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

To: All Members, Technical Advisory Committee
From: Jeanne Geiger, Deputy Director
Subject: Virtual Meeting Notice and Agenda

The next meeting of the MPO Technical Advisory Committee is scheduled for Friday, June 5, 2020 at 1:30 p.m.

Due to the COVID-19 restrictions on gathering, this will be a virtual meeting.

Internet access to the meeting is through the MPO’s website at www.alamoareampo.org/committees/online  
Access code: 967 376 886  
Access to the online meeting will be available at 1:00 p.m. on June 5th.

Individuals without internet access can access the meeting audio only via phone by calling 1-844-992-4726 and entering the access code: 967 376 886#

If you have issues accessing the meeting please call 210-227-8651.

Citizens to be Heard: Speakers will be allowed up to three (3) minutes each to address the Technical Advisory Committee under the Citizens to be Heard agenda item. All speakers must state their names and any organizations they represent.

Agenda: Items may be taken out of the order shown

1. Roll Call
2. Citizens to be Heard
3. Approval of the May 8, 2020 Meeting Minutes
4. Election of TAC Chair and Vice Chair
5. Discussion and Appropriate Action on Transit Performance Measures and Target Setting – MPO (Blazosky)
6. Discussion and Appropriate Action on the Development of the FY 2023-2026 Transportation Improvement Program – MPO (Hall)
7. Discussion and Future Action on MPO Policies – MPO (Geiger)
8. Announcements

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

Las reuniones son accesibles a personas con discapacidad. Si usted necesita asistencia especial o un intérprete, llame al (210) 227-8651 o al TDD 1-800-662-4954 (Relay Texas) con cinco días hábiles de anticipación.

825 South St. Mary’s Street – San Antonio, Texas 78205 – (210) 227-8651
TDD 1 (800) 735-2989 - Fax (210) 227-9321
www.alamoareampo.org
## Technical Advisory Committee

### June 5, 2020

1. **Roll Call**

<table>
<thead>
<tr>
<th>Name</th>
<th>Position</th>
<th>Organization</th>
</tr>
</thead>
<tbody>
<tr>
<td>Manjiri Akalkotkar</td>
<td>Christina Castaño</td>
<td>Adv. Transportation District</td>
</tr>
<tr>
<td>Stella Garcia</td>
<td>Sean Scott</td>
<td>Alamo Area Council of Govts</td>
</tr>
<tr>
<td>Reggie Fountain, P.E.</td>
<td>Dave Wegmann, P.E.</td>
<td>Alamo Reg. Mobility Authority</td>
</tr>
<tr>
<td>Dave Wegmann, P.E.</td>
<td>Jesse Garcia, P.E.</td>
<td>Bexar County</td>
</tr>
<tr>
<td>Garry Ford, PE, PTOE **</td>
<td>Mary Hamann, P.E.</td>
<td>City of New Braunfels</td>
</tr>
<tr>
<td>Marc Jacobson, P.E.</td>
<td>Lilly Banda, P.E.</td>
<td>City of San Antonio</td>
</tr>
<tr>
<td>Bianca Thorpe, P.E.</td>
<td>Lauren Simcic</td>
<td>City of San Antonio</td>
</tr>
<tr>
<td>Christina DeLaCruz, P.E.</td>
<td>Greg Reininger</td>
<td>City of San Antonio</td>
</tr>
<tr>
<td>David Rabago, P.E.</td>
<td>Ismael Segovia</td>
<td>City of Seguin</td>
</tr>
<tr>
<td>Tom Hornseth, P.E.</td>
<td>David Vollbrecht, P.E.</td>
<td>Comal County</td>
</tr>
<tr>
<td>David Dimaline</td>
<td>Manny Longoria</td>
<td>Greater Bex Co. Council of Cities</td>
</tr>
<tr>
<td>Allen Dunn, P.E.</td>
<td>Scott Larson (Schertz)</td>
<td>Guadalupe County</td>
</tr>
<tr>
<td>Tobin Maples (FOR)</td>
<td>Ron Emmons, P.E. (FOR)</td>
<td>Kendall County Area</td>
</tr>
<tr>
<td>Ylda Capriccioso</td>
<td>Lydia Kelly</td>
<td>MPO Bicycle Mobility Adv Comm</td>
</tr>
<tr>
<td>Robert Hanley, AIA</td>
<td>Brian Crowell</td>
<td>MPO Ped Mobility Adv Comm</td>
</tr>
<tr>
<td>Blake Partridge (UC)</td>
<td>Joel Hicks (Cibolo)</td>
<td>Northeast Partnership</td>
</tr>
<tr>
<td>Nicholas Wingerter</td>
<td>Vacant</td>
<td>Private Transportation Providers</td>
</tr>
<tr>
<td>Clayton Ripps, P.E.</td>
<td>Mark Mosley, P.E.</td>
<td>Texas Dept. of Transportation</td>
</tr>
<tr>
<td>Kammy Horne</td>
<td>Art Herrera</td>
<td>VIA Metropolitan Transit</td>
</tr>
</tbody>
</table>

Chair position is currently vacant

**Vice Chair**
2. Citizens to be Heard

3. Approval of the May 8, 2020 Meeting Minutes

Issue

The May 8, 2020 meeting minutes are attached for your review.

Action Requested

A motion to approve the May 8, 2020 meeting minutes.
Jonathan Bean called the Technical Advisory Committee (TAC) meeting to order at 1:32 p.m.

1. **Roll Call**

Jeanne Geiger called roll. A quorum was present.
2. Citizens to be Heard

None.

3. Approval of the April 17, 2020 Meeting Minutes

Nick Wingerter motioned and Christina DeLaCruz seconded the motion to approve the April 17, 2020 Meeting Minutes. The motion was unanimously approved.

4. Discussion and Appropriate Action on the Process for Electing the TAC Chair and Vice Chair at the June 2020 TAC Meeting

Christina DeLaCruz motioned and Manjiri Akalkotkar seconded the motion to create a Nominating Committee consisting of Bianca Thorpe, Jonathan Bean, Garry Ford, Manjiri Akalkotkar and Reggie Fountain, to recommend nominations for Chair and Vice Chair at the June meeting and that the committee will also entertain nominations from the floor at that time. The motion was unanimously approved.

5. Discussion and Appropriate Action on the Development of the FY 2023-2026 Transportation Improvement Program and Mobility 2050

For information and discussion only.

6. Announcements

There being no further business the meeting was adjourned at 2:00 p.m.

Jonathan Bean, Chair
Technical Advisory Committee
Electing TAC Chair and Vice Chair

Purpose

The purpose of this agenda item is to elect the TAC Chair and Vice Chair.

Issue

In accordance with Policy 5 Technical Advisory Committee, every two years, in June of even numbered years, the TAC elects a Chair and Vice Chair from its current membership. The Chair and Vice Chair will be elected by a majority of the members present at the meeting.

At the May 8, 2020 TAC meeting, TAC appointed a Nominating Committee comprised of the following members: Manjiri Akalkotkar, Jonathan Bean, Garry Ford, Reggie Fountain and Bianca Thorpe. The Nominating Committee met virtually on Monday, May 18th. The Committee recommended Garry Ford serve as TAC Chair and Bianca Thorpe serve as TAC Vice Chair. At the June meeting, nominations will also be taken from the floor.

The elected Chair will preside over the remainder of the TAC meeting.

Action Requested

A motion to elect the Chair and Vice Chair of the MPO's Technical Advisory Committee.
TAC Chair and Vice Chair Election

- In accordance with Policy 5 Technical Advisory Committee, every two years, in June of even numbered years, the TAC elects a Chair and Vice Chair from its current membership.
- The Chair and Vice Chair will be elected by a majority of the members in attendance at the June 2020 meeting.
- In May 2020, TAC appointed a Nominating Committee comprised of:
  - Manjiri Akalkotkar
  - Jonathan Bean
  - Garry Ford
  - Reggie Fountain
  - Bianca Thorpe
- The Nominating Committee met virtually on Monday, May 18th.
- The Nominating Committee recommended Garry Ford serve as Chair and Bianca Thorpe serve as Vice Chair.
Discussion and Appropriate Action on Transit Performance Measures and Target Setting

Purpose

The purpose of this agenda item is to make a recommendation on transit asset management performance measures.

Issue

The U.S. Department of Transportation (USDOT) has implemented several performance requirements created under MAP-21 and the FAST Act. The Transportation Policy Board is periodically required to set targets for safety, roadway system performance, pavement and bridge condition, and transit asset management.

Local transit asset management targets were set by VIA Metropolitan Transit at their May 26, 2020 Board Meeting. Transit asset management performance measures focus on achieving a state of good repair for the nation’s public transportation systems. By reporting targets in the Metropolitan Transportation Plan and Transportation Improvement Program, performance measures can inform planning and funding decisions in the pursuit of regional and national goals.

The transit asset management targets are outlined below and in the accompanying resolution.

1. **Equipment** – percentage of non-revenue vehicles that have either met or exceeded their useful life benchmark (ULB)
   a. Automobiles: 2.69%
   b. Trucks and Other Rubber tire Vehicles: 5.91%

2. **Rolling Stock** – percentage of revenue vehicles that have either met or exceeded their ULB:
   a. Articulated Bus: 0%
   b. Bus: 0%
   c. Vans: 0%

3. **Infrastructure** – N/A, no passenger rail infrastructure

4. **Facilities** – percentage of facilities rated below condition 3 (adequate) on the TERM scale:
   a. Administrative: 0%
   b. Maintenance: 0%
   c. Passenger/Parking: 0%

The draft presentation is attached.

**Action Requested**

A motion to recommend approval of the transit asset management targets.
WHEREAS, the Alamo Area Metropolitan Planning Organization (MPO) is responsible for a multi-modal transportation planning and programming process; and

WHEREAS, the MPO provides local direction for urban transportation planning and the allocation of federal transportation funds to entities within the region; and

WHEREAS, Moving Ahead for Progress in the 21st Century Act and subsequent Fixing America’s Surface Transportation Act require the implementation of Performance Measures to assist in the transportation planning process; and

WHEREAS, VIA Metropolitan Transit has adopted its Transit Asset Management Targets to maintain assets in a state of good repair; and

WHEREAS, VIA Metropolitan Transit has established targets for four Transit Asset Management Performance measures for:

1. **Equipment** – percentage of non-revenue vehicles that have either met or exceeded their useful life benchmark (ULB)
   a. Automobiles: 2.69%
   b. Trucks and Other Rubber tire Vehicles: 5.91%

2. **Rolling Stock** – percentage of revenue vehicles that have either met or exceeded their ULB:
   a. Articulated Bus: 0%
   b. Bus: 0%
   c. Vans: 0%

3. **Infrastructure** – N/A, no passenger rail infrastructure

4. **Facilities** – percentage of facilities rated below condition 3 (adequate) on the TERM scale:
   a. Administrative: 0%
   b. Maintenance: 0%
   c. Passenger/Parking: 0%

WHEREAS, VIA Metropolitan Transit will share their targets annually, but the MPO will revisit transit targets only when updating the Metropolitan Transportation Plan and/or Transportation Improvement Program.

