del>Gas cap replacement program.</del>	No	No
2023	5577	Bicycle/Pedestrian	0.922	0.628	Make UTSA Walkable Program. Support UTSA's efforts to establish programs to increase alternate forms of transportation.	No	Yes
2023	5579	Traffic Incident Management	3.492	0.406	Safety service patrol on controlled access highways in Bexar, Comal and Kendall Counties	Yes	No
2023	5580	Fleet Replacement	36.092	3.761	VIA Fleet Replacement Program. Purchase 14 CNG buses.	No	No
2023	5581	Transit Improvement	4.156	3.709	VIA Bus Frequency Program. Increase service on #7 and #552 routes.	Yes	Yes
2023	9149	Bicycle/Pedestrian	7.170	10.288	Transportation Equity For All, an Incentive and Seminar-Based Program at The University of Texas at San Antonio (UTSA)	No	Yes
2023	9143	Operational Improvements	0.032	0.036	Construct Turn Lanes Including Operational and Pedestrian Improvements.	Yes	No

TIP Year	MPO#	Type	NOx	VOC	Description	PHED Benefit?	Non-SOV Benefit?
2023	9148	Bicycle/Pedestrian	0.058	0.022	Construct Concrete Trail to Connect Salado Creek North and South Greenway Trails.	No	Yes
2023	9150	Fleet Replacement	27.083	1.194	Replace Older Diesel Buses with Cleaner, Compressed Natural Gas (CNG) Buses.	No	No
2024	9153	Traffic Incident Management	2.122	0.383	SAFETY SERVICE PATROL ON CONTROLLED ACCESS HIGHWAYS IN BEXAR, COMAL AND KENDALL COUNTIES-FY 2024	Yes	No
2024	9154	Bicycle/Pedestrian	0.010	0.007	Construct Shared Use Path Along Abe Lincoln	No	Yes
2024	9155	Transit Improvement	0.163	1.429	Add New Weekday Express Service from Alamo Ranch (LP 1604/SH 151) to Downtown San Antonio.	Yes	Yes
2024	9156	Transit Improvement	0.273	0.734	Increase Frequency of Service from Downtown to Eastside San Antonio on Rigsby Avenue, Including Weekends.	Yes	Yes
2024	9157	Bicycle/Pedestrian	1.193	1.069	Construct Shared Use Path	No	Yes
2025	9160	Bicycle/Pedestrian	0.183	0.161	Construct continuous 6' Sidewalks to Close Gaps. Construct or Enhance Midblock Crossings.	No	Yes
2025	9161	Bicycle/Pedestrian	0.014	0.012	Construct continuous 6' Sidewalks to Close Gaps. Remove and Replace Non ADA Compliant Pedestrian Structures and Barriers.	No	Yes
2025	9162	Traffic Incident Management	2.122	0.383	SAFETY SERVICE PATROL ON CONTROLLED ACCESS HIGHWAYS IN BEXAR, COMAL AND KENDALL COUNTIES-FY 2025	Yes	No
2026	9168	Operational Improvements	0.043	0.048	Operational Improvements Including Turnaround, Additional Turn lanes and Improved Bicycle and Pedestrian Accommodations	Yes	No

TIP Year	MPO#	Type	NOx	VOC	Description	PHED Benefit?	Non-SOV Benefit?
2026	9169	Traffic Incident Management	2.122	0.383	SAFETY SERVICE PATROL ON CONTROLLED ACCESS HIGHWAYS IN BEXAR, COMAL AND KENDALL COUNTIES-FY 2026	Yes	No
2026	9171	Fleet Replacement	10.774	0.475	Replace Older Diesel Buses with Cleaner, Compressed Natural Gas (CNG) Buses.	No	No

DRAFT

## **7. Action on the Commute Solutions: Web-Based Carpool Matching and Alternative Transportation Tracking Program Contract with Agile Mile – AAMPO (Jimenez)**

### **Purpose**

The purpose of this agenda item is to take action to exercise the option of the additional one year of service for the web-based carpool matching and alternative transportation tracking program contract. The vendor is Agile Mile.

### **Issue**

The Agile Mile contract supports essential services for AAMPO's Commute Solutions Program, Alamo Commutes. The contract was originally executed in May 2019 with a two-year term to expire in August of 2021. The contract also includes an option for two one-year extensions. In August 2021, AAMPO exercised the first one-year extension option and notified the vendor the contract would be extended until August 2022. Subsequently, the Transportation Policy Board approved additional funding to fulfill the first one-year option.

Currently, AAMPO is requesting to exercise the second, and last, one-year extension option. To fulfill this contract extension, AAMPO is requesting an addition of \$54,000 to fund the contract services.

The draft of Amendment Two to the contract is attached for review and information.

### **Action Requested**

**Motion to approve the second, and last, one-year extension and the addition of \$54,000 to fund the Agile Mile contract for web-based carpool matching and alternative transportation tracking program.**



**AMENDMENT TWO  
PROFESSIONAL SERVICES AGREEMENT FOR  
AGILE MILE**

The Alamo Area Metropolitan Planning Organization (AAMPO) presently contracts with Agile Mile (Consultant) for services related to AAMPO’s Alamo Commutes: Web-Based Carpool Matching and Alternative Transportation Tracking Program. The contract was executed by the AAMPO on May 30, 2019 with a term running from July 1, 2019 to August 31, 2021.

On December 13, 2021, the AAMPO Transportation Policy Board approved an increase of thirty-one thousand dollars (\$31,000.00) to fulfill the funding needed to cover the first one-year contract extension. On January 5, 2022, both parties executed *Amendment One to the Professional Service Agreement* for Agile Mile to formalize the extension, with the term expiring on August 31, 2022, and the increased maximum amount payable under the contract to one hundred seventy-one thousand dollars (\$171,000.00).

On July 21, 2022, AAMPO notified the Consultant of the desire to utilize the final additional one-year extension option to revise the contract term to expire on August 31, 2023. Subsequently, on August 22, 2022, the AAMPO Transportation Policy Board approved an increase of fifty-four thousand dollars (\$54,000.00) to fund the extension. The parties have agreed to increase the maximum amount payable under the contract from one hundred seventy-one thousand dollars (\$171,000.00) to two hundred twenty-five thousand dollars (\$225,000.00).

This Amendment Two of the contract is entered into by and between AAMPO and the Consultant, acting by and through its designated representatives. The undersigned hereby agree to amend said contract as follows:

1. Under Article V: Fiscal Management and Disbursement, on page 2, subsection 5.01 of the contract shall be amended by deleting the strike out and inserting the underlined words to read as follows: The maximum amount payable under this contract shall not exceed the amount of ~~one hundred and seventy-one thousand dollars (\$170,000)~~, two hundred twenty-five thousand dollars (\$225,00.00) as outlined in Attachment B – Budget Summary.

Attachment B – Form 4400

9. OTHER DIRECT COSTS (specify)		
Service charge for the “Challenges” Level		\$225,000.00
Service/template updates as mutually determined in writing (not to exceed) – reallocated to service charge following Amendment One		<del>\$23,000.00</del>
10. TOTAL DIRECT COST AND BURDEN		\$225,000.00
11. TOTAL ESTIMATED COST		
12. FIXED FEE OR PROFIT		\$0.00
13. TOTAL ESTIMATED COST & FIXED FEE OR PROFIT		\$225,000.00

2. This AMENDMENT TWO to the agreement shall not prejudice any present or future rights, remedies, benefits, or powers belonging to or accruing to AAMPO under the terms of the Contract herein amended.

3. Except as provided otherwise herein, the Contract shall remain unaffected, unchanged, and unimpaired by reason of the foregoing AMENDMENT TWO.

**AMENDMENT AGREED TO this \_\_\_\_\_ of August 2022.**

**Alamo Area Metropolitan Planning Organization  
Transportation Policy Board**

**Agile Mile, Inc.  
Consultant**

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**Isidro Martinez, Director**

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**Rick Steele, CEO**

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

### **Purpose**

The purpose of this agenda item is to update the committee on VIA's Keep SA Moving Advanced Rapid Transit projects.

### **Issue**

VIA Metropolitan Transit garnered City of San Antonio voter approval in November 2020 for the Keep SA Moving initiative. As part of this initiative, VIA continues to proceed with plans for two major Advanced Rapid Transit lines – the North/South Corridor project and the East/West Corridor Project.

The North/South Corridor project will run between the San Antonio International Airport and Steves Avenue with connections at Stone Oak Park & Ride and Brooks Transit Center. The East/West Corridor will provide service between VIA's Kel-Lac Transit Center and the future Eastside Mobility Hub with connections at VIA's Centro Plaza Transit Center and the Robert Thompson Transit Center.

The North/South Corridor project is being funded with VIA revenues and grants provided by the Federal Transit Administration (FTA). It is anticipated to cost \$320 million in capital costs (construction) and \$243.8 million in operating costs over a 20-year timeframe.

Rapid Transit Corridor Study efforts are included in AAMPO's FY 2022-2023 Unified Planning Work Program (UPWP). The purpose of the study is to perform advanced project definition of up to six rapid transit corridors. These studies were awarded \$10 million in Surface Transportation Block Grant funding.

The presentation is attached for review.

### **Action Requested**

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



**VIA** 

**KEEP SA  
MOVING**

**Alamo Area MPO  
Transportation Policy Board**

August 22, 2022 | *Move more people faster and farther*

# The Mission

*Move more people faster and farther*

Keep SA Moving projects help address the community's transit needs and priorities.



## CUSTOMERS' TOP 3

FREQUENCY

HOURS OF OPERATION

TRAVEL TIME



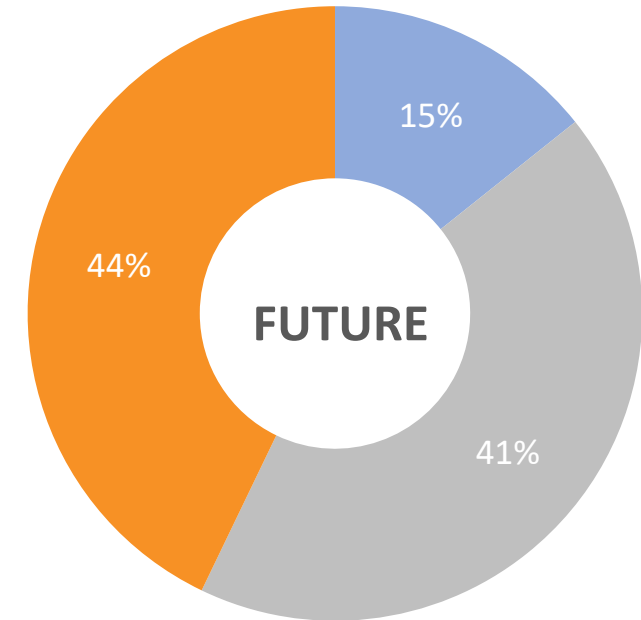
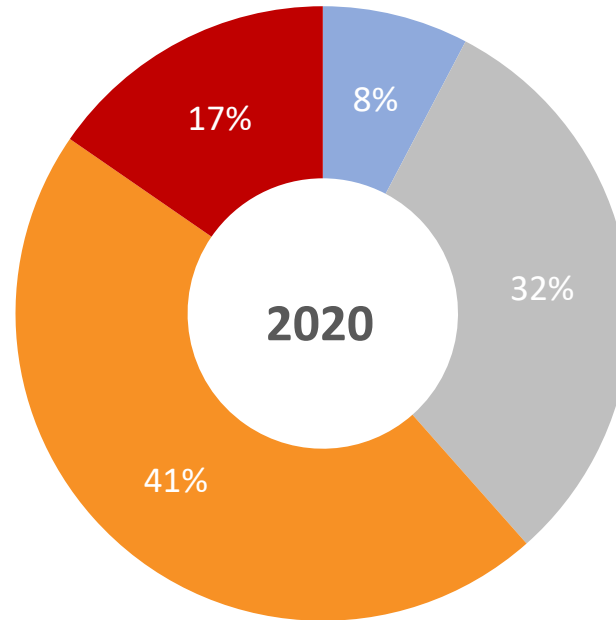
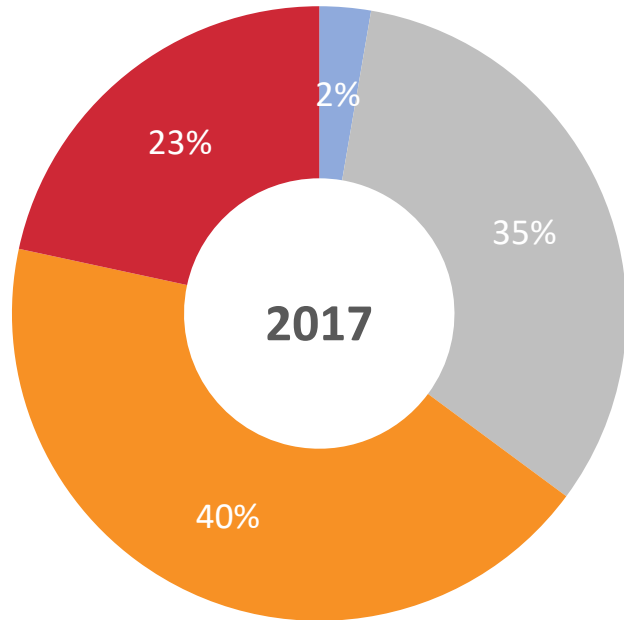
## KEEP SA MOVING FOCUS

