Memorandum
July 28, 2020

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

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

The next meeting of the MPO Technical Advisory Committee is scheduled for Friday, August 7, 2020 at 1:30 p.m.

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

Internet access to the meeting is through the MPO’s website at www.alamoareampo.org/committees/online
Access code: 146 099 2361#
Access to the online meeting will be available at 1:00 p.m. on August 7th.

Individuals without internet access can access the meeting audio only via phone by calling 1-844-992-4726 and entering the access code: 146 099 2361#

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

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

Agenda: Items may be taken out of the order shown

1. Roll Call
2. Citizens to be Heard
3. Approval of the June 5, 2020 Meeting Minutes
4. Discussion and Appropriate Action on Updates to the National Highway System – MPO (Geiger)
5. Discussion and Appropriate Action on a Resolution of Support for the FY 2021 Unified Transportation Program – MPO (Geiger)

Alamo Area MPO meetings are accessible to persons with disabilities. To arrange for special assistance or an interpreter, please call 210-227-8651 or TDD 1-800-735-2989 (Relay Texas) at least five working days in advance.
Las reuniones son accesibles a personas con discapacidad. Si usted necesita asistencia especial o un intérprete, llame al (210) 227-8651 o al TDD 1-800-662-4954 (Relay Texas) con cinco días hábiles de anticipación.
825 South St. Mary’s Street – San Antonio, Texas 78205 – (210) 227-8651
TDD 1 (800) 735-2989 - Fax (210) 227-9321
www.alamoareampo.org
6. Discussion and Appropriate Action on County Population and Employment Control Totals for Mobility 2050 – MPO (Geiger)

7. Discussion and Appropriate Action on TxDOT’s Highway Safety Improvement Program Presentation – TxDOT (Villalon)

8. Discussion and Appropriate Action on a Presentation on Planning Activities related to Advanced Rapid Transit and August 2020 Service Changes – (VIA) Horne

9. Discussion and Appropriate Action on the MPO’s Transportation Systems Management and Operations (TSMO) Activities - MPO (Geiger)

10. Discussion and Appropriate Action on MPO Policies – MPO (Geiger/Blazosky)

11. Discussion and Appropriate Action on the Development of the FY 2023-2026 Transportation Improvement Program – MPO (Geiger)

12. Announcements
1. Roll Call

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

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

3. Approval of the June 5, 2020 Meeting Minutes

Issue

The June 5, 2020 meeting minutes are attached for your review.

Action Requested

A motion to approve the June 5, 2020 meeting minutes.
Technical Advisory Committee
Meeting Minutes
June 5, 2020

Voting Members Present:

Christina Castaño Advanced Transportation District
Stella Garcia Alamo Area Council of Governments
Reggie Fountain, P.E. Alamo Regional Mobility Authority
Dave Wegmann, P.E. Bexar County
Garry Ford, P.E., PTOE City of New Braunfels
Marc Jacobson, P.E. City of San Antonio
Bianca Thorpe, P.E. City of San Antonio
Christina DeLaCruz City of San Antonio
David Rabago, P.E. City of Seguin
David Dimaline Greater Bexar County Council of Cities
Ylda Capriccioso MPO Bicycle Mobility Advisory Committee
Blake Partridge Northeast Partnership
Nicholas Wingerter Private Transportation Providers
Jonathan Bean, P.E. Texas Department of Transportation
Arturo Herrera VIA Metropolitan Transit

Voting Members Absent:

Tom Hornseth, P.E. Comal County
Allen Dunn Guadalupe County
Tobin Maples Kendall County Area
Robert Hanley MPO Pedestrian Mobility Advisory Committee

Others Present:

Allison Blazosky Alamo Area Metropolitan Planning Organization
Wendy Dodson Alamo Area Metropolitan Planning Organization
Clay Elkins Alamo Area Metropolitan Planning Organization
Jeanne Geiger Alamo Area Metropolitan Planning Organization
Zack Graham Alamo Area Metropolitan Planning Organization
Cecilio Martinez Alamo Area Metropolitan Planning Organization
Sid Martinez Alamo Area Metropolitan Planning Organization
Travis Nedrich Alamo Area Metropolitan Planning Organization
Ambar Perez Alamo Area Metropolitan Planning Organization
Sara Serra City of Boerne
Lily Banda (alt) City of San Antonio
Lauren Simcic (alt) City of San Antonio
Joel Hicks (alt) Northeast Partnership
Elizabeth High RS&H
Kris Long Texas Department of Transportation
Scott Nelson Texas Department of Transportation
Clayton Ripps Texas Department of Transportation
Darcie Schipull Texas Department of Transportation
Tim Mulry VIA Metropolitan Transit

Garry Ford called the Technical Advisory Committee (TAC) meeting to order at 1:32 p.m.
1. **Roll Call**

Jeanne Geiger called roll. A quorum was present.

2. **Citizens to be Heard**

None.

3. **Approval of the May 8, 2020 Meeting Minutes**

Nick Wingerter motioned and Art Herrera seconded the motion to approve the May 8, 2020 Meeting Minutes. The motion was unanimously approved.

4. **Election of TAC Chair and Vice Chair**

Christina Castaño moved to accept the Nominating Committee's recommendation of Garry Ford for Chair. Joel Hicks seconded. The motion was unanimously approved.

Stella Garcia moved to accept the Nominating Committee's recommendation of Bianca Thorpe for Vice Chair. Joel Hicks seconded. The motion was unanimously approved.

5. **Discussion and Appropriate Action on Transit Performance Measures and Target Setting**

Christina DeLaCruz motioned and Art Herrera seconded the motion to recommend approval of the transit asset management targets to the Transportation Policy Board. The motion was unanimously approved.

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

For information and discussion only.
7. Discussion and Future Action on MPO Policies

For information and discussion only.

8. Announcements

There being no further business the meeting was adjourned at 2:15 p.m.

Garry Ford, Vice Chair
Technical Advisory Committee
4. Discussion and Appropriate Action on Updates to the National Highway System

Purpose

The purpose of this agenda item is to make a recommendation on updates to the National Highway System.

Issue

TxDOT, in coordination with the Federal Highway Administration and MPOs, has undertaken a process to update roadways on the National Highway System (NHS). TxDOT’s Transportation Planning and Programming (TP&P) staff met with TxDOT District and MPO staff in January 2019 and presented revisions to the NHS in addition to roads currently classified as “Principal Arterials” and “Intermodal Connectors.” This item was presented at the February and April 2019 Technical Advisory Committee (TAC) meetings and TAC unanimously recommended approval of this item’s recommendations at their April 5, 2019 meeting. The TPB also unanimously approved this item at their April 22, 2019 meeting.

The final recommendations are now coming forward for final action by the MPO. The resolution and presentation are attached. The presentation includes both the original and final recommendations.

Revising roadways on the NHS will not impact those roadways’ eligibility for federal transportation funding.

Action Requested

A motion to recommend approval of the updates to the National Highway System and Intermodal Connectors.
WHEREAS, pursuant to federal law, the Governor of the State of Texas designated the Alamo Area Metropolitan Planning Organization (AAMPO) as the Metropolitan Planning Organization for the San Antonio region; and

WHEREAS, AAMPO’s Transportation Policy Board is the entity for cooperative decision-making regarding regional transportation issues in Bexar, Comal, and Guadalupe Counties and a portion of Kendall County; and

WHEREAS, the National Highway System (NHS) is a network of major roadways critical to the regional, statewide, and national movement of people and goods designated by the Federal Highway Administration (FHWA) in coordination with local officials, and

WHEREAS, the Intermodal Connector system identifies the most direct access route between the NHS and major intermodal facilities, as defined by FHWA in Appendix D to Subpart A of 23 CFR 470, and the main NHS, and