NOW, THEREFORE, BE IT RESOLVED that the Alamo Area Metropolitan Planning Organization Transportation Policy Board hereby adopts VIA Metropolitan Transit’s Transit Asset Management targets.

BE IT FURTHER RESOLVED, that the Transportation Policy Board will plan and program projects that contribute to the accomplishments of said targets.

BE IT FURTHER RESOLVED, that the MPO will monitor the established targets and report achievements to the Transportation Policy Board in Fall 2020.

PASSED AND APPROVED this 22nd day of June 2020.

Kevin Wolff, Chair  
Alamo Area Metropolitan Planning Organization
Federal Performance Measure Target Dates

- **FTA**
  - Transit Assets
    - 4 measures
    - December 2017

- **FHWA**
  - Safety (PM1)
    - 5 measures
    - January 2020
  - Infrastructure (PM2)
    - 6 measures
    - December 2018
  - System Performance (PM3)
    - 6 measures
    - December 2018

**Targets are updated:**
- Annually by transit providers
- Annually by DOTs and MPOs
- Every two years by DOTs and MPOs
- Every two years by DOTs and MPOs
**Equipment SGR (construction, service vehicles and maintenance)**

**Definition:** Percentage of non-revenue vehicles that have met or exceeded their Useful Life Benchmark (ULB)

<table>
<thead>
<tr>
<th>Asset Class</th>
<th>Useful Life Benchmark</th>
<th>FY 2020 Performance Target</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Automobiles</strong></td>
<td>• Standard: 7 years or 125K miles</td>
<td>2.69%</td>
</tr>
<tr>
<td></td>
<td>• Police: 5 years or 80K miles</td>
<td></td>
</tr>
<tr>
<td><strong>Trucks and Other Rubber tire Vehicles</strong></td>
<td>• Standard: 7 years or 125K miles</td>
<td></td>
</tr>
<tr>
<td></td>
<td>• Police: 5 years or 80K miles</td>
<td>5.91%</td>
</tr>
<tr>
<td></td>
<td>• Heavy Duty: 10 years or 150K miles</td>
<td></td>
</tr>
</tbody>
</table>
Rolling Stock SGR (railcars, buses, other passenger vehicles, ferries)

**Definition:** Percentage of revenue vehicles that have met or exceeded their Useful Life Benchmark (ULB)

<table>
<thead>
<tr>
<th>Asset Class</th>
<th>Useful Life Benchmark</th>
<th>FY 2020 Performance Target</th>
</tr>
</thead>
<tbody>
<tr>
<td>Articulated Bus</td>
<td>15 years or 625K Miles</td>
<td>0.00%</td>
</tr>
<tr>
<td>Bus</td>
<td>15 years or 625K Miles</td>
<td>0.00%</td>
</tr>
<tr>
<td>Vans</td>
<td>7 years or 210K Miles</td>
<td>0.00%</td>
</tr>
</tbody>
</table>
Facilities SGR (support facilities, passenger facilities, parking facilities)

**Definition:** Percentage of facilities within an asset class rated below 3.0 (adequate) on the Transit Economic Requirements Model (TERM) Federal scale.

<table>
<thead>
<tr>
<th>Asset Class</th>
<th>FY 2020 Performance Target</th>
</tr>
</thead>
<tbody>
<tr>
<td>Administrative</td>
<td>0.00%</td>
</tr>
<tr>
<td>Maintenance</td>
<td>0.00%</td>
</tr>
<tr>
<td>Passenger/Parking</td>
<td>0.00%</td>
</tr>
</tbody>
</table>
**Infrastructure SGR (fixed guideway, signal systems, structures, power)**

**N/A.** The performance measure is based on rail, fixed-guideway track, signals and systems. There are no transit assets of this type in the Alamo Area.
Proposed AAMPO TAM targets

Transit providers (or Group Plan sponsors) will share their targets annually, but MPOs will revisit targets only when updating their MTP and/or TIP.

• VIA Metropolitan Transportation’s Board of Trustees approved FY 2020 Transit Asset targets on May 26th.

WHEREAS, the Alamo Area Metropolitan Planning Organization (MPO) is responsible for a multi-modal transportation planning and programming process; and

WHEREAS, the MPO provides local direction for urban transportation planning and the allocation of federal transportation funds to entities within the region; and

WHEREAS, Moving Ahead for Progress in the 21st Century Act and subsequent Fixing America’s Surface Transportation Act require the implementation of Performance Measures to assist in the transportation planning process; and

WHEREAS, VIA Metropolitan Transit has adopted its Transit Asset Management Targets to maintain assets in a state of good repair; and

WHEREAS, VIA Metropolitan Transit has established targets for four Transit Asset Management Performance measures for:

1. Equipment – percentage of non-revenue vehicles that have either met or exceeded their useful life benchmark (ULB):
   a. Automobiles: 9,69%
   b. Trains and Other Rubber tire Vehicles: 5,91%

2. Rolling Stock – percentage of revenue vehicles that have either met or exceeded their ULB:
   a. Articulated Bus: 0%
   b. Bus: 0%
   c. Van: 0%

3. Infrastructure - NA, no passenger rail infrastructure

4. Facilities – percentage of facilities rated below condition 3 (adequate) on the TERM scale:
   a. Administrative: 0%
   b. Maintenance: 0%
   c. Passenger/Parking: 0%

WHEREAS, VIA Metropolitan Transit will share their targets annually, but the MPO will revisit transit targets only when updating the Metropolitan Transportation Plan and/or Transportation Improvement Program.

NOW, THEREFORE, BE IT RESOLVED that the Alamo Area Metropolitan Planning Organization Transportation Policy Board hereby adopts VIA Metropolitan Transit’s Transit Asset Management targets.

BE IT FURTHER RESOLVED, that the Transportation Policy Board will plan and program projects that contribute to the accomplishments of said targets.

BE IT FURTHER RESOLVED, that the MPO will monitor the established targets and report achievements to the Transportation Policy Board in Fall 2020.

PASSED AND APPROVED this 22nd day of June 2020.

Kevin Wolff, Chair
Alamo Area Metropolitan Planning Organization
Proposed AAMPO TAM targets

Transit providers (or Group Plan sponsors) will share their targets annually, but MPOs will revisit targets only when updating their MTP and/or TIP.

- Action is requested for TAC to recommend approval of the Transit Asset targets.
- Transportation Policy Board action is scheduled for June 22, 2020.

A Resolution Adopting the Transit Asset Management Targets Established by VIA Metropolitan Transit

WHEREAS, the Alamo Area Metropolitan Planning Organization (MPO) is responsible for a multi-modal transportation planning and programming process; and

WHEREAS, the MPO provides local direction for urban transportation planning and the allocation of federal transportation funds to entities within the region; and

WHEREAS, Moving Ahead for Progress in the 21st Century Act and subsequent Fixing America’s Surface Transportation Act require the implementation of Performance Measures to assist in the transportation planning process; and

WHEREAS, VIA Metropolitan Transit has adopted its Transit Asset Management Targets to maintain assets in a state of good repair; and

WHEREAS, VIA Metropolitan Transit has established targets for four Transit Asset Management Performance measures for:

1. Equipment – percentage of non-revenue vehicles that have either met or exceeded their useful life benchmark (ULB):
   a. Automobiles: 2.69%
   b. Trucks and Other Rubber Tired Vehicles: 5.91%

2. Rolling Stock – percentage of revenue vehicles that have either met or exceeded their ULB:
   a. Articulated Bus: 0%
   b. Bus: 0%
   c. Van: 0%

3. Infrastructure – N/A, no passenger rail infrastructure

4. Facilities – percentage of facilities rated below condition 3 (adequate) on the TERN scale:
   a. Administrative: 0%
   b. Maintenance: 0%
   c. Passenger/Parking: 0%

WHEREAS, VIA Metropolitan Transit will share their targets annually, but the MPO will revisit transit targets only when updating the Metropolitan Transportation Plan and/or Transportation Improvement Program.

NOW, THEREFORE, BE IT RESOLVED that the Alamo Area Metropolitan Planning Organization Transportation Policy Board hereby adopts VIA Metropolitan Transit's Transit Asset Management targets.

BE IT FURTHER RESOLVED, that the Transportation Policy Board will plan and program projects that contribute to the accomplishments of said targets.

BE IT FURTHER RESOLVED, that the MPO will monitor the established targets and report achievements to the Transportation Policy Board in Fall 2020.

PASSED AND APPROVED this 22nd day of June 2020.

Kevin Wolff, Chair
Alamo Area Metropolitan Planning Organization
### Proposed AAMPO TAM targets

Transit providers (or Group Plan sponsors) will share their targets annually, but MPOs will revisit targets only when updating their MTP and/or TIP.

<table>
<thead>
<tr>
<th>Performance Measure</th>
<th>2020 Target (VIA)</th>
<th>2020 Target (AAMPO)</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Equipment SGR</strong></td>
<td>Percentage of non-revenue vehicles that have met or exceeded their Useful Life Benchmark (ULB) = 2.69% for automobiles; 5.91% for trucks and other rubber tire vehicles</td>
<td></td>
</tr>
<tr>
<td><strong>Rolling Stock SGR</strong></td>
<td>Percentage of revenue vehicles (articulated busses, busses and vans) that have met or exceeded their ULB = 0%</td>
<td>None (no rail)</td>
</tr>
<tr>
<td><strong>Infrastructure SGR</strong></td>
<td>Percentage of facilities within an asset class, rated below condition 3 (adequate) on the Transit Economic Requirements Model (TERM) Federal scale = 0%</td>
<td></td>
</tr>
</tbody>
</table>
6. Discussion and Appropriate Action on the Development of the FY 2023-2026 Transportation Improvement Program

Purpose

The purpose of this agenda item is to receive an update on the development of the FY 2023-2026 Transportation Improvement Program.

Issue

The development of the FY 2023-2026 Transportation Improvement Program (TIP) is underway. The project scoring work group will meet on June 1st to review the draft call for project parameters. Additionally, MPO staff has reviewed the project scoring processes from Austin (CAMPO), Houston-Galveston (HGAC), Dallas-Fort Worth (NCTCOG) and Kansas City (MARC). Summary results will be presented at your meeting.

