Memorandum
June 11, 2020

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

To: All Members, Transportation Policy Board
From: Kevin Wolff, Chair and Sid Martinez, Director
Subject: Virtual Transportation Policy Board Meeting Notice and Agenda

The next meeting of the MPO Transportation Policy Board is scheduled for Monday, June 22, 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: 146 600 1285#

Individuals without internet access can access the meeting audio only via phone by calling 1-844-992-4726 and entering the access code: 146 600 1285#

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

The following agenda items will be discussed and action will be taken as appropriate. Items may be taken out of the order shown.

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

Agenda:

1. Roll Call
2. Director’s Report – MPO (Martinez)
   a. Update on MPO Operations under COVID-19
   b. MPO policies are under review and proposed revisions will be presented in August with action in September
   c. Congratulations to newly elected TAC Chair Garry Ford, P.E. and Vice Chair Bianca Thorpe, P.E.
   d. All MPO Committee meetings (BMAC, PMAC, TAC and TPB) will likely be cancelled for July
   e. The MPO Office will be closed on Friday, July 3 for the observance of Independence Day

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.

Please provide any written comments on any agenda items within three days prior to the meeting, to the MPO at:

825 South Saint Mary’s Street • San Antonio, Texas 78205
☎ (210) 227-8651  ☎ (210) 227-9321  ☎ TDD 1 (800) 735-2989
WWW.alamoareampo.org
3. Citizens to be Heard

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

4. Approval of the May 18, 2020 Meeting Minutes

5. Action on Transit Performance Measures and Target Setting – MPO (Blazosky)

6. Action on the Composition of the Consultant Selection/Study Oversight Committee for Subtask 3.4 Subregional Planning Study – MPO (Geiger)

Items for Individual Discussion and Appropriate Action:

7. Discussion and Appropriate Action on changes to the MPO’s Bylaws (F. Garza)

8. Discussion and Appropriate Action on the position of First Vice Chair (K. Wolff)

9. Discussion and Appropriate Action on the Upcoming Call for Projects – MPO (Geiger)

10. Monthly Status Reports
    a. Alamo Regional Mobility Authority/Bexar County (Renee Green)
    b. Air Quality Issues (Diane Rath)
    c. City of San Antonio (Razi Hosseini)
    d. San Antonio Mobility Coalition (Vic Boyer)
    e. Texas Department of Transportation (Mario Jorge)
    f. VIA Metropolitan Transit (Jeff Arndt)
    g. Others

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

At any time during the meeting of the MPO Transportation Policy Board, the Board reserves the right to adjourn into executive Session at any time to discuss any of the matters listed on the posted agenda, as authorized by Texas Government Code Section 551.071 (consultation with attorney), Section 551.072 (deliberations about real property), Section 551.074 (personnel matters), and Section 551.086 (economic development)

12. Adjourn
Transportation Policy Board

1. Roll Call

Commissioner Kevin A. Wolff (Chair)  Bexar County  210-335-2613
Ms. Jordana Matthews                      Advanced Transportation District  210-362-2000
Mr. Michael J. Lynd, Jr.                  Alamo Regional Mobility Authority  210-335-7065
Commissioner Tommy Calvert                Bexar County  210-335-2614
Commissioner Sergio “Chico” Rodriguez     Bexar County  210-335-2611
Ms. Renee Green, P.E.                     Bexar County  210-335-6700
Councilman Shane Hines                    City of New Braunfels  830-214-5938
Councilwoman Shirley Gonzales             City of San Antonio, District 5  210-207-7043
Councilwoman Melissa Cabello Havrda       City of San Antonio, District 6  210-207-7065
Councilman Clayton Perry                  City of San Antonio, District 10  210-207-7276
Councilwoman Ana Sandoval                 City of San Antonio, District 7  210-207-7044
Mr. Razi Hosseini, P.E.                   City of San Antonio  210-207-8022
Ms. Bridgett White                        City of San Antonio  210-207-0147
Mayor Don Keil                            City of Seguin  830-303-7333
Commissioner Kevin Webb                   Comal County  830-221-1100
Mayor Chris Riley  [Leon Valley]          Greater Bexar County Council of Cities  210-684-1391
Judge Kyle Kutscher                       Guadalupe County  830-303-8857
Commissioner Christina Bergmann           Kendall County Geographic Area  830-331-8254
Councilman Kevin Hadas  [Selma]           Northeast Partnership  210-651-6661
Mr. Mario Jorge, P.E.                     Texas Department of Transportation  210-615-5803
Mr. Ezra Johnson                          VIA Metropolitan Transit  210-362-2000

Ex-Officio Members

Mr. Greg P. Wood                          Federal Highway Administration
Mr. Nick Page                             Texas Department of Transportation
Mr. Jeff Arndt                             VIA Metropolitan Transit
Ms. Diane Rath                            Alamo Area Council of Governments
Mr. Vic Boyer                             San Antonio Mobility Coalition
2. Director's Report
   
a. Update on MPO Operations under the COVID-19 Executive Order

b. MPO policies are under review and proposed revisions will be presented in August with action in September

c. Congratulations to newly elected TAC Chair Garry Ford, P.E. and Vice Chair Bianca Thorpe, P.E.

d. All MPO Committee meetings (BMAC, PMAC, TAC and TPB) will likely be cancelled for July

e. The MPO Office will be closed on Friday, July 3 for the observance of Independence Day
3. Citizens to Be Heard
4. Approval of the May 18, 2020 Meeting Minutes

Issue

The May 18, 2020 meeting minutes are attached for your review.

Action Requested

A motion to approve the May 18, 2020 meeting minutes.
1. Roll Call

**Members Present:**

Ms. Jordana Matthews
Commissioner Tommy Calvert
Ms. Renee Green, P.E.
Commissioner Kevin Wolff (Chair)
Councilmember Shane Hines
Councilwoman Melissa Cabello Havrda
Councilwoman Shirley Gonzales
Councilman Clayton Perry
Mr. Razi Hosseini, P.E.
Councilwoman Ana E. Sandoval
Ms. Bridgett White
Mayor Don Keil
Commissioner Kevin Webb (Vice Chair)
Mayor Chris Riley
Judge Kyle Kutscher
Commissioner Christina Bergmann
Mr. Mario Jorge, P.E.
Mr. Ezra Johnson

Advanced Transportation District
Bexar County
Bexar County
Bexar County
City of New Braunfels
City of San Antonio
City of San Antonio
City of San Antonio
City of San Antonio
City of San Antonio
City of San Antonio
City of San Antonio
City of Seguin
Greater Bexar County Council of Cities
Guadalupe County
Kendall County Geographic Area
Texas Department of Transportation
VIA Metropolitan Transit

**Members Absent:**

Mr. Michael J. Lynd, Jr.
Commissioner Sergio “Chico” Rodriguez
Councilman Kevin Hadas
Alamo Regional Mobility Authority
Bexar County
Northeast Partnership

**Others Present:**

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

Vice Chair Kevin Webb called the meeting to order at 1:33 p.m.