WHEREAS, the Texas Department of Transportation’s (TxDOT’s) Transportation Planning and Programming Division (TxDOT-TPP), in coordination with the Federal Highway Administration - Texas Division (FHWA Texas) has completed a comprehensive review of the NHS in Texas, including the Intermodal Connectors, to produce recommended modifications to the system, and

WHEREAS, TxDOT-TPP has developed these modifications in coordination with FHWA-Texas, AAMPO staff and AAMPO’s Technical Advisory Committee, and

WHEREAS, the addition or removal of NHS designation from a roadway does not affect ownership or maintenance of the roadway, nor does it affect a roadway’s eligibility for the use of federal funds for future improvements; and

WHEREAS, downgrading the Federal Functional Classification of a roadway from “Principal Arterial – Other” to “Minor Arterial” or other functional classification, automatically removes it from the NHS unless it provides access to a qualifying intermodal facility; and

WHEREAS, the Transportation Policy Board took initial action on the NHS recommendation at their regular meeting on April 22, 2019.

NOW THEREFORE BE IT RESOLVED that the AAMPO Transportation Policy Board supports the following modifications to the Federal Functional Classification System and NHS:

1. The addition of the following roadway facilities already designated as “Principal Arterial – Other” to the NHS:
   - SH 46 from Amman Rd near Boerne to US 281
   - SH 46 East from SH 123 to W Court St/UA 90
2. The functional classification downgrade from “Principal Arterial – Other” to “Minor Arterial” on the following corridors:
   - Babcock from Huebner Rd to IH 410
   - BI 35 from S IH 35 Frontage Road to N IH 35 Frontage Road
   - Culebra Road from Grissom Road to Bandera Road/SS 421
   - FM 1976 A from Walzem Road to Loop 1604 Loop S
   - FM 1976 B from SL 368 to FM 78
   - FM 2252 from SL 368 to Evans Road
   - FM 2696 from IH 410 to Huebner Road
   - FM 3009 from FM 78 to FM 2252
   - Huebner Road from SH 16 to FM 2696
   - Martin Street 3rd Street Bowie from S IH 35 to E Market Street
   - Navarro Street / San Pedro from E Nueva to US 281
   - Santa Rosa Street from SS 536 to Cameron Street
   - SH 536 from E Southcross Blvd to IH 35
   - SH 536 / Saint Mary Street from IH 410 to IH 35
   - SL 345 from IH 10 to IH 10
   - SL 353 from IH 35 to IH 35
   - SL 368 from Lavaca Street to IH 410 NE
   - Soledad Street from E Cesar Chavez Blvd to Navarro Street
   - South Alamo Street from Martinez Street to 3rd Street
   - South Flores Street from TX 536 to W Martin Street
   - South N Main Ave from E Cesar Chavez Blvd to I 35
   - UA 90 from SH 46 to SH 123
   - UA 90 N from SH 46 to IH 10
   - Wetmore Rd/Bulverde Rd from SH 410 to Jones Maltsberger Road
   - Wurzbach Pkwy from IH 410 to IH 10
   - Zarzamora Street from IH 35 to Fredericksburg Road

3. The addition of the following intermodal facility connector to the NHS:
   - UP San Antonio which is served by existing NHS route (I-35).

4. The removal of the following intermodal facility connectors from the NHS:
   - Crossroads Park & Ride (San Antonio) connector on Crossroads between Crossroads Blvd and IH 10
   - Diamond Shamrock Terminal (San Antonio) on US 281 between the Terminal Entrance and IH 410
   - Coastal States Terminal (San Antonio) on Boatman Rd between IH 410 and the terminal Entrance
   - Koch Refining Company (San Antonio) on Pop Gunn between Houston and the Terminal Entrance
   - San Antonio International Airport on Airport Blvd between the Airport Terminal and IH 410
   - Southern Pacific (San Antonio) on Pine Street between IH 35 and Sherman Sherman between Pine Street and the Terminal

PASSED AND APPROVED this 24th day of August 2020.

