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Introduction

Transportation is a dominant factor in every person's life. The ability to travel and move around the region influences the economic status, social status, and overall quality of life for people. Transportation is important and without its continued growth and improvement, our economy and standard of living may be drastically altered. The basic reason and purpose behind transportation planning is to ensure the transportation system will meet the future needs of people and goods and provide for continued growth and development.

A. Purpose

Overview

This document presents the FY 2022-2023 Unified Planning Work Program (UPWP) for the Alamo Area Metropolitan Planning Organization (MPO) study area. It delineates the activities to be accomplished during the period of October 1, 2021 through September 30, 2023, the funding requirements, and the agency responsible for accomplishing the tasks.

This document is organized in three sections. The first section describes the background of transportation planning in the area and the physical planning area within which planning activities will be concentrated, as well as the organizational structure of the transportation planning process, the functional responsibilities of the planning agencies, and an overview of private sector involvement, planning issues, and National Emphasis areas. The second section details the work elements of the FY 2022-2023 UPWP by task area. The third section includes the appendices with supporting documentation.

The appendices contain the following:

- Appendix A: Transportation Policy Board and Technical Advisory Committee Membership
- Appendix B: Metropolitan Area Boundary Map
- Appendix C: Self-Certification
- Appendix D: Project Selection Procedure Certification
- Appendix E: Certification of Internal Ethics and Compliance Program
- Appendix F: Lobbying Certification
- Appendix G: Debarment Certification
- Appendix H: Procurement Procedures Certification

FAST Act Planning Factors

Previous surface transportation acts passed by Congress directed MPOs and states to consider eight distinct planning factors when developing their plans and programs. The Fixing America’s Surface Transportation (FAST) Act adds two more. The following outlines all 10 planning factors:

- Support economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency;
- Increase the safety of the transportation system for motorized and non-motorized users;
- Increase the security of the transportation system for motorized and non-motorized users;
- Increase the accessibility and mobility of people and for freight;
- Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns;
- Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
- Promote efficient system management and operation;
- Emphasize the preservation of the existing transportation system;
• Improve transportation system resiliency and reliability and reduce (or mitigate) the stormwater impacts of surface transportation; and
• Enhance travel and tourism.

FAST Act Performance Management

Moving Ahead for Progress in the 21st Century (MAP-21) instituted Performance Management to provide greater accountability and transparency and help achieve the most efficient and effective investment of transportation resources. The FAST Act continues MAP-21’s overall performance management approach, within which states invest resources in projects that collectively will make progress toward national goals.

The U.S. Secretary of Transportation, in consultation with stakeholders, establishes performance measures that charts progress towards the accomplishment of national goals established in MAP-21: safety, infrastructure condition, interstate system condition, congestion reduction, system reliability, freight movement and economic vitality, environmental sustainability, and reduced project delivery delays. Performance targets established by the State and MPO will be based on national performance measures and will improve decision-making through performance-based planning and programming.

The FAST Act adjusts the timeframe for states and metropolitan planning organizations to make progress toward meeting their performance targets under the National Highway Performance Program and clarifies the significant progress timeline for the Highway Safety Improvement Program performance targets.

The MPO believes in the proactive involvement of individuals, affected public agencies, representatives of public transportation employees, public ports, freight shippers, providers of freight transportation services, private providers of transportation, representatives of users of public transportation, representatives of users of pedestrian walkways and bicycle transportation facilities, representatives of the disabled, and other interested parties in the development and updates of transportation plans and programs. This document outlines programs and studies funded through the FAST Act that will help achieve the FAST Act national goals.

Public Involvement Efforts & Goals

The Alamo Area MPO recognizes public involvement as one of the cornerstones of transportation planning. At the Alamo Area MPO, our goal is to inform, involve, and engage with people in a two-way conversation about transportation needs, challenges, and most importantly, solutions.

The MPO’s public participation goals and strategies are outlined in its Public Participation Plan (PPP). In pursuit of public participation, the MPO employs a two-pronged approach focusing on in-person interactions, as well as digital engagement. The MPO offers a number of programs to serve the public including Street Skills bicycle safety classes, a Walkable Community Program, bike rodeos, and commute consultations through the Alamo Commutes program. The MPO also frequently attends public events hosted by agency and community partners, including health fairs and Earth Day events, as well as community events oriented towards school-age children such as GIS Day.

The MPO’s digital engagement strategy includes a bimonthly e-newsletter, social media updates, agency and plan-specific websites, and livestreamed meetings of the Transportation Policy Board. For concerted public involvement efforts related to the Transportation Improvement Plan or Metropolitan Transportation Plan, the MPO also utilizes virtual public meeting tools such as surveys, digital story maps, and budget games.

The MPO also offers a number of digital and in-person resources in Spanish, including social media posts, web pages, informational videos, agency publications, Street Skills classes, community presentations, the Alamo Commutes program, and more. Additionally, residents with visual or auditory impairments can receive pre-arranged accommodations during public meetings.

B. Definition of Area
Appendix B shows the current MPO study area which encompasses over 2,770 square miles and includes all of Bexar, Comal, and Guadalupe counties and a portion of Kendall County. San Antonio is the major population and employment center in the region, the second largest city, and the third largest metropolitan area in Texas. Like many large urban areas, rapid growth and development have contributed to ever-increasing needs in transportation. By federal definition, the MPO's planning area must at least include the urbanized area (as defined by the U.S. Census Bureau) and the contiguous area that may reasonably be expected to become urbanized in the next 20 years. In 2012, the Census Bureau identified San Antonio as the only city in the MPO region that qualified as an urban area, according to current guidelines.

C. Organization

The MPO’s transportation planning process has two basic organizational units: policy and technical. Both utilize a committee structure to provide a cooperative process for planning. These are described in the following sections.

Policy Organization

The policy organizational unit, as outlined in the most recent Federal designation agreement, is the Transportation Policy Board. The Transportation Policy Board (TPB) is composed of elected and appointed officials representing the cities of New Braunfels, San Antonio and Seguin; the counties of Bexar, Comal, and Guadalupe and a portion of Kendall County; as well as the Advanced Transportation District, the Alamo Regional Mobility Authority, Greater Bexar County Council of Cities, Northeast Partnership, Texas Department of Transportation (TxDOT), and VIA Metropolitan Transit. Its responsibilities are as follows:

- Provide a forum for cooperative decision-making by principal elected officials of general-purpose local government;
- Carry out the urban transportation planning process as required by law for urbanized areas in conformity with applicable federal regulations and guidelines; this includes, but is not limited to, performance measurement, congestion management process, and transportation conformity;
- Provide routine guidance to the planning process;
- Designate responsibility for the development of the Unified Planning Work Program, Transportation Improvement Program, and Metropolitan Transportation Plan;
- Establish and approve policy procedures for transportation planning;
- Examine the adequacy of the continuing planning process;
- Review the limits of the Study Area and, if necessary, make revisions;
- Review and approve an annual budget for transportation planning activities as outlined in the Unified Planning Work Program;
- Designate such technical committees or task forces as necessary to carry out the planning process; and
- Approve the National Highway System map, the functional classification system map, the urban area boundary map, and the metropolitan area boundary map.

The present membership of the Transportation Policy Board is shown in Appendix A.