2. Director’s Report

a. Update on MPO Operations under the COVID-19 Executive Order
b. The MPO Office will be closed on Monday, May 25 for Memorial Day
3. Citizens to be Heard

None

Items for Individual Discussion and Appropriate Action

4. Approval of the April 27, 2020 Meeting Minutes

Councilman Clayton Perry moved and Commissioner Tommy Calvert seconded to approve the April 27, 2020 meeting minutes. The motion passed unanimously.

5. Discussion and Appropriate Action on Documents Related to Transportation Conformity
   a. Metropolitan Transportation Plan ("Mobility 2045") Project List (Geiger)
   b. FY 2021-2024 Transportation Improvement Program (Geiger)
   c. 2020 Transportation Conformity Document (Blazosky)

Mayor Chris Riley moved and Councilwoman Melissa Cabello Havrda seconded the motion to adopt the resolution documenting action on all three plans. The motion passed unanimously.

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

   For information and discussion only.

7. Monthly Status Reports
   a. Alamo Regional Mobility Authority (Renee Green)
   b. Air Quality Issues (Diane Rath)
   c. City of San Antonio (Mike Frisbee)
   d. San Antonio Mobility Coalition (Vic Boyer)
   e. Texas Department of Transportation (Mario Jorge)
   f. VIA Metropolitan Transit (Jeff Arndt)
   g. Others

   For information and discussion only.
8. Executive Session - Pursuant to Chapter 551, Subchapter D, Texas Government Code

This item was not considered.

9. Adjourn

There being no further business, the meeting was adjourned at 2:04 p.m.

Commissioner Kevin Webb, Vice Chair
Transportation Policy Board
5. Action on Transit Performance Measures and Target Setting

Purpose

The purpose of this agenda item is to take action 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 presentation is also attached.

Action Requested

A motion to approve the transit asset management targets as presented.
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
Target Assets: 2020 Target Setting

Transportation Policy Board | June 22, 2020
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
**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>5.91%</td>
</tr>
<tr>
<td></td>
<td>• Police: 5 years or 80K miles</td>
<td></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.

RESOLUTION: 5-26-20
SUBJECT: DEVELOPMENT – Performance Targets – Transit Asset Management

RESOLVED, that the VIA Metropolitan Transit Board of Trustees authorizes the President/CEO or his designee to submit the following FY 2020 performance targets under VIA’s Transit Asset Management Program and in accordance with the Federal Transit Administration’s final rule for transit asset management to the Alamo Area Metropolitan Planning Organization.

**Equipment** – percentage of non-revenue vehicles that have either met or exceeded their useful life benchmark (ULB):
- Asset Class: FY 2020 Performance Targets
  - Automobiles: 2.60%
  - Trucks and Other Rubber Tire Vehicles: 5.81%

**Rolling Stock** – percentage of revenue vehicles that have either met or exceeded their useful life benchmark (ULB):
- Asset Class: FY 2020 Performance Targets
  - Articulated Bus: 0.00%
  - Bus: 0.00%
  - Vans: 0.00%

**Facilities** – percentage of facilities rated below condition 3 (adequate) on the Transit Economic Requirements Model (TERM) scale:
- Asset Class: FY 2020 Performance Targets
  - Administrative: 0.00%
  - Maintenance: 0.00%
  - Passenger/Parking: 0.00%

I, the undersigned officer of the VIA Metropolitan Transit, do hereby certify that the above and foregoing is a true and correct copy of a resolution adopted at the meeting of the Board of Trustees on May 26, 2020.

Ezna Johnson, Secretary
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.

- TAC unanimously recommended approval at their meeting on June 5, 2020
- 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:

1. Equipment – percentage of non-revenue vehicles that have either met or exceeded their useful life benchmark (ULB):
   a. Automobiles: 2.89%
   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. Van: 0%

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

4. Facilities – percentage of facilities rated below condition 3 (adequate) on the TTIEM 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 Wolf, Chair
Alamo Area Metropolitan Planning Organization
Proposed AAMPO TAM targets

<table>
<thead>
<tr>
<th>Performance Measure</th>
<th>2020 Target (VIA)</th>
<th>2020 Target (AAMPO)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Equipment SGR</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>Rolling Stock SGR</td>
<td>Percentage of revenue vehicles (articulated busses, busses and vans) that have met or exceeded their ULB = 0%</td>
<td></td>
</tr>
<tr>
<td>Infrastructure SGR</td>
<td>None (no rail)</td>
<td></td>
</tr>
<tr>
<td>Facilities SGR</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. **Action on the Composition of the Consultant Selection/Study Oversight Committee for Subtask 3.4 Subregional Planning Study**

**Purpose**

The purpose of this agenda item is to take action on the composition of the consultant selection/study oversight committee for Subtask 3.4 Subregional Planning Study.

**Issue**

The “Subregional Planning Study” was included in the FY 2020 – 2021 Unified Planning Work Program which was adopted by the Transportation Policy Board (TPB) in June 2019. The UPWP was approved by the Federal Highway Administration/Federal Transit Administration in July 2019. Consultant procurement for this task is scheduled to begin later this calendar year.

All of the MPO’s consultant studies in the UPWP are overseen by a multiagency study oversight committee. The committee will review consultant proposals based on the evaluation criteria outlined in the Request for Proposals. The committee’s recommendations on contract award will be forwarded to the TPB for action.

