Public Participation Process Description

The MPO’s Transportation Policy Board made a local determination of transportation conformity on June 27, 2022. Exhibit 12.16-1 demonstrates that the MPO met requirements under its Public Participation Plan for TIP/MTP Development and Adoption and the corresponding local approval for Transportation Conformity. Copies of responses to all public comments received as part of the transportation conformity process and analysis are included below. A matrix is included for the TIP and MTP public comment period, which began on April 20, 2022, and the Transportation Conformity Document public comment period, which began on May 18, 2022. Both comment periods closed on June 27, 2022 with the formal adoption of all three documents by the Transportation Policy Board.

Exhibit 12.16-1: Approval process defined by AAMPO’s Public Participation Process

<table>
<thead>
<tr>
<th>Two-Step Approval Process</th>
<th>One-Step Approval Process</th>
<th>Expedited One-Step Process w/ 75% Board Vote for public hearing</th>
<th>30 Day Comment Period</th>
<th>45 Day Comment Period</th>
<th>Partner Agency Coordination</th>
<th>News release</th>
<th>Newspaper Ads</th>
<th>Social media</th>
<th>E-newsletter</th>
<th>Public Meeting</th>
<th>Neighborhood presentations</th>
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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>
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<td>★</td>
</tr>
<tr>
<td>Routine amendments to the TIP/MTP occurring between annual updates</td>
<td>★</td>
<td>★</td>
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</tr>
<tr>
<td>Transportation Conformity</td>
<td>★</td>
<td>★</td>
<td>★</td>
<td>★</td>
<td>★</td>
<td>★</td>
<td>★</td>
<td>★</td>
<td>★</td>
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<td>★</td>
</tr>
<tr>
<td>Adoption of the Unified Planning Work Program</td>
<td>★</td>
<td>★</td>
<td></td>
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<tr>
<td>Amendments to the Unified Planning Work Program</td>
<td></td>
<td>★</td>
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<tr>
<td>Public Participation Plan</td>
<td>★</td>
<td>★</td>
<td>★</td>
<td>★</td>
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<td>★</td>
<td>★</td>
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<tr>
<td>Consultant Contract Award</td>
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<tr>
<td>Performance Measures and Targets</td>
<td></td>
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</tr>
</tbody>
</table>
View AAMPO’s documents and provide comments on Mobility 2050 (MTP 2050), the Transportation Improvement Program (TIP) and the Transportation Conformity Document. Participate virtually or attend a public meeting.

AAMPO’S FEDERALLY REQUIRED DOCUMENTS

- Mobility 2050 | AAMPO’s long-range planning document
- FY 2023-2026 Transportation Improvement Program (TIP) | AAMPO’s four-year program for federally funded local projects
- 2023 Transportation Conformity Document | AAMPO’s required documentation of air quality impacts for projects in Bexar County

PRESENTATION @ 6:00 PM
ALL MEETINGS SIMILAR IN CONTENT AND FORMAT

BEXAR COUNTY
TUESDAY, APRIL 12, 2022
WEDNESDAY, MAY 18, 2022
VIA Metro Center/Community Room
1021 San Pedro Avenue
San Antonio, TX  78212

GUADALUPE COUNTY
WEDNESDAY, APRIL 20, 2022
Seguin Public Library
313 West Nolte Street
Seguin, TX  78155

COMAL COUNTY
THURSDAY, APRIL 28, 2022
New Braunfels Civic/Convention Center
375 South Castell Avenue
New Braunfels, TX  78130

KENDALL COUNTY
MONDAY, MAY 2, 2022
Kronkosky Place
17 Old San Antonio Road
Boerne, TX  78006

Participate online from April 20 – May 20, 2022 at www.alamoareampo.org/yourmove.
Alamo Area MPO @AlamoAreaMPO
We are seeking your input on federally required documents. Participate online or join us at our next in-person meeting in New Braunfels, TX. alamoareampo.org/yourmove pic.twitter.com/MHDFMUUTnk

Figure 1: Twitter post

Alamo Area Metropolitan Planning Organization
Apr 27, 2022 · 🌐
We are seeking your input. Ensure that your transportation priorities are on the long range plan. Participate in person or online.
www.alamoareampo.org/yourmove

Figure 2: Facebook post
Join us at a public meeting to learn about transportation project impacts on the region’s future air quality. Public comments on the 2023 Draft Transportation Conformity Document will be accepted through Dec. 1, 2022.

All the info here: https://bit.ly/3DN0uDf

AAMPO’s updated 2023 Draft Transportation Conformity Document is available for public comment. Projects in the MTP and TIP must follow federally-mandated regional air quality goals. The public comment period closes 12/1/22.

https://bit.ly/3DN0uDf
1) Welcome and Introductions
2) Presentation – Mobility 2050 Overview
3) Questions and Answers
4) Open House

Submit your Comments
**AAMPO Study Area**

**Population Increases:**

- **Bexar**
  - 2020: 2,093,502
  - 2050: 3,553,060
  - % Increase: 60%

- **Comal**
  - 2020: 143,330
  - 2050: 389,584
  - % Increase: 164%

- **Kendall**
  - 2020: 46,278
  - 2050: 137,844
  - % Increase: 198%

- **Guadalupe**
  - 2020: 170,266
  - 2050: 351,776
  - % Increase: 107%

**2020**

- Population: 2,453,376
- Lane miles: 12,000
- Miles traveled daily: 67 million

**2050**

- Population: 4,232,264
- Lane miles: 13,000
- Miles traveled daily: 116 million
AAMPO Organization

TPB MEMBERS
- Establish policies and make decisions
- Represent local constituents

TAC | ATAC MEMBERS
- Provide recommendations to TPB
- Represent local agencies and stakeholders

MPO STAFF
- Implement and coordinate plans and programs
- Support TPB, TAC & ATAC

CONTINUOUS
Ongoing planning to address short and long-term needs

COMPREHENSIVE
Encompassing all transportation modes

COOPERATIVE
No single agency is responsible for the entire system
AAMPO Plans, Programs, and Documents

- **Unified Planning Work Program (UPWP):** AAMPO staff budget and smaller regional planning studies over a two year timeframe (FY 2022-2023 UPWP)