Technical Organization
The Technical Advisory Committee (TAC), which reports directly to the Transportation Policy Board, has the following responsibilities:

- Provide routine guidance on the technical procedures employed in the transportation planning process;
- Review the technical accuracy of transportation plans and documents resulting from the transportation planning process and either take action on the work completed or make a recommendation to the Transportation Policy Board;
- Review any item requested by the Transportation Policy Board and report its findings to the Transportation Policy Board;
- Review and submit a recommendation on the Unified Planning Work Program and subsequent amendments;
- Review and submit a technical recommendation on the Transportation Improvement Program, the Metropolitan Transportation Plan, and subsequent amendments to each;
- Establish or approve any technical procedures necessary to carry out the transportation planning process. These will be sent to the Transportation Policy Board for their review and, as necessary, the Board will take appropriate action; and
- Review recommendations from TAC subcommittees and, if appropriate, forward them to the Transportation Policy Board for their assessment.

The present membership of the Technical Advisory Committee is shown in Appendix A.

Other Advisory Committees

Additional advisory committees have been established to advise the Technical Advisory Committee on specific elements of the transportation planning process.

The Active Transportation Advisory Committee (ATAC) advises and makes recommendations to AAMPO’s Technical Advisory Committee. ATAC’s responsibilities include:

- Considering technical, policy, and user experience issues related to active transportation mobility during regular presentation of information on subjects including but not limited to urban design, design and construction standards, maintenance, access, connectivity, and safety.
- Advising AAMPO’s Technical Advisory Committee (TAC) and Transportation Policy Board (TPB) on items that affect the region’s safety, programs, investments, and user experience in active transportation. Items on which TAC and the ATAC take different actions may still be brought to the TPB for consideration.
- Exploring funding options and opportunities for active transportation-related projects/programs and recommending projects/programs submitted to AAMPO during project calls for funding.
- Recommending and/or advising the development of active transportation-related planning studies to be conducted by AAMPO and/or transportation partners.

Ad hoc committees under TAC include the Land Use and Regional Thoroughfare Planning Committee, the Freight, Rail and Transit Committee, the Transportation Demand Management (TDM) Committee, and the Transportation Systems Management and Operations/Traffic Incident Management (TSMO/TIM) Committee. The MPO also creates multi-agency study oversight committees for certain planning studies and projects in the UPWP.

Functional Responsibilities of Planning Agencies

For the transportation planning process to function properly, the agencies within the study area must work together.
They are responsible for carrying out the urban transportation planning process consistent with local agreements. This process includes planning for roadways, bicycle facilities, pedestrian facilities, railways, freight, and transit. Planning for certain modes is delegated to certain agencies.

The following descriptions of functional responsibilities for each agency are not intended to limit the participation of any agency or local government in the planning process. Rather, they are brief descriptions of primary responsibilities.

**Metropolitan Planning Organization**

The MPO, in cooperation with the TxDOT, mass transit operators, planning agencies, and local governments:

- Is a forum for cooperative decision-making by principal elected officials of general-purpose local governments.
- Is responsible for carrying out and maintaining the urban transportation planning process to include:
  1. Unified Planning Work Program (UPWP);
  2. Transportation Improvement Program (TIP);
  3. Metropolitan Transportation Plan (MTP);
  4. Transportation Conformity Document (TCD); and
  5. Efficient and effective use of federal planning funds.
- Executes those contracts and/or agreements necessary to carry out the work outlined in the UPWP.
- Develops and maintains transportation databases and analytical tools.
- Maintains a library of all planning products.

MPO staff has the following general responsibilities:

1. Provide staff support to the Transportation Policy Board (TPB), the Technical Advisory Committee (TAC), the Active Transportation Advisory Committee (ATAC), and other committees as necessary;
2. Review and report on items on the agenda(s) for the TPB, TAC, and ATAC;
3. Coordinate and perform the activities contained in the UPWP;
4. Prepare and submit an annual budget for work outlined in the UPWP for approval;
5. Receive and review all bills from agencies and consultants that the MPO has contracted with to perform work outlined in the UPWP;
6. Submit requests for reimbursement to the appropriate Federal and State agencies for work performed according to the UPWP;
7. Prepare and submit grant applications for federal assistance in transportation planning;
8. Prepare and submit the Annual Performance and Expenditure Report and Annual Project Listing;
9) Coordinate the activities for the development and maintenance of the UPWP, the MTP, and the TIP;

10) Refine and maintain a process for obtaining public input and participation in the transportation planning process, with special emphasis on Environmental Justice/Title VI Civil Rights Evaluation; and

11) Perform any other administrative duties as required by the Transportation Policy Board.

Alamo Area Council of Governments

The Alamo Area Council of Governments (AACOG) has the following primary responsibilities for the study area:

- Participation in the continuing planning process, as both a lead and participating agency, in studies as assigned by the Transportation Policy Board;
- Development and maintenance of specialized transportation databases and analytical tools; and
- Coordination of transportation planning with other comprehensive planning functions within AACOG.

Texas Department of Transportation

The Texas Department of Transportation (TxDOT), within the realm of transportation planning, has the following varied responsibilities for the study area:

- Performing highway planning;
- Participating and being the lead agency in transportation studies and environmental documents; and
- Reviewing all FTA Section 5307 and Section 5311 capital grant applications which may involve State funding.

In addition, TxDOT maintains certain transportation database files and forecasting models, and coordinates its planning efforts with the MPO through the UPWP.

Counties

The Counties of Bexar, Comal, Guadalupe, and Kendall have the primary responsibility for the planning of all roads outside incorporated areas that are not on the State system.

Cities

All cities within the planning area have the responsibility for the planning of all roads within their incorporated area or extraterritorial jurisdiction that are not on the State system.

VIA Metropolitan Transit

VIA has primary responsibility for conducting various short and long-range transit studies, maintaining all transit data, and is responsible for transit planning in the study area.

Northeast Partnership
The Northeast Partnership provides coordinated input to the planning process for the northeast portion of the Study Area along the I-35 corridor, which includes portions of Bexar, Comal and Guadalupe counties.

Suburban Cities

The Greater Bexar County Council of Cities assists in ensuring appropriate transportation planning for the incorporated cities (other than San Antonio) as part of the study area’s overall multimodal planning efforts.

Public/Private Partnerships

Over the last few years, the Alamo Area region has actively pursued various partnerships with entities established to advance and improve the area’s transportation infrastructure. This includes partnerships with the area’s Advanced Transportation District, the Alamo Regional Mobility Authority and the San Antonio Mobility Coalition.

D. Private Sector Involvement

Members and organizations on MPO committees representing the private sector include:

- TAC: One member representing local private transportation providers;
- ATAC: Two bicycling organizations, one organization representing people with disabilities, two pedestrian or walking organizations (with at least one from a group representing vulnerable road users), one professional organization, and one shared micromobility provider; and
- TDM: Two representatives from local chambers of commerce and one private employer.

In addition, consultants have been and will continue to be used on an as-needed basis for certain plans and programs. The MPO has used private consultants for a variety of services ranging from legal services to assistance with development of the Metropolitan Transportation Plan.

E. Planning Issues and Emphasis

The Federal Highway Administration and Federal Transit Administration have jointly issued Planning Emphasis Areas (PEAs). The PEAs are planning topics for Metropolitan Planning Organizations and State DOTs to develop, identify, and ultimately support associates work tasks. The PEAs include:

Tackling the Climate Crisis – Transition to a Clean Energy, Resilient Future

Federal Highway Administration (FHWA) divisions and Federal Transit Administration (FTA) regional offices should work with metropolitan planning organizations (MPO) to ensure transportation plans and infrastructure investments help achieve the national greenhouse gas reduction goals of 50-52 percent below 2005 levels by 2030, and net-zero emissions by 2050, and increase resilience to extreme weather events and other disasters resulting from the increasing effects of climate change. MPOs are encouraged to use the transportation planning process to accelerate the transition toward electric and other alternative fueled vehicles, plan for a sustainable infrastructure system that works for all users, and undertake actions to prepare for and adapt to the impacts of climate change. Appropriate Unified Planning Work Program work tasks could include identifying the barriers to and opportunities for deployment of fueling and charging infrastructure; evaluating opportunities to reduce greenhouse gas emissions by reducing single-occupancy vehicle trips and increasing access to public transportation, shift to lower emission modes of transportation; and identifying transportation system vulnerabilities to climate change impacts and evaluating potential solutions.

