OVERVIEW

• About AAMPO
• MPO Funding
• Core MPO Documents
• FY 2025-2028 TIP Project Call
• TIP Development and MTP Amendments
• Transportation Conformity
• Conclusion
The Alamo Area Metropolitan Planning Organization (AAMPO) is a federally-mandated agency that guides regional transportation planning, including allocating federal dollars to transportation projects in the Alamo Area.

AAMPO also administers programs that improve mobility, air quality and safety. It is guided by the Transportation Policy Board, made up of elected and appointed officials.
The 3-C Planning Process

Cooperative
No single agency is responsible for the entire transportation system

Comprehensive
Encompassing all transportation modes and representative of the metropolitan region

Continuous
Ongoing planning to address short, mid and long term vision and needs
BOARD AND COMMITTEES

Transportation Policy Board
21 voting members
Generally meet 1:30 p.m. on the 4th Monday

Technical Advisory Committee (TAC)
20 members
Generally meet 1:30 p.m. on the 1st Friday

Active Transportation Advisory Committee (ATAC)
22 members
Generally meet on the 2nd Wednesday

Executive Committee
9 members
Meets as needed

Land Use & Regional Thoroughfare Subcommittee*
Freight, Rail & Transit Subcommittee*
TSMO/TIM Subcommittee*
Transportation Demand Management*

*Operate on an informal basis and meet as needed
<table>
<thead>
<tr>
<th>Transportation Policy Board Member</th>
<th>Representing</th>
</tr>
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<tbody>
<tr>
<td>Councilmember Melissa Cabello Havrda, <em>Chair</em></td>
<td>City of San Antonio</td>
</tr>
<tr>
<td>Commissioner Rebecca Clay-Flores, <em>Chair Elect</em></td>
<td>Bexar County</td>
</tr>
<tr>
<td>Commissioner Kevin Webb, <em>First Vice Chair</em></td>
<td>Comal County</td>
</tr>
<tr>
<td>Mr. Kevin Wolff</td>
<td>Advanced Transportation District</td>
</tr>
<tr>
<td>Mr. Michael J. Lynd, Jr.</td>
<td>Alamo Regional Mobility Authority</td>
</tr>
<tr>
<td>Commissioner Tommy Calvert, Jr.</td>
<td>Bexar County</td>
</tr>
<tr>
<td>Commissioner Grant Moody</td>
<td>Bexar County</td>
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<tr>
<td>Mr. Art Reinhardt, P.E.</td>
<td>Bexar County</td>
</tr>
<tr>
<td>Councilman Andrés Campos</td>
<td>City of New Braunfels</td>
</tr>
<tr>
<td>Councilmember Sukh Kaur</td>
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<td>Councilmember John Courage</td>
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<tr>
<td>Ms. Bridgett White, Planning Director</td>
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<tr>
<td>Mr. Razi Hosseini, P.E., RPLS, Public Works Director</td>
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<td>Mayor Donna Dodgen</td>
<td>City of Seguin</td>
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<td>Mayor Chris Riley, Leon Valley</td>
<td>Greater Bexar County Council of Cities</td>
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<td>Judge Kyle Kutscher</td>
<td>Guadalupe County</td>
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<td>Councilmember Ty Wolosin</td>
<td>Kendall County Geographic Area</td>
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<td>Mayor Pro Tem Kevin Hadas, Selma</td>
<td>Northeast Partnership</td>
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<tr>
<td>Mr. Charles Benavides, P.E., District Engineer</td>
<td>TxDOT San Antonio</td>
</tr>
<tr>
<td>Mr. Javier Parades</td>
<td>VIA Metropolitan Transit</td>
</tr>
</tbody>
</table>
TRANSPORTATION FUNDING RESOURCES

FEDERAL FUNDING

- Transportation Planning Funds
  - FTA Section 5303 – Multimodal transportation planning
  - FHWA PL-112 – 3C planning process
- The Bipartisan Infrastructure Law (BIL) was passed in FY 2022. Fixing America’s Surface Transportation (FAST) Act elements were extended and the BIL added more program and grant opportunities