- **Transportation Improvement Program (TIP):** Funded transportation projects within a four year timeframe (FY 2023-2026)

- **Metropolitan Transportation Plan (MTP):** Future goals, strategies and transportation projects for 20+ years; MTP horizon year is 2050

- **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. Required for Bexar County Projects Only (2023)
A roadmap for addressing the region’s transportation needs over the next 20+ years

- Federal Requirement
- All Modes of Transportation
- Financially Constrained
- Updated Every 4 Years
Mobility 2050 Vision

The 2050 Metropolitan Transportation Plan will meet the growing needs of residents, visitors, and commerce by:

- Focusing on the development of a transportation system that is easy to navigate;
- Advancing alternative modes of transportation;
- Increasing equitable accessibility for all users;
- Fostering appropriate land use patterns prioritizing public safety for all forms of transportation;
- Mitigating the region's environmental air quality issues; and
- Ensuring impacts to the natural environment are minimized.
Improve and enhance the regional transportation system by **encouraging innovative partnerships**, exploring **emerging transportation technologies**, and being stewards for the **effective and efficient use of existing and future funding sources**.

**Invest in the existing transportation system** and **preserve right of way** for future system improvements.

**Increase the efficiency and reliability** of the transportation system, **encourage alternative modes** of transportation and **transit** to reduce the use of single occupancy vehicles, and **continue to manage traffic congestion**.

**Enhance the quality of life** for all communities in the region by **celebrating the unique aspects of each community’s culture**, promoting healthy communities, and encouraging the use of context sensitive solutions.

**Maintain a focus on safety**, especially for the **most vulnerable users**, to reduce the number of fatalities and serious injuries.

**Foster the region’s competitive advantage** by continuing to develop a regional transportation system that **promotes economic development**, fosters **financial sustainability**, and encourages the **highest return on financial investments**.

**Increase the involvement and participation** of communities, agencies, organizations and the general public in the transportation planning process.
AAMPO MOBILITY 2050 PLAN OVERVIEW

ALAMO AREA TODAY
- Growth and Land Use
- Performance Measures
- Recent Achievements
- Bexar County Air Quality and Nonattainment

FUTURE OF TRANSPORTATION
- Infrastructure Investment and Jobs Act (IIJA)
- Public Involvement
- Title IV, Environmental Justice, and Equity
- Planning for Growth
- Multimodal Forecast
- Future Demand and Strategies
- Emerging Technologies
- Safety, Security, and Resiliency
- Environment and Air Quality

FUNDING FORECAST
- Fiscal Constraints
- Funding Sources

PROJECT/PROGRAM LISTS
- Metropolitan Transportation Plan 2050
- Transportation Improvement Program FY 2023-2026
- Unfunded Project List
The Alamo Area Today &
The Future of Transportation
## 2019-2021 Studies and Programs

<table>
<thead>
<tr>
<th>Studies</th>
<th>Programs</th>
</tr>
</thead>
<tbody>
<tr>
<td>• Capital-Alamo Connection Study</td>
<td>• Alamo Commutes</td>
</tr>
<tr>
<td>• Fort Worth to Laredo High-Speed Transportation Study</td>
<td>• Street Skills</td>
</tr>
<tr>
<td>• New Braunfels Transit Study</td>
<td>• Safe Routes to Schools</td>
</tr>
<tr>
<td>• Subregional Planning Study</td>
<td>• National Bike Month</td>
</tr>
<tr>
<td></td>
<td>• Walkable Community Workshop Program</td>
</tr>
<tr>
<td></td>
<td>• Bike Rodeos and Safety Talks</td>
</tr>
</tbody>
</table>
### Public Transportation

- VIA Primo Zarzamora, Route 103
- VIA Brooks Transit Center
- VIA Primo Military, Route 102
- VIA Link NE and NW Zones
- AACOG ART Connect Seguin
- AACOG ART Cowboy Connect

### Roadway**

- Loop 1604: I-10 to US 281
- Loop 410: Ingram Road to US 90
- I-10: Loop 1604 to Graytown Road
- I-35: Loop 410 to Bexar/Guadalupe County Line
- I-10 Connectivity Improvements: North Creek Road to US 87

**Completed, construction underway, or beginning soon
FY 23-26 TIP

- 38 Added Capacity Projects
- 26 Transportation Systems Management & Operations (TSMO) Projects
  - Operational Improvements
  - Alamo Commutes Rideshare
  - Intelligent Transport System (ITS)
  - Transportation Demand Management (TDM) Program
  - Safety Service Patrol
- 1 Bridge Project

MTP 2027-2050

- 29 Added Capacity Projects
- 16 TSMO Projects
  - Operational Improvements
  - Interchange Improvements
  - TDM Program
  - Safety Service Patrol
**Current Efforts**

- TxDOT-Led Efforts/AAMPO Participating
  - Advancing National Multimodal Freight Network Goals and Objectives
- Bexar County Grade Separation Feasibility Study – Rittiman and Walzem
- Truck Parking Study
- Texas Freight Network Technology and Operations Plan

**Future Efforts**

- AAMPO Regional Freight Study
  - Advancing National Multimodal Freight Network Goals and Objectives
  - Current and projected trends
  - Build off existing state and local plans
  - Inventory and needs analysis
  - Policy and program recommendations
  - Freight performance measures
  - Propose capital improvements and cost estimates
  - Leverage critical freight corridors, truck lane restrictions, and National Highway Intermodal Connectors
Alamo Area Active Transportation and Transit

FY 23-26 TIP

- 21 Bicycle/Pedestrian Projects
  - Complete Streets
  - Bicycle/Pedestrian Bridge
  - Cycle Track
  - Shared Use Path/Bridge
  - Trails
- 6 Transit
  - Expanded Service
  - Replace Diesel with CNG Fleet

MTP 2027-2050

- 1 Bicycle/Pedestrian Project
  - Complete Streets
- 4 Transit
  - Replace Diesel with CNG Fleet
  - Transit Station – New Braunfels
  - Transit Station – Seguin
  - Transit Station - Boerne
# Emerging Technologies