AAMPO’s Alamo Commutes Program encourages participants to reduce single-occupancy vehicle trips and increasing the use of transit. AAMPO’s Resiliency Study will assess transportation system vulnerabilities to climate change (and other threats) and recommend solutions and/or mitigation measures.

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2 Amended by Transportation Policy Board on April 25, 2022
Equity and Justice40 in Transportation Planning

FHWA Division and FTA regional offices should work with MPOs to advance racial equity and support for underserved and disadvantaged communities. This will help ensure public involvement in the planning process and that plans and strategies reflect various perspectives, concerns, and priorities from impacted areas. We encourage the use of strategies that: (1) improve infrastructure for non-motorized travel, public transportation access, and increased public transportation service in underserved communities; (2) plan for the safety of all road users, particularly those on arterials, through infrastructure improvements and advanced speed management; (3) reduce single-occupancy vehicle travel and associated air pollution in communities near high-volume corridors; (4) offer reduced public transportation fares as appropriate; (5) target demand-response service towards communities with higher concentrations of older adults and those with poor access to essential services; and (6) consider equitable and sustainable practices while developing transit-oriented development including affordable housing strategies and consideration of environmental justice populations. Guiding rules and regulations include Executive Order 13985 (Advancing Racial Equity and Support for Underserved Communities) Executive Order 14008 (Tackling the Climate Crisis At Home and Abroad) and M-21-28 (Justice40 Initiative). M-21-28 (Justice40 Initiative) provides a whole-of-government approach to advancing environmental justice by stating that 40 percent of Federal investments flow to disadvantaged communities. FHWA Division and FTA regional offices should work with MPOs to review current and new metropolitan transportation plans to advance Federal investments to disadvantaged communities. To accomplish both initiatives, joint planning processes should support MPO goals for economic opportunity in disadvantaged communities that have been historically marginalized and overburdened by pollution and underinvestment in housing, transportation, water and wastewater infrastructure, recreation, and health care.

AAMPO’s Alamo Commutes programs, available to anyone in the Alamo Area planning region, seeks to encourage participants to reduce single-occupancy vehicles and increase use of transit. AAMPO supports and endorses Vision Zero and TxDOT’s Road to Zero initiatives. The AAMPO Equity Analysis will further explore Environmental Justice and Title VI requirements and expand on the data available to transportation planners. Analysis will include challenges related to socioeconomic and technological opportunities.

Complete Streets

FHWA Division and FTA regional offices should work with MPOs to review current policies, rules, and procedures to determine their impact on safety for all road users. This effort should work to include provisions for safety in future transportation infrastructure, particularly those outside automobiles. A complete street is safe, and feels safe, for everyone using the street. FHWA and FTA seek to help Federal aid recipients plan, develop, and operate streets (with an emphasis on arterials roadways) and networks that prioritize safety, comfort, and access to destinations for people who use the street network, including pedestrians, bicyclists, transit riders, micro-mobility users, freight delivery services, and motorists. The goal is to provide an equitable and safe transportation network for travelers of all ages and abilities, including those from marginalized communities facing historic disinvestment.

AAMPO supports and endorses the design and development of Complete Streets. AAMPO’s Equity Analysis effort will provide additional insights on how best to address underserved communities. AAMPO has a continued commitment to promoting safety for all users and provides programs to teach safety and evaluate community conditions for safer access.

Public Involvement

Early, effective, and continuous public involvement brings diverse viewpoints into the decision-making process. FHWA Division and FTA regional offices should encourage MPOs to increase meaningful public involvement in transportation planning by integrating Virtual Public Involvement (VPI) tools into the overall public involvement approach while ensuring continued public participation by individuals without access to computers and mobile devices.

AAMPO continually seeks ways to improve community and stakeholder engagement. The use of VPI was increased and improved throughout the COVID pandemic and will continue to be deployed and evaluated for improvements. AAMPO’s Equity Analysis effort will examine challenges to technological opportunities for underserved communities. The resulting data will inform additional outreach efforts and engagement opportunities.
Strategic Highway Network (STRAHNET)/U.S. Department of Defense (DOD) Coordination
FHWA Division and FTA encourage MPOs to coordinate with representatives from DOD in the transportation planning and project programming process on infrastructure and connectivity needs for STRAHNET routes and other public roads that connect to DOD facilities. According to the Declaration of Policy in 23 U.S.C. 101(b)(1), it is in the national interest to accelerate construction of the Federal-aid highway system, including the Dwight D. Eisenhower National System of Interstate and Defense Highways, because many of the highways (or portions of the highways) are inadequate to meet the needs of national and civil defense. The DOD’s facilities include military bases, ports, and depots. The DOD’s facilities are also often major employers in a region, generating substantial volumes of commuter and freight traffic on the transportation network and around entry points to the military facilities.

AAMPO’s Technical Advisory Committee (TAC) includes representation by Joint-Base San Antonio (JBSA) and JBSA has been represented and participated on multiple AAMPO studies and plans as a significant stakeholder as well as a representative on study and planning oversight committees.

Federal Land Management Agency (FLMA) Coordination
FHWA Division and FTA encourage MPOs to coordinate with FLMAs in the transportation planning and project programming process on infrastructure and connectivity needs related to access routes and other public roads and transportation services that connect to Federal lands. Through joint coordination, MPOs, Tribal Governments, FLMAs, and local agencies should focus on integration of their transportation planning activities and develop cross-cutting MPO long range transportation plans, programs, and corridor studies, as well as the Office of Federal Lands Highway’s developed transportation plans and programs. Agencies should explore opportunities to leverage transportation funding to support access and transportation needs of FLMAs before transportation projects are programmed in the Transportation Improvement Program (TIP). MPOs must appropriately involve FLMAs in the development of the metropolitan transportation plan and the TIP (23 CFR 450.316(d)). Additionally, the Tribal Transportation Program, Federal Lands Transportation Program, and the Federal Lands Access Program TIPs must be included in the STIP, directly or by reference, after FHWA approval in accordance with 23 U.S.C. 201(c) (23 CFR 450.218(e)).

AAMPO coordinates with FLMAs and Tribal Governments on studies and projects that may connect to Federal lands. AAMPO periodically evaluates the Office of Federal Lands Highways plans and programs to ensure additional coordinated efforts. AAMPO also works closely with JBSA in planning and programming initiatives that may have direct and indirect impacts to the Federal lands and other federal facilities.

Planning and Environment Linkages (PEL)
FHWA Division and FTA encourage MPOs to implement PEL as part of the transportation planning and environmental review processes. The use of PEL is a collaborative and integrated approach to transportation decision-making that considers environmental, community, and economic goals early in the transportation planning process, and uses the information, analysis, and products developed during planning to inform the environmental review process.

AAMPO will promote and encourage the use of PEL (in part and in whole) to regional transportation partners. AAMPO has a Project Readiness Work Group that examines the project development process and outlines the planning efforts to make projects viable candidates for federal funding.