The purpose of this Subtask is to conduct a subregional planning project in the IH 35 corridor connecting northeast Bexar County, Comal and Guadalupe Counties. The project will implement many strategies recommended by the Capital-Alamo Connection Study that may include identifying a network of arterials to be designated as relief routes; undertaking feasibility studies of those routes; prioritizing improvements on the existing transportation network and identifying potential new connections; developing performance measures and a protocol for information exchange; initiating arterial improvement coordination between cities and counties; recommending local corridor preservation and corridor management activities; developing a regional strategy for smart multimodal corridors; creating incident management and access management; and coordinating regional bicycle networks and regional transit service routes to promote regional multimodal corridors. Work will also include stakeholder outreach, transportation modeling and scenario development.

The consultant selection/study oversight committee is proposed to be comprised of the following representatives:

- Alamo Area MPO – 1 representative
- Bexar County – 1 representative
- Capital Area MPO – 1 representative
- City of New Braunfels/Comal County – 1 representative
- City of San Antonio – 1 representative
- City of Seguin/Guadalupe County – 1 representative
- Texas Department of Transportation (San Antonio District) – 1 representative
- VIA Metropolitan Transit - 1 representative
Participation in the study will not be limited to the Study Oversight Committee members. Other important stakeholders will be invited to participate throughout the study process.

**Action Requested**

A motion to approve the composition of the consultant selection/Study oversight committee for Subtask 3.4 Subregional Planning Study.
7. Discussion and Appropriate Action on changes to the MPO’s Bylaws

Purpose

The purpose of this agenda item is to take action on proposed revisions to the MPO’s bylaws.

Issue

During the August 2019 Executive Committee meeting, the Committee discussed the possibility of creating a different method of selecting the Transportation Policy Board (TPB) Chair and Vice Chair positions.

Discussions continued for several months and a brief update was provided at your October 2019 TPB meeting.

At the Executive Committee meeting in January 2020 further changes were discussed and Frank Garza presented the updated draft at your January TPB meeting. Based on feedback from that meeting, further changes were incorporated at the February 24, 2020 Executive Committee meeting and the Executive Committee recommended approval of the bylaws at that time. The draft bylaws are attached.

Action Requested

A motion to approve the revisions to the MPO’s bylaws.
BYLAWS  
OF THE  
ALAMO AREA METROPOLITAN PLANNING ORGANIZATION  
TRANSPORTATION POLICY BOARD  

ARTICLE I  
TRANSPORTATION POLICY BOARD INFORMATION  

Background  
On November 8, 1974, the City of San Antonio, Bexar County, and the State of Texas agreed to participate in a continuing, comprehensive, cooperative transportation planning process for the San Antonio-Bexar County Urban Transportation Study area as provided in the Federal-Aid Highway Act of 1962. On January 12, 1978, the Metropolitan Transit Authority, also known as VIA Metropolitan Transit, became a signatory party to that agreement. The San Antonio – Bexar County Urban Transportation Study Steering Committee, now known as the Transportation Policy Board, has been designated by the Governor as the Metropolitan Planning Organization (MPO) for the San Antonio urbanized area with a Metropolitan Area Boundary that encompasses all of Bexar, Comal and Guadalupe Counties and a portion of Kendall County. The Transportation Policy Board is a one-committee structure composed of elected officials of general-purpose local government, transportation agency staff and other stakeholders which have responsibility for project implementation within the study area.  

ARTICLE II  
ORGANIZATION OF THE TRANSPORTATION POLICY BOARD  

A. General Purpose  
The Transportation Policy Board will furnish policy guidance and direction for the MPO and manage the affairs of the MPO.  

B. Number of Representatives  
This Board will consist of six (6) representatives from the City of San Antonio, four (4) of which shall be members of the San Antonio City Council and two (2) shall be appointed by the City of San Antonio; four (4) representatives from Bexar County, three (3) of which shall be members of Bexar County Commissioners Court and one (1) shall be appointed by Bexar County; one (1) elected official from Comal County, one (1) elected official from the City of New Braunfels, one
(1) elected official from Guadalupe County, one (1) elected official from the City of Seguin, one (1) elected official from the Kendall County Geographic Area*, one (1) appointed official from the Texas Department of Transportation; one (1) representative from the Metropolitan Transit Authority, one (1) representative from the Advanced Transportation District, one (1) representative from the Alamo Regional Mobility Authority, one (1) Mayor representing the Greater Bexar County Council of Cities, and one (1) elected official from the Northeast Partnership of Cities.

C. Voting

The voting membership will be as follows:

<table>
<thead>
<tr>
<th>VOTING MEMBERSHIP</th>
</tr>
</thead>
<tbody>
<tr>
<td>City of San Antonio</td>
</tr>
<tr>
<td>County of Bexar</td>
</tr>
<tr>
<td>Comal County</td>
</tr>
<tr>
<td>City of New Braunfels</td>
</tr>
<tr>
<td>Guadalupe County</td>
</tr>
<tr>
<td>City of Seguin</td>
</tr>
<tr>
<td>Kendall County Geographic Area*</td>
</tr>
<tr>
<td>Metropolitan Transit Authority</td>
</tr>
<tr>
<td>Advanced Transportation District</td>
</tr>
<tr>
<td>Alamo Regional Mobility Authority</td>
</tr>
<tr>
<td>Texas Department of Transportation</td>
</tr>
<tr>
<td>Greater Bexar County Council of Cities</td>
</tr>
<tr>
<td>Northeast Partnership of Cities</td>
</tr>
</tbody>
</table>

*Representative should be an city or county elected official from the portion of Kendall County in the MPO area. Such appointment shall be made and appointed by the Mayor of the City of Boerne.

D. Designation of Representatives

Each agency or coalition shall designate its representative(s) to the Transportation Policy Board through written communication to the MPO Chair. Voting members of the Transportation Policy Board may have an alternate member to exercise a member’s authority. The representing entities of voting members on the Transportation Policy Board shall also designate alternate members in writing to the MPO Chair prior to the first meeting for which the alternate is designated. The alternate designated by a member organization will count toward a quorum and may vote on any matter. Alternates representing elected officials shall be elected or formerly elected officials from approved by the appointing entity in accordance with Article II Section B. The authority of an alternate member designated under this policy shall continue until it is rescinded or changed by written notice from the designating entity to the MPO Chair.

E. Resignation

Any member of the Board may resign at any time. Such resignations shall be made in writing to the appointing entity and shall take effect at the time specified therein or, if no time is
specified, at the time of its receipt. The acceptance of resignation shall not be necessary to make it effective, unless expressly so provided in the resignation. The appointing entity shall take action to fill any vacancy as outlined in Article II, Section D.