## AAMPO Planning Efforts

- Incorporate best practices in planning for connected/autonomous vehicles
- Stay involved with local, state, and federal efforts to explore the potential impacts of C/AV technology
- Work to develop policies around transformative technologies
- Seek funding opportunities to implement innovative technologies

## Emerging Technologies

<table>
<thead>
<tr>
<th>Existing</th>
<th>Anticipated</th>
</tr>
</thead>
<tbody>
<tr>
<td>• Electric vehicles (60,500 registered in TX as of June 2021*)</td>
<td>• Autonomous and Connected Vehicles (passenger, transit, and freight vehicles*)</td>
</tr>
<tr>
<td>• 5G, or the fifth generation of cellular mobile communications</td>
<td>• Freight truck parking applications*</td>
</tr>
<tr>
<td>• Increasingly smarter handheld devices/phones</td>
<td>• Freight shuttle systems*</td>
</tr>
<tr>
<td>• Collision warning systems</td>
<td>• Autonomous robotic delivery services*</td>
</tr>
<tr>
<td>• Expanded traveler information systems</td>
<td>• Enhanced traffic signal control technology</td>
</tr>
<tr>
<td>• More mobility/navigations apps</td>
<td>• Increases in rideshare and car sharing</td>
</tr>
<tr>
<td>• Smart cards and cash app payment systems</td>
<td>• Low cost, same and next day drone delivery*</td>
</tr>
</tbody>
</table>

Items listed with an asterisk (*) were conference topics at TxDOT’s annual Transportation Forum held in February 2022.

April – May 2022

www.AlamoAreaMPO.org
Transportation Conformity and Air Quality
TRANSPORTATION CONFORMITY

- Transportation Conformity evaluates future transportation projects to ensure they cause no further harm to air quality.

- Federal regulations give the MPO primary responsibility for demonstrating Transportation Conformity.

- Requires significant interagency consultation with the:
  - Environmental Protection Agency (EPA)
  - Federal Highway Administration (FHWA)
  - Federal Transit Administration (FTA)
  - Texas Department of Transportation (TxDOT)
  - Texas Commission on Environmental Quality (TCEQ)
  - MPO, VIA, AACOG, local governments and the general public.
Transportation Conformity Process

- Finalize TIP and MTP project lists: focus on added capacity, reduced capacity, operational projects and high capacity transit
- Develop 2025, 2035, 2045, and 2050 Travel Demand Model (TDM) networks
- Run Travel Demand Model for years 2025, 2035, 2045, and 2050
- Send outputs to Texas A&M Transportation Institute for emissions modeling
- Did we pass Transportation Conformity?
• Two meetings held with interagency consultative partners
• Network milestone years developed
  – 2020 (baseline, complete), 2025, 2035, 2045, and 2050
• Vehicle emissions model is anticipated for approval by the end of the year
Air Quality Nonattainment – Bexar County

2020 Ozone Season Weekday Anthropogenic VOC and NOx Emissions for the San Antonio-New Braunfels MSA

<table>
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<tr>
<th>Source Type</th>
<th>VOC (tons/weekday)</th>
<th>NOx (tons/weekday)</th>
<th>Tons/Weekday</th>
<th>Percentage</th>
<th>Tons/Weekday</th>
<th>Percentage</th>
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<tbody>
<tr>
<td>On-Road</td>
<td>20.9</td>
<td>33.4</td>
<td>10.9%</td>
<td>27.2%</td>
<td>33.4</td>
<td>27.2%</td>
</tr>
<tr>
<td>Point</td>
<td>9.9</td>
<td>51.7</td>
<td>5.2%</td>
<td>42.1%</td>
<td>51.7</td>
<td>42.1%</td>
</tr>
<tr>
<td>Area</td>
<td>109.1</td>
<td>7.2</td>
<td>56.9%</td>
<td>5.9%</td>
<td>7.2</td>
<td>5.9%</td>
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<tr>
<td>Non-Road</td>
<td>15.7</td>
<td>19.8</td>
<td>8.2%</td>
<td>16.1%</td>
<td>19.8</td>
<td>16.1%</td>
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<tr>
<td>Other (Oil &amp; Gas; Off-Road)</td>
<td>36</td>
<td>10.7</td>
<td>18.8%</td>
<td>8.7%</td>
<td>10.7</td>
<td>8.7%</td>
</tr>
<tr>
<td>Total</td>
<td>191.6</td>
<td>122.8</td>
<td>100.0%</td>
<td>100.0%</td>
<td>122.8</td>
<td>100.0%</td>
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Ozone Trend Line for Bexar County (2000-2020)
Bexar County “Action-Baseline” Results

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<tr>
<th>Year</th>
<th>NO\textsubscript{x}</th>
<th>VOC</th>
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<td>2017</td>
<td>35.38</td>
<td>22.49</td>
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<tr>
<td>2025</td>
<td>14.72</td>
<td>12.41</td>
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<tr>
<td>2035</td>
<td>9.07</td>
<td>8.43</td>
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<tr>
<td>2045</td>
<td>8.73</td>
<td>8.03</td>
</tr>
<tr>
<td>2050</td>
<td>9.31</td>
<td>8.42</td>
</tr>
</tbody>
</table>

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

Source: Texas A&M Transportation Institute analysis using MOVES2014b (May 3, 2022)

NO\textsubscript{x}: Nitrogen Oxides

VOCs: Volatile Organic Compounds
• September 24, 2018: Bexar County was designated marginal nonattainment

• September 2021: Deadline to achieve air quality attainment

• April 13, 2022: US EPA proposes action to reclassify Bexar County from marginal to moderate for nonattainment status.

• May 9, 2022: US EPA virtual public hearing

• April 13 - June 13, 2022: US EPA comment period for proposed action to reclassify nonattainment status. (Potentially extended 60-days to August 12, 2022)

• Fall 2022: Anticipated reclassification to moderate nonattainment
Public Involvement
Phase 1 – TIP Projects and MTP Vision

Metropolitan Transportation Plan (MTP) input

Mobility 2050 Mode Libs Public Exercise

In 2050, transportation will be [adjective], [adjective], and [adjective]. It will be [adjective] to move around.