The draft presentation is attached. Updated information may be distributed prior to your meeting.

Action Requested

For information and discussion only. No action is being requested.
MPO Plans and Documents

Transportation Improvement Program (TIP): Funded transportation projects within a four year timeframe; adoption of FY 2023-2026 TIP is scheduled for May 23, 2022.

Metropolitan Transportation Plan (MTP): Future goals, strategies and transportation projects for 25 years; adoption of Mobility 2050 is scheduled for May 23, 2022.

Transportation Conformity Document (TCD): Evaluates future transportation projects to ensure they cause no further harm to air quality; approved through a significant interagency consultation process; adoption is scheduled for May 23, 2022.
Transportation Improvement Program (TIP)

- Covers a time period of four years
- Formally updated every two years
- Financially constrained
- Developed cooperatively among the partner agencies
- Must be consistent with the Metropolitan Transportation Plan
- Approval process occurs in two steps with presentation one month and action the next month
- Approved TIP is tentatively due to TxDOT in June 2022
Types of Projects in the TIP

- Additional vehicle lanes
- Air Quality Improvement Projects
- Alamo Area Commute Solutions Program
- Bicycle and pedestrian facilities
- Bus and van purchases
- Major planning studies
- Operational projects
- Safety improvements
- Transit passenger facilities
State and Federal Funding Categories in the TIP

- Category 1 – Preventive Maintenance and Rehabilitation
- Category 2 – Metropolitan Area Corridor
- Category 3 – Non-traditional funding sources (local contribution)
- Category 4 – Connectivity
- Category 5 – Congestion Mitigation and Air Quality
- Category 7 – Surface Transportation Block Grant
- Category 9 – Transportation Alternatives
- Category 11 – District Discretionary
- Category 12 – Strategic Priority
- Transit project funding
Call for Projects: Overview

- Call for Projects for all three MPO funding programs
- Approximately $300,000,000+ is available to program
- Required 20% match for the program cost or the project construction cost
- Commitment of project development costs and local match by the implementing agency
- Roadway projects must be on “functionally classified roadways”, not local streets
- Is a reimbursable program and all federal and state rules apply
- Projects would be programmed in years 2023, 2024, 2025, 2026, 2027, or 2028
## Estimated Available Funding by Category

<table>
<thead>
<tr>
<th>Fiscal Year</th>
<th>Cat 5 Congestion Mitigation &amp; Air Quality</th>
<th>Cat 7 Surface Transportation Block Grant</th>
<th>Cat 9 Transportation Alternatives</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>2022 *</td>
<td></td>
<td></td>
<td>$3.18 M</td>
<td>$3.18 M</td>
</tr>
<tr>
<td>2023</td>
<td>$21.35 M</td>
<td></td>
<td>$3.18 M</td>
<td>$24.53 M</td>
</tr>
<tr>
<td>2024</td>
<td>$21.66 M</td>
<td></td>
<td>$3.18 M</td>
<td>$24.84 M</td>
</tr>
<tr>
<td>2026</td>
<td>$22.24 M</td>
<td>$50.29 M</td>
<td>$3.18 M</td>
<td>$75.71 M</td>
</tr>
<tr>
<td>2027</td>
<td>$22.51 M</td>
<td>$50.85 M</td>
<td>$3.18 M</td>
<td>$76.54 M</td>
</tr>
<tr>
<td>2028</td>
<td>$22.80 M</td>
<td>$51.43 M</td>
<td>$3.18 M</td>
<td>$77.41 M</td>
</tr>
<tr>
<td>Total</td>
<td>$132.52 M</td>
<td>$166.74 M</td>
<td>$22.26 M</td>
<td>$321.52 M</td>
</tr>
</tbody>
</table>

1. In the FY 2019-2022 STBG Call for Projects, the TPB programmed projects into FY 2025
2. Source is the FY 2021 draft Unified Transportation Program
3. Reflects 100% funds
• Projects submitted for funding consideration must have a minimum construction cost of $1,000,000

• For infrastructure projects: only eligible items related to construction will be reimbursable; project development costs are the responsibility of the implementing agency

• Maintenance/Rehabilitation projects are not eligible for submittal

• Although the Transportation Policy Board makes all funding decisions associated with these funds, TxDOT is the federal designated pass-through agency for this funding source. Entities awarded funding will enter into agreements with TxDOT. TxDOT will charge a fee for review of all aspects of the project(s).
• Implementing agencies will be required to sign the project understanding form

• If an agency submits more than one project, the MPO requires the agency to prioritize projects. The projects selected for funding will be placed in fiscal year 2023, 2024, 2025, 2026, 2027, or 2028

• The implementing agency commits to developing and letting selected projects in that timeframe (or sooner if funding is available)

• Cost overruns are the responsibility of the implementing agency; or re-scope project with Transportation Policy Board approval through a TIP amendment that does not trigger transportation conformity
## TIP Development Schedule

<table>
<thead>
<tr>
<th>Task</th>
<th>Date</th>
</tr>
</thead>
<tbody>
<tr>
<td>MPO Staff and workgroup develop Call for Projects process and materials</td>
<td>April 2020 – July 2020</td>
</tr>
<tr>
<td>Agency projects development and secure local match</td>
<td>June 2020 – March 2021</td>
</tr>
<tr>
<td>MPO Committee presentations on process and schedule</td>
<td>August 2020</td>
</tr>
<tr>
<td>Transportation Policy Board adoption of TIP development process</td>
<td>September 28, 2020</td>
</tr>
<tr>
<td>Call for Projects begins</td>
<td>October 1, 2020</td>
</tr>
<tr>
<td>Required attendance at Informational Workshop</td>
<td>January 2021</td>
</tr>
<tr>
<td>Project/program submittals are due to the MPO</td>
<td>April 1, 2021</td>
</tr>
<tr>
<td>Submittals scored by MPO committees</td>
<td>May 2021</td>
</tr>
</tbody>
</table>
## TIP Development Schedule

<table>
<thead>
<tr>
<th>Task</th>
<th>Date</th>
</tr>
</thead>
<tbody>
<tr>
<td>MPO hosts public meetings/workshops</td>
<td>June 2021</td>
</tr>
<tr>
<td>Transportation Policy Board action on funded project list</td>
<td>August 2021</td>
</tr>
<tr>
<td>Travel Demand Modeling &amp; Emissions Analysis</td>
<td>September 2021 – February 2022</td>
</tr>
<tr>
<td>Public Meeting on Transportation Conformity</td>
<td>March 2022</td>
</tr>
<tr>
<td><strong>TPB Action</strong> (TIP, MTP, Transportation Conformity)</td>
<td><strong>May 23, 2022</strong></td>
</tr>
<tr>
<td>Interagency Consultation Review Begins</td>
<td>June 2022 (tentative)</td>
</tr>
<tr>
<td>FHWA-FTA Joint Conformity Determination (Approval)</td>
<td>October 2022 (tentative)</td>
</tr>
</tbody>
</table>
Next Steps

BMAC and PMAC:
Action requested in August 2020 on the process and the schedule for developing the FY 2023-2026 Transportation Improvement Program

TAC and TPB:
Action scheduled for September 2020
7. Discussion and Future Action on MPO’s Policies

Purpose

The purpose of this agenda item is to begin review of the MPO’s policies as related to the technical planning issues.

Issue

The MPO’s policies for review by the Technical Advisory Committee are as follows:

- Policy 1: Guidelines for Funding Planning Studies in the Unified Planning Work Program
- Policy 2: Public Participation Plan
- Policy 3: Guidelines for Programming Projects in the Metropolitan Transportation Plan and the Transportation Improvement Program
- Policy 5: Technical Advisory Committee

The presentation and policies are attached for your review. The Technical Advisory Committee will be making a recommendation to the Transportation Policy Board on updates to the policies.

Formal review of proposed revisions will occur at the August 2020 TAC meeting with action scheduled for September.

Action Requested

For information and discussion only. Action is currently scheduled for September 2020.
MPO Policy Review

• The MPO undertakes a periodic review of its policies
• Request TAC review and offer revisions on technical aspects of the policies
• Policies under review
  • Policy 1: Guidelines for Funding Planning Studies in the Unified Planning Work Program
  • Policy 2: Public Participation Plan
  • Policy 3: Guidelines for Programming Projects in the MTP and TIP
  • Policy 5: Technical Advisory Committee
MPO Policy Review

• Policy 1: Guidelines for Funding Planning Studies in the Unified Planning Work Program

  - no revisions identified by staff on this policy
MPO Policy Review

• Policy 2: Public Participation Plan
  • Review target audiences for inclusiveness
  • Clarify “Virtual Meeting” language
  • Consider one step emergency approval for new UPWP, TIP, MTP and Transportation Conformity document
  • Review monitoring and evaluation methods
  • Add Kendall County as one of the counties we post meeting notices in
MPO Policy Review

• Policy 3: Guidelines for Programming Projects in the MTP and TIP
  • Correct to show the MPO is now receiving CMAQ funding
  • Add CMAQ Call for Projects information; expect it to be similar to STBG and TA
  • Update “STP-MM” references to “STBG”
MPO Policy Review

- Policy 5: Technical Advisory Committee
  - Consider written request from JBSA to add a Military representative
  - Consider broader City of San Antonio departmental representation to match TPB membership
  - May want to reassess subcommittee functions and names
  - Add Transportation Conformity document to TAC recommendation list
## Policy Review and Adoption Schedule

<table>
<thead>
<tr>
<th>Task</th>
<th>Date</th>
</tr>
</thead>
<tbody>
<tr>
<td>Formal presentation of proposed policy revisions</td>
<td>August 2020</td>
</tr>
<tr>
<td>Scheduled adoption of Policy 1, Policy 3 and Policy 5</td>
<td>September 2020</td>
</tr>
<tr>
<td>Scheduled adoption of Policy 2 (required 45 day public comment period)</td>
<td>October 2020</td>
</tr>
</tbody>
</table>
Policy 1:
Guidelines for Funding Planning Studies in the Unified Planning Work Program

A. Development of the Budget Document (Unified Planning Work Program)

As required by federal and state regulations, the Alamo Area Metropolitan Planning Organization (MPO) adopts a document detailing the transportation planning tasks and their budgets for the study area for a given time period. This document is referred to as the Unified Planning Work Program or UPWP. The Alamo Area MPO currently adopts a two-year UPWP.