Kevin Wolff, Chair
Alamo Area Metropolitan Planning Organization
Background

• National Highway System (NHS) Updates
  – Previously presented to TAC in February 2019 with action in April 2019
  – Action by Transportation Policy Board in April 2019
  – AAMPO NHS changes submitted to FHWA

FHWA reviewed and is now requesting final action by the Transportation Policy Board

• No major changes from what was previously acted on
• Recommendations continue to keep all existing functionally classified roadways eligible for funding
Purpose and Background

• Review components of the National Highway System against federal criteria and guidelines
• Related to federal functional classification of roadways
  — Roadways functionally classified as collector and above are eligible for federal funding
  — We would have been addressing this issue in 2022 with the update of functional classification based on 2020 census
  — Recommendations keep all existing functionally classified roadways eligible for funding
2019 Functional Classification and NHS Review Process

- TxDOT: Evaluated all Principal and Minor Arterials throughout the State in a data driven manner
- Used FHWA guidelines to ensure Principal Arterials are correctly classified
- Suggested updates to NHS based on their research and analysis
- Coordinated with the MPO and partners
- Recommended modifications and submitted to FHWA
Background

The National Highway System must be continuous and interconnected throughout urban and rural areas.

NHS routes should either interconnect on both ends or connect at one end and serve a major travel destination at the other
Implications of NHS Designation

- **National Performance Management Measures** - MPOs and States required to track and set targets for improvement:
  - Pavement condition
  - Bridge condition
  - Safety
  - Travel Time Reliability

- Removal from the NHS system **does not affect overall Federal funding eligibility**

- Projects on NHS facilities are subject to **Federal Design Standards**
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<td>Yes / No</td>
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<tr>
<td>Serve long distance travel?</td>
<td>Yes / No</td>
</tr>
<tr>
<td>Link surrounding region with urban core?</td>
<td>Yes / No</td>
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<tr>
<td>Link access to surrounding land uses?</td>
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<td>Link other major regional facilities?</td>
<td>Yes / No</td>
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### Functional Classification Review

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#### National Highway System
- Interstates
- Other NHS
- MAP-21 PA
- SI MAHNE I
- Intermodal Connector

#### Major Intermodal Facilities
- AMTRAK
- Port
- Airport
- Public Transit
- Ferry
- Truck/Pipeline
- Intensity Bus
- Truck/Rail
- Multi Passenger

#### Other Func. Class
- Minor Arterial

#### Review Suggestions
- Add to NHS
- Downgrade FC
- Remove from NHS
- Further Review
- Active Corridor

- TxDOT Districts
- MPOs
NHS & Functional Classification Review

FM 2696
From I-410 to to Huebner Rd

Functional Classification Review

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National Highway System
- Interstates
- Other NHS
- MAP-21 PA
- SI NAPHEI
- Intermodal Connector

Other Func. Class
- Minor Arterial

Review Suggestions
- Add to NHS
- Downgrade FC
- Remove from NHS
- Further Review
- Active Corridor

Major Intermodal Facilities
- AMTRAK
- Port
- Public Transit
- Truck/Pipeline
- Truck/Rail

TxDOT Districts
- MPOs

Revisit Sources: TxDOT Grid 2019, FHWA
NHS & Functional Classification Review

BI 35
From I-35 to Schmidt Ave

Functional Classification Review

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Total Principal Arterial Criteria Met: 0/5

National Highway System
- Interstates
- Other NHS
- MAP-21 PA
- STAHNEI
- Intermodal Connector

Major Intermodal Facilities
- AMTRAK
- Airport
- Ferry
- Intercity Bus
- Multi-Passenger
- Port
- Public Transit
- Truck/Pipeline
- Truck/Rail

Other Func. Class
- Minor Arterial

Review Suggestions
- Add to NHS
- Downgrade FC
- Remove from NHS
- Further Review
- Active Corridor