Adjective Provided by Respondents
Phase 2 – MTP Emerging Technology Survey

The Future of Transportation Survey «Mobility 2050»

- Surveys are available in English & Spanish (online and hard copy)
- Survey feedback is LIVE, just select “Results” tab

2. Which of these technologies could you see yourself using in the future? Select all that apply.

660 responses

- Electric vehicles (EVs): 374 (56.7%)
- Electric bikes (ebikes) (a bicy…): 266 (40.3%)
- Connected cars (cars connecte…): 227 (34.4%)
- Self-driving cars: 254 (38.5%)
- Self-driving shuttles and buses: 210 (31.8%)
- Self-driving ride sharing services: 151 (22.9%)
- Drone delivery (for food or sho…): 337 (51.1%)
- Robot delivery (for food or sho…): 262 (39.7%)
- VIA’s Advanced Rapid Transit (…): 331 (50.2%)
- High speed rail (passenger tra…): 328 (49.7%)
- Hyperloop (high speed transpo…): 205 (31.1%)
- Air taxi: 451 (68.3%)
Phase 3 – Public Meetings

GUADALUPE COUNTY
WEDNESDAY, APRIL 20, 2022
Seguin Public Library
313 W. Nolte Street, Seguin, TX 78155

KENDALL COUNTY
MONDAY, MAY 2, 2022
Kronkosky Place
17 Old San Antonio Road, Boerne, TX 78006

COMAL COUNTY
THURSDAY, APRIL 28, 2022
New Braunfels Civic/Convention Center
375 S. Castell Ave, New Braunfels, TX 78130

BEXAR COUNTY
WEDNESDAY, MAY 18, 2022
VIA Metro Center/Community Room
1021 San Pedro Avenue, San Antonio, TX 78212

PRESENTATION @ 6PM
SIMILAR INFORMATION AT EVERY MEETING

Mobility 2050 Public Involvement Phases

**Phase 1**
(June 2021):
- Top 4 TIP Nominated Projects
- Mobility 2050 Vision and Goals

**Phase 2**
(Fall/Winter 2021):
- Mobility 2050: Future of Transportation Survey

**Phase 3**
- Mobility 2050 Public Meetings and Virtual Engagement
  - 30-day comment period

**Phase 4**
- AAMPO Policy Board
  - Step 1: May 2022
  - Step 2: June 2022
1. Alamo Area Metropolitan Planning Organization (AAMPO)

2. Bexar County Nonattainment

3. Why are we updating the Transportation Conformity Document?

4. Question and Answer Session
Alamo Area MPO

CONTINUOUS
Ongoing planning to address short and long-term needs

COMPREHENSIVE
Encompassing all transportation modes

COOPERATIVE
No single agency is responsible for the entire system

TPB MEMBERS
- Establish policies and make decisions
- Represent local constituents

TAC | ATAC MEMBERS
- Provide recommendations to TPB
- Represent local agencies and stakeholders

MPO STAFF
- Implement and coordinate plans and programs
- Support TPB, TAC & ATAC

www.alamoareampo.org
Transportation Improvement Program (TIP)
Funded transportation projects for next four years; *updated every two years*; Fiscal Year 2023-2026
TIP locally – approved June 27, 2022.

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

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

- **September 24, 2018:** Bexar County originally designated *Marginal* nonattainment.

- **September 24, 2021:** Deadline to achieve air quality attainment (i.e. attainment date).

- **April 13, 2022:** US EPA proposes action to reclassify Bexar County from *Marginal* to *Moderate* nonattainment status.

- **October 7, 2022:** US EPA publishes final rule reclassifying Bexar County to *Moderate* nonattainment, effective November 7, 2022.

- **September 24, 2024:** new attainment date under *Moderate* classification.
Bexar County Design Value (2000-2021)

Source: Texas Commission on Environmental Quality

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

**NAAQS**: National Ambient Air Quality Standards

**ppb**: parts per billion

www.alamoareampo.org
Ozone Sources in Bexar County

Ozone Production

- Bexar County: 39%
- Other States, Countries, Regions: 31%
- Outside of AQ Model Area: 10%
- Other Texas Regions: 20%

Source: AACOG Photochemical Model, 2018
Ozone Sources in Bexar County

Ozone Production

- Bexar County: 39%
- Other States, Countries, Regions: 31%
- Outside of AQ Model Area: 20%
- Other Texas Regions: 10%

Local Contributors

- Point: 30%
- Area: 16%
- Mobile: 12%
- Nonroad: 10%
- Offroad: 2%

Source: AACOG Photochemical Model, 2018
• Complete **an additional interim emissions test** comparing the **existing (no-build) and committed (build) transportation system to what’s proposed in the TIP and MTP.**

  - Initially, test did **not** demonstrate conformity

  - several **“off-model” Congestion Mitigation and Air Quality (CMAQ) projects** were factored into the analysis to meet conformity requirements
Moderate Nonattainment Requirements

• Develop **Motor Vehicle Emissions Budget (MVEB)** as a baseline for future emissions modelling

• Develop **Inspections and Maintenance (I/M)** program
  – Alamo Area Council of Governments (AACOG) and Texas Commission on Environmental Quality (TCEQ)
  – Smog testing during motorists’ annual state inspections
  – Inspection tests ranges from $11.50 to $18.50 per vehicle

• TCEQ has approximately two years to amend the **Statewide Implementation Plan (SIP)** for air quality to include the MVEB for and I/M Program for Bexar County
**Test #1 Criteria:** Emissions modeled for analysis years must be at or below 2017 baseline year

<table>
<thead>
<tr>
<th>Year</th>
<th>NO\textsubscript{x}</th>
<th>VOC</th>
</tr>
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<tbody>
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<td>2017</td>
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<tr>
<td>2025</td>
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<td>12.30</td>
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<tr>
<td>2035</td>
<td>9.04</td>
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<td>2045</td>
<td>8.73</td>
<td>8.01</td>
</tr>
<tr>
<td>2050</td>
<td>9.29</td>
<td>8.38</td>
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</tbody>
</table>

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

NO\textsubscript{x}: Nitrogen Oxides
VOCs: Volatile Organic Compounds
Bexar County “Action-Baseline” Results