In February of the UPWP development year, the MPO’s Technical Advisory Committee (TAC), in coordination with MPO staff, will identify priorities for the upcoming two-year time period. Priorities may include refinements to the MPO’s processes; development of databases; or other aspects of multi-modal transportation planning to include demographic development and travel demand modeling; public involvement; analysis of geographic subareas or corridors, transit, bicycle and/or pedestrian, freight, environmental, congestion management or other priorities. These priorities must be sufficiently defined because they will then become planning studies to be considered for funding.

In March, TAC and MPO staff will develop scopes of work (specifically noting data requirements, including data that already exists and data that will need to be collected) and budgets for the priorities identified in February. A recommendation will be made for the work to be performed by MPO staff, partner agency staff or consultants. For each identified planning study, MPO staff will identify previous related work and a reasonable timeframe for completing the scope of work.

Throughout April of the UPWP development year, MPO staff, in consultation with TAC as necessary, will prepare a draft UPWP and present it to TAC for review in May. A draft UPWP is also submitted to TxDOT (Austin) by the required deadline.

Prior to the final deadline established by TxDOT for UPWP submittal, TAC will review the final draft UPWP, make a recommendation on its approval and submit it to the Transportation Policy Board for final adoption.

The Transportation Policy Board gives final approval of studies and budgets for inclusion in the Unified Planning Work Program.

B. Reporting Requirements

Monthly Progress Report

For studies and projects undertaken by either agency staff or consultant, a written monthly progress report (Form "C") will be prepared and submitted to the MPO with each monthly billing package. This monthly progress report will outline specifically the work accomplished under each work element/deliverable and compare that work, specifically with the objectives and tasks outlined to be accomplished. The progress report will specify and delineate any problems that have occurred as well as indicate whether the study will be completed on time and within the
budget as approved. This report will be submitted along with monthly billings and signed in accordance with the agency or consultant’s internal procedures.

**Annual Performance and Expenditure Report**

The annual performance and expenditure report will be prepared by the MPO staff and forwarded to the Texas Department of Transportation and the Federal funding agencies by the required deadline. The annual report work documents work completed for each subtask, and provides a year-to-date funding summary.

**Technical Memorandum**

A Technical Memorandum is a status report of work completed for one or more work elements/deliverable as outlined in the agency or consultant contract, with a timeframe of less than a complete fiscal year. The effort required for each technical memorandum is dependent on the amount of work performed in the timeframe specified in the contract. The technical memorandum format of those products being reviewed by the Technical Advisory Committee will be in report document form. Agencies and consultants will be responsible for providing an electronic version from which to make hardcopies as necessary.

**Technical Report**

A Technical Report is the documentation of work accomplished within an entire fiscal year for a subtask that extends beyond one fiscal year. This document will fully describe the work performed without a requirement for final recommendations or conclusions. Agencies and consultants will be responsible for providing an electronic version to post on the MPO’s website and from which to make hardcopies as necessary.

**Final Report**

A Final Report is a stand-alone document that states the objective of the study, describes the planning work accomplished, and provides recommendations or conclusions (this report may consist of work accomplishments in more than a single fiscal year). Agencies and consultants will be responsible for providing an electronic version to post on the MPO’s website and from which to make hardcopies as necessary.

**C. Budget Amendment Approval**

The MPO Director is authorized to approve/disapprove agency and consultant line-item budget amendments that stay within the total contract amount.

The following amendments shall be presented to the Technical Advisory Committee and Transportation Policy Board for review and subsequent approval:

a. Any proposed change in scope of work for any study (Agency or consultant) regardless of dollar amount.

b. Any request for additional funding.
D. Participation in Planning Studies

Transportation Policy Board members, Technical Advisory Committee members and MPO staff shall not be eligible to participate in contracted work for a period of one year following their departure from one of the aforementioned entities. Any violations of this policy will result in the disqualification of the consulting team from the procurement process for that project.

Member agencies of the MPO are ineligible to compete for studies identified in the UPWP as consultant studies.

Adopted: December 4, 2017
Policy 2: Public Participation Plan

This text is the Alamo Area Metropolitan Planning Organization’s (MPO) plan to involve the public. It is called a Public Participation Plan (PPP) and is required by law. People were able to comment on the plan for 45 days. This comment period took place prior to adoption of the plan.

Purpose of the Public Participation Plan

This plan provides a guide for how MPO staff can involve the public. It includes goals, procedures, and tools the MPO will use. It also includes metrics used to measure and evaluate plan performance.

MPO’s Commitment to Public Participation

People should have a say in transportation decisions that affect their lives. To help make this possible, the MPO commits to:

1. Welcome all people into the planning process.
2. Identify people affected and involve them in the process.
3. Get people involved early and keep them involved throughout the process.
4. Provide people with a variety of ways to participate.
5. Hold meetings at convenient dates, times, and locations.
6. Hold meetings at accessible places (see attachment 1).
7. Make meetings accessible for people with disabilities.
8. Provide interpreters (spoken or sign) if requested at least five (5) working days in advance of a meeting.
9. Use information and graphics that are easy to understand.
10. Talk to people and record their comments.
11. Consider comments in the planning process.
### Public Participation Goals

| Goal 1 | The MPO will engage people in the transportation planning process. The MPO will do this according to the goals in this plan and applicable laws. |
| Goal 2 | The MPO will keep people informed of transportation news. |
| Goal 3 | The MPO will encourage everyone in the study area to get involved. This includes those traditionally underserved. |
| Goal 4 | The MPO will strive to improve public participation. |
| Goal 5 | The MPO will work closely with other transportation agencies. |
Federal and State Requirements

This plan reflects the MPO’s commitment to the public. It also outlines their role in the regional planning process. It follows the federal and local laws listed below.

**Federal Highway Administration (FHWA) and Federal Transit Administration (FTA)**

Federal rules for metropolitan transportation planning (23 CFR 450.316) and FHWA guidelines say that Metropolitan Planning Organizations (MPOs) shall develop and use a documented participation plan. The plan defines a process for providing citizens, affected public agencies, representatives of public transportation employees, freight shippers, providers of freight transportation services, private providers of transportation, representatives of users of public transportation, representatives of users of pedestrian walkways and bicycle transportation facilities, representatives of the disabled, and other interested parties with reasonable opportunities to be involved in the metropolitan transportation planning process. The MPO complies with the ten MPO requirements listed in 23 CFR 450.316.

**Fixing America's Surface Transportation Act (FAST Act)**

The current transportation bill is the Fixing America’s Surface Transportation (FAST) Act. It was passed by Congress and signed by President Obama on December 4, 2015. The FAST Act authorizes $305 billion nationwide over fiscal years 2016 through 2020 for transportation spending. It is the first law enacted in over ten years that provides long-term funding certainty for surface transportation.

**Americans with Disabilities Act of 1990**

The Americans with Disabilities Act of 1990 (ADA) stipulates involving the community, particularly those with disabilities in the development and improvement of services.

**The Age Discrimination Act of 1975**

The Age Discrimination Act of 1975 prohibits discrimination based on age in programs or activities receiving Federal financial assistance. The Act prohibits recipients of Federal financial assistance from taking actions that result in denying or limiting services or otherwise discriminating based on age.

**Title VI of the Civil Rights Act of 1964.**

Title VI states that “No person in the United States shall, on the grounds of race, color, or national origin, be excluded from participation in, be denied the benefit of, or be subjected to discrimination under any program or activity receiving federal financial assistance.” Title VI serves as the legal foundation for what is today referred to as environmental justice. The MPO adheres to Title VI and environmental justice principles.

**Executive Order 13166 – Limited English Proficiency**

Executive Order 13166 was created to "... improve access to federally conducted and federally assisted programs and activities for persons who, as a result of national origin, are limited in their English proficiency ..." Federal agencies were directed to provide guidance and technical
assistance to recipients of federal funds as to how they can provide meaningful access to limited English proficient users of federal programs. Consistent with Executive Order 13166 and U.S. Department of Transportation (DOT) guidance, the MPO has developed a Limited English Proficiency Plan in order to ensure meaningful input opportunities for persons with limited English proficiency. The MPO LEP plan is available on the MPO website (www.alamoareampo.org) and calls for translations of vital documents, such as public notices, into Spanish. The MPO may, at its discretion, translate documents into additional languages if the nature of the document and the character of the document’s target audience justify additional translation. The LEP plan provides further guidance for serving limited English-speaking populations.

**Executive Order 12898 on Environmental Justice**

This order was signed by President Clinton in 1994. It reinforced the requirements of Title VI of the Civil Rights Act of 1964 that focused federal attention on the environmental and human health condition in minority and low-income communities:

> Each federal agency shall make achieving environmental justice part of its mission by identifying and addressing, as appropriate, disproportionately high and adverse human health or environmental effects of its programs, policies and activities on minority populations and low-income populations.

**Executive Order 13175 – Consultation and Coordination with Tribal Governments**

Executive Order 13175 states that “in formulating or implementing policies that have tribal implications, agencies shall establish regular and meaningful consultation and collaboration with tribal officials to reduce the imposition of unfunded mandates upon Indian tribes.”

At least one American Indian tribe has expressed an interest in being notified of activities throughout the state of Texas. Though there are no tribal governments located in the Alamo Area MPO study area, the MPO will actively seek to keep tribal governments informed of major decisions affecting the region. The MPO will continue to communicate with Native American Indian tribal leaders on an ongoing basis to identify issues of common concern.

**Disclaimers**

In order to share appropriate requirements with the public related to various laws and regulations, the MPO regularly uses the following disclaimers. Their purpose and use is described below.

**American’s with Disabilities Act Statement**

The following disclaimer will be included on public meeting notices as appropriate:

> MPO meetings will be conducted in accordance with the Americans with Disabilities Act and are accessible to persons with disabilities. Arrangements for special assistance can be made by calling the MPO at (210) 227-8651, or Relay Texas at 1-800-735-2989 at least five (5) business days in advance. The meeting facilities will also be within a reasonable distance of a bus route in counties where bus service is readily available.
Title VI and Environmental Justice Statement
The following MPO Title VI and Environmental Justice Nondiscrimination Statement will be included in informational items and collateral materials as appropriate:

The Alamo Area Metropolitan Planning Organization (MPO), as a recipient of Federal funding and under Title VI of the Civil Rights Act and related statutes, ensures that no person shall on the grounds of race, religion, color, national origin, sex, age or disability be excluded from participation in, denied benefits of, or otherwise discriminated against by any MPO program or activity.

Report Language
The following language shall be included in all reports published by the MPO:

Prepared in cooperation with the Texas Department of Transportation and the U.S. Department of Transportation, Federal Highway Administration, and Federal Transit Administration.