F. Meetings and Attendance

The Transportation Policy Board shall attempt to meet monthly and any such meetings must be conducted in accordance with the provisions of the Texas Open Meetings Act, Chapter 551, Texas Government Code. Regular attendance of all Board members is needed to make sound policy decisions that reflect the needs of the entire planning area. After three consecutive absences during one twelve month period, the MPO Chairperson will consult with the absent member’s nominating entity and decide on a course of action for that individual’s future participation.

G. Ex-Officio Non-voting Membership to the Transportation Policy Board

The non-voting membership of the Transportation Policy Board shall be as follows:

<table>
<thead>
<tr>
<th>NON-VOTING MEMBERSHIP</th>
</tr>
</thead>
<tbody>
<tr>
<td>Federal Highway Administration</td>
</tr>
<tr>
<td>Federal Transit Administration</td>
</tr>
<tr>
<td>Texas Department of Transportation (Austin Office)</td>
</tr>
<tr>
<td>President/CEO (or staff designee) of the Metropolitan Transit Authority</td>
</tr>
<tr>
<td>San Antonio Mobility Coalition</td>
</tr>
<tr>
<td>Alamo Area Council of Governments (AACOG)</td>
</tr>
</tbody>
</table>

Non-voting members can neither make nor second motions, but can participate in discussions in all sessions, including executive sessions.

ARTICLE III

FUNCTIONS OF THE TRANSPORTATION POLICY BOARD

General Functions

1. Provide policy guidance for the transportation planning process.

2. Adopt and revise policies necessary to meet the needs of the Transportation Policy Board, including but not limited to Funding Procedures for Planning Studies, Public Participation Plan, Guidelines for Programming Projects in the Transportation Improvement Plan and an Ethics Policy.

3. The Public Participation Plan Policy shall provide citizens, affected public agencies, representatives of public transportation employees, 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 a reasonable opportunity to comment on the MPO’s transportation plans and programs.

4. Carry out in cooperation with the State and local governments and annually certify a transportation planning process that is in full compliance with Federal requirements outlined in 23 USC 134, 49 USC 1607, 42 LSC 7504, 7506, (c) and (d), The Clean Air Act, as amended, Section 174 and 176 (c), as well as other applicable requirements as specified in 23 CFR Part 450.114.

5. Set goals and cooperatively determine the responsibilities of the participating agencies for planning tasks and a budget in the Unified Planning Work Program.

6. Review and adopt the regional transportation plans (revised as necessary) which provides for both the near-term and long-term needs of the Study area.

7. Develop in cooperation with the State and local governments and annually endorse a staged multi-year Transportation Improvement Program which includes projects in or serving the metropolitan area, initiated by the implementing agencies, and consistent with the Metropolitan Transportation Plan.

8. Review and revise the limits of the Study area as necessary.

9. Designate a Technical Advisory Committee (TAC) and any other such offices, technical committees, or task forces as found necessary to carry out the transportation planning process.

10. Meet at intervals necessary to perform its function.

11. Appoint an MPO Director.

ARTICLE IV

ELECTION OF CHAIR AND VICE-CHAIR OFFICERS, DUTIES OF CHAIR, CHAIR ELECT AND FIRST VICE-CHAIR AND TERMS OF OFFICE OF THE TRANSPORTATION POLICY BOARD

A. Officers of the Transportation Policy Board

The officers of the Board shall be a Chair, Chair Elect and First Vice-Chair. The positions of Chair, Chair Elect and First Vice-Chair shall rotate between elected officials from the following three constituencies: (1) City of San Antonio, (2) Urban County/Suburban Cities (Bexar County, Greater Bexar County Council of Cities and Northeast Partnership) and (3) Rural...
Counties/Rural Cities (Comal County, Guadalupe County, Kendall County geographic area, City of New Braunfels, and City of Seguin).

A.B. Election of Chair and Vice-Chair Officers

Upon the expiration of the Chair’s term, the nominating committee is tasked with confirming that the current Chair Elect and First Vice-Chair should move up to the office of Chair and Chair Elect. Every two years, the Transportation Policy Board will elect a Chair, Chair Elect and First Vice-Chair from the elected officials on the Board. The Officers shall serve a one (1) two year term. The Chair and Vice-Chair Officers shall be elected by a majority of the Board members present at the meeting. Elections of Chair and Vice Chair Officers will occur in June 2015 and then in June of every odd year.

C. Past Chair

Upon the expiration of the Chair’s term, the person who served as Chair shall serve in the Past-Chair position. If person is no longer on the MPO Board, such position is an ex officio nonvoting member that shall also serve as an ex officio nonvoting member of the Executive Committee and their presence at any posted meeting will not count toward a quorum. If still an elected official and appointed on the Transportation Policy Board, the Past Chair shall have all rights and privileges of a Board member. The Past Chair’s term shall be for two years or upon the Chair of the Board becoming the Past Chair.

B.D. Term of Office

An elected official may serve as Chair, Chair Elect or First Vice-Chair of the Transportation Policy Board for a maximum of one two year term (4) years or for up to six (6) consecutive years in all three positions. Service as Vice-Chair for four (4) years does not prohibit four (4) years of service as Chair or Vice Chair. Upon the completion of the six-year rotation, an elected official is not prohibited from again serving as an officer.

G.E. Chairman of the Board

The Chairman (Chair) shall act as the Chairman of the Board and have such powers and duties as may be prescribed and delegated by the Board. The Chair shall be an elected official and preside over the meetings of the Board and act as the lead representative of the Board externally and with the MPO Director.

D.F. Vice-Chairman Elect of the Board

If, for any reason, the Chair of the Transportation Policy Board is unable or unavailable to perform those duties for which he/she has been given authorization, the Vice-Chair Elect of the Transportation Policy Board is hereby authorized to act in his/her behalf to perform those duties. In the absence of both the Chair and Vice-Chair Elect, the First Vice-Chair of the Transportation Policy Board will appoint a member to conduct the business meeting. In the absence of the Chair, Chair Elect, and the First Vice-Chair, the Transportation Policy Board will appoint a member to conduct the business meeting.
E.G. Vacancies

Vacancies in Chair or Vice-Chair positions, whether created by resignation or otherwise, shall be filled by the Chair Elect for not just the remainder of the term, but also for the Chair’s two year term. Election of the Board of Directors for the remainder of the unexpired term. Vacancy in the Chair Elect or First Vice-Chair positions, whether created by resignation or otherwise, shall be filled by election of the Transportation Policy Board. Any vacancy in the Chair Elect or First Vice-Chair positions, shall be filled for the remainder of the term and must be an elected official from the same constituency. The election shall be held at the next regular meeting of the Board in accordance with Article IV, Section A.