NOx: Nitrogen Oxides
VOCs: Volatile Organic Compounds

Source: Texas A&M Transportation Institute analysis using MOVES2014b (September 2022)
**Bexar County “Build v. No-Build” Results**

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

<table>
<thead>
<tr>
<th>Year</th>
<th>NO\textsubscript{x}</th>
<th>VOC</th>
<th>NO\textsubscript{x}</th>
<th>VOC</th>
</tr>
</thead>
<tbody>
<tr>
<td>2017</td>
<td>35.38</td>
<td>22.49</td>
<td>N/A</td>
<td>N/A</td>
</tr>
<tr>
<td>2025</td>
<td><strong>14.61</strong></td>
<td><strong>12.30</strong></td>
<td>14.61</td>
<td>12.30</td>
</tr>
<tr>
<td>2035</td>
<td>9.04</td>
<td><strong>8.38</strong></td>
<td>9.01</td>
<td>8.38</td>
</tr>
<tr>
<td>2045</td>
<td><strong>8.73</strong></td>
<td><strong>8.01</strong></td>
<td>8.69</td>
<td>8.02</td>
</tr>
<tr>
<td>2050</td>
<td><strong>9.29</strong></td>
<td><strong>8.38</strong></td>
<td>9.26</td>
<td>8.40</td>
</tr>
</tbody>
</table>

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

**NO\textsubscript{x}**: Nitrogen Oxides  
**VOCs**: Volatile Organic Compounds
Bexar County “Build v. No-Build” Results

<table>
<thead>
<tr>
<th>Analysis Years</th>
<th>NOx Build</th>
<th>NOx No-Build</th>
<th>VOC Build</th>
<th>VOC No-Build</th>
</tr>
</thead>
<tbody>
<tr>
<td>2025</td>
<td>14.61</td>
<td>12.3</td>
<td>14.61</td>
<td>12.3</td>
</tr>
<tr>
<td>2035</td>
<td>9.04</td>
<td>8.38</td>
<td>9.01</td>
<td>8.38</td>
</tr>
<tr>
<td>2045</td>
<td>8.73</td>
<td>8.01</td>
<td>8.69</td>
<td>8.02</td>
</tr>
<tr>
<td>2050</td>
<td>9.29</td>
<td>8.38</td>
<td>9.26</td>
<td>8.4</td>
</tr>
</tbody>
</table>

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

NOX: Nitrogen Oxides
VOCs: Volatile Organic Compounds
“Off-Model” Emissions Reductions

• By statute, certain projects and programs must be included in the “No-Build” scenario
  • Existing facilities, services, and activities
  • Transportation Demand Management (Alamo Commutes) and Transportation System Management and Operations (HERO)
  • Regionally significant projects:
    a) Under construction
    b) Undergoing right of way acquisition
    c) Listed in first year of previously conforming TIP or MTP
    d) Successfully completed the National Environmental Policy Act (NEPA) process

• FY23-26 TIP Congestion Mitigation and Air Quality (CMAQ) projects can be used to demonstrate conformity, if they are not modelled and not included in the “No-Build” scenario.

Source: Code of Federal Regulations § 93.119
“Off-Model” Emissions Reductions

<table>
<thead>
<tr>
<th>Year</th>
<th>NO\textsubscript{x}</th>
<th>VOC</th>
<th>NO\textsubscript{x}</th>
<th>VOC</th>
</tr>
</thead>
<tbody>
<tr>
<td>By 2025</td>
<td>20</td>
<td>20</td>
<td>187</td>
<td>78</td>
</tr>
<tr>
<td>2035</td>
<td>80</td>
<td>20</td>
<td>216</td>
<td>83</td>
</tr>
<tr>
<td>2045</td>
<td>100</td>
<td>0</td>
<td>216</td>
<td>83</td>
</tr>
<tr>
<td>2050</td>
<td>80</td>
<td>0</td>
<td>216</td>
<td>83</td>
</tr>
</tbody>
</table>

* Emissions reductions are in lbs./day

Source: AAMPO CMAQ Projects in FY23-26 TIP

\textbf{NO\textsubscript{x}}: Nitrogen Oxides  
\textbf{VOCs}: Volatile Organic Compounds
“Build v. No-Build” w/ CMAQ Benefits

<table>
<thead>
<tr>
<th>Analysis Years</th>
<th>NOx Build</th>
<th>NOx No-Build</th>
<th>VOC Build</th>
<th>VOC No-Build</th>
</tr>
</thead>
<tbody>
<tr>
<td>2025</td>
<td>14.52</td>
<td>14.61</td>
<td>12.26</td>
<td>12.3</td>
</tr>
<tr>
<td>2035</td>
<td>8.93</td>
<td>9.01</td>
<td>8.34</td>
<td>8.38</td>
</tr>
<tr>
<td>2045</td>
<td>8.62</td>
<td>8.69</td>
<td>7.97</td>
<td>8.02</td>
</tr>
<tr>
<td>2050</td>
<td>9.18</td>
<td>9.26</td>
<td>8.34</td>
<td>8.4</td>
</tr>
</tbody>
</table>

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

**NOx**: Nitrogen Oxides

**VOCs**: Volatile Organic Compounds
**2023 Transportation Conformity Schedule**

<table>
<thead>
<tr>
<th>Event</th>
<th>Date</th>
</tr>
</thead>
<tbody>
<tr>
<td>Updated TCD posted on AAMPO website</td>
<td>October 14, 2022</td>
</tr>
<tr>
<td>Public Comment Period Opens</td>
<td>October 30, 2022</td>
</tr>
<tr>
<td><strong>Public Meeting</strong></td>
<td>November 15, 2022</td>
</tr>
<tr>
<td>Public Comment Period Closes</td>
<td>December 1, 2022</td>
</tr>
<tr>
<td>Technical Advisory Committee Action*</td>
<td>December 2, 2022</td>
</tr>
<tr>
<td>Transportation Policy Board Action*</td>
<td>December 12, 2022</td>
</tr>
<tr>
<td>Joint FHWA-FTA Conformity Determination</td>
<td>Early 2023 (Tentative)</td>
</tr>
</tbody>
</table>

*Opportunity for public comment as “citizen-to-be-heard”*
Transportation Conformity evaluates future transportation projects to ensure they cause no further harm to air quality. The transportation conformity process is required of all MPOs within nonattainment areas-regions that the United States Environmental Protection Agency has determined do not meet a healthy level of air quality. Bexar County was originally designated as a Marginal nonattainment area for ozone in 2018. In 2022, EPA redesignated the Bexar County nonattainment area as Moderate effective November 7, 2022, with an attainment date of September 24, 2024.