MORE FREQUENT SERVICE

MORE ACCESSIBLE OPTIONS

INVESTMENTS IN TECHNOLOGY AND ART

● 10/12 MIN   
 ● 15/20 MIN   
 ● 30 MIN   
 ● >30 MIN



# BETTER BUS SYSTEM

Strengthening the foundation

- ✔ Increases frequencies on all routes to 30 minutes or better
- ✔ Adds more evening, late-night and weekend service
- ✔ Introduces new first/last-mile connections



# Innovation at Work

VIA Link moves more people faster in the zone

- ✓ More frequent service for the same fares as bus service.
- ✓ Replaces fixed-route bus service within designated zones
- ✓ Riders can schedule trips when they need them
- ✓ Offers flexibility, decreased travel time, shorter walking distance, more pick-up/drop-off locations

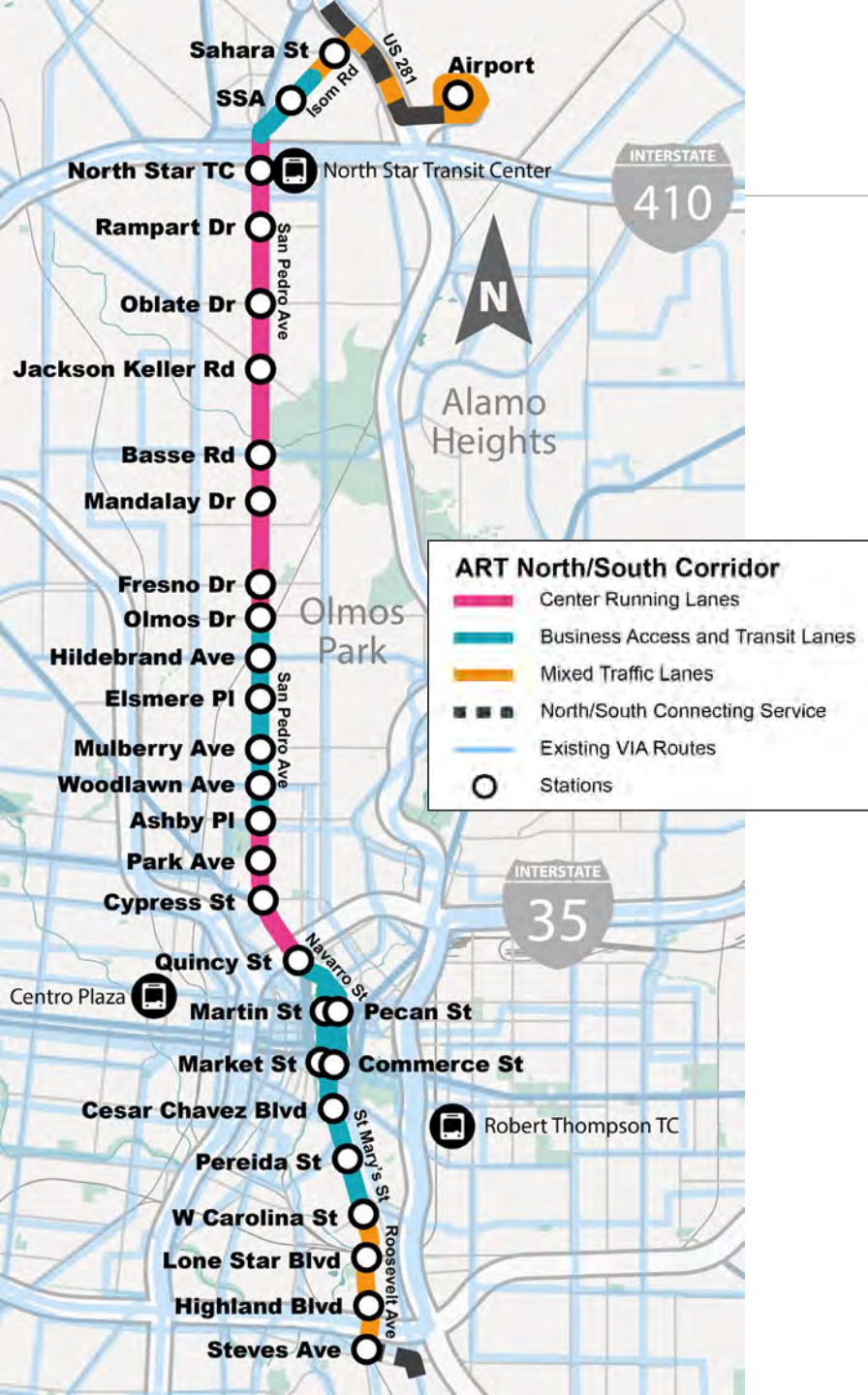


**VIA**  
**KEEP SA**  
**MOVING**

📍 **MODERN**  
**MOVEMENT**

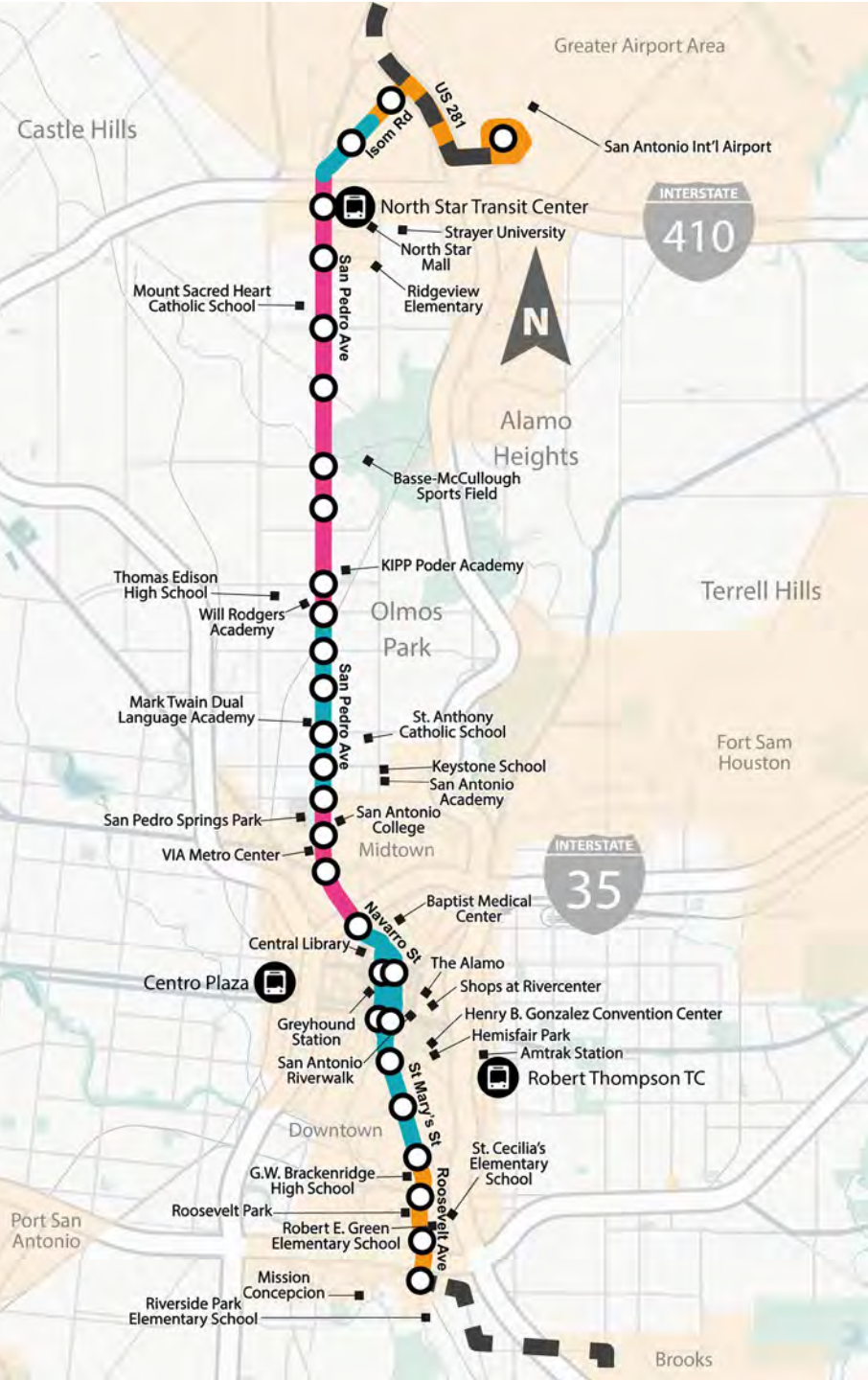
VIA'S ADVANCED RAPID TRANSIT PLAN





# ART NORTH/SOUTH CORRIDOR PROJECT

- **Construction Limits:** Airport to Steves Avenue
- **Service Connection:** Stone Oak P&R and Brooks TC
- **Length:** 11.7 miles total
- **Stations:** 27 new station areas
- **Vehicles:** 17 new articulated low/no emission vehicles
- **Headways:** 10- to 15-minute headways all-day
- **Cost:** \$320M Year of Expenditure (YOE)
- **Transit Lanes:**
  - Center Running
  - Business Access & Transit Lanes
  - Mixed Traffic