Data in Transportation Planning
To address the emerging topic areas of data sharing, needs, and analytics, FHWA Division and FTA encourage MPOs to incorporate data sharing and consideration into the transportation planning process, because data assets have value across multiple programs. Data sharing principles and data management can be used for a variety of issues, such as freight, bike and pedestrian planning, equity analyses, managing curb space, performance management, travel time reliability, connected and autonomous vehicles, mobility services, and safety. Developing and advancing data sharing principles allows for efficient use of resources and improved policy and decision-making for all parties.
AAMPO is consistently looking for data sources to compliment, enhance, and improve the GIS and travel demand modeling and planning efforts. AAMPO will continue to work closely with TxDOT to secure databases that monitor safety, demographics, freight movements, and other programs. AAMPO’s Equity Analysis, Curb Management Study, Freight Study, Resiliency Study, and other efforts will tap into these data sources to make informed recommendations and provide local partners with these resources.
Task 1.0 – Administration/Management

A. Objective

To deliver, on a continuing basis, the plans and programs necessary to administer Federal transportation planning grants and maintain the cooperative, comprehensive, and continuous (3C) planning process in and for the Alamo Area Metropolitan Planning Organization.

B. Expected Products

Certified Transportation Planning Process
Other Appropriate Documents and Reports

C. Previous Related Work

Performed general administrative functions
Coordinated transportation planning and implementation activities with other agencies and organizations
Conducted a public involvement process compliant with federal and state regulations
Provided support for all meetings of the Transportation Planning Process
Updated and implemented policies to maintain the 3-C Planning Process
Provided staff access to courses, workshops, and seminars

D. Subtask 1.1: Program Support

The primary activities which will take place under Program Support include the following:

1.1.1 General Administration

This activity includes developing and implementing those policies and guidelines necessary to carry out and maintain the 3C planning process; coordinating transportation planning activities; budgeting and managing transportation planning funds; sponsoring and conducting meetings including providing support to policy and advisory committees; and coordinating and working with other agencies and organizations involved in planning, programming, and implementing transportation projects.

1.1.2 Public Participation

This activity supports the MPO staff’s implementation of the Public Participation Plan to include the conduction of community outreach and public meetings/hearings, as needed, with emphasis on Environmental Justice (EJ) populations and the development/review processes of the Transportation Improvement Program, Metropolitan Transportation Plan, Transportation Conformity Determination, and other planning products; development and use of questionnaires, newsletters, and other participation techniques; developing and posting website updates; and creating bilingual materials as appropriate.

1.1.3 Title VI Civil Rights/Environmental Justice Activities

This activity supports monitoring, evaluating, and implementing Title VI/EJ compliance, guidance, and requirements for plans and programs; continuing to collect and analyze data related to minority or low income populations and the effect of the transportation programs and system on these populations; identifying ways to mitigate impacts of the system and programs on the identified populations; expanding the database of citizens and businesses in low income or minority areas to facilitate effective outreach to and engagement with these populations.

1.1.4 Travel and Training

This activity supports staff development in the technical activities associated with the transportation planning process through travel to and attendance at appropriate conferences, courses, seminars, and workshops. For out of state travel, the MPO will seek prior TxDOT approval.
1.1.5 Equipment/Software

This activity is for the upgrade/addition of equipment, such as computer hardware, and software to ensure suitability for data usage and analysis. In accordance with the 2 CFR § 200.439, a description of any equipment or software purchases with a unit cost of $5,000 or more will be submitted to the Texas Department of Transportation for approval prior to acquisition.

1.1.6 Building Maintenance, Repairs, and Moving Costs

This activity includes using planning funds for non-routine building maintenance and repairs, as well as the potential costs for moving office locations.

Responsible Agency: Metropolitan Planning Organization
Funding Requirement: $1,947,000 ($945,000 budgeted for FY 2022 and $1,002,000 budgeted for FY 2023)
Product(s):
- Certified Planning Process
- Reports on fiscal expenditures and work completed, as required
- Forum for cooperative decision-making by principal elected officials of general-purpose local governments
- Effective coordination of transportation planning activities

Subtask 1.2: Legal Costs

1.2.1 Legal Services

This activity is for legal services that effectively foster the 3-C transportation planning process. Legal services will be approved by the Federal Highway Administration prior to the expenditure of funds.

Responsible Agency: Metropolitan Planning Organization
Funding Requirement: $80,000.00 ($40,000 budgeted for FY 2022 and $40,000 budgeted for FY 2023)

E. Task 1.0 Funding Summary Table

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*This includes both FHWA PL-112 and FTA Section 5303 Funds. TxDOT will apply transportation development credits sufficient to provide the match for TPF. As the credits reflect neither cash nor man-hours, they are not reflected in the funding tables.
Task 2.0 – Data Development and Maintenance

A. Objective

Update existing and develop new GIS data layers. Develop and document demographic data to support the Metropolitan Planning Organization’s planning efforts.

B. Expected Products

Series of technical reports documenting the continuing demographic data updating process
Updates to the interactive map online mapping application (iMap)
Updated data tables and GIS layers
Regional equity analysis
Regional lighting study
Coordination of target selection and tracking for performance measures identified in the FAST Act
VIA Metropolitan Transit’s Origin and Destination Survey

C. Previous Related Work

Regional Transportation Attitude Survey (2018)
Pedestrian and Bicycle Facility Data Collection and Mapping
Open mapping initiatives: Crash Stats Dashboard, iMap, and Performance Measures Dashboard
Bicycle Maps (versions 1-5)
Smoothed Urbanized Area; updated Functional Classification; identification of 2020 Saturation Count locations

D. Subtask 2.1: MPO Staff Support for Task 2

2.1.1 General Administration

This subtask allows for MPO staff support for administrative activities related to data development and maintenance including procurement, contract management, oversight committee participation, and appropriate review/processing of monthly billings for work related to Task 2. Public Involvement activities which include video production, website information and updates, and printed materials related to the development and dissemination of technical data will also be completed.

2.1.2 General GIS Activities

Specific activities will include, but not be limited to, participating in the development of new technical reports related to the 2020 census; refining and documenting demographic data as needed; displaying transportation data of all modes; displaying census data, especially data related to Title VI/Environmental Justice that includes identifying and analyzing locations of minority populations and those below the poverty level within the MPO Study Area and mapping planned and programmed transportation projects and services that may affect these populations; using and documenting GIS data supporting efforts to link planning and the National Environmental Policy Act (NEPA); updating and developing new GIS data layers as appropriate; analyzing public meeting attendance data; and designing and printing presentation materials as needed.

2.1.3 Alamo Area Open Data Repository

Continue development of this transportation related geospatial data warehouse, known as iMap. The open data repository contains data and links to participating entities’ transportation related data elements. Users (citizens and agency staff) of the open data site can query, view, download, and disseminate data. Data updates to the iMap online viewer will continue.
2.1.4 Performance Measures and Targets

Performance measures are key metrics selected to understand the current, anticipated, and desired level of performance and to illustrate tradeoffs between resource allocation scenarios and investment strategies. For each measure, a targeted level of performance is selected to gauge the effectiveness of actual investments over time. MPO staff will continue to monitor adopted federal performance measures; coordinate with transportation planning partners to select and regularly reassess regional target values for each performance measure; and develop additional performance measures in support of the MTP, TIP, Congestion Management Process, and other regional priorities.