STATE FUNDING

- State Gas Tax
- Proposition 1 – Oil and Natural Gas Tax
- Proposition 7 - Sales and Use Tax + Motor Vehicle Sales and Rental Tax

LOCAL FUNDING

- Advanced Transportation District (ATD) local sales tax
- Bexar County vehicle registration fees
Project Funding Categories

1. **CATEGORY 1**
   - Preventive Maintenance and Rehabilitation

2. **CATEGORY 2**
   - Metropolitan Area Corridor

3. **CATEGORY 3**
   - Non-Traditional Funding Sources (local contribution)

4. **CATEGORY 4**
   - Connectivity

5. **CATEGORY 5**
   - Congestion Mitigation & Air Quality Improvement (CMAQ)

6. **CATEGORY 6**
   - Bridge

7. **CATEGORY 7**
   - Surface Transportation Block Grant (STBG)

8. **CATEGORY 8**
   - Safety

9. **CATEGORY 9**
   - Transportation Alternatives (TA)

10. **CATEGORY 10**
    - Carbon Reduction Program (CRP)

11. **CATEGORY 11**
    - District Discretionary

12. **CATEGORY 12**
    - Strategic Priority

**TRANSIT**
- Project Funding
# Project Funding Categories

<table>
<thead>
<tr>
<th>Project Type</th>
<th>CMAQ (Bexar County only)</th>
<th>CRP</th>
<th>STBG</th>
<th>TA</th>
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<tr>
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<tr>
<td>Planning Studies</td>
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Documents

Metropolitan Transportation Plan (MTP)

Transportation Improvement Program (TIP)

Transportation Conformity Determination (TCD)
Long-range
The Metropolitan Transportation Plan (MTP) forecasts transportation needs for the next 20+ years and outlines projects that could be funded during that timeframe.

Current Trends
The MTP analyzes current trends in population, jobs, household size and income, mode choice, and more.

Future Projects
Date informs forecasts about where infrastructure should be built to meet long-term transportation needs.

Project Selection Guidance
The vision and goals outlined in the MTP guide decisions about which transportation projects to fund and implement in the short-range plan. The MTP is updated every four years.
Short-range

4-year list of transportation projects approved for funding

Sets Budget
Projects listed have construction dollars tied to them.

Developed cooperatively
Developed with partner agencies every two years during the Project Call. Project Call is a competitive process to add local projects to the TIP

Led by MTP
Guided by the vision and values established in the Metropolitan Transportation Plan
Transportation conformity ensures federally-funded or approved transportation projects in an MPO’s short- and long-range plans are consistent with state and national air quality goals.

Bexar County was designated marginal nonattainment for ozone in 2018 and reclassified as moderate in 2022. As of early 2024, the State of Texas has begun the process of voluntarily reclassifying 2015 Ozone nonattainment areas as serious.
FY 25 - 28
TIP Call for Projects
• Call for Projects for three funding programs (no STBG call)
• Required 20% local agency match
• Reimbursable (all federal and state rules apply)
• Projects programmed in 2025, 2026, 2027 or 2028 (2029 and 2030)
Transportation Alternatives (TA)

• Bicycle and pedestrian projects only
• Projects must be in areas open to the public

Carbon Reduction Program (CRP)

• New funding category from Bipartisan Infrastructure Law (BIL)
• Reduce traffic congestion by facilitating use of alternatives to single-occupancy vehicles (SOVs)
• Available throughout AAMPO region

Congestion Mitigation and Air Quality (CMAQ)

• Bexar County projects only (nonattainment area)
• Focus on emissions benefits
Submittals

• 23 projects were submitted as part of the call

• 9 projects eligible for both CMAQ and CRP

• 22 eligible projects were funded

- Congestion Mitigation and Air Quality Improvement (CMAQ)
- Transportation Alternatives (TA)
- Carbon Reduction Program (CRP)
- Both CMAQ and CRP
Submittals

*AACOG project not eligible
Scoring

- Projects are scored using a competitive, data-driven process
- TA analyzed corridor safety and proposed improvements
- CMAQ and CRP focus primarily on predictable air quality improvements
- Points for overmatch
TA Scoring