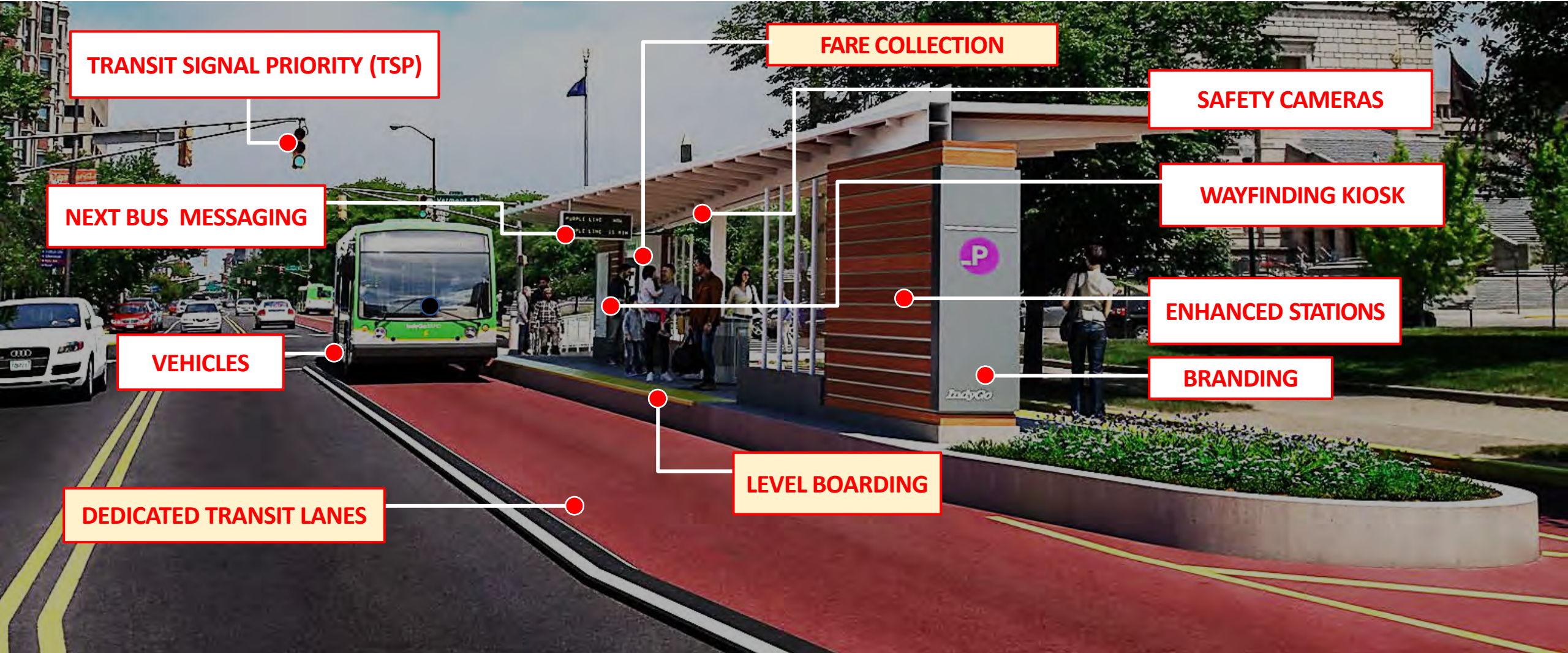


# AN INVESTMENT TO KEEP SA MOVING

## ART North/South Corridor Project

- Center Running Lanes
- Business Access and Transit Lanes
- Mixed Traffic Lanes
- North/South Connecting Service
- Stations
- Major Trip Generators
- Regional Centers