This language shall be displayed on the interior front cover page in a place of prominence in accordance with the contract between TxDOT and the Alamo Area MPO.

Federal Transit Administration Section 5307 Language
For newspaper ads in support of the development of the Transportation Improvement Program, by agreement with the transit provider, the language shown below must be included in the ad text itself:

The TIP development process is being used to satisfy the public hearing requirements of FTA's Section 5307 program and this notice and associated review period will satisfy FTA’s Program of Projects requirements.
Target Audiences

The MPO takes great pride in working with people and other agencies. The MPO strongly believes that people should have a say in decisions that impact their lives. MPO staff keeps a contact list updated on a continuous basis. People and groups that the MPO targets are listed below. This list is not exhaustive but is meant to give an understanding of key stakeholder groups.

<table>
<thead>
<tr>
<th>Target Audiences</th>
</tr>
</thead>
<tbody>
<tr>
<td>Airport operators</td>
</tr>
<tr>
<td>Board and committee members</td>
</tr>
<tr>
<td>Business and trade organizations</td>
</tr>
<tr>
<td>City and academic libraries</td>
</tr>
<tr>
<td>Civic and public interest groups</td>
</tr>
<tr>
<td>Colleges and universities</td>
</tr>
<tr>
<td>Community-based associations</td>
</tr>
<tr>
<td>Commuters</td>
</tr>
<tr>
<td>Disabled populations</td>
</tr>
<tr>
<td>Elected local, state and federal officials</td>
</tr>
<tr>
<td>Emergency response agencies</td>
</tr>
<tr>
<td>Employers</td>
</tr>
<tr>
<td>Environmental groups</td>
</tr>
<tr>
<td>Faith-based organizations</td>
</tr>
<tr>
<td>Freight shippers</td>
</tr>
<tr>
<td>Homeowner, neighborhood and resident associations</td>
</tr>
<tr>
<td>Local media outlets</td>
</tr>
<tr>
<td>Military Bases</td>
</tr>
<tr>
<td>Motorcyclists and motorcycle groups</td>
</tr>
<tr>
<td>Natural disaster risk reduction agencies</td>
</tr>
<tr>
<td>Private transportation organizations and employees</td>
</tr>
<tr>
<td>Providers of freight transportation services</td>
</tr>
<tr>
<td>Public agencies and staff</td>
</tr>
<tr>
<td>Public at large</td>
</tr>
<tr>
<td>Public health organizations</td>
</tr>
<tr>
<td>Public ports</td>
</tr>
<tr>
<td>Public transportation providers</td>
</tr>
<tr>
<td>School districts</td>
</tr>
<tr>
<td>Social service organizations</td>
</tr>
<tr>
<td>Tourism industry</td>
</tr>
<tr>
<td>Traditionally underserved populations (described in greater detail in the following section)</td>
</tr>
<tr>
<td>Transportation advocates</td>
</tr>
<tr>
<td>Tribal governments</td>
</tr>
<tr>
<td>Users of micromobility (bicycles, scooters etc.)</td>
</tr>
<tr>
<td>Users of pedestrian walkways</td>
</tr>
</tbody>
</table>
Diversity and Inclusiveness

The MPO commits to engage traditionally underserved groups. These groups include low-income and minority populations. Federal laws protect additional groups. Protected groups are listed here.

Protected Categories
Both Title VI of the Civil Rights Act of 1964 (Title VI) and Executive Order 12898 (EO 12898) on Environmental Justice (EO 12898) are specific in the description of the populations they protect. Title VI prohibits discrimination based on race, color and national origin. EO 12898 protects minority and low-income populations. Discrimination against persons based on gender, age, and disability are addressed by other nondiscrimination statutes. Collectively, these populations are often referred to as “traditionally underserved” in the transportation planning process.

Minority
Persons considered minorities are identified by the U.S. Census as people of African, Hispanic, Asian, American Indian, or Alaskan Native origin. Executive Order 12898 and the DOT and FHWA Orders on Environmental Justice consider minority persons as persons belonging to any of the following groups:

- **Black** – a person having origins in any of the black racial groups of Africa
- **Hispanic** – a person of Mexican, Puerto Rican, Cuban, Central or South American, or other Spanish culture or origin, regardless of race
- **Asian** – a person having origins in the Far East, Southeast Asia, or the Indian subcontinent
- **American Indian and Alaskan Native** – a person having origins in North America and who maintains cultural identification through tribal affiliation or community recognition

Low Income
A person whose household income (or in the case of a community or group, whose median household income) is at or below the U.S. Department of Health and Human Services poverty guidelines. The national poverty guidelines are issued annually by the Department of Health and Human Services and are available at http://aspe.hhs.gov/poverty/poverty.shtml.

Elderly
Any persons over the age of 65
People with Disabilities
Under the Americans with Disabilities Act of 1990, a qualified individual with a disability is a person that 1) has a physical or mental impairment that substantially limits one or more major life activities; 2) has a record of such an impairment; or 3) is regarded as having such an impairment.

Limited English Proficiency
People who do not speak English as their primary language and have a limited ability to read, speak, write, or understand English may be considered limited English proficient.

Additional Categories
Additionally, MPO includes low-literacy populations and households without personal transportation as traditionally underserved populations, although they are not protected by either a federal act or an executive order.

Low Literacy
People who have difficulty using certain reading, writing, and computational skills considered necessary for functioning in everyday life may be considered to have low literacy. Persons with low literacy are generally defined as having less than fifth-grade reading and comprehension skills.

Zero Car Households
Households without cars or access to one.
# Board and Committees

The MPO board and committees provide one of the most regular and consistent ways for public involvement. Following is a list of committees supported by MPO staff. The table below identifies the day of the month, time, and location of their meetings.

<table>
<thead>
<tr>
<th>Committee</th>
<th>Date/Time*</th>
<th>Location*</th>
</tr>
</thead>
<tbody>
<tr>
<td>Technical Advisory Committee (TAC)</td>
<td>First Friday of the month at 1:30 p.m.</td>
<td>TxDOT District Office Building 2 Hearing Room 4615 NW Loop 410 San Antonio, TX 78229</td>
</tr>
<tr>
<td>Bicycle Mobility Advisory Committee (BMAC)</td>
<td>Second Wednesday of the month at 9:00 a.m.</td>
<td>MPO Conference Room B 825 South Saint Mary’s Street San Antonio, TX 78205</td>
</tr>
<tr>
<td>Pedestrian Mobility Advisory Committee (PMAC)</td>
<td>Third Wednesday of the month at 3:30 p.m.</td>
<td>MPO Conference Room B at 825 South Saint Mary’s Street, San Antonio, TX 78205</td>
</tr>
<tr>
<td>Transportation Policy Board (TPB)</td>
<td>Fourth Monday of the month at 1:30 p.m.</td>
<td>VIA Metro Center Community Room 1021 San Pedro San Antonio, TX 78212</td>
</tr>
</tbody>
</table>

* Meeting dates and locations are subject to change. The BMAC and PMAC committees hold joint evening meetings several times a year. Some committees choose to cancel meetings in July and December. For the most current information, please visit www.alamoareampo.org/calendar.

MPO meetings are open to all. For special needs or a translator, call 210-227-8651. You can also call TDD 1-800-735-2989 (Relay Texas). Please call at least five working days before the meeting. Meeting dates, times, and locations may change. You can call 210-227-8651 to confirm the meeting. The table below lists by when the MPO commits to posting information on the website.

<table>
<thead>
<tr>
<th>Materials</th>
<th>What is available on the web?</th>
<th>When is it posted on the web?</th>
</tr>
</thead>
<tbody>
<tr>
<td>Meeting agendas and packages</td>
<td>Transportation Policy Board <a href="http://www.alamoareampo.org/Committees/TPB/">www.alamoareampo.org/Committees/TPB/</a></td>
<td>One week prior to the meeting</td>
</tr>
<tr>
<td></td>
<td>Technical Advisory Committee <a href="http://www.alamoareampo.org/Committees/TAC/">www.alamoareampo.org/Committees/TAC/</a></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Bicycle Mobility Advisory Committee <a href="http://www.alamoareampo.org/Committees/BMAC/">www.alamoareampo.org/Committees/BMAC/</a></td>
<td>One week prior to the meeting</td>
</tr>
<tr>
<td></td>
<td>Pedestrian Mobility Advisory Committee <a href="http://www.alamoareampo.org/Committees/PMAC/">www.alamoareampo.org/Committees/PMAC/</a></td>
<td>One week prior to the meeting</td>
</tr>
</tbody>
</table>
### Materials

<table>
<thead>
<tr>
<th>What is available on the web?</th>
<th>When is it posted on the web?</th>
</tr>
</thead>
<tbody>
<tr>
<td>Meeting Information</td>
<td>Online calendar is posted and updated throughout the year, along with board/committee web pages. Meeting information pages updated monthly.</td>
</tr>
<tr>
<td>Board and committee meeting dates and times <a href="http://www.alamoareampo.org/Calendar/">www.alamoareampo.org/Calendar/</a></td>
<td></td>
</tr>
<tr>
<td>Livestreaming</td>
<td>Listen or watch the Transportation Policy Board meetings live or in a searchable archive available 24 hours after the event.</td>
</tr>
<tr>
<td>Transportation Policy Board meetings only <a href="http://www.alamoareampo.org/mpolive">www.alamoareampo.org/mpolive</a></td>
<td></td>
</tr>
<tr>
<td>News releases</td>
<td>Timing of the news release varies depending on the news item or event.</td>
</tr>
</tbody>
</table>

#### Meeting Notices

The Texas Open Meetings Act requires written notice of all meetings. Section 551.041 provides:

> A governmental body shall give written notice of the date, hour, place, and subject of each meeting held by the governmental body.

The MPO regularly posts MPO Transportation Policy Board (TPB), Executive Committee, Technical Advisory Committee (TAC), Bicycle Mobility Advisory Committee (BMAC) and Pedestrian Mobility Advisory Committee (PMAC) meetings in the Texas Register, at the Bexar County Courthouse Bulletin Board, and with Comal and Guadalupe Counties.

#### Public Comments

The MPO accepts public comments at every regular meeting of the board and committees. Comments can be spoken or in writing.
Public Participation Toolbox

The MPO communicates with the public in a variety of ways. Information shared covers the MPO’s programs, projects and studies. MPO information materials display the MPO logo and include contacts. This section describes some of the communication tools the MPO uses.