ARTICLE V

TRANSPORTATION POLICY BOARD MEETINGS

A. Quorum

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

B. Meeting Agenda

The Chair of the Board, with the advice of MPO Staff, shall establish the agenda of business to be transacted or considered at all Transportation Policy Board meetings. Any Transportation Policy Board member may submit an agenda item. If for any reason that item is not agendized by the Chair of the Board, the member may request consideration by three additional Transportation Policy Board members. Upon the request of four Board members MPO staff shall place the item on the next meeting agenda and the item may not be removed unless withdrawn by the requestors.

C. Conduct of Meetings

At the meetings of the Board, matters pertaining to the business of the MPO shall be considered in accordance with rules of procedure as from time to time prescribed by the Board. Robert's Rules of Order, Revised will apply to all meetings unless otherwise determined by the Board.

ARTICLE VI

COMMITTEES OF THE BOARD

A. Executive Committee
The Executive Committee will be comprised of nine (9) Transportation Policy Board members. The Chair, Chair Elect and First Vice-Chair of the Transportation Policy Board will also serve as the Chair, Chair Elect and First Vice-Chair of the Executive Committee. Seven (7) other members will be recommended by the Chair and appointed by the Transportation Policy Board. The Executive Committee shall be comprised as follows: City of San Antonio (COSA constituency) (2), Bexar County (Urban County/Suburban Cities constituency) (21), Texas Department of Transportation (1), Elected Bexar County area suburban city representative (Urban County/Suburban Cities constituency) (1), VIA Metropolitan Transit (1), Comal County geographic area representative (Rural Counties/Rural Cities constituency) (1), and Guadalupe County geographic area representative (Rural Counties/Rural Cities constituency) (1). In addition to the members above, the Past Chair shall serve as a member of the Executive Committee. If Past Chair is no longer an elected official, he/she will serve as an ex officio nonvoting member and not count toward a quorum of the Executive Committee. If the Chair, Chair Elect, or First Vice-Chair is a representative from the Executive committee makeup, their position shall be included in the membership of nine (9). If the Chair of Vice-Chair is an elected official from an entity not part of the Executive committee makeup, the Executive Committee shall be increased to ten (10). If a member of the Executive Committee is unable to attend an Executive Committee meeting, they may designate an alternate to attend such meeting. The designated representative must be a member of the Transportation Policy Board and represent the same entity of the Executive committee member. Such alternate designation must be communicated to the MPO Director at least twenty-four (24) hours before the meeting.

The Executive Committee reports and makes recommendations to the Transportation Policy Board. In discharging its responsibilities from the Board, the Executive Committee shall:

1. Annually review and recommend to the Board any necessary modifications to the Board’s governance guidelines and Bylaws to ensure consistency with applicable rules regulations and reflect the evolving nature of the MPO.

2. Annually review the Board’s committee structure and recommend to the Board any changes that may be required to accommodate a changing environment.

3. Establish the MPO Director’s performance objectives for approval by the Board.

4. Ensure that the annual performance appraisal of the MPO Director is completed in a timely manner and that the criteria of the appraisal are consistent and aligned with the objectives that have been approved by the Board.

5. Assist and advise the MPO Director with certain critical issues, external communications and matters of a strategic and/or tactical
nature while always being mindful that some of these matters may require full Board authorization.

6. Assist and advise the MPO staff with the development of the annual budget and any other pertinent financial issues.

6. Recommend to the Transportation Policy Board, the approval based on the formal procurement for, the appointment and retention, of the external audit firm and firm for legal services.

B. Nominating Committee

The Board Chairman shall appoint the three (3) member Nominating Committee. The Nominating Committee will consist of three elected officials who are Board members and have no interest in becoming Chair or Vice Chair for the term being considered. The Committee is to provide a recommended slate of officers for the positions of Chairman and Vice Chairman, biennial election of officers. The Nominating Committee shall ask all members of the Board for recommendations for the slate of Officers. The Chairman of the Nominating Committee shall be the presiding officer over the election process during the Board Meeting. During the election process, in addition to the recommended slate of officers, the Board may make nominations from the floor to ensure every elected official is given the opportunity to be considered for office.

Elections of Chair and Vice Chair will occur in June of every odd year.

The Executive Committee shall serve as the Nominating Committee. The Committee is to provide a recommendation to the Transportation Policy Board for the positions of Chair, Chair Elect and First Vice-Chair. The Nominating committee is tasked with confirming that the current Chair Elect and First Vice-Chair should move up to the office of Chair and Chair Elect and select a First Vice-Chair from the constituency next to serve. The Committee shall ask all elected members from that constituency on whether they are interested in serving as First Vice-Chair. Any member of the Committee who is interested in serving as First Vice-Chair or being considered for an Officer position, must recuse themselves from the deliberation and vote. During the election process, in addition to the recommended Officers, the Board may make nominations from the floor to ensure every elected official from that constituency is given the opportunity to be considered for the position of Chair, Chair Elect and First Vice-Chair.

If the Committee is not going to confirm the current Chair Elect and/or First Vice-Chair to the position of Chair and Chair Elect, the Committee must select from the same constituency of the current Chair Elect and/or First Vice-Chair. Any member of the Executive Committee who is interested in serving as Chair Elect and/or First Vice-Chair, must recuse themselves from the deliberation and vote. Election of Officers will occur in June of every odd year.

C. Other Committees

The Board Chair or Executive Committee may appoint Committees on an as needed basis to advise the Board on the activities of the MPO. Such Committees may include voting, non-voting Board members as well as members from the communities. Upon the satisfactory
completion of the tasking, the Committee may be disbanded by the Board Chair or Executive Committee.

ARTICLE VII
ADVISORY COMMITTEES

A. General

The Transportation Policy Board may appoint, as needed, Advisory Committees to advise the Board on the activities of the MPO. Such Committees may include Transportation Policy Board members and non-Board members. All Advisory Committees of the Board and subcommittees of Advisory Committees will be required to comply with the Texas Open Meetings Act. The Transportation Policy Board also has the discretion to eliminate, consolidate or create any Advisory Committee that it deems appropriate. Advisory Committees may also be established from time-to-time by the Chairman of the Board as necessary to conduct special, one-time investigations and/or special activity and reports. Upon the satisfactory completion of the tasking, the Chairman of the Board will disband the Advisory Committee.