# KEY ART ELEMENTS



# HOW IT WORKS



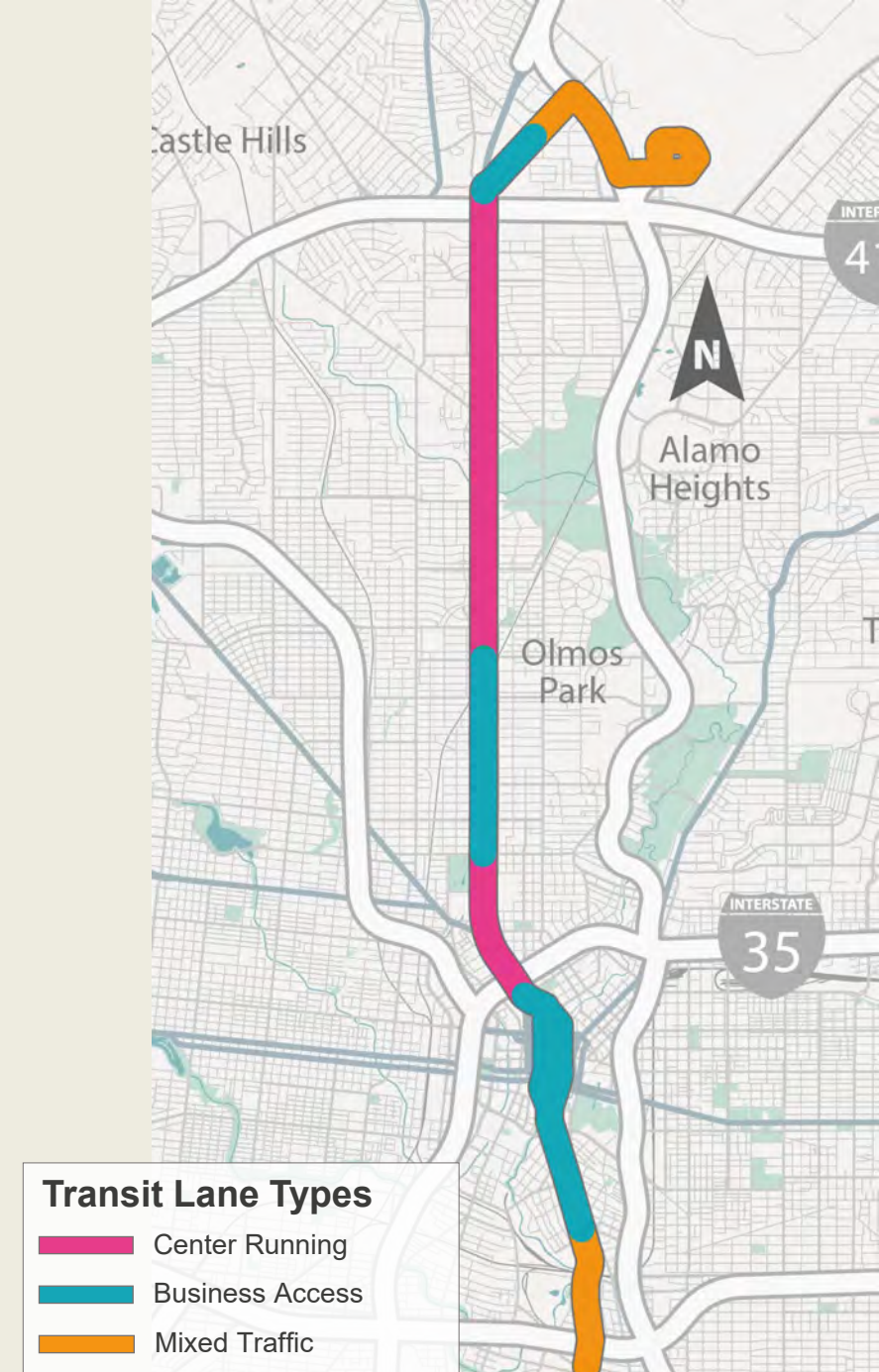
**Multiple operating segments**



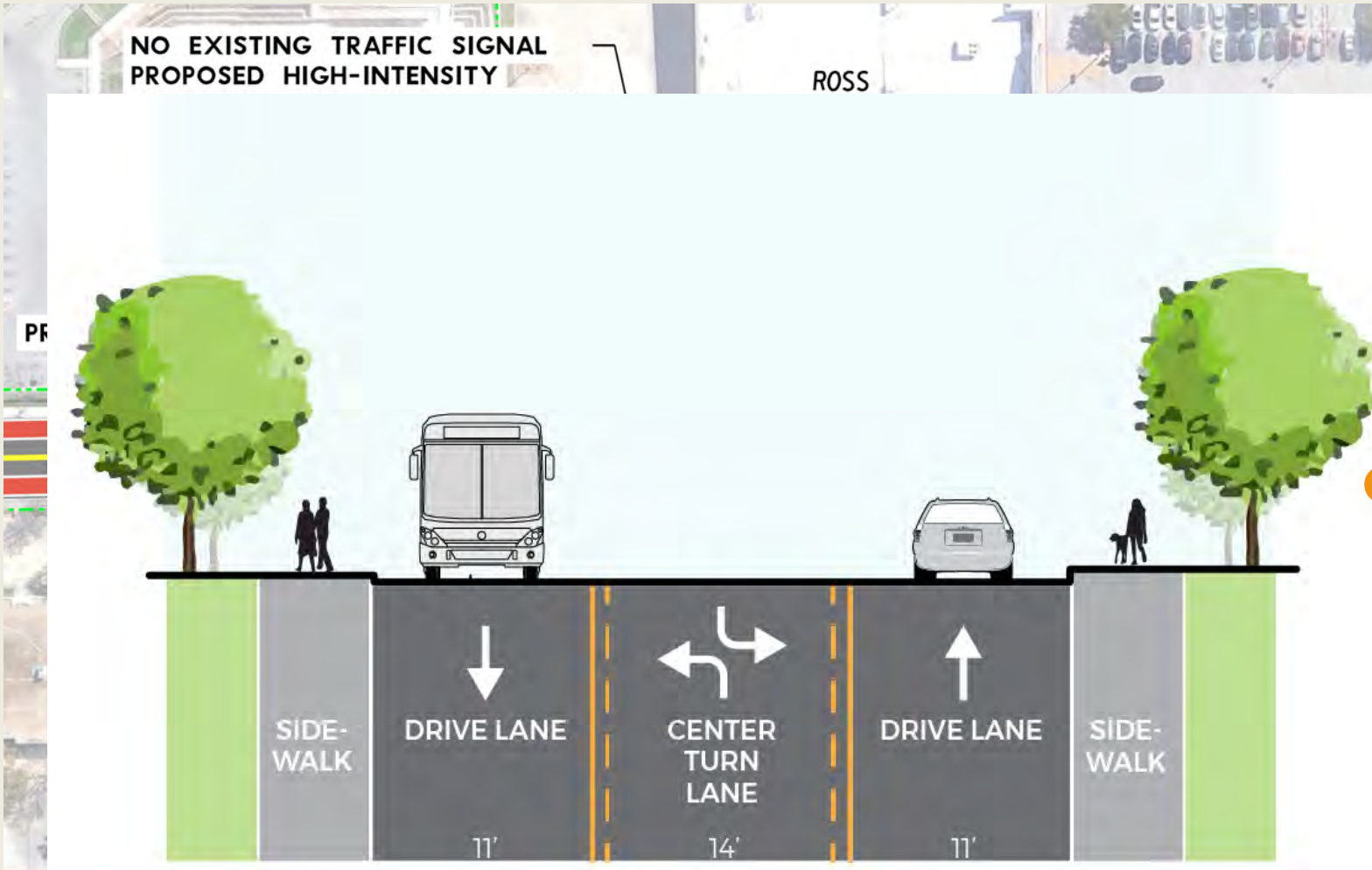
**Matches available ROW and traffic**



**Complements surrounding land uses**



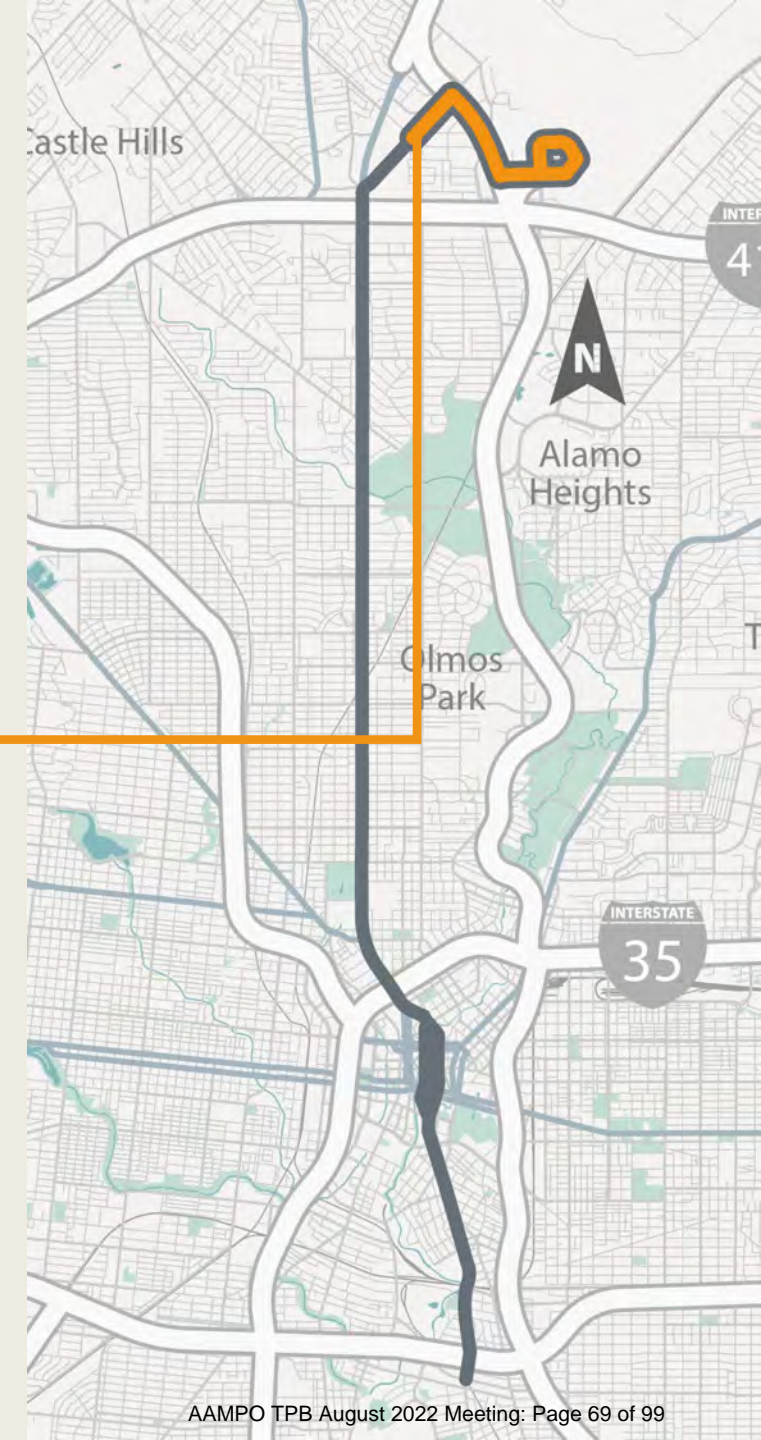
# MIXED TRAFFIC LANES



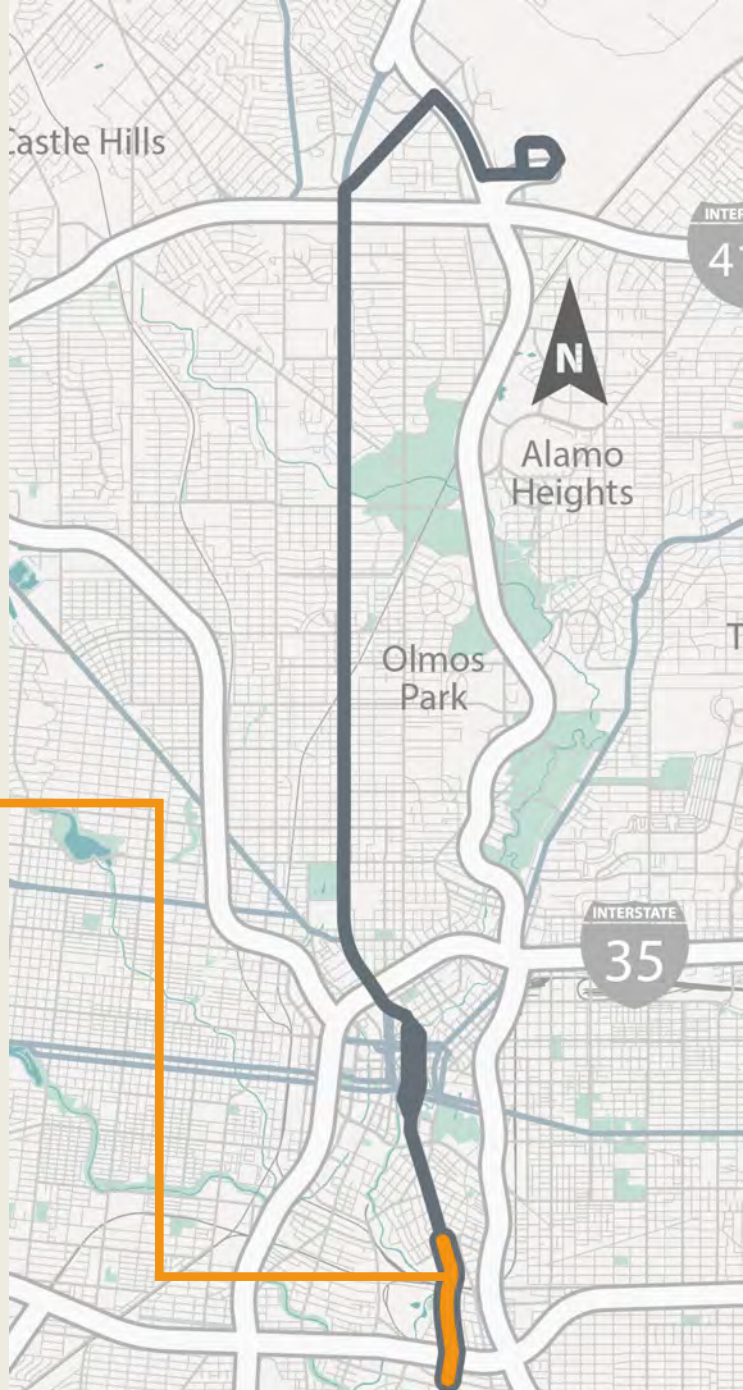
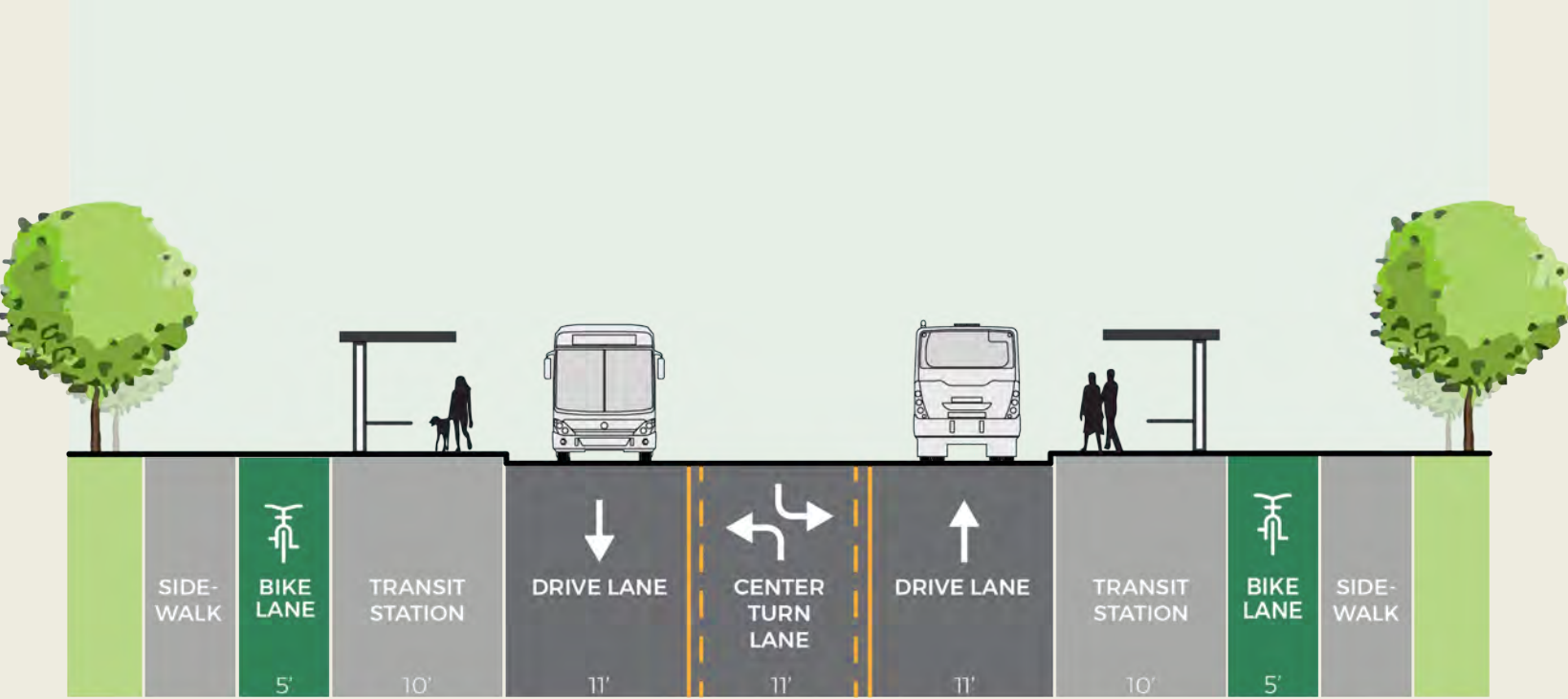
**Proposed Typical Section (Isom Rd – Sahara to US 281)**

\*Cross sections are preliminary and subject to change based on future public engagement and the NEPA process.

\*\* Construction primarily between curb to curb and at select widening locations.