2.1.5 Safety Planning

This subtask promotes the continued analyses of safety issues as they relate to planning activities. These activities range from the collection of crash data to the sponsoring of planning studies and initiatives to address high crash locations. Activities may include participation in multi-disciplinary safety initiatives at the local, state, or national levels to address traffic safety in a holistic manner; research and analysis of crash data from TxDOT’s Crash Record Information System (CRIS); and coordination of trainings and workshops on safety-related issues for agencies and regional implementers, if available or needed. AAMPO is continuing work on a Regional Safety Analysis, a regional study of fatal and serious injury crashes investigating and documenting regional trends and influencing factors, with a second phase providing recommendations to address these factors.

2.1.7 Regional Equity Analysis

This subtask will take a closer look at the traditional definition of Environmental Justice and Title VI requirements by expanding on equity layers. The MPO staff will develop a regional analysis of equity layers by studying the challenges in relation to demographics, socioeconomics and technological opportunities within the Alamo Area MPO study boundary. An application will be developed by the MPO staff to show regional equity related observations.

2.1.8 Regional Lighting Study

The MPO staff will develop a strategic weighted assessment study to assess transportation related lighting needs in the Alamo Area MPO study boundary. Factors such as infrastructure, safety, and crime will be considered to identify areas with the greatest need for lighting solutions. The MPO staff will develop an interactive application for assessment and future efforts.

Responsible Agency: Metropolitan Planning Organization
Funding Requirement: $1,068,000 ($518,000 budgeted for FY 2022 and $550,000 budgeted for FY 2023)
Product(s): Contract Procurement Materials, Billing Packages, Technical Memoranda, Final Reports, and Mappable Databases as per specifications
E. Subtask 2.2 VIA Metropolitan Transit Origin and Destination Survey

2.2.1 The primary purpose of the on-board origin and destination survey is to obtain accurate information on the fixed-route bus travel patterns of VIA bus riders, both system-wide and at route level. Information will be gathered at the linked trip level, which makes this research more useful than VIA’s various routine, continuous methods of routine data collection which are at the unlinked trip level. A secondary purpose is to obtain matching information on riders’ demographics. VIA completed a similar survey in 2018 and will use those results as a baseline for comparison to the 2022 data. This project provides both information needed for modeling transportation demand and provides information required for Title VI reporting to the FTA.

Responsible Agency: VIA Metropolitan Transit
Funding Requirement: $250,000 ($125,000 budgeted for FY 2022 and $125,000 budgeted for FY 2023)
Product(s): Data Files with Geocoding, and Final Written Report Including Demographics

F. Task 2.0 Funding Summary Table

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*This includes both FHWA PL-112 and FTA Section 5303 Funds. TxDOT will apply transportation development credits sufficient to provide the match for TPF. As the credits reflect neither cash nor man-hours, they are not reflected in the funding tables.
Task 3.0 – Short Range Planning

A. Objective

To provide the information and basis for the investigation of near-term issues related to comprehensive transportation planning. These planning activities have specific time frames, with direct input into implementation strategies.

B. Expected Products

- Transportation conformity documentation
- Transportation Improvement Program
- Regional bicycle and pedestrian planning data and presentations
- Walkable Community Workshop reports
- Curb management study
- Subregional planning study
- School bus fleet inventory
- Multimodal arterial planning study
- Transit Oriented Development planning products

C. Previous Related Work

- Air Quality Planning: Emissions Inventory
- Air Quality Planning: Control Strategy Modeling
- Bike Share Master Plan (2018)
- Capital-Alamo Connection Study (2019)
- Springvale Neighborhood Association / Valley Hi Drive Walkable Community Workshop Report (2019)
- Downtown New Braunfels Walkable Community Workshop Report (2020)
- New Braunfels Transit Study (2021)

D. Subtask 3.1 MPO Staff Support for Task 3

3.1.1 General Administration

This subtask allows for MPO staff support for administrative activities related to short range planning, including the development and management of agency contracts; procurement, development, and management of consultant contracts for projects in Task 3; and the review and processing of monthly billings for work related to Task 3.

3.1.2 General Activities

Specific activities will include, but are not limited to, maintenance of the FY 2021-2024 Transportation Improvement Program, development of the FY 2023-2026 Transportation Improvement Program, maintenance of the FY 2022-2023 Unified Planning Work Program, and development of the FY 2024-2025 Unified Planning Work Program.

3.1.3 Public Involvement

This subtask includes MPO staff participation in public outreach activities including video production, developing website information, writing newsletter articles, developing other printed materials, staffing public events, and public meeting facilitation as needed.

3.1.4 Air Quality Planning

MPO staff will continue transportation-related air quality planning activities including, but not limited to,
development of conformity determination report(s) for ozone in support of the MTP and TIP and participation in the Technical Working Group for Mobile Source Emissions as well as other air quality related committees and interagency consultation activities at the state and local level.

### 3.1.5 Active Transportation Planning

MPO staff will continue to plan and lead activities related to active transportation modes. These activities include, but are not limited to, providing technical assistance to local governments and other transportation agencies to identify bicycle and pedestrian issues, opportunities, needs and barriers, and assistance in project planning and conceptual design; collaboration with local governments and other transportation agencies to improve the accuracy of existing pedestrian and bicycle mapping tools; support and/or coordination of the region’s National Bike Month, including National Bike to Work Day activities that encourage multimodal commuting and educate community members about the benefits of bicycling to work, and Bicycle Friendly Business outreach and education; support and/or coordination of the region’s Walk to School Day events that educate community members about safe walking habits; conducting the MPO’s Active Transportation Program, which consists of safety classes, bike rodeos, and Walkable Community Workshops, to share multimodal transportation rules and practices while disseminating information about bicycle route planning and MPO plan development, collecting input for the development of MPO plans, and helping community partners identify bicycle and pedestrian issues, opportunities, needs, and barriers for the identification of potential projects; and continued implementation of the Regional Bicycle and Pedestrian Planning Study and Pedestrian Safety Action Plan. This task also includes support to the City of San Antonio and other partners in the region’s Vision Zero activities. Lastly, this task includes staff coordination, support of and participation in the MPO’s Bicycle Mobility Advisory Committee (BMAC) and the Pedestrian Mobility Advisory Committee (PMAC).

**Responsible Agency:** Metropolitan Planning Organization  
**Funding Requirement:** $1,698,000 ($824,000 budgeted for FY 2022 and $874,000 budgeted for FY 2023)  
**Product(s):** Contract procurement materials and billing packages, BMAC and PMAC meeting packages and materials, Walkable Communities and Safe Routes to Schools reports, and Transportation Conformity documentation

### Subtask 3.2 Curb Management Study

**3.2.1** The purpose of this Subtask is to conduct a study on the competing uses of curb space in the planning area, including recommendations to partner agencies on curb management policies. This study may include a review of peer cities’ curb management policies, as well as municipalities within the MPO study area; an overview of competing demands for curb space, currently and in the future, by public and private sector users; and recommendations for partner agencies to manage curb space, including identifying locations where curb space is heavily utilized. Work will also include stakeholder outreach and mapping.