B. Technical Advisory Committee

The role of the Technical Advisory Committee (TAC) is to provide technical advice to the Transportation Policy Board on elements of the transportation planning process. At a minimum, the TAC provides technical review and recommendation 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. The TAC will have the authority subject to the policies and by-laws of the Transportation Policy Board to create and oversee sub-committees. The TAC will adopt a policy that outlines its goals, membership, procedures and the creation of sub-committees. The TAC policy will be approved by the Transportation Policy Board. A member of the Transportation Policy Board may not serve simultaneously on the TAC. Alternate Board members may serve on the TAC.

ARTICLE VIII
GENERAL ORGANIZATION OF THE METROPOLITAN PLANNING ORGANIZATION

A. Metropolitan Planning Organization (MPO) Director

A Director acceptable to the Policy Board will be appointed by the Board to work in close cooperation with representatives of various governments and agencies within the Study area. The Director’s principal responsibilities will be as follows:

1. Arrange for meetings of the Policy Board and any other subcommittee or task force created by the Policy Board.
2. Maintain the records, meeting minutes, library, and other documents or correspondence associated with the functions of the Policy Board.
3. Maintain liaison and act in an advisory capacity to the Policy Board.
4. Coordinate and maintain liaison between the cities, counties, state, transit operators and other governmental agencies in the continuing transportation planning process.
5. Coordinate and develop the Unified Planning Work Program, the Metropolitan Transportation Plan, and the Transportation Improvement Program in cooperation with participating agencies.
6. Report to the Policy Board on the status of the transportation planning process and recommend special studies, revisions to the Metropolitan Transportation Plan, the Transportation Improvement Program, or the Unified Planning Work Program.
7. Assemble and maintain an adequate, competent staff to perform all appropriate MPO activities as required by law.

B. Authorizations

Based on action taken by the Transportation Policy Board on consultant contract issues, the MPO Director is authorized to execute, sign, and enter into any and all agreements on behalf of the MPO which are necessary to carry out the transportation planning process as delineated in the latest approved Unified Planning Work Program.

ARTICLE IX
AMENDMENTS

These Bylaws may be amended by a two-thirds majority vote of the Transportation Policy Board or their designated alternates in attendance at any duly called meeting wherein an official quorum is present provided, however, that any such proposed amendments are fully set out in writing and furnished to each voting member ten (10) days in advance of the meeting where action is to be taken.

ARTICLE IX

EFFECTIVE DATE

These Bylaws shall become effective upon the adoption of the Board.
8. Discussion and Appropriate Action on the position of First Vice Chair

Purpose

The purpose of this agenda item, should agenda item 7 pass, is to take action on the new MPO First Vice Chair Transportation Policy Board position.

Issue

In accordance with the MPO’s bylaws Article IV Election of Officers, Duties of Chair, Chair Elect and First Vice Chair and Terms of Office of the Transportation Policy Board, the First Vice Chair position should be filled.

The slot will be filled by an elected official from the City of San Antonio constituency. The officer will be elected by a majority of TPB members present at the meeting.

At their meeting on June 8, 2020 the Executive Committee recommended San Antonio City Councilwoman Melissa Cabello Havrda serve in the position of First Vice Chair.

Action Requested

A motion to elect the First Vice Chair position from the City of San Antonio constituency.
9. Discussion and Appropriate Action on the Upcoming Call for Projects

Purpose

The purpose of this agenda item is to receive an update on the Call for Projects as a component of 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 Call for Projects process and schedule are being developed by MPO staff and a multi-agency work group. The process is expected to generally follow that for previous project calls.

Additionally, MPO staff has reviewed the project scoring processes from Austin (CAMPO), Houston-Galveston (HGAC), Dallas-Fort Worth (NCTCOG) and Kansas City (MARC) to potentially update the MPO’s project scoring criteria.

The presentation is attached. Updated information will be presented at your August meeting with action scheduled for September 2020.

Action Requested

For information and discussion only. No action is being requested.
Upcoming Call for Projects
for the FY 2023 – 2026 TIP

Transportation Policy Board Meeting
June 22, 2020

AAMPO
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 (CMAQ)
- Category 7 – Surface Transportation Block Grant (STBG)
- Category 9 – Transportation Alternatives (TA)
- Category 11 – District Discretionary
- Category 12 – Strategic Priority
- Transit project funding
Call for Projects: Overview

- 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 federally “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
Call for Projects: Overview

• Congestion Mitigation & Air Quality
  – Bexar County projects only
  – focus on emissions benefits

• Surface Transportation Block Grant
  – most flexible of the funding sources

• Transportation Alternatives
  – bicycle and pedestrian projects only
  – projects must be in areas open to the public

<table>
<thead>
<tr>
<th>Project Types</th>
<th>CMAQ (Bexar only)</th>
<th>STBG</th>
<th>TA</th>
</tr>
</thead>
<tbody>
<tr>
<td>Bicycle/Pedestrian</td>
<td>☑</td>
<td>☑</td>
<td>☑</td>
</tr>
<tr>
<td>Add travel lanes</td>
<td></td>
<td>☑</td>
<td></td>
</tr>
<tr>
<td>Operational</td>
<td>☑</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Transit</td>
<td>☑</td>
<td>☑</td>
<td></td>
</tr>
<tr>
<td>Planning Studies</td>
<td></td>
<td></td>
<td>☑</td>
</tr>
</tbody>
</table>
## 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></td>
<td>$21.35 M</td>
<td>$3.18 M</td>
<td>$24.53 M</td>
</tr>
<tr>
<td>2024</td>
<td></td>
<td>$21.66 M</td>
<td>$3.18 M</td>
<td>$24.84 M</td>
</tr>
<tr>
<td>2025</td>
<td>$21.96 M</td>
<td></td>
<td>$3.18 M</td>
<td>$39.31 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 in Bexar County.
A review of the MPO’s project scoring process is underway

Other MPO scoring processes are being reviewed
  - Austin (Capital Area MPO)
  - Houston/Galveston (HGAC)
  - Dallas/Fort Worth (NCTCOG)
  - Kansas City (MARC)