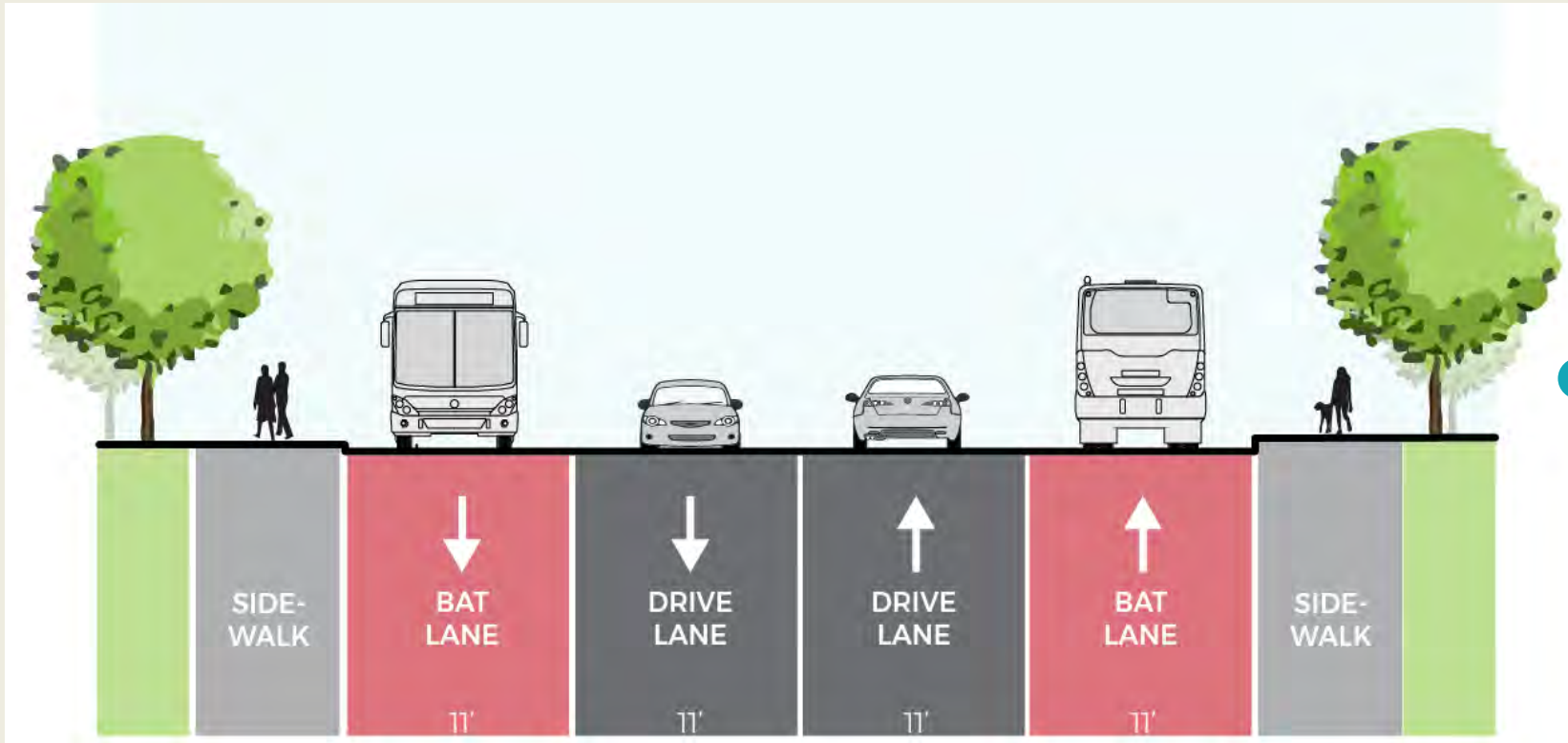
# ROOSEVELT AVE. AT STATION AREAS



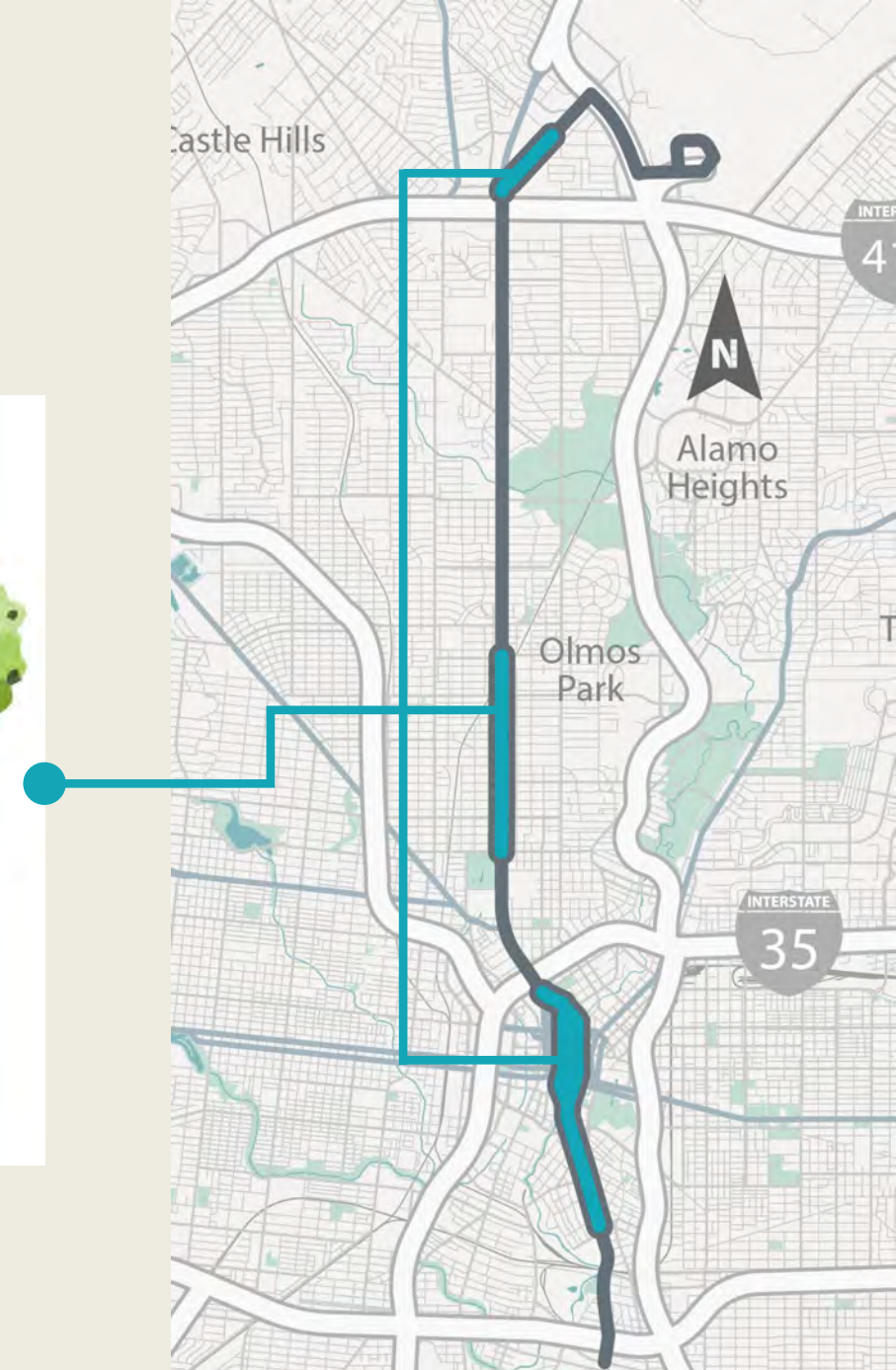
\*Cross sections are preliminary and subject to change based on future public engagement and the NEPA process.

\*\* Construction primarily between curb to curb and at select widening locations.

# BUSINESS ACCESS TRANSIT (BAT) LANES



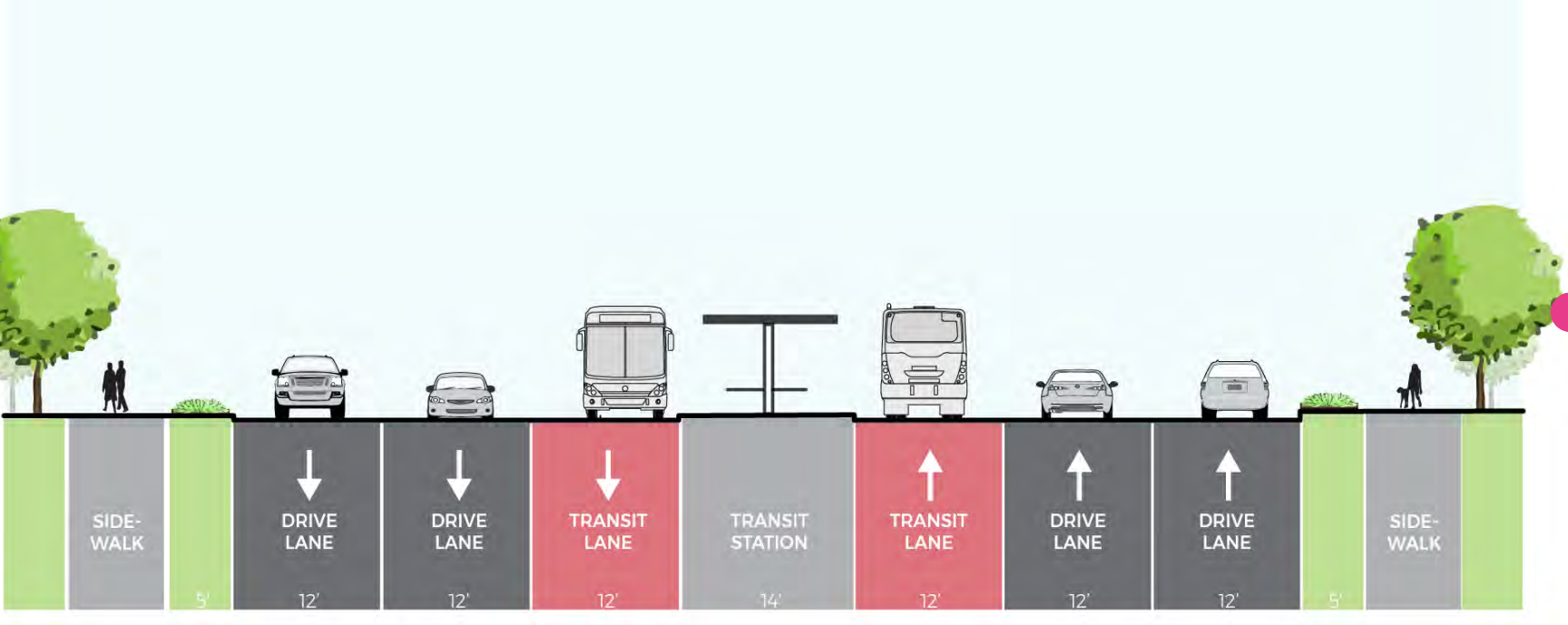
**Proposed Typical Section (San Pedro Ave – Olmos to Ashby)**



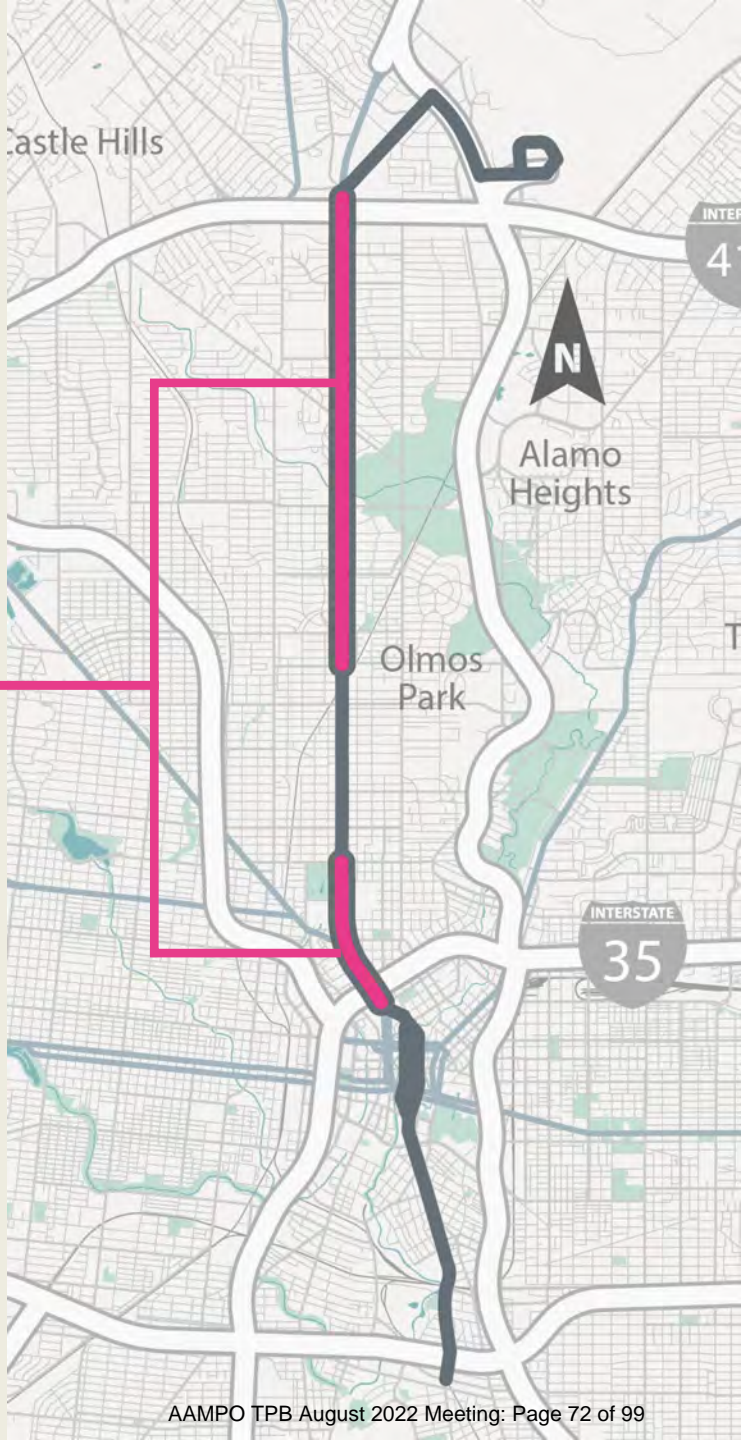
\*Cross sections are preliminary and subject to change based on future public engagement and the NEPA process.