Public Comment Deadline
December 1, 2022

https://www.alamoareampo.org/AirQuality/conformity/
Questions?

Clifton L. Hall
Transportation Planning Program Manager

hall@alamoareampo.org | 210-230-6929
<table>
<thead>
<tr>
<th>Date</th>
<th>ZIP Code</th>
<th>Document</th>
<th>Source</th>
<th>Comment</th>
<th>AAMPO Response</th>
</tr>
</thead>
<tbody>
<tr>
<td>5/25/2022</td>
<td>78225</td>
<td>2023-2026 TIP</td>
<td>online</td>
<td>I would like better and brighter lighting at all bustops. For riders safety while waiting on buses. These would be riders that work late in the evening hours, including myself. Alot of bustops in the evenings dont even have lights while waiting. Riders have to use there cell phone flash lights to stop buses from passing them up. Drivers cannot see them standing there since bustops are so dark from lights not being on. Thank you a loyal rider for more than 25 years.</td>
<td>AAMPO holds traveler safety as paramount. As such we are constantly monitoring the latest knowledge and trends in safety planning. One such effort includes a lighting study outlined in our 2022-2023 Unified Planning Work Program. This study will examine areas of great need for additional lighting within the region, and your input will be considered when we develop the scope of this effort.</td>
</tr>
<tr>
<td>Date</td>
<td>ZIP Code</td>
<td>Document</td>
<td>Source</td>
<td>Comment</td>
<td></td>
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<td>--------</td>
<td>--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------</td>
<td></td>
</tr>
<tr>
<td>5/18/2022</td>
<td>blank</td>
<td>2023-2026 TIP</td>
<td>online</td>
<td>I highly suggest that all options are exhausted in obtaining a variance or extension for the non-attainment issue. i.e. covid reasons</td>
<td></td>
</tr>
</tbody>
</table>

Despite reduced travel related to the COVID-19 pandemic, the Alamo Area saw negligible reduction in the Ozone values used to determine attainment of the 2015 National Ambient Air Quality Standard (NAAQS) for ground-level ozone. The factors related to ozone production, transport, and measurement are complex, but the majority of the ground-level ozone in the region is produced outside of Bexar County and transported by meteorological systems. The EPA released a proposed federal rulemaking on June 14, 2022 (https://www.federalregister.gov/d/2022-07513) addressing the San Antonio (Bexar County) non-attainment area, proposing to reclassify the area from "Marginal" to "Moderate" non-attainment for failing to meet attainment requirements by September 24, 2021. On July 13, 2020, the State of Texas proposed to EPA to exclude the San Antonio nonattainment area from reclassification under section 179B of the Clean Air Act, which allows areas who would meet attainment requirements but for emissions emanating outside of the United States. However, EPA proposed to reject this demonstration and include the San Antonio nonattainment area for reclassification. This was in addition to comments on the federal rulemaking from state and local stakeholders requesting that the San Antonio nonattainment area be excluded from reclassification. In short, San Antonio area businesses, governments, and non-profits have sought to relieve the region from additional...
### Public Comments Received