Rebekah Searles, TxDOT GRID 2016, FHWA
### Functional Classification Review

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## NHS & Functional Classification Review

**SH 46**  
From AAMPO Boundary Line to SH 123

### Functional Classification Review

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### National Highway System
- Interstate
- Other NHS
- MAP-21 PA
- STAE/STAHIP
- Intermodal Connector

### Major Intermodal Facilities
- AMTRAK
- Port
- Public Transit
- Truck/Pipeline
- Truck/Rail
- TxDOT Districts
- MPOs

- Revisit Sources: TxDOT GRID 2015, FHWA
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<th>Current NHS Status</th>
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<td>Schmidt</td>
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<td>3rd Street</td>
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FC = Federal Functional Classification; NHS = Nat'l Highway System; PA = Principal Arterial; MA = Minor Arterial; MAP-21 = Moving Ahead for Progress, federal transportation bill (2012-2014); TPP = TxDOT Transportation Planning and Programming Division
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AAMPO NHS Modifications Requests

**Corridors**
Add 2 corridors/22.1 mi.  
Remove 26 corridors/140.4 mi.

**Intermodal Connectors**
Add 1 facility (along an existing NHS route)  
*UP San Antonio*
Remove 6 connectors  
*Crossroads Park-N-Ride, Diamond Shamrock Terminal, Coastal States Terminal, Koch Refining Company San Antonio International Airport, Southern Pacific*
NHS Original Review Schedule

TAC unanimously originally recommended approval of this item at their April 5, 2019 meeting; TPB action occurred on April 22, 2019

Requesting TAC final recommendation on this item

TPB action scheduled for August 24, 2020
5. **Discussion and Appropriate Action on a Resolution of Support for the FY 2021 Unified Transportation Program**

**Purpose**

The purpose of this agenda item is to make a recommendation on a resolution of support for TxDOT’s FY 2021 Unified Transportation Program.

**Issue**

The UTP is a ten-year planning document that is developed annually and is approved by the Texas Transportation Commission. The UTP authorizes highway and other projects for construction, development and planning. The UTP is neither a budget nor a guarantee that projects will or can be built. However, it is a critical tool in guiding transportation project development within the long-range planning context.

The original resolution outlining project scoring and ranking was approved by the Transportation Policy Board in January 2020.

Highlights of the draft FY 2021 UTP include:

- no loss of projects or funding that were in the FY 2020 UTP
- additional funding ($400M+) allocated to segments of the IH 35 North project to ensure completion
- new allocation for US 281 South operational improvements

Unfunded sections of IH 35 North and Loop 1604 will continue to be a priority for the region.

The resolution and presentation are attached for your information.

**Action Requested**

A motion to recommend approval of the resolution supporting the FY 2021 Unified Transportation Program.
A Resolution In Support of the FY 2021 Unified Transportation Program

WHEREAS, pursuant to federal law, the Governor of the State of Texas designated the Alamo Area Metropolitan Planning Organization (AAMPO) as the Metropolitan Planning Organization for the San Antonio region; and

WHEREAS, AAMPO’s Transportation Policy Board is the entity for cooperative decision-making regarding regional transportation issues in Bexar, Comal, and Guadalupe Counties and a portion of Kendall County; and

WHEREAS, the Texas Department of Transportation (TxDOT) is a valuable partner in planning for and implementing the region’s mobility needs; and

WHEREAS, TxDOT’s Unified Transportation Program (UTP) is a 10-year planning guide for transportation project development and construction that is updated annually; and

WHEREAS, the 2021 UTP includes projects funded using Category 2 Metro Corridor Projects, Category 4 Statewide Connectivity Corridor Projects, and Category 12 Strategic Priority and Clear Lanes Projects; and

WHEREAS, funding category allocations for the FY 2021 UTP include input from Metropolitan Planning Organizations and other stakeholders; and

WHEREAS, in January 2020, the AAMPO Transportation Policy Board took action on a resolution that scored and ranked projects in support of the development of the FY 2021 UTP; and

WHEREAS, those projects were consistent with previously identified priorities, are included in the AAMPO’s conforming Transportation Improvement Program and / or Metropolitan Transportation Plan; and have been supported through the AAMPO’s public involvement process.