Preliminary comparisons were presented at a multiagency work group meeting on June 1st

The MPO will bring forward project scoring recommendations over the next few months
<table>
<thead>
<tr>
<th>Evaluation Category</th>
<th>Evaluation Criteria</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>System Performance</strong></td>
<td><strong>NOT</strong></td>
</tr>
<tr>
<td>Improves Reliability (LOTT, Trucks)</td>
<td>Y</td>
</tr>
<tr>
<td>Enhances Freight Movement</td>
<td>Y</td>
</tr>
<tr>
<td>Increases Transit Ridership</td>
<td>Y</td>
</tr>
<tr>
<td>Addresses High Travel Demand</td>
<td>Y</td>
</tr>
<tr>
<td>Addresses Regional Performance Measures</td>
<td>Y</td>
</tr>
<tr>
<td>Increases Level of Service (Highway, Transit)</td>
<td>Y</td>
</tr>
<tr>
<td>Reduces Congestion</td>
<td>Y</td>
</tr>
<tr>
<td>Reduces Parallel VMT</td>
<td>Y</td>
</tr>
<tr>
<td>Utilizes CMP/CMS</td>
<td>Y</td>
</tr>
<tr>
<td><strong>Project &amp; Fiscal Readiness</strong></td>
<td><strong>NOT</strong></td>
</tr>
<tr>
<td>Dedicated Construction Funding</td>
<td>Y</td>
</tr>
<tr>
<td>Planning Readiness</td>
<td>Y</td>
</tr>
<tr>
<td>Construction Cost</td>
<td></td>
</tr>
<tr>
<td>Construction Readiness</td>
<td>Y</td>
</tr>
<tr>
<td>Construction Status</td>
<td>Y</td>
</tr>
<tr>
<td>Cost Overmatch (&gt;20%)</td>
<td>Y</td>
</tr>
<tr>
<td>Identified dedicated O&amp;M Funding</td>
<td>Y</td>
</tr>
<tr>
<td>Local Contribution</td>
<td>Y</td>
</tr>
<tr>
<td>Past Successful Completion of MPO Funded Project</td>
<td>Y</td>
</tr>
<tr>
<td><strong>Intermodal &amp; Connectivity</strong></td>
<td><strong>NOT</strong></td>
</tr>
<tr>
<td>Enhances Intermodal Connectivity</td>
<td>Y</td>
</tr>
<tr>
<td>Includes Transit Elements</td>
<td>Y</td>
</tr>
<tr>
<td>Supports Economic Development</td>
<td>Y</td>
</tr>
<tr>
<td>Enhances Land Use Connectivity</td>
<td></td>
</tr>
<tr>
<td>Promotes Freight Movement</td>
<td>Y</td>
</tr>
<tr>
<td>Supports Economic Development Planning</td>
<td></td>
</tr>
<tr>
<td>Promotes Active Transportation</td>
<td>Y</td>
</tr>
<tr>
<td>Promotes Environmental Sustainability</td>
<td>Y</td>
</tr>
<tr>
<td>Supports Environmental Justice (EJ Objectives)</td>
<td>Y</td>
</tr>
<tr>
<td>Addresses High Crash Rate</td>
<td>Y</td>
</tr>
<tr>
<td>Promotes Air Quality</td>
<td>Y</td>
</tr>
<tr>
<td>Promotes Safety Factors</td>
<td>Y</td>
</tr>
<tr>
<td>Bike and Pedestrian Component Costs</td>
<td></td>
</tr>
<tr>
<td>Includes Hazard Mitigations Factors</td>
<td></td>
</tr>
<tr>
<td>Known Drainage and Utility Issues</td>
<td></td>
</tr>
<tr>
<td>Known Environmental Issues</td>
<td>Y</td>
</tr>
</tbody>
</table>

Note: this is an excerpt of the project scoring comparison and analysis spreadsheet
<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 agency 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>
Immediate 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
10. **Monthly Status Reports**

**Purpose**

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

**Issue**

Reports will be presented as follows:

a. Alamo Regional Mobility Authority/Bexar County (Green)

b. Air Quality Issues (Rath)

c. City of San Antonio (Hosseini)

d. San Antonio Mobility Coalition (Boyer)

e. Texas Department of Transportation (Jorge)

f. VIA Metropolitan Transit (Arndt)

g. Others

**Action Requested**

For information, discussion and action as necessary.
Air Quality and Regional Planning Efforts in the San Antonio-New Braunfels MSA

Volkswagen Settlement Updates

The Texas Commission on Environmental Quality (TCEQ) continues to accept applications for two Texas Volkswagen Environmental Mitigation Program (TxVEMP) grants: one to replace or repower class 7 and 8 refuse vehicles and one to replace or repower class 4-8 local freight and port drayage trucks. Up to 80% of the replacement cost will be reimbursed to government applicants, and up to 50% for private sector applicants, depending on the age of the vehicle being replaced. For more information on other active state grants, see Table 1.

<table>
<thead>
<tr>
<th>Program</th>
<th>Description</th>
<th>Deadline*</th>
</tr>
</thead>
<tbody>
<tr>
<td>Light Duty Purchase and Lease Incentive Program (LDPLIP)</td>
<td>Up to $2,500 for (PH)EVs &amp; H2, $5,000 for CNG &amp; Propane; FCFS; statewide</td>
<td>Jan. 7, 2021</td>
</tr>
<tr>
<td>Texas Natural Gas Vehicle Grant Program (TNGVGP)</td>
<td>Up to 90% of eligible costs; CTZ** only; FCFS; Gas or Diesel → CNG, LNG, or Propane</td>
<td>Feb. 26, 2021</td>
</tr>
<tr>
<td>Seaport &amp; Rail Yard Emissions Reduction Program (SPRY)</td>
<td>SA Intermodal Facility use &gt; 200 days/year; FCFS; up to 80% eligible costs; drayage &amp; cargo</td>
<td>Feb. 12, 2021</td>
</tr>
<tr>
<td>Texas Clean Fleet Program</td>
<td>Fleets of 75+; competitive awards; 10+ vehicles per application; CTZ** only; heavy- and light-duty</td>
<td>Jun. 30, 2020</td>
</tr>
<tr>
<td>Refuse Vehicle Replacement/ Repower (TxVEMP)</td>
<td>Up to 80% for governments, 50% for private; FCFS; 1992-2009 model year, GVWR &gt; 26,001</td>
<td>Oct. 8, 2020</td>
</tr>
<tr>
<td>Class 4-8 Freight &amp; Port Drayage Replacement/ Repower (TxVEMP)</td>
<td>Up to 80% for governments, 50% for private; FCFS; 1992-2009 model year, GVWR &gt; 14,001</td>
<td>Jan. 27, 2021</td>
</tr>
</tbody>
</table>