\*\* Construction primarily between curb to curb and at select widening locations.

# CENTER RUNNING LANES



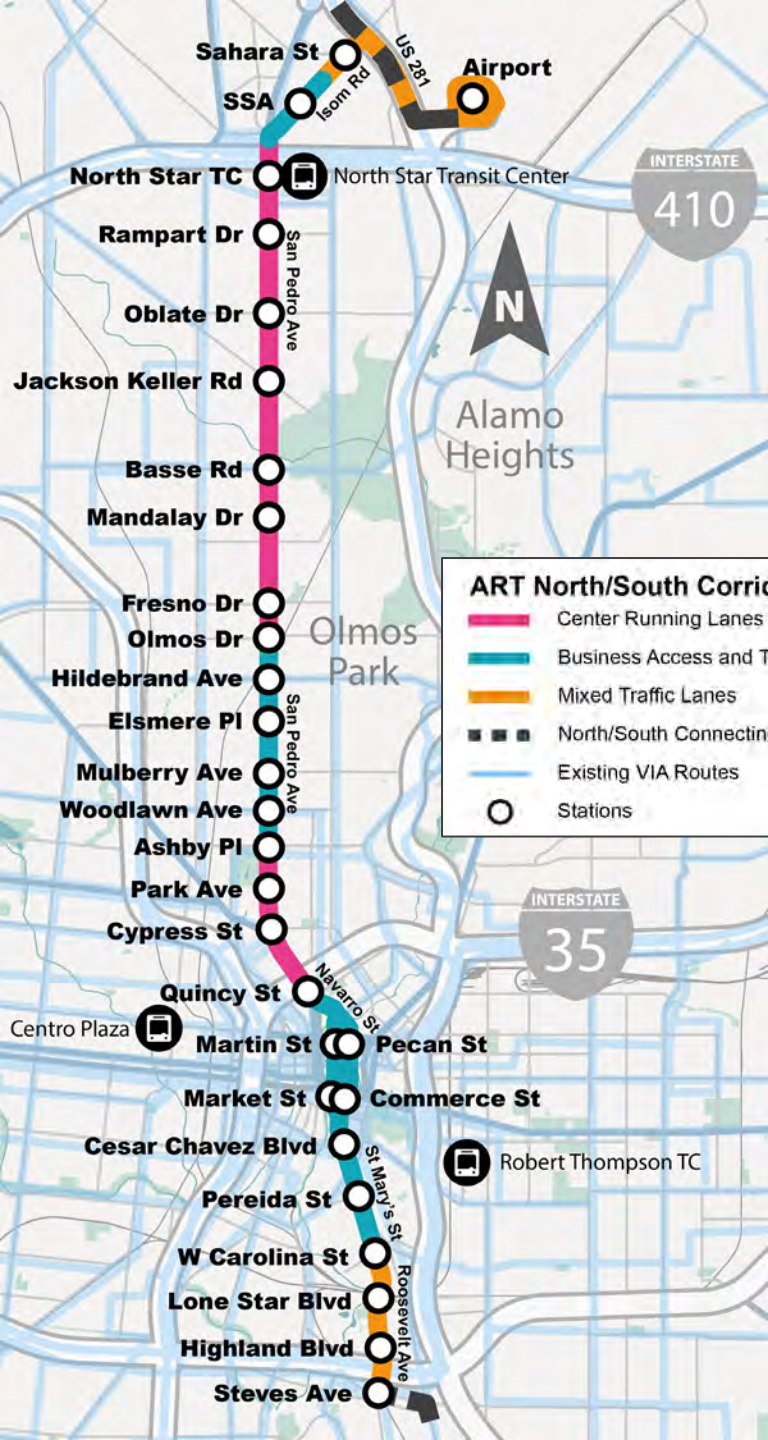
**Proposed Typical Section (San Pedro Ave – Rector to Basse)**



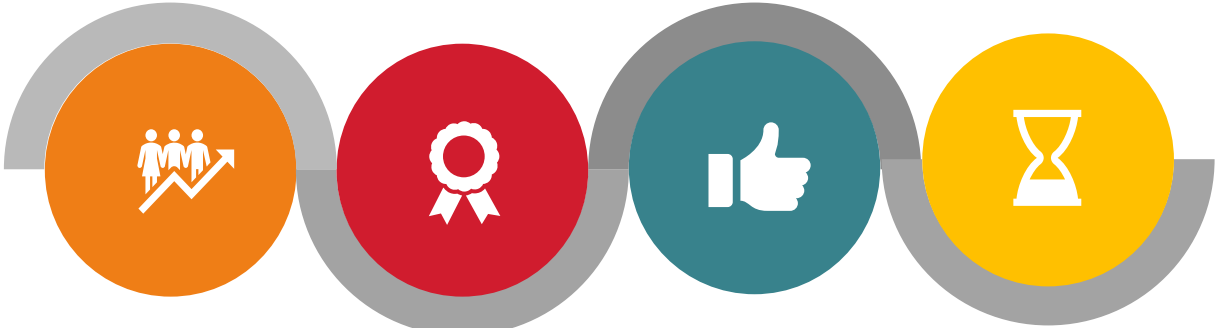
\*Cross sections are preliminary and subject to change based on future public engagement and the NEPA process.

\*\* Construction primarily between curb to curb and at select widening locations.





# ART NORTH/SOUTH CORRIDOR PROJECT



**\$320M**  
*YOE*

Investment in improved mobility for San Antonio and its residents

**FIRST**  
FTA Capital Investment Grant (CIG) project in San Antonio

**1 of 7**  
New Bus Rapid Transit (BRT) projects moved into FTA CIG Program in 2022

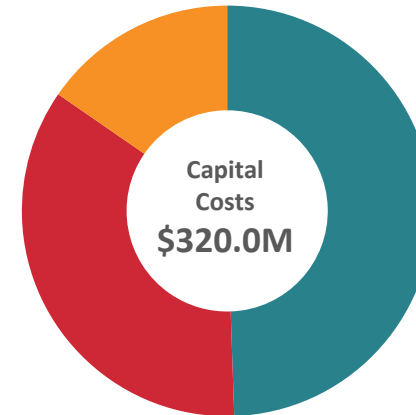
**2-YEAR**  
Critical timeline to complete PD (Aug '21 - July '23)

# Plan for Project Funding

**✓ 100% Funded by VIA and FTA**

**Total ART N/S Revenue \$563.8M**

- CIG Funds Request **\$158.1M, 28%**
- VIA Revenues **\$405.7M, 72%**
  - **\$56.7M** in VIA Project Funds to advance ART N/S planning/engineering
  - **\$105.3M** TIFIA loan backed by future ATD II revenue
  - **\$219.4M** in future ATD II revenue to operate ART N/S
  - **\$24.4M** in future estimated ART N/S fare revenue



VIA PROJECT FUNDS

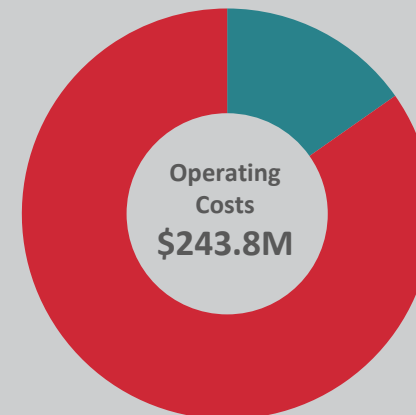
**\$56.7M (17.7%)**

ART North/South New Start Grant

**\$158.1M (49.4%)**

TIFIA Loan Proceeds  
(backed by ATD II Revenues)

**\$105.3M (32.9%)**



FAREBOX REVENUES

**\$24.4M (10%)**

ATD II REVENUES

**\$219.4M (90%)**

**Total ART N/S Costs**

- Capital Costs **\$320.M YOE**
- Operating Costs, 20 Years **\$243.8M**

# PUBLIC & STAKEHOLDER OUTREACH

# AN INFORMED PUBLIC IS AN ENGAGED PUBLIC



PUBLIC MEETINGS



DEDICATED WEBSITE



VIRTUAL MEETINGS



VIRTUAL TOWN HALLS

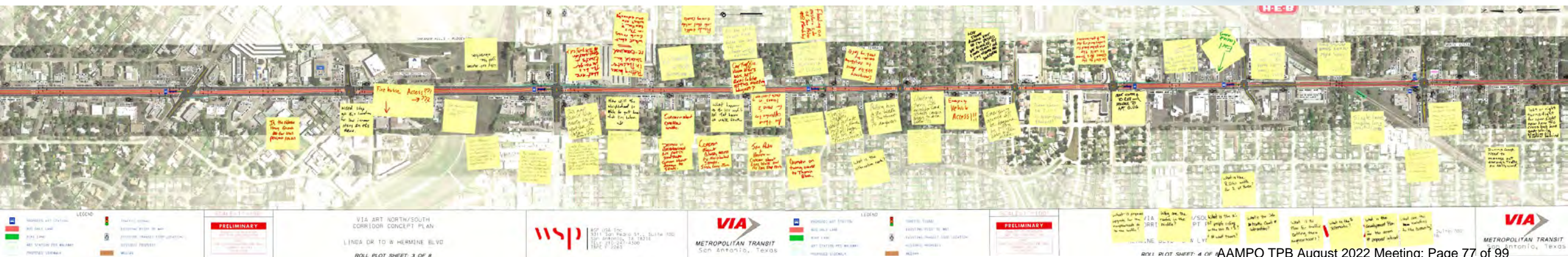


# WHAT WE'VE HEARD

- Project Support
- Pedestrian Access
- Design
- Safety
- Planning
- Passenger Mobility
- Traffic
- Right-of-way
- Cyclists
- Emergency Services
- Public Involvement
- Neighborhood
- Ridership Data
- Station
- Project Scope



Look for this label throughout the meeting to see how public input has helped shape the project