TA Projects focused on a wide range of planning factors

- Facility Type (200 Points)
- Fatal and Serious Injury Crash Rate (200 Points)
- System Connectivity (150 Points)
- Part of Existing Plan (150 Points)
- High Activity Generator (100 Points)
- Congestion Reduction (50 Points)
- Transportation Equity (100 Points)

+100 Points available for overmatch
TA Scoring

• AAMPO incorporated FHWA’s Bikeway Selection Guide into facility type scoring

• This guide accounts for vehicle volumes and posted speed to arrive at a context sensitive solution
CRP Scoring

CRP projects used emissions reduction estimates. Specific project types supporting Carbon Reduction strategies also received points.

- EMISSIONS REDUCTION (600 POINTS)
- BENEFIT-COST RATIO (300 POINTS)
- PROJECT TYPE (100 POINTS)

+100 POINTS AVAILABLE FOR OVERMATCH
CMAQ Scoring

CMAQ projects used emissions reduction estimates and looked at additional CMAQ performance measures for congestion.

- Emissions Reduction (600 Points)
- Benefit-Cost Ratio (300 Points)
- Non-SOV Travel (50 Points)
- PHED (50 Points)

+100 Points Available for Overmatch
Public Comment

- Public comment prior to TPB approval
- 154 total comments
- Participants were asked to select their “Top 3” projects - 738 total votes collected
FY 2025 - 2028 New Projects Spotlight

**Project 1 - West Dietz Creek Trail**

- **Cost:** $1,224,224.00
- **Description:** City of Schertz West Dietz Creek Trail Shared Use Path - Construct 10-foot-wide pedestrian and bicycle path from south of Wiedenstein Road to Schertz Parkway including crossing improvements and rest stations.

**Project 2 - Brooks Green Loop**

- **Description:** Brooks Development Authority Green Loop Trail Shared Use Path - Construct a 10-mile pedestrian and bicycle path connecting Sabalo Creek Greenway, San Antonio, and Mission Reach to Brooks City Base.

**Project 3 - Citywide Pedestrian**

- **Description:** City of San Antonio Citywide Pedestrian Accessibility Improvements - Remove barriers at intersections and school crossings.

**Project 4 - Cibolo Creek Trail**

- **Description:** City of Schertz Cibolo Creek Trail Extension - Construct shared use (pedestrian and bicycle) path along Cibolo Creek to connect existing trails at Evans Road and Ingram Park.

**Project 5 - Gruene Road Pedestrian**

- **Description:** City of New Braunfels Gruene Area Multimodal Improvements - Construct complete streets (improvements within Gruene Historic District and surrounding areas including shared use infrastructure, and pedestrian and bicycle connections).
## FY 25-28 TIP Approved Projects*

<table>
<thead>
<tr>
<th>Funding Source/Agency</th>
<th>Award Amount</th>
<th>Number of Projects</th>
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</thead>
<tbody>
<tr>
<td>CMAQ</td>
<td>$84,027,533</td>
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<td>$5,000,000</td>
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<td>TxDOT</td>
<td>$79,027,533</td>
<td>9</td>
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<tr>
<td>CRP</td>
<td>$34,041,871</td>
<td>5</td>
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<tr>
<td>City of New Braunfels</td>
<td>$3,661,306</td>
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<td>TxDOT</td>
<td>$30,380,565</td>
<td>3</td>
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<tr>
<td>TA</td>
<td>$25,977,248</td>
<td>7</td>
</tr>
<tr>
<td>Bexar County</td>
<td>$1,868,602</td>
<td>1</td>
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<td>Brooks Development Authority</td>
<td>$9,340,000</td>
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<tr>
<td>City of New Braunfels</td>
<td>$8,575,756</td>
<td>2</td>
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<td>City of San Antonio</td>
<td>$3,968,666</td>
<td>1</td>
</tr>
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<td>City of Schertz</td>
<td>$1,224,224</td>
<td>1</td>
</tr>
<tr>
<td>City of Selma</td>
<td>$1,000,000</td>
<td>1</td>
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<td><strong>Grand Total</strong></td>
<td><strong>$144,046,652</strong></td>
<td><strong>22</strong></td>
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</table>