**Responsible Agency:** Metropolitan Planning Organization (consultant)  
**Funding Requirement:** $150,000 ($25,000 budgeted for FY 2022; $125,000 budgeted for FY 2023)  
**Product(s):** Technical Memoranda, Status Reports, Data Layers, and Technical Report(s)

### Subtask 3.3 Air Quality Planning

**3.3.1** The purpose of this Subtask is to provide technical analysis for air quality planning in the region. MPO staff is responsible for transportation conformity as outlined under Subtask 3.1.4. Tasks that will be performed by AACOG staff under this Subtask may include refining the photochemical model as new data becomes available; conducting photochemical model runs; conducting trend analyses; conducting model sensitivity tests; identifying, evaluating and recommending on-road control measures; and updating emissions inventories. AACOG air quality planning efforts will be expanded to include school bus fleet inventories and the introduction of a smoking vehicle outreach program. Should the region require a photochemical model, AACOG desires to conduct the work with oversight by the Texas Commission on Environmental

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1 Amended by Transportation Policy Board on January 24, 2022
Quality (TCEQ). The work will be guided by local and State agencies and will be designed to meet Environmental Protection Agency defined standards for reliability and accuracy. Work performed under this subtask will not duplicate tasks being conducted by TCEQ nor the Texas A&M Transportation Institute. It must be noted that for air quality planning, the area outside the metropolitan area boundary affects the area within the metropolitan area boundary.

Responsible Agency: Alamo Area Council of Governments
Funding Requirement: $170,000 ($85,000 budgeted for FY 2022 and $85,000 budgeted for FY 2023)
Product(s): Technical Memoranda, Status Reports, and Technical Report(s)

Subtask 3.4 Subregional Planning Study

3.4.1 The purpose of this Subtask is to conduct a subregional planning project in the I-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 these 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; addressing 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.

Responsible Agency: Metropolitan Planning Organization (consultant)
Funding Requirement: $231,738.90 (FY 2021 carryover; $268,261.10 expended in FY 2021)
Product(s): Technical Memoranda, Status Reports, Data Layers and Technical Report(s)

Subtask 3.5 City of San Antonio Multimodal Planning Study

3.5.1 This project is a third-party contract for a consultant to conduct arterial planning studies to address safety, congestion, multimodal transportation, and economic impact for three selected corridors within the City of San Antonio (CoSA) to better prepare for a future, large scale multimodal project. Coordination will occur between CoSA, VIA Metropolitan Transit and other transportation partners. The SA Tomorrow (CoSA’s 2040 plan) and VIA’s 2040 Vision Plan established system-level needs which will require the transformation of arterial corridors to better accommodate multimodal transportation. One of the studies is currently underway and the other two are pending corridor identification.

Responsible Agency: City of San Antonio
Funding Requirement: $3,000,000 in STBG funding (awarded in April 2018; $1,000,000 for FY 2022; $2,000,000 for FY 2023 ($1,000,000 to carryover into FY 2024))
Product(s): Technical Memoranda, Status Reports, Data Layers, and Technical Report(s)

Subtask 3.6 Pilot Program for Transit Oriented Development Planning (North-South Corridor)

3.6.1 VIA Metropolitan Transit has received $825,000 in FTA funding to work with the City of San Antonio to plan for Transit Oriented Development along the North-South/Central Rapid Transit Corridor Project, a 27-mile fixed guideway alignment between the Stone Oak and Brooks areas of the city. The goal of the project is to enable Transit Oriented Development through the City of San Antonio Zoning/Development Code Amendments.

Responsible Agency: VIA Metropolitan Transit

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1 Amended by Transportation Policy Board on January 24, 2022
Funding Requirement: $725,072.00 (FY 2021 carryover; $349,928.00 expended in FY 2021) (Initial funding: $825,000 in FTA funding and $250,000 local match)

Product(s): Technical Memoranda, Status Reports, Data Layers, and Technical Report(s)

### 3.6.2 Pilot Program for Transit Oriented Development Planning (East-West Corridor)³

VIA Metropolitan Transit has received $760,000 in FTA funding to plan for Transit Oriented Development (TOD) on 7.3 miles of the planned East-West Advanced Rapid Transit (ART) Corridor. The pilot involves a fixed guideway rapid transit alignment project, along Commerce and East Houston Streets, between General McMullen Drive to the west and Coca-Cola Place to the east. The goal of the project is to implement equitable TOD planning at station areas throughout the corridor, leverage the Eastside Mobility Hub capital project and affordable housing solutions, to address the Housing plus Transportation metric (H+T), and address regulatory impediments to develop equitable TOD.

Responsible Agency: VIA Metropolitan Transit

Funding Requirement: $950,000 Total Project Cost ($760,000 in FTA funding (80%) and $190,000 in Local (VIA) Funds (20%))

Products: Technical Memoranda, Status Reports, Data Layers, and Technical Reports.

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### E. Task 3.0 Funding Summary Table

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*This includes both FHWA PL-112 and FTA Section 5303 Funds. TxDOT will apply transportation development credits sufficient to provide the match for TPF. As the credits reflect neither cash nor man-hours, they are not reflected in the funding tables.

**$1,000,000 to carryover into FY 2024

³ Amended by Transportation Policy Board on May 23, 2022
Task 4.0 – Metropolitan Transportation Plan

A. Objective

To develop, maintain, and update a multimodal Metropolitan Transportation Plan for the Alamo Area Metropolitan Planning Organization for a 25-year horizon that meets federal, state, and regional air quality goals.

B. Expected Products

Maintenance of “Mobility 2045”
Development and maintenance of “Mobility 2050”
Travel demand model update and development of a master travel demand model network system
Resiliency Study
Rapid Transit Corridor Study

C. Previous Related Work

Regional thoroughfare plan study (2018)
VIA’s Long Range Comprehensive Transportation Plan
VIA Vision 2040
Development of mode choice model and updates
Travel demand model updates

D. Subtask 4.1 MPO Staff Support for Task 4

4.1.1 General Administration

This subtask allows for MPO staff support for administrative activities related to long range planning including procurement, development, and management of consultant contracts for projects in Task 4; review and processing of monthly billings for work related to Task 4; participation in study oversight committee meetings; maintenance of the Metropolitan Transportation Plan (“Mobility 2045”); and development of “Mobility 2050”.

4.1.2 Public Involvement

MPO staff participation in public outreach activities includes, but is not limited to, public meeting facilitation, developing website information, developing and distributing printed and digital materials, and conducting media interviews.

4.1.3 MPO Modeling Activities

MPO staff will actively conduct transportation modeling activities in order to forecast future demand on the region’s transportation system. This includes thoroughfare planning, possible updates to the transportation needs assessment, the update and coding of the region’s roadway, transit, and bicycle networks (as appropriate) along with the integration of regional travel survey information (including freight data) into the regional model. Work will also include participation in the review of demographic forecasts and modeling output.

Responsible Agency: Metropolitan Planning Organization
Funding Requirement: $1,068,000 ($518,000 budgeted for FY 2022 and $550,000 budgeted for FY 2023)
Product(s): Planning documents; data sets; contract procurement materials and billing packages; and travel demand model networks
Subtask 4.2  Mobility 2050 Demographics and Travel Demand Model Update

This project is a third party contract for a consultant to assist with the following tasks: 1) demographic development for Mobility 2050; 2) development of a new mode choice model based on VIA Metropolitan Transit's latest travel survey; 3) calibration of the Alamo Area Metropolitan Planning Organization model based on the latest travel surveys and 2022 census data as appropriate; 4) development of a master travel demand model network system; 5) integration of the AAMPO and CAMPO travel demand models and networks for an integrated approach to regional travel; 6) collection of parking usage and cost data to update the travel demand model; and 7) ongoing modeling support.