# PUBLIC INPUT IS SHAPING OUR PROJECT

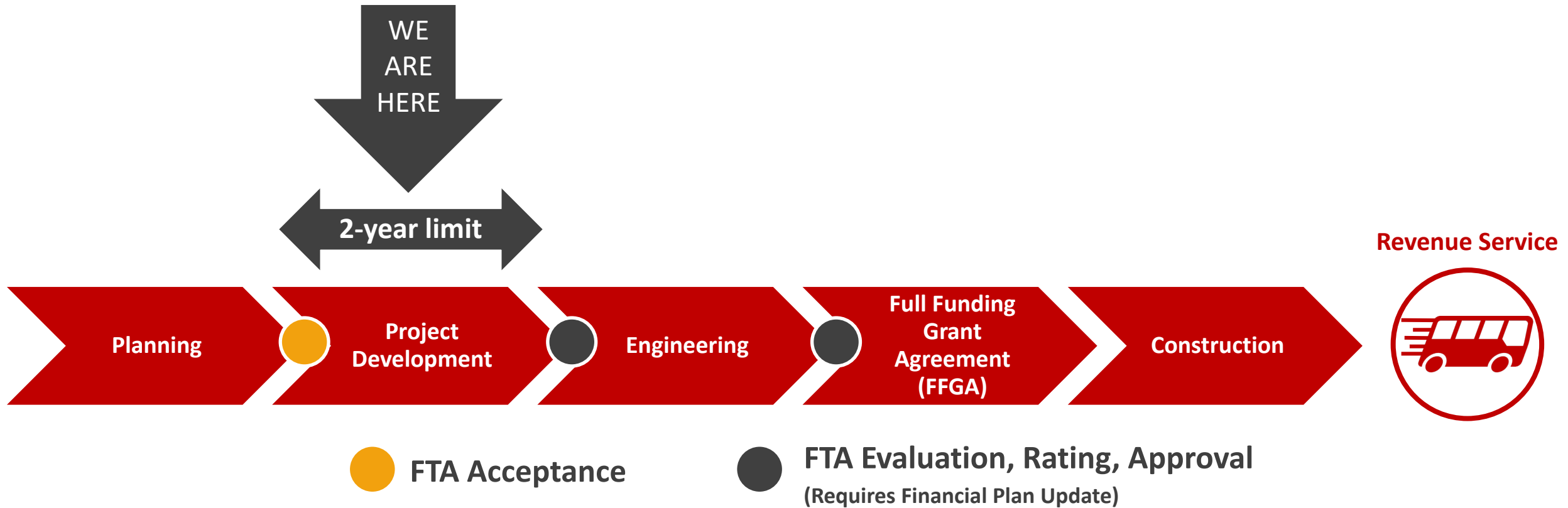
Based on public input and additional engineering evaluation, these updates are being considered:

- Added El Monte Blvd intersection to improve neighborhood connectivity
- Shifted Woodlawn station to avoid historic carriage step
- Evaluating additional general traffic lane northbound at Quincy
- Station consolidation/adjustment to reduce ROW impacts and provide more consistent spacing
  - Fresno and Olmos
  - Ashby and Park
  - Marshall, Quincy, and Augusta
- Evaluating and potentially relocating stations to avoid historic building impacts
- Evaluated pedestrian safety along the corridor
- Identifying opportunities for additional sidewalks and pedestrian crossings



# ART N/S SCHEDULE

# OVERALL NEW STARTS PROCESS

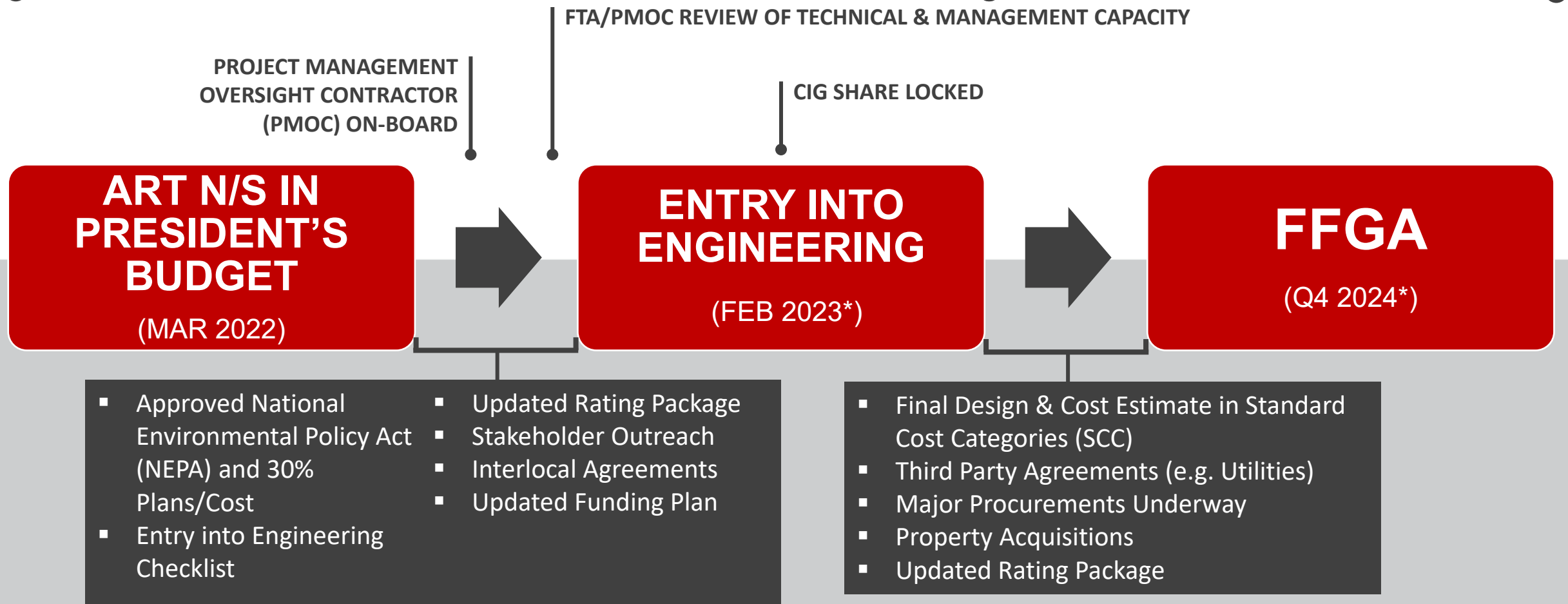




# KEY REQUIREMENTS

PROJECT DEVELOPMENT

FINAL DESIGN



*\*Subject to change due to FTA review and approval*

## N/S COMPLETED ITEMS

### Environmental

- Received Texas Historical Commission (THC) approval of Historic Resources Research Design (APE Methodology Memo)
- Initial coordination with the City of San Antonio (COSA) Office of Historic Preservation on archeological resources

### Design

- Responded to agency partner comments/concerns
- Collected topographic and LiDAR survey within ROW
- Developed draft design criteria report
- Completed Draft Vissim Models for Existing and Opening Year scenarios**

### FTA CIG

- Received official rating (Medium-High)
- Received rating improvement recommendations
- Developed strategy to improve ratings

### Outreach & Coordination

- Completed public engagement plan
- Held Board Trustee & Staff Corridor Tours
- Website is launched (KeepSAMoving.com)
- Conducted COSA City Council Public Briefing**
- Held Community Meeting #2 (June /July)**

## N/S CURRENT ACTIVITIES

### Environmental

- Historic field surveys/eligibility determinations
- Updating Archeological Background Study
- Drafting other technical reports

### Design

- Advancing station concepts
- Refining station locations
- Continuing 30% plans**
- Updating Design Criteria Report**

### FTA CIG

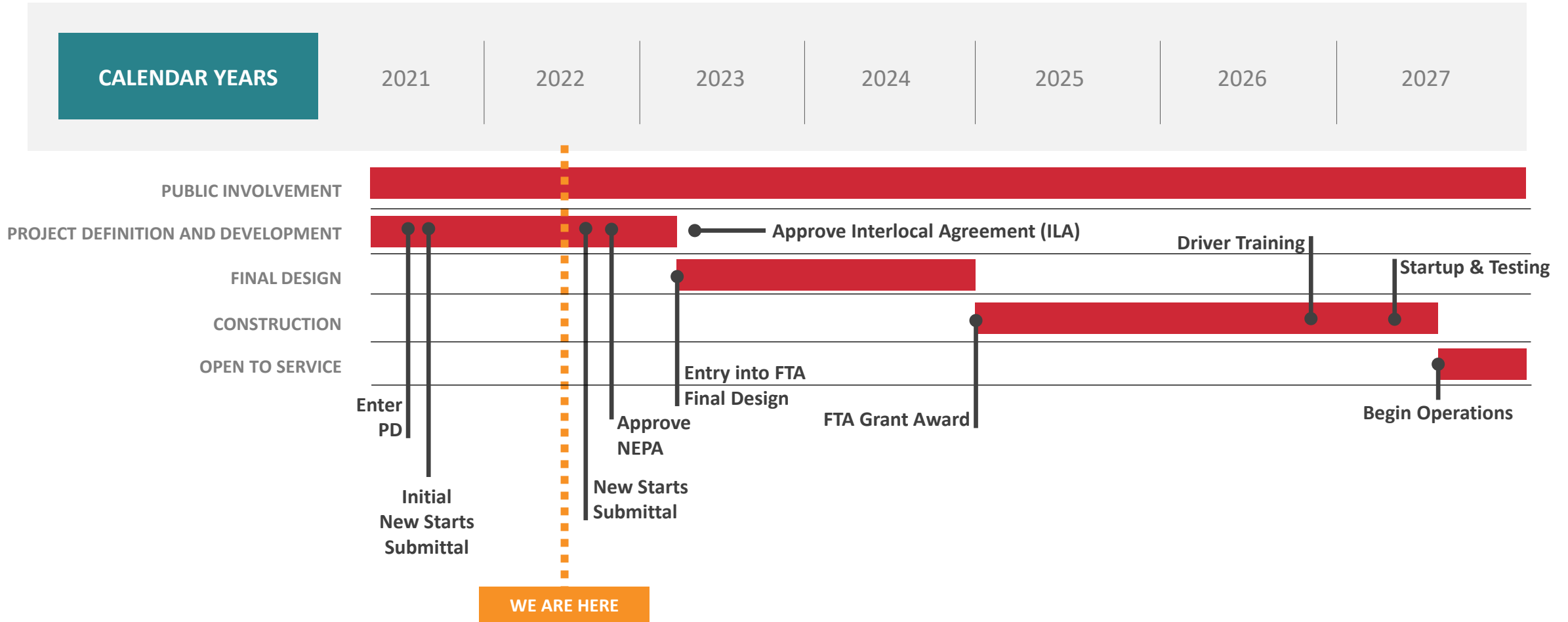
- Monthly coordination with FTA
- Preparing project organization chart for Project Management Plan (PMP)
- Continuing updates to Land Use/Economic Development Templates**
- Continuing update to Financial Plan**
- Continuing development of PMP and Subplans**

### Outreach & Coordination

- Continued coordination with COSA
- Continued development of ILA
- Continued Neighborhood Meetings and Business Meetings**