Philosophy of External Communications

Guiding principles for external communications include:

- **Informative**: The MPO will provide information. The MPO does not advocate on issues.
- **Concise**: The MPO will provide clear and concise information.
- **Clear**: The MPO will use easy to understand text and graphics.
- **Engaging**: The MPO will hold meetings that are fun, interactive, and meaningful.

The MPO uses the “Spectrum of Public Participation.” It was developed by the International Association of Public Participation. The spectrum helps identify when to use tools in the process.

IAP2’S PUBLIC PARTICIPATION SPECTRUM

<table>
<thead>
<tr>
<th>INFORM</th>
<th>CONSULT</th>
<th>INVOLVE</th>
<th>COLLABORATE</th>
<th>EMPOWER</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>PUBLIC PARTICIPATION GOAL</strong></td>
<td>To provide the public with balanced and objective information to assist them in understanding the problem, alternatives, opportunities and/or solutions.</td>
<td>To obtain public feedback on analysis, alternatives and/or decisions.</td>
<td>To work directly with the public throughout the process to ensure that public concerns and aspirations are consistently understood and considered.</td>
<td>To partner with the public in each aspect of the decision including the development of alternatives and the identification of the preferred solution.</td>
</tr>
<tr>
<td><strong>PROMISE TO THE PUBLIC</strong></td>
<td>We will keep you informed.</td>
<td>We will keep you informed, listen to and acknowledge concerns and aspirations, and provide feedback on how public input influenced the decision.</td>
<td>We will work with you to ensure that your concerns and aspirations are directly reflected in the alternatives developed and provide feedback on how public input influenced the decision.</td>
<td>We will look to you for advice and innovation in formulating solutions and incorporate your advice and recommendations into the decisions to the maximum extent possible.</td>
</tr>
</tbody>
</table>
The table shows different communication tools. The last column shows the level of participation. It corresponds to the Spectrum of Participation. Some strategies, such as outreach tools, are solely informational. Others can include multiple points on the spectrum.

<table>
<thead>
<tr>
<th>Meetings /Speaking Engagements</th>
<th>Description</th>
<th>Level of Participation</th>
</tr>
</thead>
<tbody>
<tr>
<td>Public Meetings</td>
<td>An organized large-group meeting usually used to make a presentation and give the public an opportunity to ask questions and give comments. Public meetings are open to the public at large. They are set up to be welcoming and as receptive as possible to ideas and opinions. This format allows for greater interaction between technical staff and the public.</td>
<td>Inform Consult Involve Collaborate</td>
</tr>
<tr>
<td>Project Workshops/Open-Houses</td>
<td>This type of public meeting is open and more informal. Team members interact with the public on a one-on-one basis. Short presentations may be given at these meetings. They will be followed by small group exercises or exhibits that people can visit on their own.</td>
<td>Inform Consult Involve Collaborate</td>
</tr>
<tr>
<td>Public Hearings</td>
<td>Formal meetings with scheduled presentations offered. Typically, members of the public individually state opinions/positions that are recorded without an immediate response. Instead, comments are collected and responded to after the hearing through a formal comment response process.</td>
<td>Inform Consult</td>
</tr>
<tr>
<td>Speakers Bureau</td>
<td>MPO staff actively looks for opportunities to present to the community on a variety of topics including MPO 101, air quality, active transportation, walkability, bicycle safety, and travel demand management. Staff is trained to deliver presentations and answer associated questions prior to going out into the community.</td>
<td>Inform Consult Involve</td>
</tr>
<tr>
<td>Pop-Up Outreach</td>
<td>Pop-up staff will conduct pop-up outreach in busy locations to inform, consult, and involve the community. This outreach method has been used effectively for Bike to Work Day and the MPO’s annual Fiesta Medal Outreach Campaign.</td>
<td>Inform Consult Involve</td>
</tr>
<tr>
<td>MPO Exhibit Tables</td>
<td>MPO staff attend other agency events and staff tables or booths. These include activities, maps, charts and</td>
<td>Inform</td>
</tr>
</tbody>
</table>
### Meetings /Speaking Engagements

<table>
<thead>
<tr>
<th>Type</th>
<th>Description</th>
<th>Level of Participation</th>
</tr>
</thead>
<tbody>
<tr>
<td>informational brochures. Exhibit tables may also be used at malls or other public venues.</td>
<td>Consult</td>
<td></td>
</tr>
</tbody>
</table>

**Small Group Meetings**
During projects such as planning studies, meetings are held with small groups that have an interest in the project. Meetings could be with homeowners or neighborhood associations, civic groups, special interest groups, or other groups of affected or interested parties.

**Partner Agency Meetings**
MPO staff attends and participates in as many transportation partner public participation activities as is feasible to enhance public consideration of transportation issues, plans, and programs and to reduce redundancies and costs.

### Online/Electronic Tools

<table>
<thead>
<tr>
<th>Type</th>
<th>Description</th>
<th>Level of Participation</th>
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</thead>
<tbody>
<tr>
<td>MPO Website</td>
<td>The website was established in 1998 with basic information about the MPO process, members, meeting times and contact information. The site has been expanded to include information about specific projects undertaken by the MPO. Bicycle, pedestrian and trails information and event schedules are also included. Work products such as the UPWP, TIP and MTP are available from the website. The site provides many links to other transportation related sites from the local to national level. The site is continually maintained and updated by MPO staff and is used to promote regular and special meetings, planning studies, bicycle and pedestrian events, publications and work products.</td>
<td>Inform</td>
</tr>
</tbody>
</table>

**FastTrack E-Newsletter**
The MPO publishes an electronic newsletter on a bi-weekly basis and distributes it according to the database e-mail list. Citizens are added to the distribution list at their own request. Opportunities to be added to the list occur during public meetings hosted by
### Online/Electronic Tools

<table>
<thead>
<tr>
<th>Type</th>
<th>Description</th>
<th>Level of Participation</th>
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</thead>
<tbody>
<tr>
<td><strong>Online/Electronic Tools</strong></td>
<td><strong>Type</strong></td>
<td><strong>Description</strong></td>
</tr>
<tr>
<td>Online/Electronic Tools</td>
<td>the MPO, during public events attended by the MPO, on the MPO website, and when citizens contact MPO staff. Each issue of the newsletter includes staff contact information, upcoming meeting schedules, the MPO website address, project highlights, and current planning project status reports. Information regarding significant transportation issues, MPO awards, and other one-time activities are also included.</td>
<td>Inform, Consult, Involve</td>
</tr>
<tr>
<td>Social Media</td>
<td>The MPO will utilize appropriate social media avenues to post pertinent information and notices on a frequent basis. This also provides another opportunity for the public to provide public input to the MPO's on-going planning process.</td>
<td>Inform, Consult, Involve</td>
</tr>
<tr>
<td>Project-specific Web Sites</td>
<td>For individual projects, project-specific websites may be used. These sites are used when project information is too extensive to be included on the MPO site. Project websites can contain study area maps, meeting announcements, descriptions of alternatives, comment forms, user surveys and project team contact information. Links to project sites are provided from the MPO site.</td>
<td>Inform, Consult, Involve</td>
</tr>
<tr>
<td>Crowdsourcing</td>
<td>The MPO will utilize different online tools to solicit input, ideas, and suggestions from the public. This could be in the form of comments on a map or submitted via an online form.</td>
<td>Inform, Consult</td>
</tr>
<tr>
<td>Virtual public meetings</td>
<td>The MPO will provide online participation opportunities as appropriate. Virtual public meetings will include the same information provided at in-person public meetings and will be advertised at the same time as in-person opportunities. Further, virtual public meetings will typically be up for a period of at least two weeks and the beginning and end dates for the virtual public meeting will be included in the meeting notice.</td>
<td>Inform, Consult, Involve</td>
</tr>
<tr>
<td>Live webinars</td>
<td>Meetings that occur online. The MPO uses Webex for its webinar meetings. These meetings combine telephone and video technology to allow people to see each</td>
<td>Inform, Consult</td>
</tr>
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</table>
## Online/Electronic Tools

<table>
<thead>
<tr>
<th>Type</th>
<th>Description</th>
<th>Level of Participation</th>
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</thead>
<tbody>
<tr>
<td>other and view information online using web-based technology.</td>
<td>Involv e</td>
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</table>
## Print and Broadcast Media Tools

<table>
<thead>
<tr>
<th>Type</th>
<th>Description</th>
<th>Level of Participation</th>
</tr>
</thead>
<tbody>
<tr>
<td>Display Ads</td>
<td>These ads are used to promote meetings or activities that are not regularly scheduled such as corridor or subarea workshops, project specific meetings, open houses, public meetings, or public hearings. They are published in local/regional newspapers and/or through social and digital media sites that provide the best coverage at an economical price.</td>
<td>Inform</td>
</tr>
<tr>
<td>Social Media Ads</td>
<td>Social media advertising is a way to target audiences on specific networks through demographic information. The MPO uses social media ads to targeted stakeholders with messages that appear in their feeds.</td>
<td>Inform</td>
</tr>
<tr>
<td>Press Releases</td>
<td>Formal press releases are sent to local media (newspaper, TV and radio) to announce upcoming meetings and activities and to provide information on specific issues being considered by MPO committees.</td>
<td>Inform</td>
</tr>
<tr>
<td>TV and Radio Public Affairs Shows</td>
<td>MPO staff will solicit radio and talk show appearances to provide information or to promote events and topics as appropriate.</td>
<td>Inform</td>
</tr>
<tr>
<td>Video and Audio Public Service Announcements</td>
<td>MPO staff will produce audio and video public service announcements for selected events and distribute them to the appropriate metro area radio, TV and cable stations.</td>
<td>Inform</td>
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</table>