Responsible Agency: Metropolitan Planning Organization (consultant)
Funding Requirement: $436,035.72 (FY 2021 carryover; $297,003.28 expended in FY 2021)
Product(s): Data sets, technical memoranda, and technical report

Subtask 4.3  Resiliency Study

The purpose of this study is to assist with planning and developing a transportation system that can accommodate long term change and recover and adapt from unpredictable changes, such as extreme weather events or human-made disruptions. This study will 1) identify potentially disruptive events with stakeholder input; 2) perform risk assessments for how each event would impact all or parts of the transportation system; and 3) provide recommendations on how to improve transportation system resiliency.

Responsible Agency: Metropolitan Planning Organization (consultant)
Funding Requirement: $500,000 ($250,000 budgeted for FY 2022 and $250,000 budgeted for FY 2023)
Product(s): Data sets, technical memoranda, and technical report

Subtask 4.4  Rapid Transit Corridor Study

The purpose of this study is to enable VIA to hire a consultant to perform advanced project definition for up to 6 rapid transit corridors (East, West, South, Northwest, Northcentral, and Northeast) connecting large regional activity centers identified in the City of San Antonio’s SA Tomorrow plan. The identified corridors represent the full build out of VIA’s high-capacity transit network and are strategically located to support the population growth of the San Antonio region. The Advanced Rapid Transit advanced project definition will place the agency in a position to enter the Project Development process in the Capital Investments Grant Program. The type of work expected to be tasked includes conceptual plan development, traffic impacts analysis, operations and maintenance plan development, environmental constraints identification, and fatal flaw analysis. Advanced project definition on the first 4 corridors (North, South, East, and West) is expected to be completed by the summer of 2022. This work will serve as a key step in submitting an application to request funding from the FTA. Coordination will occur between the City of San Antonio, VIA Metropolitan Transit, the MPO, and other transportation partners.

Responsible Agency: VIA Metropolitan Transit
Funding Requirement: $8,068,309.00 (FY 2021 carryover; $1,931,691.00 expended in FY 2021; (Initial funding: $10,000,000.00 in STBG funding)
Product(s): Technical Memoranda, Status Reports, Data Layers, Technical Report(s), and Final Report

Subtask 4.5  General Planning Consultant

This task involves procuring a third party consultant contract to assist with the following tasks in support of

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1 Amended by Transportation Policy Board on January 24, 2022
2 Amended by Transportation Policy Board on April 25, 2022
the AAMPO’s transportation planning requirements: 1) Development and maintenance of the MPO’s long and short range transportation plans 2) development and maintenance of the MPO’s Unified Planning Work Program and Annual Expenditure Report; 3) assistance with air quality related tasks; 4) assistance with travel demand modeling; 5) assistance with transportation performance measurement and management; 6) data collection as required for planning activities; 7) assistance with new planning requirements associated with the bipartisan infrastructure law (IIJA); and 8) general transportation planning support.

Responsible Agency: Alamo Area Metropolitan Planning Organization (consultant)
Funding Requirement: $750,000
Product(s): Data sets, technical memoranda, and technical reports

E. Task 4.0 Funding Summary Table

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**Task 4.5 will be a multi-year contract and funds may carryover from FY 2023 to future fiscal years.

² Amended by Transportation Policy Board on January 24, 2022
² Amended by Transportation Policy Board on April 25, 2022
Task 5.0 – Special Studies

A. **Objective**

To undertake studies of specific aspects of the transportation system in order to provide the specialized information required to adequately develop an efficient, multimodal mobility system for the Alamo Area Metropolitan Planning Organization study area.

B. **Expected Products**

Alamo Commutes Program
Congestion Management Process
Regional freight planning and stakeholder involvement

C. **Previous Related Work**

Congestion Management System/Process (2002-ongoing)
Planning and Environmental Linkages Studies (2013-2015)
Alamo Commutes Program (2018-present)

D. **Subtask 5.1 MPO Staff Support for Task 5**

5.1.1 **General Administration**

This subtask allows for MPO staff support for activities related to special transportation planning studies. Specific activities will include, but not be limited to, leading the Alamo Commutes Program; maintaining the MPO’s Congestion Management Process (CMP) activities, including integrating CMP information into all short- and long-range planning efforts and documents; participating in regional Transportation Systems Management and Operations (TSMO) planning and coordination efforts; leading and/or participating in freight and passenger rail studies; procuring, developing, and managing consultant contracts for projects in Task 5; and reviewing and processing of monthly billings for work related to Task 5. Public involvement activities will be conducted as needed.

Responsible Agency: Metropolitan Planning Organization
Funding Requirement: $503,000 ($245,000 budgeted for FY 2022 and $258,000 budgeted for FY 2023)
Product(s): Contract Procurement Materials, Billing Packages, and Technical Report(s)

Subtask 5.2 **Alamo Commutes Program**

5.2.1 The purpose of the Alamo Commutes program is to encourage the public to reduce the frequency of single occupancy vehicle trips in order to improve regional air quality. This includes the promotion of more sustainable modes of transportation including carpool, vanpool, public transit, walking, biking and alternative scheduling. Alamo Commutes works with employers and the community to provide the tools, resources, and information needed to encourage smart commuting habits. Essential Alamo Commutes services include a carpool matching and trip tracking mobile app, Emergency Ride Home, and consultations with area employers and the public.

Responsible Agencies: Alamo Area Metropolitan Planning Organization (AAMPO)
Funding Requirement: $297,917.00 ($97,917.00 FY 2021 carryover) (Initial funding:$200,000.00 in STBG funding ($100,000.00 budgeted for FY 2022 and $100,000.00 budgeted for FY 2023)
Product(s): Monthly progress reports and final annual report documenting activities

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1 Amended by Transportation Policy Board on January 24, 2022
Subtask 5.3  Regional Freight Study

5.3.1  The purpose of this Subtask is to conduct a region-wide freight study and plan encompassing the entire Alamo Area MPO study area, taking into account current and projected freight trends in the region and across the state. The study will build off previous regional and statewide planning efforts including, but not limited to, the Texas Freight Mobility Plan (2018), Statewide Truck Parking Study (2020), Texas Freight Network Technology and Operations Plan (2020), and San Antonio Region Freight Study (2008).

The study will include, but not be limited to, an overview of previous plans, studies, legislation, and their recommendations; an economic and logistical analysis of freight flow in the region; an inventory of existing and planned assets including highway and rail as well as their condition and performance; a needs analysis of high demand areas, hotspots, and other deficiencies; and recommendations including, but not limited to, policies and programs, freight performance measures, ITS and operational project listings, capital improvements, a constrained and/or unconstrained list of projects, and development of a regional freight system leveraging Critical Freight Corridors, Truck Lane Restrictions, and NHS Intermodal Connectors. Staff will support a regional freight working/stakeholder group of TAC/TPB members, and industry, manufacturing, transportation, and logistics professionals to provide guidance and oversight of the study and lead implementation efforts of the plan.

Responsible Agency:  Metropolitan Planning Organization (consultant)
Funding Requirement:  $350,000 ($175,000 budgeted for FY 2022 and $175,000 budgeted for FY 2023)
Product(s):  Technical Memoranda, Status Reports, Data Layers, and Technical Report(s)

E.  Task 5.0 Funding Summary Table

<table>
<thead>
<tr>
<th>Subtask</th>
<th>Responsible Agency</th>
<th>Transportation Planning Funds (TPF)*</th>
<th>FTA Section 5307 Funds</th>
<th>Local Funds</th>
<th>Other (STBG)</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
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<td>FY 2023</td>
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*This includes both FHWA PL-112 and FTA Section 5303 Funds. TxDOT will apply transportation development credits sufficient to provide the match for TPF. As the credits reflect neither cash nor man-hours, they are not reflected in the funding tables.