NOW, THEREFORE BE IT RESOLVED that the AAMPO’s Transportation Policy Board supports the funding levels proposed in the FY 2021 UTP and encourages Texas Transportation Commission approval of the UTP in August 2020.

PASSED AND APPROVED this 24th day of August 2020.

Kevin Wolff, Chair
Alamo Area Metropolitan Planning Organization
FY 2021 Unified Transportation Program

Technical Advisory Committee
August 2020
The Unified Transportation Program (UTP)

- a ten-year planning document
- developed annually
- approved by the Texas Transportation Commission
- authorizes highway and other projects for construction, development and planning
- neither a budget nor a guarantee that projects will or can be built
- is a critical tool in guiding transportation project development within the long-range planning context
FY 2021 Unified Transportation Program

• Funding categories for projects listed in the UTP
  – Category 2 Metro Corridor
  – Category 4 Connectivity
  – Category 12 Commission Strategic Funding / Clear Lanes

• NOT MPO funding category project listings
  – Category 5 Congestion Mitigation & Air Quality Improvement
  – Category 7 Surface Transportation Block Grant
  – Category 9 Transportation Alternatives
Relationship between Federal and State Funding Plans and Programs

- **TxDOT**: Statewide Long-Range Transportation Plan (24 years)

- **MPO**: Metropolitan Transportation Plans (20 years)

- **TxDOT**: Unified Transportation Program (10 years)

- **MPO/TxDOT**: Statewide Transportation Improvement Program (4 years)

- **TxDOT**: Letting Schedule (2 years)
A Resolution In Support of the Region’s Scoring and Ranking of Projects for the FY 2021 Unified Transportation Program

WHEREAS, pursuant to federal law, the Governor of the State of Texas designated the Alamo Area Metropolitan Planning Organization (AAMPO) as the Metropolitan Planning Organization for the San Antonio region; and

WHEREAS, AAMPO’s Transportation Policy Board is the entity for cooperative decision-making regarding regional transportation issues in Bexar, Comal, and Guadalupe Counties and a portion of Kendall County; and

WHEREAS, the Texas Department of Transportation (TxDOT) is a valuable partner in planning for and implementing the region’s mobility needs; and

WHEREAS, TxDOT’s Unified Transportation Program (UTP) is a 10-year planning guide for transportation project development and construction that is updated annually; and

WHEREAS, the 2021 UTP includes projects funded using Category 2 Metro Corridor Projects, Category 4 Statewide Connectivity Corridor Projects, and Category 12 Strategic Priority and Clear Lanes Projects; and

WHEREAS, TxDOT’s Transportation Planning and Programming Division has requested MPOs and TxDOT Districts collaboratively score and rank Category 2, 4 and 12 projects that are proposed for inclusion in the 2021 UTP; and

WHEREAS, the projects shown in the attached list:
  - are consistent with previously identified priorities
  - have been technically scored and ranked
  - are included in the AAMPO’s conforming Transportation Improvement Program and/or Metropolitan Transportation Plan; and
  - have been supported through the AAMPO’s public involvement process

NOW, THEREFORE BE IT RESOLVED that the Alamo Area Metropolitan Planning Organization’s Transportation Policy Board approves the ranking of projects in the attached list.

PASSED AND APPROVED this 27th day of January 2020.