<table>
<thead>
<tr>
<th>Date</th>
<th>ZIP Code</th>
<th>Document</th>
<th>Source</th>
<th>Comment</th>
<th>AAMPO Response</th>
</tr>
</thead>
</table>
| 5/25/2022  | 78261    | 2023 Transportation Conformity Document | online | Thank you for explaining the conformity process and related travel demand modeling processes clearly and concisely. I would have liked to see a brief explanation of how Bexar County Regionally Significantly Roads projects in the Mobility 2050 might potentially influence our air quality even if not required. I understand the conformity assessment is not based on an individual project but it would be beneficial to note potential affects to air quality by project. Additional comments are as follows:  
• Why are there no regulatory ozone monitoring sites in non-Bexar County areas in the AAMPO’s Study Area when in 2015 the EPA designated not only Bexar but Comal and Guadalupe Counties as nonattainment? We should be proactive in monitoring air quality in those other counties.  
• References to Mobility 2045 were confusing until I realized some of them were errors. In fact, one was questioned in the document which led me to conclude references were errors.  
• Exhibit 4.3-1 Regionally Significant Roads image was great; however, I would have liked to see the Mobility 2050 project list MPO ID numbers incorporated in the map.  
• BPP was last amended earlier this year, no?  
• Most of the appendices were not hyperlinked. In fact, only the Mobility 2050 and TIP documents were. I am interested in looking at Appendix 12.9.  
• I don’t know whether it is possible, but it would be beneficial if after clicking on a hyperlink and pressing the back arrow it would pick up where I left off in the PDF document instead at the start of document.  
Again, thanks for clear and concise document. | The primary document reflecting project impact on performance is the Congestion Management Process. Specifically for air quality, the emissions reduction benefit of both NOx and VOC for each CMAQ-funded project is listed in the TIP project listing. AAMPO will consider including projected impacts on air quality in future documents, especially in the event a Motor Vehicle Emissions Budget is established for the San Antonio nonattainment area.  
TCEQ monitors ozone and other pollutants at locations in each of AAMPO’s study area counties, including locations near Boerne, New Braunfels, and Seguin. A live map of these monitors can be found here (https://www.tceq.texas.gov/cgi-bin/compliance/monops/select_summary.pl?region=13).  
AAMPO experienced issues with version control and regrets these errors listing Mobility 2045 instead of 2050. These will be addressed administratively before transmitting the document to our consultative partners.  
The PPP was amended in 2022 to reflect the consolidation of the Bicycle and Pedestrian Mobility Advisory Committees into the Active Transportation Advisory Committee.  
Other technical issues discussed will also be addressed before review by our consultative partners. Your feedback is very much appreciated. |
<p>| 4/20/2022  | 78070    | Mobility 2050                      | online | I like that the AAMPO is doing more in the rural area where I live.                                                                                                                                  | Thank you for your comment.                                                                                                                                                                                                                                                                                        |</p>
<table>
<thead>
<tr>
<th>Date</th>
<th>ZIP Code</th>
<th>Document</th>
<th>Source</th>
<th>Comment</th>
<th>AAMPO Response</th>
</tr>
</thead>
<tbody>
<tr>
<td>4/25/2022</td>
<td>78216</td>
<td>Mobility 2050</td>
<td>online</td>
<td>As a part of AAMPO’s long and short-range plans, please include an interactive map of all projects that AAMPO funds have assisted. This map should be publicly accessible on your website and updated consistently with the progress of projects as they move towards completion, similar to TxDOT’s Project Tracker: <a href="https://apps3.txdot.gov/apps-cq/project_tracker/">https://apps3.txdot.gov/apps-cq/project_tracker/</a>. AAMPO’s map should include the project, its type of facilities, what funding source is utilized, its let year, submission year, and completion year. This will help residents understand how MPO funding fits into the infrastructure they use every day.</td>
<td>AAMPO has been working on updated web maps reflecting the final approved versions of the TIP and MTP and will publish them on our website as soon as possible. We will take your suggestions into consideration as we continue to improve our online map products.</td>
</tr>
<tr>
<td>4/26/2022</td>
<td>78163</td>
<td>Mobility 2050</td>
<td>online</td>
<td>Your plans and development is much needed for future growth and future success, but you gave no consideration or plans to fix anything in my zip code and the Bulverde/Spring Branch area. With all of the new construction and population growth, we need road improvements now.</td>
<td>Mobility 2050 captures rapid growth across the study area, both now and in the future, and looks forward to working with local governments in coordinating and planning necessary transportation improvements.</td>
</tr>
<tr>
<td>4/29/2022</td>
<td>78130</td>
<td>Mobility 2050</td>
<td>online</td>
<td>Transportation in Comal County is becoming very congested. SH46 from Gaudalupe County to I-35 needs to be bigger sooner. Also 46 to I-10 should be a focus. Entrance /exit ramps on SH46 would help. HOV Lanes into San Antonio would be great.</td>
<td>SH 46 from IH 35 to IH 10 East is currently listed in 2035 in Mobility 2050, including direct connectors at SH 46 and IH 35. Additional HOV and managed lanes will also be opening in the next 10 years and beyond.</td>
</tr>
<tr>
<td>Date</td>
<td>ZIP Code</td>
<td>Document</td>
<td>Source</td>
<td>Comment</td>
<td>AAMPO Response</td>
</tr>
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<td>--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------</td>
</tr>
<tr>
<td>4/29/2022</td>
<td>78216</td>
<td>Mobility 2050</td>
<td>online</td>
<td>I work at the San Antonio Lighthouse for the Blind and Vision Impaired. I am fortunate enough to be sighted, however, I see daily how long mobility is key to independence for blind and vision impaired people (BVI). They have little choice in transportation and many are on busses for two to three hours a day to get to and from work even on the special van routes. VIA is working on QR scan codes for smart phone identification of busses arriving at bus stops and their bus routes. There are likely other options out there to assist them with independent transportation. I just ask that you please keep in mind how critical public transportation is to BVI, especially those who are low income and still trying to get to a job everyday. As you look at new technologies, think about whether or not they are accessible to those with low or no vision. Thank you for your service!</td>
<td>Thank you for your comment. AAMPO will continue to encourage the expansion of transit and other modes to enhance mobility for non-motorists.</td>
</tr>
<tr>
<td>5/1/2022</td>
<td>78006</td>
<td>Mobility 2050</td>
<td>online</td>
<td>All of the problems will be easily solved if you just declare a Moratorium on High Density growth...who said that growth is inevitable? We do not have the water...stick your heads as deep as you are inclined. Hello?</td>
<td>Thank you for your comment.</td>
</tr>
<tr>
<td>5/2/2022</td>
<td>78255</td>
<td>Mobility 2050</td>
<td>online</td>
<td>Please emphasize protected bicycle infrastructure around colleges and universities. These are hubs of &quot;early adoption&quot; for lifelong alternative transport habits.</td>