†Amended by Transportation Policy Board on January 24, 2022
# Budget Summary by Task and Funding Source

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<th>UPWP Task</th>
<th>Description</th>
<th>Transportation Planning Funds (TPF)*</th>
<th>FTA Section 5307 Funds</th>
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*This includes both FHWA PL-112 and FTA Section 5303 Funds. TxDOT will apply transportation development credits sufficient to provide the match for TPF. As the credits reflect neither cash nor staff-hours, they are not reflected in the funding tables.

---

¹ Amended by Transportation Policy Board on January 24, 2022
² Amended by Transportation Policy Board on April 25, 2022
³ Amended by Transportation Policy Board on May 23, 2022
## Budget Summary by Funding Source

<table>
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<tr>
<th>Transportation Planning Funds (TPF)</th>
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<td>FHWA (PL-112 + Section 5303) (FY 2023)</td>
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<td>Estimated Unexpended Carryover</td>
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<th>Total TPF Programmed</th>
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<td>FY 2023</td>
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<tr>
<td><strong>TPF Liability</strong></td>
<td><strong>$175,000</strong></td>
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Note: per the MPO’s FY 2009 audit the MPO will maintain a minimum balance of $55,000 for compensated absences liability. The MPO also has a five-year legal services contract with a total unprogrammed potential liability of approximately $120,000 to FY 2026.

<table>
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<tr>
<th>Other Funds</th>
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<tbody>
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<td>STP-MM/STBG: Federal + local match (Subtask 3.5)</td>
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<td>FTA: Federal + $440,000 local match (Subtask 3.6)</td>
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<td>STP-MM/STBG: Federal + local match (Subtask 4.4)</td>
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<td>STP-MM/STBG: Federal portion only (Subtask 5.2)</td>
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<td>Other</td>
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<td><strong>Total Funds Programmed</strong></td>
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## Appendix A: TPB & TAC Membership

**Transportation Policy Board Membership**

*as of June 28, 2021*

<table>
<thead>
<tr>
<th>Member</th>
<th>Representing</th>
</tr>
</thead>
<tbody>
<tr>
<td>Commissioner Kevin Webb <em>(Chair)</em></td>
<td>Comal County</td>
</tr>
<tr>
<td>Councilwoman Melissa Cabella Havrda <em>(Chair Elect)</em></td>
<td>City of San Antonio, District 6</td>
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<tr>
<td>Commissioner Rebecca Clay-Flores <em>(First-Vice Chair)</em></td>
<td>Bexar County</td>
</tr>
<tr>
<td>Ms. Jordana Matthews</td>
<td>Advanced Transportation District</td>
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<tr>
<td>Mr. Michael J. Lynd, Jr.</td>
<td>Alamo Regional Mobility Authority</td>
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<tr>
<td>Commissioner Tommy Calvert</td>
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<tr>
<td>Ms. Renee Green, P.E.</td>
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<tr>
<td>Commissioner Trish DeBerry</td>
<td>City of New Braunfels</td>
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<tr>
<td>Councilmember Shane Hines</td>
<td>City of San Antonio, District 10</td>
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<tr>
<td>Councilwoman Clayton Perry</td>
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<tr>
<td>Councilwoman Ana Sandoval</td>
<td>City of San Antonio</td>
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<tr>
<td>Mr. Razi Hosseini, P.E.</td>
<td>City of San Antonio</td>
</tr>
<tr>
<td>Ms. Bridgett White</td>
<td>City of San Antonio</td>
</tr>
<tr>
<td>Vacant</td>
<td>City of Seguin</td>
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<tr>
<td>Mayor Donna Dodgen</td>
<td>Greater Bexar County Council of Cities</td>
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<tr>
<td>Mayor Chris Riley [Leon Valley]</td>
<td>Guadalupe County</td>
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<tr>
<td>Judge Kyle Kutscher</td>
<td>Kendall County Geographic Area</td>
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<tr>
<td>Commissioner Christina Bergmann</td>
<td>Northeast Partnership</td>
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<td>Councilman Kevin Hadas [Selma]</td>
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<td>Ms. Gina Gallegos, P.E.</td>
<td>VIA Metropolitan Transit</td>
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<td>Javier Paredes</td>
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**Ex-Officio (non-voting) Member**

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<tr>
<td>Diane Rath</td>
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<tr>
<td>Kevin Wolff <em>(Past Chair)</em></td>
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<tr>
<td>Barbara C. Maley, AICP <em>(interim)</em></td>
</tr>
<tr>
<td>Vic Boyer</td>
</tr>
<tr>
<td>Nick Page</td>
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<td>Jeff Arndt</td>
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## Technical Advisory Committee Membership
### as of June 28, 2021

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<tr>
<th>Member</th>
<th>Alternate</th>
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<tr>
<td>Manjiri Akalkotkar</td>
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<td>Sean Scott</td>
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<td>Reggie Fountain, P.E.</td>
<td>Dave Wegmann, P.E.</td>
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<td>Dave Wegmann, P.E.</td>
<td>Jesse Garcia, P.E.</td>
<td>Bexar County</td>
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<tr>
<td>Garry Ford, P.E. PTOE*</td>
<td>Mary Hamann, P.E.</td>
<td>City of New Braunfels</td>
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<td>Christina DeLaCruz, P.E.</td>
<td>Jacob Floyd</td>
<td>City of San Antonio</td>
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<tr>
<td>Marc Jacobson, P.E.**</td>
<td>Lilly Banda, P.E.</td>
<td>City of San Antonio</td>
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<td>Greg Reninger</td>
<td>Lauren Simcic</td>
<td>City of San Antonio</td>
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<tr>
<td>David Rabago, P.E. CFM</td>
<td>Michael Sharp</td>
<td>City of Seguin</td>
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<td>David Vollbrecht, P.E.</td>
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<td>David Dimaline</td>
<td>Manny Longoria</td>
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<td>Allen Dunn, P.E.</td>
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<tr>
<td>John Anderson</td>
<td>Vacant</td>
<td>Joint Base San Antonio</td>
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<tr>
<td>Jeff Carroll, P.E.</td>
<td>Katherine Schweitzer, P.E.</td>
<td>Kendall County Area</td>
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<tr>
<td>Ylda Capriccioso</td>
<td>Lydia Kelly</td>
<td>MPO Bicycle Mobility Advisory Committee</td>
</tr>
<tr>
<td>Robert Hanley, AIA</td>
<td>Brian Crowell</td>
<td>MPO Pedestrian Mobility Advisory Committee</td>
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<td>Blake Partridge</td>
<td>Ken Polasek</td>
<td>Northeast Partnership</td>
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<td>Nicholas Wingertek</td>
<td>Vacant</td>
<td>Private Transportation Providers</td>
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<tr>
<td>Clayton Ripps, P.E.</td>
<td>Mark Mosley, P.E.</td>
<td>Texas Department of Transportation</td>
</tr>
<tr>
<td>Kammy Horne</td>
<td>Art Herrera</td>
<td>VIA Metropolitan Transit</td>
</tr>
</tbody>
</table>

* Chair  
** Vice Chair
Appendix B: Boundary Map

The Alamo Area MPO currently has a Metropolitan Area Boundary that encompasses all of Bexar County, Comal County, Guadalupe County, and a portion of Kendall County.
Appendix C: MPO Self-Certification
Appendix D: Project Selection Procedure Certification
Appendix E: Certification of Internal Ethics and Compliance Program
Appendix F: Lobbying Certification
Appendix G: Debarment Certification
Appendix H: Procurement Procedures Certification