## Multimedia Tools

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<tr>
<th>Type</th>
<th>Description</th>
<th>Level of Participation</th>
</tr>
</thead>
<tbody>
<tr>
<td>Project Newsletters</td>
<td>For individual projects, such as corridor or subarea studies, that are typically performed using consulting services, newsletters are often used to address specific project issues. These newsletters are mailed to targeted residents, businesses and property owners in the area affected by a particular study. Information regarding upcoming project meetings, alternatives being proposed</td>
<td>Inform</td>
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<tr>
<td>Multimedia Tools</td>
<td>Description</td>
<td>Level of Participation</td>
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<tr>
<td><strong>Type</strong></td>
<td><strong>Description</strong></td>
<td><strong>Level of Participation</strong></td>
</tr>
<tr>
<td>Multimedia Tools</td>
<td>in the area, and other project news is reported in these newsletters.</td>
<td></td>
</tr>
<tr>
<td>Other Newsletters</td>
<td>When project-specific newsletters are not used, articles may be prepared for publication in other newsletters produced by municipalities, homeowner associations, church groups, civic groups, or others that may have an interest in the project. These articles are subject to the publication dates and space restrictions of publishers.</td>
<td>Inform</td>
</tr>
<tr>
<td>Videos</td>
<td>The MPO produces brief videos focused on topics of interest several times per month. These are shared on social media, through the MPO’s e-Newsletter and/or on the MPO website.</td>
<td>Inform</td>
</tr>
<tr>
<td>Flyers, Posters, Fact Sheets and Rack Cards</td>
<td>To provide summary information regarding MPO policy, programs and projects, flyers, posters, fact sheets and rack cards may be distributed at public meetings, posted on the MPO web site, and displayed in public places such as libraries and community centers. Individuals and special interest groups can also request these items directly from the MPO staff office.</td>
<td>Inform</td>
</tr>
<tr>
<td>Shareable content</td>
<td>The MPO creates shareable information for social media to support MPO meetings, programs, and initiatives. The type of content can vary from shareable graphics sized for different social media platforms, infographics, videos, and sample posts. This content is shared to other public information officers at their monthly meeting, as part of media kits, and with partner organizations.</td>
<td>Inform</td>
</tr>
<tr>
<td>Bus Placards</td>
<td>The MPO will use advertising space in VIA buses whenever possible as provided by VIA Metropolitan Transit for various MPO events.</td>
<td>Inform</td>
</tr>
<tr>
<td>Banners</td>
<td>The MPO will consider using banner advertising such as physical street banners and internet page banners as appropriate for MPO events and activities.</td>
<td>Inform</td>
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</tbody>
</table>
Public Participation Procedures

The MPO generates major planning documents that require public input and community consensus. As a result, they are made available for public comment using various outreach strategies. Members of the public can view all of the required documents, and any amendments, on the MPO website at www.alamoareampo.org or call 210-230-6929 to receive a copy. Following is a list of the major planning documents produced by the MPO.

- Metropolitan Transportation Plan, or long-range plan
- Transportation Improvement Program, or short-range plan
- Unified Planning Work Program
- Public Participation Plan
- Performance Measures Report
- Transportation Conformity Document

The Transportation Policy Board has set different approval processes depending on the item agendized for action. The two-step approval process is for new TIP, MTP and Transportation Conformity documents, as well as amendments to the TIP and MTP. The two-step process means that items will be presented to the Transportation Policy Board one month with action scheduled for the following month, allowing for a minimum public comment period of 30 days.

The MPO also has a process for an expedited, or one-step process, for TIP and MTP amendments that allows the board to hear the item presented and take action within one meeting.

Other items such as amendments to the Unified Planning Work Program, consultant contract awards and resolutions of support, as examples, are acted upon by the Transportation Policy Board in a one-step approval process.

Below, please find a description of the two-step and expedited one-step processes. For more information on these processes, please reference Policy 3. The following page identifies the planning steps required for each planning document produced by the MPO along with the minimum outreach strategies recommended for each. Whenever possible, the MPO will strive to go beyond the minimum outreach strategies.

Two-Step Approval Process

1. Present, for informational purposes, the Proposed Action to the Technical Advisory Committee/Transportation Policy Board in month one
2. Present, for Action, to the Technical Advisory Committee/Transportation Policy Board in month two

Expedited One-Step Approval Process (for TIP and MTP Amendments only)

- Transportation Policy Board hears a presentation and takes action at one meeting as opposed to two board meetings
- Reserved for items requiring quick action due to impending federal or state requirements or deadlines (or for other reasons deemed in the community’s best interest)
- Requires a 75% vote by the Transportation Policy Board to enter into a time certain public hearing and the Board will solicit input into the amendment(s) prior to taking action

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<tbody>
<tr>
<td>TIP/MTP Development Process &amp; Adoption of the TIP/MTP</td>
<td>★</td>
<td>★</td>
<td>★</td>
<td>★</td>
<td>★</td>
<td>★</td>
<td>★</td>
<td>★</td>
<td>★</td>
<td>★</td>
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<tr>
<td>Routine amendments to the TIP/MTP occurring between annual updates</td>
<td>★</td>
<td>★</td>
<td>★</td>
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<tr>
<td>Expedited process, urgent amendments to the TIP/MTP</td>
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<td>★</td>
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<tr>
<td>Transportation Conformity</td>
<td></td>
<td></td>
<td></td>
<td>★</td>
<td>★</td>
<td>★</td>
<td>★</td>
<td>★</td>
<td>★</td>
<td>★</td>
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<tr>
<td>Adoption of the Unified Planning Work Program</td>
<td>★</td>
<td>★</td>
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<tr>
<td>Amendments to the Unified Planning Work Program</td>
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<tr>
<td>Public Participation Plan</td>
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<td>Consultant Contract Award</td>
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<tr>
<td>Performance Measures and Targets</td>
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Monitoring and Evaluation

This PPP will be reviewed and adopted, with revisions if necessary, at least every three (3) years. The following performance measures will be recorded by staff on a continuous basis to monitor and evaluate the effectiveness of participation strategies. Where appropriate, the Deputy Director and the Planning/Public Involvement Program Manager will set yearly targets. Adjustments to strategies will be made as needed to meet the public involvement plan goals.

<table>
<thead>
<tr>
<th>Goals Addressed</th>
<th>Public Involvement Tool</th>
<th>Evaluation Method</th>
</tr>
</thead>
<tbody>
<tr>
<td>Goals 1, 2, 3, 4, and 5</td>
<td>Public Participation Plan</td>
<td>To be reviewed every three years</td>
</tr>
<tr>
<td>Goal 2</td>
<td>MPO Website</td>
<td>Number of New Users Number of Returning users Page Views Sessions</td>
</tr>
<tr>
<td>Goal 2</td>
<td>FastTrack E-Newsletter</td>
<td>Number of Subscribers Number of Emails Accepted Unique/Total Views</td>
</tr>
<tr>
<td>Goals 1, 2, and 3</td>
<td>Open Houses, Meetings, Workshops, and Public Hearings</td>
<td>Comment Cards and Meeting Evaluations Received</td>
</tr>
<tr>
<td>Goals 1, 2, and 3</td>
<td>Online Public Meetings</td>
<td>Number of Participants</td>
</tr>
<tr>
<td>Goals 1, 2, and 3</td>
<td>Newspaper Advertisements</td>
<td>Sign-in sheets – “How did you hear about this meeting?”</td>
</tr>
<tr>
<td>Goals 1, 2, and 3</td>
<td>Direct Mailings</td>
<td>Distribution</td>
</tr>
<tr>
<td>Goals 1, 2, and 3</td>
<td>Press Releases</td>
<td>Press Mentions</td>
</tr>
<tr>
<td>Goals 1, 2, and 3</td>
<td>Surveys</td>
<td>Number of Responses</td>
</tr>
<tr>
<td>Goals 1, 2, and 3</td>
<td>Facebook</td>
<td>Likes Engaged Users Total Daily Reach Total Daily Impressions Total Daily 30+ sec views</td>
</tr>
<tr>
<td>Goals 1, 2, and 3</td>
<td>Twitter</td>
<td>Followers Impressions Retweets Likes Profile Visits Mentions</td>
</tr>
<tr>
<td>Goal 2</td>
<td>Instagram</td>
<td>Followers Comments Likes</td>
</tr>
</tbody>
</table>
In addition to the measures listed above, the MPO will provide meeting evaluation forms at public meetings, workshops, and hearings to collect qualitative feedback from participants that can be used to improve meeting processes for future events.

**Revisions and Amendments**

This Public Participation Plan reflects the current policies of the Alamo Area MPO. At a minimum, these policies will be reviewed, revised if necessary and adopted every three (3) years.

**Administrative amendments** to the PPP include changes to the public involvement tools and strategies, revision of references to applicable regulations, misspellings, omissions or typographical errors. Staff performs these updates, with no notification required.

**Amendments** to the Participation Plan include any other changes that do not fit the administrative definition above. A two-step process and 45 days of public comment are required before adoption. If the document changes significantly due to public comments, an additional 45-day comment period is required.

Development of a new Public Participation Plan follows a two-step process and requires a 45-day comment period.

**Policies Regarding Electronic Communications**

**Social Media**

The MPO recognizes the value in reaching out to the public on social media platforms such as Facebook, Twitter, Instagram, YouTube, and Nextdoor. The MPO uses these tools to communicate information to the public. They are also a convenient option for the public to communicate comments and questions directly to MPO staff. Following is the MPO’s official social media policy:

Comments on the MPO’s social media sites do not necessarily reflect the opinions and position of the MPO, its individual board members, administrators, officers, or employees. Further, the MPO reserves the right to remove or hide a comment that is in violation of the MPO’s policy without prior notification. The MPO does not endorse any content, viewpoint, product, or service linked from its social media sites and shall not be held liable for any losses caused by reliance on the accuracy, reliability, or timeliness of shared information. In addition to information provided by the MPO, the MPO’s social media sites may contain comments and opinions from unrelated third parties which are being provided as a convenience to the public and for informational purposes only. These comments or opinions do not constitute an endorsement or an approval by the MPO of any of the views or comments posted on the MPO’s social media platforms. More importantly, comments
received and exchange via the MPO’s social media platforms do not count as official comments during a published comment period. MPO staff will make every effort to communicate the appropriate channels to submit comments, which typically include in-person, mail, fax, email, or through the organization’s online virtual public meetings.

The MPO’s social media sites serve as a limited public forum and all content published is subject to monitoring. In the same manner as a public forum, user-generated posts should be suitable in terms of time, manner and place. The MPO reserves the right to publish any posting, or to later remove it based on the following guidelines. Third party comments will be rejected or removed (if possible) when the content:

- Is off-subject or out of context
- Contains obscenity or material that appeals to the prurient interest
- Contains personal identifying information or sensitive personal information
- Contains offensive terms that target protected classes
- Is threatening, harassing, defamatory or discriminatory
- Contains any copyrighted material owned by a third party
- Circumvents Public Records and Open Meetings Laws
- Incites or promotes violence or illegal activities
- Contains information that reasonably could compromise individual or public safety
- Advertises or promotes a commercial product or service, or any entity or individual

MPO social media sites are subject to applicable public records laws. Any content maintained in a social media format related to MPO business, including communication posted by the Agency and communication received from citizens, is a public record.

**Section 508 Compliant Website**

The MPO is committed to ensuring that information posted on an MPO-sponsored website is accessible for all people regardless of ability or access method. Additionally, the MPO will conduct two compliance scans yearly, one in July and one in January, to detect Section 508 violations. Given that the MPO’s website was developed and updated in-house, violations will be corrected to the best of our ability. Upon request, all information contained on any MPO-sponsored website can be made available in an alternative format by contacting [Name and Title pending], at (210) 227-8651.