<td>AAMPO has awarded funding to UTSA for programs promoting non-motorized transportation and will continue to work with them and other higher-education stakeholders to further additional opportunities.</td>
</tr>
<tr>
<td>5/3/2022</td>
<td>78255</td>
<td>Mobility 2050</td>
<td>online</td>
<td>While Loop 1604 is being widened to 10 lanes, protected bike lanes or better yet off-street dedicated cycling lane would be important, with special focus on how to improve safety for bicyclists at intersections.</td>
<td>Thank you for your comment. AAMPO will continue to strive to plan for safe and efficient non-motorized transportation options.</td>
</tr>
<tr>
<td>Date</td>
<td>ZIP Code</td>
<td>Document</td>
<td>Source</td>
<td>Comment</td>
<td>AAMPO Response</td>
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<td>-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------</td>
</tr>
<tr>
<td>5/18/2022</td>
<td>78240</td>
<td>Mobility 2050</td>
<td>online</td>
<td>With population increasing and lane miles only increasing by 1,000 miles, congestion looks to be a huge problem. How can the MPO work with VIA and the cities in the region to add more transit options?</td>
<td>Transit funding is a complex issue and VIA provides exceptional service and innovation while receiving less funding than all other major metropolitan areas in Texas. AAMPO anticipates transit will play a key role in delivering mobility for our growing region in the near future.</td>
</tr>
<tr>
<td>Date</td>
<td>ZIP Code</td>
<td>Document</td>
<td>Source</td>
<td>Comment</td>
<td>AAMPO Response</td>
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<td>---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------</td>
<td>--------------------------------------------------------------------------------</td>
</tr>
<tr>
<td>5/19/2022</td>
<td>78261</td>
<td>Mobility 2050</td>
<td>online</td>
<td>I would have liked to see tools to digest this extensive document. My suggestions for future endeavors in seeking public input on the MTP document are below: A future-focused executive summary that links significant projects with vision statements is needed. No more than five pages I should not be the one trying to connect projects to these statements. A filterable roadway and transit project list is needed. Please provide me with flexibility and ease to seek the information I am interested in exploring. Associated iMap tools with project lists should be available in the same YourMove page for visualization. Website video presentation should be closed captioned to ensure the message is understood. Some audio difficulties impeded me from fully hearing the presentation. The Subregional Planning Study poster was the best presentation exhibit; unfortunately, I could not link the project ID on display with the MTP Project List. However, that presentation exhibit attempted to help citizens see what projects were on the horizon. Better transit project descriptions are needed. The future of transportation sections should highlight the projects in the respective area for the next five years or suggest filtering projects lists to see them. Separate public input timing from TIP and Conformity Document or do a better job in providing tools to digest these extensive documents.</td>
<td>Thank you for your comment. Your suggestions will be noted to make this and future MTPs more accessible in the future.</td>
</tr>
<tr>
<td>5/18/2022</td>
<td></td>
<td>Mobility 2050</td>
<td>comment card</td>
<td>The multimodal approach will benefit the region in the future. Great work looking at all modes of transportation.</td>
<td>Thank you for your comment.</td>
</tr>
<tr>
<td>4/30/2022</td>
<td>78109</td>
<td>Mobility 2050</td>
<td>comment card</td>
<td>Setup schedule outside normal hrs. Emerging Transport</td>
<td>Thank you for your comment.</td>
</tr>
<tr>
<td>4/30/2022</td>
<td>78239</td>
<td>Mobility 2050</td>
<td>comment card</td>
<td>Better roads and less highway traffic</td>
<td>Thank you for your comment.</td>
</tr>
<tr>
<td>Date</td>
<td>ZIP Code</td>
<td>Document</td>
<td>Comment</td>
<td>AAMPO Response</td>
<td></td>
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<td>-----------------------------------------------------</td>
<td></td>
</tr>
<tr>
<td>4/30/2022</td>
<td>78109</td>
<td>Mobility 2050</td>
<td>Can VIA offer a bus stop in Converse, TX, Northeast Lakeview College, a shuttle van to drive the students and employee from the Converse bus stop into the property of NLC (Universal City &amp; Live Oak).</td>
<td>AAMPO will share this comment with VIA.</td>
<td></td>
</tr>
<tr>
<td>4/30/2022</td>
<td>78109</td>
<td>Mobility 2050</td>
<td>bus routes/frequency, bus technology</td>
<td>Thank you for your comment.</td>
<td></td>
</tr>
<tr>
<td>4/30/2022</td>
<td>78109</td>
<td>Mobility 2050</td>
<td>less traffic, bigger roads, wider roads</td>
<td>Thank you for your comment.</td>
<td></td>
</tr>
<tr>
<td>4/30/2022</td>
<td>78223</td>
<td>Mobility 2050</td>
<td>Trees along highway cement divide. Support gas engines efficacy. Pre-planned and built roads for growth.</td>
<td>Thank you for your comment. AAMPO will strive to improve regional coordination in developing our transportation system.</td>
<td></td>
</tr>
<tr>
<td>4/30/2022</td>
<td>78109</td>
<td>Mobility 2050</td>
<td>We need a faster and more reliable system for public transportation.</td>
<td>Thank you for your comment.</td>
<td></td>
</tr>
<tr>
<td>4/30/2022</td>
<td>78154</td>
<td>Mobility 2050</td>
<td>transportation to Cibolo from Guadalupe Co</td>
<td>Thank you for your comment.</td>
<td></td>
</tr>
<tr>
<td>4/30/2022</td>
<td>78155</td>
<td>Mobility 2050</td>
<td>night skies light/flood control</td>
<td>Thank you for your comment.</td>
<td></td>
</tr>
<tr>
<td>4/30/2022</td>
<td>78155</td>
<td>Mobility 2050</td>
<td>hybrid with old tech, legislation, electric train, more $$ in TX than ever</td>
<td>Thank you for your comment.</td>
<td></td>
</tr>
<tr>
<td>10/31/2022</td>
<td>78006</td>
<td>2023 Transportation Conformity Document</td>
<td>Save the trees</td>
<td>Thank you for your comment.</td>
<td></td>
</tr>
<tr>
<td>10/31/2022</td>
<td>78254</td>
<td>2023 Transportation Conformity Document</td>
<td>Stop demolishing trees is you want the air quality to improve</td>
<td>Thank you for your comment.</td>
<td></td>
</tr>
<tr>
<td>10/31/2022</td>
<td>78254</td>
<td>2023 Transportation Conformity Document</td>
<td>We have a real problem with the city allowing theses housing people to cut down century trees. The fines have to go up. Builders find it easier to pay the fines and cut trees. We need trees</td>
<td>Thank you for your comment.</td>
<td></td>
</tr>
<tr>
<td>Date</td>
<td>ZIP Code</td>
<td>Document</td>
<td>Source</td>
<td>Comment</td>
<td>AAMPO Response</td>
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<tr>
<td>10/31/2022</td>
<td>78212</td>
<td>2023 Transportation Conformity Document</td>
<td>online</td>
<td>We need to distribute free trees to plant. Clear cutting trees is killing our air.</td>
<td>Thank you for your comment.</td>
</tr>
<tr>
<td>11/15/2022</td>
<td>78254</td>
<td>2023 Transportation Conformity Document</td>
<td>online</td>
<td>Trees remove air pollution by the interception of particulate matter on plant surfaces and the absorption of gaseous pollutants through the leaf stomata. Deforestation contributes to 15% of total greenhouse gas emissions. Deforestation also increases the risk of forest fires. Clearcut areas of forest reduce humidity levels and lead to unstable ecosystems. Trees act as the earth’s purification system by absorbing airborne chemicals and releasing oxygen. To tackle global air pollution, we need to halt deforestation and plant billions of trees.</td>
<td>Thank you for your comment.</td>
</tr>
<tr>
<td>11/15/2022</td>
<td>78228</td>
<td>2023 Transportation Conformity Document</td>
<td>online</td>
<td>This city highways are so ugly. Why must they clear cut trees. Have builders build around trees. If they can afford fines they can afford to build around trees.</td>
<td>Thank you for your comment.</td>
</tr>
</tbody>
</table>