# STATE OF THE ART

## N/S Corridor Schedule

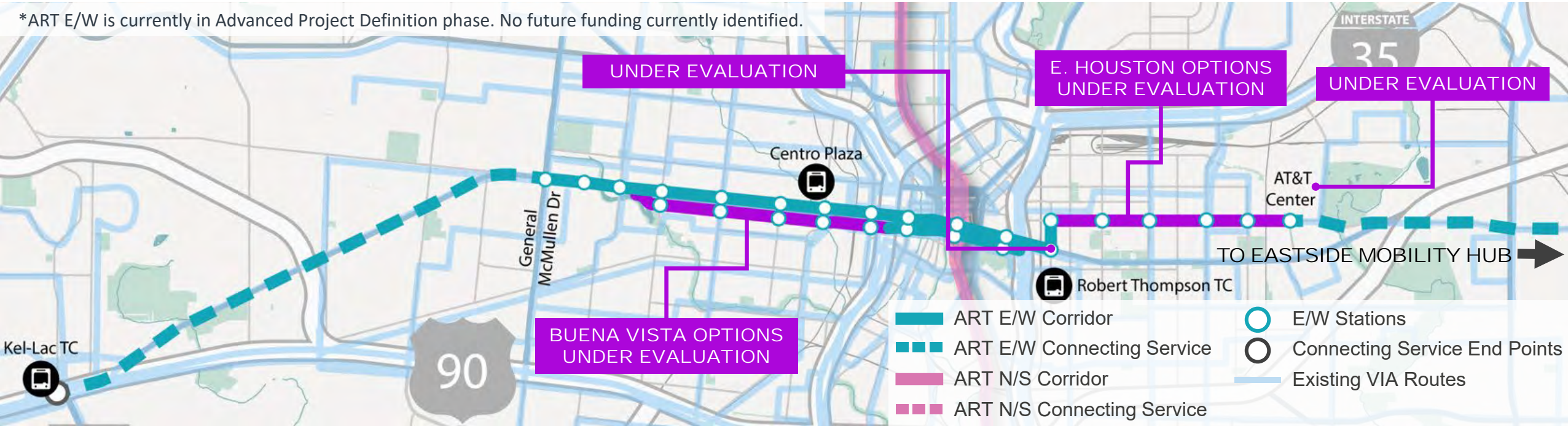


# ART EAST/WEST CORRIDOR UPDATE



# ART E/W OVERVIEW

\*ART E/W is currently in Advanced Project Definition phase. No future funding currently identified.



- Length: **7.3 miles**
- **18 Station Areas**
- **13 new** articulated, low/no emission vehicles
- **\$267.5M YOE**

Current as of July 2022

- Local funding needs to be identified
- **Service Connections:** Centro and Robert Thompson Transit Center
- **Continuing Service:** Kel-Lac Transit Center (TC) to Eastside Mobility Hub
- Includes Transit Signal Priority

- Off-board fare collection
- Dedicated lanes
- **Continue Advanced Project Definition 2022**



**VIA**

**KEEP SA  
MOVING**

**Stay Connected!**

**Visit us online**

**[www.KeepSanAntonioMoving.com](http://www.KeepSanAntonioMoving.com)**

**Email us at**

**[KeepSAMoving@VIAinfo.net](mailto:KeepSAMoving@VIAinfo.net)**

**Call us at 210-362-2389**

## **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)**

### **Purpose**

The purpose of this agenda item is to make a recommendation on a resolution of support for TxDOT's FY 2023 Unified Transportation Program (UTP).

### **Issue**

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

The initial AAMPO resolution outlining UTP project scoring and ranking was approved by the Transportation Policy Board in January 2022.

The Draft 2023 UTP includes all projects in Tier 1 and Tier 2 supported by AAMPO's January 2022 resolution. The resolution for consideration is to support the 2023 UTP as presented in draft form. The Texas Transportation Commission will consider it for adoption at their August 30, 2022 meeting.

At their August 5, 2022 meetings, the AAMPO Executive Committee and Technical Advisory Committee were briefed on this agenda item and supported it being presented to the full Transportation Policy Board for approval via resolution.

The supporting resolution and presentation are attached for review.

### **Action Requested**

**A motion to approve the Resolution Supporting the FY 2023 TxDOT Unified Transportation Program.**

# FY 2023 TxDOT Unified Transportation Program

Transportation Policy Board  
August 22, 2022





# FY 2023 TxDOT

## Unified Transportation Program

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

# FY 2023 TxDOT Unified Transportation Program

- UTP Project Funding Categories
  - **Category 2** Metro Corridor
  - **Category 4** Connectivity
  - **Category 12** Commission Strategic Funding/Clear Lanes
- Does **not** include MPO project funding categories
  - **Category 5** Congestion Mitigation & Air Quality Improvement
  - **Category 7** Surface Transportation Block Grant
  - **Category 9** Transportation Alternatives

# Federal and State Funding Plans and Programs



# Resolution – January 2023



## A Resolution In Support of the Region's Scoring and Ranking of Projects for the FY 2023 Unified Transportation Program

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

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

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

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

**WHEREAS**, the 2023 UTP includes projects funded using Category 2 Metro Corridor Projects, Category 4 Statewide Connectivity Corridor Projects, and Category 12 Strategic Priority and Clear Lanes Projects; and

**WHEREAS**, TxDOT's Transportation Planning and Programming Division has requested MPOs and TxDOT Districts collaboratively score and rank Category 2, 4 and 12 projects that are proposed for consideration in the 2023 UTP; and

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

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

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

PASSED AND APPROVED this 24<sup>th</sup> day of January 2022.

  
 Kevin Webb, Chair  
 Alamo Area Metropolitan Planning Organization

Alamo Area Metropolitan Planning Organization - TxDOT FY 2023 Unified Transportation Program

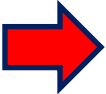
Roadway	Limits From	To	Project Type	Rank	FY 2023 Tier
IH 35	IH 410 S	IH 410 N	Added Capacity	1	Tier 1: Included in TxDOT FY 2022 Unified Transportation Program
SH 151	LP 1604	IH 410	Added Capacity	2	
US 90	0.8 Miles W of IH 410	IH 410	Added Capacity	3	
US 90	LP 1604	0.8 Miles W of IH 410	Added Capacity	4	
US 90	SH 211	LP 1604	Added Capacity	4	
SH 123	Cordova Ln	IH 10	Added Capacity	5	
IH 10	FM 464	SH 123	Added Capacity	6	
IH 410	at US 281/San Pedro	.	Operational	7	
SH 46	US 281	Bentwood Dr	Added Capacity	8	
SH 46	Farhills Dr	US 281	Added Capacity	8	
FM 1516	FM 78	IH 10	Added Capacity	9	
SL 1604	Macdona-Lacoste Rd	US 90 W	Added Capacity	10	
FM 2252	Bexar / Comal County Line	FM 3009	Added Capacity	11	
IH 35	FM 3009	Guadalupe / Comal County Line	Added Capacity	13	Tier 2: Top 100 Highest Congestion Texas Clear Lanes Corridors (Lp 1604 and I-35)
IH 35	Guadalupe / Comal County Line	FM 1103	Added Capacity	13	
SL 1604	2.0 Miles W of US 281	US 281	Added Capacity	14	
SL 1604	US 281	Redland Road	Added Capacity	14	
SL 1604	Redland Rd	IH 35 North	Added Capacity	15	
IH 410	at IH 10 E		Operational	16	Tier 3: Statewide Initiative (Other Top 100 and I-10E Corridor)
SL 1604	FM 78	IH 10 East	Added Capacity	17	
IH 10	Bexar/Kendall County Line	FM 3351	Added Capacity	18	
IH 10	0.25 Mi W of Bexar/Kendall County Line	Bexar/Kendall County Line	Added Capacity	19	
IH 10	SH 46	0.25 Mi W of Bexar / Kendall County Line	Added Capacity	19	
IH 10	US 90A	FM 464	Added Capacity	20	
IH 10	FM 465	Pioneer Road	Added Capacity	21	
IH 10	Pioneer Road	US 90A	Added Capacity	22	
IH 10	at SL 1604 NE		Operational	23	
IH 10	SH 123	SH 130	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	34	
SH 46	Bulverde Rd	Farhills Dr	Added Capacity	35	

# FY 2023 UTP Highlights

- 20 projects in SAT District; 19 within Alamo Area MPO Boundary\*
- All AAMPO Tier 1 and Tier 2 Projects are Programmed in the Draft Plan
  - Bexar County\*
    - 4 NEX projects for **I-35** (1 new authorization, 1 unchanged, and \$\$ added to 2)
    - 2 interchange projects for **Loop 410** (NEX (new authorization) and 281/San Pedro)
    - 3 freeway upgrades for **US 90** (Loop 410 – Loop 1604 – SH 211)
    - Widen **SH 151** (Loop 1604 to Loop 410)
    - 3 widening for **Loop 1604** (Macdona Lacoste Rd – US 90; US 281 – Redland Road (2 projects – new authorizations)
    - Widen **FM 1516** (FM 78 to I-10 in Converse) - \$\$ added
  - Comal County\*
    - 2 widen **SH 46** (US 281 to Bentwood Dr and Farhills Dr to US 281 in Bulverde)
    - Widen **FM 2252** (county line to FM 3009)
  - Guadalupe County\*
    - Widen **I-10** from FM 464 to SH 123 in Seguin
    - Widen **SH 123** from Cordova Lane to I-10 in Seguin
  - Wilson County: Widen **US 87** from county line to FM 1346 in La Vernia



# UTP Development Schedule

- **1/24/2023**: AAMPO UTP Scoring and Project Ranking Resolution
- **March – August 2023**: TxDOT UTP draft development
- **July 2023** – Public Meeting (7/7) and Public Hearing (7/26)
- **8/5/2022**: AAMPO TAC action for AAMPO TPB consideration
- **8/8/2022**: Public comment period closes at 4 p.m. CDT, [www.TxDOT.gov](http://www.TxDOT.gov), keyword search “UTP”
-  • **8/22/2022**: AAMPO TPB action on resolution supporting FY 2023 UTP
- **8/30/2022**: TxDOT action on the FY 2023 UTP

# Resolution for Consideration



## A Resolution In Support of the FY 2023 Unified Transportation Program

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

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

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

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

**WHEREAS**, the 2023 UTP includes projects funded using Category 2 Metro Corridor Projects, Category 4 Statewide Connectivity Corridor Projects, and Category 12 Strategic Priority and Clear Lanes Projects; and

**WHEREAS**, funding category allocations for the FY 2023 UTP include input from Metropolitan Planning Organizations and other stakeholders; and

**WHEREAS**, in January 2022, the AAMPO Transportation Policy Board took action on a resolution that scored and ranked projects in support of the development of the FY 2023 UTP; and

**WHEREAS**, those projects were consistent with previously identified priorities, are included in the AAMPO's conforming Transportation Improvement Program and/or Metropolitan Transportation Plan; and have been supported through AAMPO's public involvement process.

**NOW, THEREFORE BE IT RESOLVED** that AAMPO's Transportation Policy Board supports the funding levels proposed in the FY 2023 UTP and encourages Texas Transportation Commission approval of the UTP in August 2022.

PASSED AND APPROVED this 22<sup>nd</sup> day of August 2022.

---

Kevin Webb, Chair  
Alamo Area Metropolitan Planning Organization



# FY 2023 TxDOT Unified Transportation Program

*A motion to approve the Resolution  
Supporting the FY 2023 TxDOT  
Unified Transportation Program*

AAMPO

The logo for AAMPO features the acronym 'AAMPO' in a bold, white, sans-serif font. Below the text is a white, stylized graphic element that resembles a curved arrow or a swoosh, pointing to the right.

## **10. Monthly Status Reports**

### **Purpose**

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

### **Issue**

Reports will be presented as follows:

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

### **Action Requested**

**For information, discussion and action as necessary.**

## **11. 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).