The MPO’s websites make use of industry-standard techniques and preferred practices to provide the highest possible level of ADA website accessibility for our users. These include, but are not limited to, the characteristics of usability for screen reader users, keyboard-only users, users with low/impaired vision, users who are deaf and users who are color blind.

**Known Accessibility Challenges**

- The MPO is committed to assessing, prioritizing, and updating MPO websites found to be non-ADA compliant. At any point in time, we are in varying stages of progress toward our accessibility goal.
• Some of our content is in PDF format only. We are working on a process to ensure all PDFs are accessible.
• Due to current technology constraints, there are some instances where we are unable to provide information in an accessible format (e.g. mapping information).

Relevant Documents
Sample Outreach Checklist
Sample Checklist for Planning an Accessible Meeting
Environmental Justice Plan
Limited English Proficiency Plan
Social Media Plan

Revised: August 26, 2019
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 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 (MPO) 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 MPO 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 in consultation with the State (TxDOT) and transit operator (VIA) or selected by the State (TxDOT) in cooperation with the MPO. Projects selected by the Transportation Policy Board are those that are to be funded with Surface Transportation Program - Metro Mobility (STP-MM), 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 and Air Quality (CMAQ)

\[1 \text{ The Alamo Area MPO does not currently receive this type of funding.} \]
• Category 7 Surface Transportation Program – Metro Mobility or STP-MM
• 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 CSJ (Control Section Job number) is an identifying project number used by the Texas Department of Transportation. The MPO 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, when allocated), Category 7 (STP-MM), or Category 9 (Transportation Alternatives) projects.
D. Use of Appendix D - Projects Undergoing Environmental Assessment

The purpose of Appendix D is to identify projects that are 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 that 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.

Projects listed in Appendix D will include, at a minimum, MPO ID number, county, sponsoring entity, street name, project limits, project description, 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 the MPO in writing. For cost increases greater than 10%, the implementing agency will also submit to the MPO 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 the MPO 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 7 (STP-MM) and Category 9 (TA) Projects

Every three (3) months, a detailed review of Category 7 (STP-MM) 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.
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 the TIP and MTP require a two-step process. To permit adequate public review and comment, amendments to the 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 are provided in the meeting package which is posted on the MPOs website a week prior to TAC and TPB meetings. Amendments to both the TIP and the MTP may be initiated concurrently.

Amendments to the TIP or the 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. These actions will be emphasized on the meeting agenda that is both mailed and e-mailed out 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 the MPO 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 MPO Director is authorized to approve certain “administrative changes” to the TIP 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, but to allow for minor corrections to the TIP that do not materially change a project's function including minor revisions to project limits, scope or cost.
H. Category 7 (STP-MM) Projects

Basic Requirements for STP-MM Projects

All projects submitted for consideration for funding through normal Category 7 (STP-MM) 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 the MPO 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 MPO 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 the MPO. An ‘in-kind’ match is not allowed for construction projects.

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 the MPO 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 STP-MM 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 consideration in the TIP must be on a functionally classified facility as defined by the MPO and approved by 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 the MPO are firm.
STP-MM Call for Projects Process

Prior to each STP-MM project call, MPO staff will develop the schedule, submittal form and call for projects process, to include 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.

MPO staff will be responsible for assembling data for the technical scoring process. A subcommittee of BMAC and PMAC will score standalone bicycle and pedestrian projects. A subcommittee of TAC will score added capacity and operational projects.

STP-MM Project Selection

The TAC will review the technical scoring, public input, project readiness and agency priorities and make a recommendation to the MPO’s Executive Committee on a slate of projects to be funded. The Executive Committee will make a recommendation to the Transportation Policy Board. The TAC may request presentations by implementing agencies.

STP-MM Project Implementation

1. Unless allocated a fixed amount, each STP-MM 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 STP-MM 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 MPO 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 STP-MM project funding towards eligible change orders and up to 11% of STP-MM 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 STP-MM. 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 STP-MM project funding for eligible change orders + maximum 11% of STP-MM 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 STP-MM project funding for eligible change orders + maximum 11% of STP-MM 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.

I. Category 9 (TA) Projects

Basic Requirements for TA Projects

The MPO 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 the MPO 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 the MPO. An ‘in-kind’ match is not allowed for construction projects.

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 the MPO 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 the MPO 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. 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.

MPO staff will be responsible for assembling data for the technical scoring process. A subcommittee of BMAC and PMAC will score TA projects.

**TA Project Selection**

BMAC and PMAC will review the technical scoring, public input, project readiness and agency priorities and make a 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 make a recommendation to the MPO’s Executive or Transportation Policy Board, as directed by the approved call for projects process.
J. Public Involvement

The MPO 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 the MPO Policy 2: Public Participation Plan for additional information on public involvement.

Adopted: December 4, 2017
Policy 5: Technical Advisory Committee

Roles and responsibilities

The Technical Advisory Committee (TAC) is a standing committee. The role of the TAC is to provide technical advice to the Transportation Policy Board on elements of the transportation planning process. Any changes to this policy are subject to majority approval by the Transportation Policy Board.

At a minimum, the TAC provides technical, planning and policy review and recommendations and/or action on:

- Metropolitan Transportation Plan and amendments
- Transportation Improvement Program and amendments
- Unified Planning Work Program (UPWP) and amendments
- Final reports, technical reports, and technical memoranda resulting from studies undertaken with planning funds programmed in the UPWP

In addition, the TAC provides other technical recommendations as requested by the Transportation Policy Board.

Membership

The voting membership of TAC shall be structured as follows:

- Advanced Transportation District 1 representative
- Alamo Area Council of Governments: 1 representative
- Alamo Regional Mobility Authority 1 representative
- Bexar County 1 representative
- City of New Braunfels 1 representative
- City of San Antonio 3 representatives
- City of Seguin 1 representative
- Comal County 1 representative
- Greater Bexar County Council of Cities 1 representative
- Guadalupe County 1 representative
- Kendall County Geographic Area 1 representative
- MPO Bicycle Mobility Advisory Committee 1 representative
- MPO Pedestrian Mobility Advisory Committee 1 representative
- Northeast Partnership 1 representative
- Private Transportation Providers 1 representative
- Texas Department of Transportation 1 representative
- VIA Metropolitan Transit 1 representative

The representative(s) and alternate(s) of each governmental agency on the TAC will be designated in writing through each agency’s/entity’s internal procedures. A member of the Transportation Policy Board may not simultaneously serve on the Technical Advisory Committee. The Private Transportation Providers representative will be selected for recommendation by the TAC. The representative from
the Northeast Partnership and the Suburban Cities will be nominated through letters to the MPO from the Transportation Policy Board representative from the Northeast Partnership and the Chairman of the Greater Bexar County Council of Cities, respectively.

Each agency/entity on the TAC will be allowed to designate one alternate from within the same agency or entity for each representative serving on the TAC. If the representative cannot attend the TAC meeting, the designated alternate may attend and vote as the representative of the agency or entity. Proxies will not be allowed. Members (both primary and alternate) may not represent more than one entity at a time.

A primary member of the Transportation Policy Board may not serve simultaneously on the TAC, however, alternate Transportation Policy Board members may serve on the TAC.

In addition to the voting and ex-officio members, the TAC recognizes individuals and organizations within the community can provide meaningful input into the transportation planning process. These resources will be informed of TAC meetings and invited to provide input in a non-voting capacity as appropriate.

**Ex-Officio Membership**

Ex-officio members shall hold non-voting status on the TAC:

- Texas Dept. of Transportation - Transportation Planning and Programming Division
- Texas Commission on Environmental Quality
- Utility Coordination Council

**Election of Chair and Vice-Chair**

Every two years, the TAC will elect a Chair and Vice-Chair from its current membership. The Chair and Vice-Chair shall be elected by a majority of the members present at the meeting. Elections of Chair and Vice-Chair will occur in June 2014 and then in June of every even year.

**Chair and/or Vice Chair Vacancies**

Vacancies in Chair and/or Vice-Chair whether created by resignation or otherwise, shall be filled by election of the TAC for the remainder of the unexpired term and election to be held at the next regular TAC meeting.

**Quorum**

A quorum for meetings will consist of fifty (50) percent plus one or greater of the voting members or designated alternates of the TAC. Vacancies are defined as positions on the TAC that are not filled. Vacancies on the TAC will not count against the quorum.
Committees

The TAC will have the following committees:

A. Bicycle Mobility Advisory Committee

The role of the Bicycle Mobility Advisory Committee (BMAC) is to improve bicycle mobility within the Alamo Area MPO Study Area. BMAC will provide bold and visionary leadership in all matters affecting bicycle mobility in the MPO study area and be expansive in its vision with its mission throughout the entire region. BMAC will adopt Committee By-laws to outline its goals, desired membership and procedures. BMAC by-laws will be approved by the TAC and the Transportation Policy Board.

B. Pedestrian Mobility Advisory Committee

The role of the Pedestrian Mobility Advisory Committee (PMAC) is to improve pedestrian mobility within the Alamo Area MPO Study Area. PMAC will provide bold and visionary leadership in all matters affecting pedestrian mobility in the MPO study area and be expansive in its vision with its mission throughout the entire region. PMAC will adopt Committee By-laws to outline its goals, desired membership and procedures. PMAC by-laws will be approved by the TAC and the Transportation Policy Board.

Both BMAC and PMAC are advisory committees, and subject to this Policy, will directly advise the TAC on technical matters and the Transportation Policy Board on relevant bicycle and pedestrian-related policy issues.

C. Land Use and Regional Thoroughfare Planning Committee

The role of the Land Use and Regional Thoroughfare Planning Committee is to oversee the development and monitoring of the selected land use (growth) scenario for use in the development of the Metropolitan Transportation Plan and will provide input into the development of a Regional Thoroughfare Plan. The committee will operate on an informal basis and will meet as needed.

D. Freight, Rail and Transit Committee

The role of the Freight, Rail and Transit Committee is to review and provide input on regional freight, passenger rail, and transit initiatives as requested. The committee will operate on an informal basis and will meet as needed.

E. Traffic Incident Management Committee

The role of the Traffic Incident Management (TIM) Subcommittee is to consider input from the regional TIM group, provide direction as necessary, incorporate TIM into regional transportation planning practices, and to foster partnerships and agreements where possible. The committee will operate on an informal basis and will meet as needed.
8. **Announcements**