* Or earlier, depending on availability of funds; Date reflects TCEQ's receipt of application

** Clean Transportation Zone (Atascosa, Bexar, Comal, Frio, Guadalupe, Karnes, Medina, McMullen, & Wilson)

Rider 7 Air Quality Planning Update

There are three active Requests for Proposals (RFP) related to air quality monitoring activities, which were released on May 26. One is for surface pollutant monitoring, another is for a radar wind profiler and SODAR which will measure upper air meteorological conditions, and one is for aircraft sampling. The deadline for proposal submittal is June 26.

San Antonio – New Braunfels MSA Ozone Status

Bexar County continues to violate the 2015 ozone NAAQS, with a 2019 design value of 73 ppb (Table 2). Two regulatory monitors in Bexar County continue to show violations of the 2015 ozone NAAQS through the 2019 ozone season: CAMS 23 at Marshall High School and CAMS 58 at Camp Bullis. The three-year average trend from 2010-2018 at each regulatory monitor is shown in Figure 1. There has been a generally downward trend in the three-year average at each regulatory monitor since 2013.
Table 2: Fourth Highest Eight-Hour Average Ozone Measurements, Three-Year Averages, and Design Value (in Blue) at Regulatory Monitors, 2017-2019

<table>
<thead>
<tr>
<th>Monitor Site</th>
<th>Fourth Highest 8-Hour Average O$_3$ Measurement, ppb</th>
<th>Three-Year Average</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>2017</td>
<td>2018</td>
</tr>
<tr>
<td>San Antonio NW C23</td>
<td>73</td>
<td>72</td>
</tr>
<tr>
<td>Camp Bullis C58</td>
<td>72</td>
<td>73</td>
</tr>
<tr>
<td>Calaveras Lake C59</td>
<td>65</td>
<td>71</td>
</tr>
</tbody>
</table>

The 2020 ozone season began on March 1. This will be the last complete year of data that will be used to calculate the design value for the September 24, 2021 attainment deadline, when Bexar County may face a reclassification from marginal to moderate nonattainment. Table 3 shows the maximum allowable fourth-highest ozone reading for each regulatory monitor to attain the NAAQS in 2020.

Table 3: 2020 Maximum Allowable Fourth-Highest Eight-Hour Ozone for Each Regulatory Monitor

<table>
<thead>
<tr>
<th>Monitor Site</th>
<th>4th Highest Reading, ppb</th>
<th>2020 Maximum Allowable 4th-Highest to Attain 70 ppb Standard</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>2018</td>
<td>2019*</td>
</tr>
<tr>
<td>San Antonio NW C23</td>
<td>72</td>
<td>75</td>
</tr>
<tr>
<td>Camp Bullis C58</td>
<td>73</td>
<td>69</td>
</tr>
<tr>
<td>Calaveras Lake C59</td>
<td>71</td>
<td>63</td>
</tr>
</tbody>
</table>

Figure 1: Three-Year Average Trend at San Antonio Regulatory Monitors, 2010-2019

So far this ozone season, there have been 27 moderate ozone days (days > 54 ppb) and two days > 70 ppb at Bexar County regulatory monitors. An average March experiences between five and six moderate ozone days, but days over 70 ppb are rare. March 2020 was below average, with only two moderate ozone days. However, April was above average, with eleven moderate
days compared to the average ten, and two days over 70 ppb compared to one in an average April. This is in spite of a marked decrease in onroad emissions due to the Stay Home, Work Safe ordinance in response to the COVID-19 pandemic. An in-depth look at San Antonio’s air quality during the COVID-19 pandemic will be provided at AACOG’s Air Quality Committee meeting this Wednesday, June 26 at 9:00 a.m.

May also had an above average number of moderate days with 14 (average is 11), but no days over 70 ppb (average is two). So far in June, there have been two moderate ozone days and no days over 70 ppb. The four highest 8-hour average ozone concentrations for each regulatory monitor in Bexar County for 2020 are shown in Table 4. Currently, the fourth highest ozone at each regulatory monitor is within the “Maximum Allowable 4th-Highest to Attain 70 ppb Standard” from Table 3.

<table>
<thead>
<tr>
<th>Monitor Site</th>
<th>Date</th>
<th>PPB</th>
<th>Date</th>
<th>PPB</th>
<th>Date</th>
<th>PPB</th>
<th>Date</th>
<th>PPB</th>
</tr>
</thead>
<tbody>
<tr>
<td>Camp Bullis C58</td>
<td>4/30/2020</td>
<td>81</td>
<td>4/20/2020</td>
<td>72</td>
<td>5/18/2020</td>
<td>70</td>
<td>5/1/2020</td>
<td>70</td>
</tr>
</tbody>
</table>

* As of June 9, 2020; Ozone data validated through March 2020

Figure 2 shows the seasonal distribution of elevated ozone days using data from 2010-2019. There are two clear peaks during the ozone season where the frequency of elevated ozone days increases sharply. The first of these peaks is in the spring, generally from April to early June, and the second peak is in the fall from August to early October. Historically, the fall peak has been more severe than the spring peak, with a higher frequency of days > 70 ppb recorded, although the last two years have been an exception. We are currently in the seasonal period where ozone levels are at their lowest. By mid-August, the frequency of high ozone days typically increases sharply.
Figure 2: Ozone Exceedances of Selected Thresholds at Regulatory Monitors by Semi-Monthly Period, 2010-2019
11. **Executive Session - Pursuant to Chapter 551, Subchapter D, Texas Government Code**

At any time during the meeting of the MPO Transportation Policy Board, the Board reserves the right to adjourn into executive Session at any time to discuss any of the matters listed on the posted agenda, as authorized by Texas Government Code Section 551.071 (consultation with attorney), Section 551.072 (deliberations about real property), Section 551.074 (personnel matters), and Section 551.086 (economic development).

12. **Adjourn**