*All projects submitted were awarded, with the exception of one ineligible project.*
TIP Development

• New projects combined with the current FY 2023-2026 TIP
• Projects reviewed for readiness
• Readiness and available funds were used to place projects by year
• All projects in the TIP must be consistent with the current MTP, *Mobility 2050*

• Projects slated for strategic development up to year 2050

• AAMPO coordinated with TxDOT-SAT District staff to make updates to the MTP based on major regional project needs
• Roadway projects modelled in AAMPO’s Travel Demand Model (TDM), a computer simulation predicting future regional travel

• The results of the TDM are used to make the Transportation Conformity Determination needed to approve the MTP and projects in the TIP
Transportation Conformity
The regional transportation network is modeled and motor vehicle emissions are estimated for the nonattainment area (Bexar County)
Transportation Conformity is necessary because of excessive levels of ground-level ozone, specifically in Bexar County.

Consultative partners include FHWA, EPA, TCEQ, VIA, and TxDOT.
Bexar County Ozone Level (i.e. Smog)

- EPA tightened air quality standards in 2015
- Designated *marginal* nonattainment in 2018 and reclassified to *moderate* in 2022 for failing to meet the standard within three years

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

**NAAQS**: National Ambient Air Quality Standards
**ppb**: parts per billion
Bexar County Ozone Sources

Ozone Production

- Bexar County: 39%
- Other States, Countries, Regions: 31%
- Other Texas Regions: 10%
- Outside of AQ Model Area: 16%
- Point - Factories, etc.: 2%
- Nonroad - Rail, Marine: 2%
- Area - Dry Cleaners: 12%
- Offroad - Construction, Ag: 10%
- Other - Wildfires, etc.: 30%

Local Contributors

- Bexar County: 30%
- Other States, Countries, Regions: 31%
- Other Texas Regions: 10%
- Outside of AQ Model Area: 16%
- Point - Factories, etc.: 2%
- Nonroad - Rail, Marine: 2%
- Area - Dry Cleaners: 12%
- Offroad - Construction, Ag: 10%
- Other - Wildfires, etc.: 30%
Moderate Nonattainment

- State is required to develop a Motor Vehicle Emissions Budget (MVEB) as a baseline for future emissions modelling
- Develop Inspections and Maintenance (I/M) program
- November 1, 2026 - Inspection for “Smog Test” (Safety inspections end in 2025)
- State set cost for inspection at $18.50
• MVEB is typically used to “test” emissions in Moderate nonattainment areas, if an MVEB has been established

• Two other “interim” tests are used in place of the MVEB: “Action-Baseline” and “Build v No-Build”

• Action-Baseline – directly compares emissions projections in analysis years to 2017 baseline year emissions

• Build v No-Build – compares two separate TDM networks, one with only “existing and committed” projects, the second including projects in the TIP and MTP

• For the 2023 (previous) Transportation Conformity Determination, projects from the CMAQ program were used to show that AAMPO’s MTP could pass the Build v No-Build
Test #1 Baseline Year (2017-2050)

<table>
<thead>
<tr>
<th>Year</th>
<th>NOx (US tons/day)</th>
<th>VOC (US tons/day)</th>
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</thead>
<tbody>
<tr>
<td>2017</td>
<td>39.43</td>
<td>17.45</td>
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<td>2025</td>
<td>22.22</td>
<td>10.25</td>
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<td>18.24</td>
<td>6.55</td>
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<td>2045</td>
<td>19.63</td>
<td>6.26</td>
</tr>
<tr>
<td>2050</td>
<td>21.20</td>
<td>6.54</td>
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</tbody>
</table>

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

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

NOx: Nitrogen Oxides
VOCs: Volatile Organic Compounds
Test #2 Build v. No-Build

<table>
<thead>
<tr>
<th>Year</th>
<th>NOX Build</th>
<th>NOX No-Build</th>
<th>VOC Build</th>
<th>VOC No-Build</th>
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<td>6.26</td>
<td>6.26</td>
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<td>2050</td>
<td>21.20</td>
<td>21.26</td>
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</tbody>
</table>

Test #2 Criteria: Emissions modeled for analysis years in “Build” scenario must be less than “No-Build”

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

NOx: Nitrogen Oxides
VOCs: Volatile Organic Compounds
“Off-Model” Emissions Reduction

By statute, certain projects and programs must be included in the “No-Build” scenario, including:

- Existing facilities, services, and activities
- Transportation Demand Management (Alamo Commutes) and Transportation System Management and Operations (HERO)
- Regionally significant projects:
  1. Under construction
  2. Undergoing right of way acquisition
  3. Listed in first year of previously conforming TIP or MTP
  4. Successfully completed the National Environmental Policy Act (NEPA) process

FY25-28 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
Test #2 Build v. No-Build

<table>
<thead>
<tr>
<th></th>
<th>2025</th>
<th>2035</th>
<th>2045</th>
<th>2050</th>
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<tr>
<td>VOC Build</td>
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<td>VOC No-Build</td>
<td>10.25</td>
<td>6.54</td>
<td>6.26</td>
<td>6.54</td>
</tr>
</tbody>
</table>

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

Off-Model emissions reduction estimates reduce emissions totals of “Build” less than “No-Build in all analysis years.

NOx: Nitrogen Oxides
VOCs: Volatile Organic Compounds
<table>
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<th>Event</th>
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<tr>
<td>Comal County Public Meeting, New Braunfels</td>
<td>Monday, April 15, 2024</td>
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<tr>
<td>Guadalupe County Public Meeting, Seguin</td>
<td>Wednesday, April 17, 2024</td>
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<td>Kendall County Public Meeting, Boerne</td>
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<td>Bexar County Public Meeting, San Antonio</td>
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<td>Transportation Advisory Committee, Information</td>
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<td>Joint FHWA-FTA Conformity Determination</td>
<td>Fall 2024 (Tentative)</td>
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WHERE IS YOUR TAX MONEY BEING SPENT?

The Alamo Area Metropolitan Planning Organization (AAMPO) invites you to attend a public meeting to get information and comment on the draft FY 25-28 Transportation Improvement Program (TIP) and the 2025 Transportation Conformity Determination (TCD). Newly funded projects will be incorporated into the TIP and the Mobility 2050. The draft TCD includes air quality analysis results for Bexar County projects, as required for non-attainment areas. All projects and programs are federally funded through the Bipartisan Infrastructure Law. Join us, or participate online, and help AAMPO keep you moving!

PUBLIC MEETINGS
Similar content and format at all meetings

PRESENTATION @ 6:00 PM
(Doors open at 5:30 PM)

COMAL COUNTY
MONDAY, APRIL 15, 2024
New Braunfels Civic/Convention Center | 375 South Castell Avenue | New Braunfels, TX 78130

GUADALUPE COUNTY
WEDNESDAY, APRIL 17, 2024
Seguin Public Library | 313 West Nolte Street | Seguin, TX 78155

KENDALL COUNTY (The City of Boerne will be in attendance)
THURSDAY, APRIL 25, 2024
Kronkosky Place | 17 Old San Antonio Road | Boerne, TX 78006

BEXAR COUNTY (The City of Selma will be in attendance)
MONDAY, APRIL 29, 2024
VIA Metro Center/Community Room | 1021 San Pedro Avenue | San Antonio, TX 78212

AAMPO’s Federally Required Documents

• FY 2025-2028 Transportation Improvement Program (TIP) | AAMPO’s four-year program for federally funded local projects
• 2025 Transportation Conformity Determination (TCD) | AAMPO’s required documentation of air quality impacts for projects in Bexar County
• Mobility 2050 | AAMPO’s long-range planning document

Participate online
April 15 - May 31, 2024
www.alamoareampo.org/yourmove
Thank you!

Clifton Hall
Transportation Planning Program Manager