Kevin Wolff, Chair
Alamo Area Metropolitan Planning Organization
Highlights of the FY 2021 Unified Transportation Program

• Didn’t lose anything that was in the FY 2020 UTP
• Additional funding ($400M+) allocated to segments of the IH 35 North project to ensure completion
• New allocation for US 281 South operational improvements
• Unfunded sections of IH 35 North and Loop 1604 will continue to be a priority for the region
WHEREAS, pursuant to federal law, the Governor of the State of Texas designated the Alamo Area Metropolitan Planning Organization (AAMPO) as the Metropolitan Planning Organization for the San Antonio region, and

WHEREAS, AAMPO’s Transportation Policy Board is the entity for cooperative decision-making regarding regional transportation issues in Bexar, Comal, and Guadalupe Counties and a portion of Kendall County, and

WHEREAS, the Texas Department of Transportation (TxDOT) is a valuable partner in planning for and implementing the region’s mobility needs, and

WHEREAS, TxDOT’s Unified Transportation Program (UTP) is a 10-year planning guide for transportation project development and construction that is updated annually, and

WHEREAS, the 2021 UTP includes projects funded using Category 2 Metro Corridor Projects, Category 4 Statewide Connectivity Corridor Projects, and Category 12 Strategic Priority and Clear Lanes Projects, and

WHEREAS, funding category allocations for the FY 2021 UTP include input from Metropolitan Planning Organizations and other stakeholders, and

WHEREAS, in January 2020, the AAMPO Transportation Policy Board took action on a resolution that scored and ranked projects in support of the development of the FY 2021 UTP, and

WHEREAS, these projects were consistent with previously identified priorities, are included in the AAMPO’s conforming Transportation Improvement Program and / or Metropolitan Transportation Plan, and have been supported through the AAMPO’s public involvement process.

NOW, THEREFORE BE IT RESOLVED that the AAMPO’s Transportation Policy Board supports the funding levels proposed in the FY 2021 UTP and encourages Texas Transportation Commission approval of the UTP in August 2020.

PASSED AND APPROVED this 24th day of August 2020.

Kevin Wolff, Chair
Alamo Area Metropolitan Planning Organization
## FY 2021 UTP Funding Levels
### San Antonio TxDOT District
(rounded off, in millions)

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<td>9.0</td>
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<td>8.7</td>
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<td>70.0</td>
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<td>1,161.8</td>
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<td>324.7</td>
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<td>345.3</td>
<td>367.2</td>
<td>339.0</td>
<td>5,068.5</td>
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</table>
UTP Development Schedule

- TPB action on resolution and project list occurred on January 28, 2020
- TxDOT internal and public process to develop the draft UTP throughout Spring and Summer 2020
- Public involvement continues through August 10

AAMPO action on resolution supporting the FY 2021 UTP is scheduled for August 24, 2020

- TxDOT action on the FY 2021 UTP is scheduled for August 27, 2020
6. Discussion and Appropriate Action on County Population and Employment Control Totals for Mobility 2050

Purpose

The purpose of this agenda item is to make a recommendation on population and employment control totals at the county level for use in the development of Mobility 2050.

Issue

The first step in the development of the new long-range transportation plan is to adopt population and employment control totals at the county level. These control totals are then disaggregated to traffic analysis zones which are used in the MPO's regional travel demand model.

County population projections in five-year increments are from the Texas Demographic Center. The employment control totals are calculated using historical employment / population ratios. MPO staff has evaluated four employment alternatives:

- Current recommendation: using 2018 employment / population ratio
- Eight year employment / population ratio average (2011-2018)
- Three year employment / population average (2016-2018)
- Highest employment / population ratio over the past four years

The presentation is attached for your review.

Action Requested

A motion to recommend population and employment county control totals for use in the development of Mobility 2050.
General MTP Planning Process

1. Population and Employment County Control Totals
2. Disaggregate County control totals to traffic analysis zones
3. Travel Demand Model runs to assess needs/develop project list
4. Multiagency work group/TAC participates in the process
5. Emissions Analysis
6. Finalize Metropolitan Transportation Plan
7. Public involvement throughout the entire Plan development process

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AAMPO
Demographic Development Background

• The basis of any planning effort rests primarily on a determination of the area’s base year demographics (population, employment, household income) and future projections of these demographics.

• The process for forecasting future growth in population and employment is not an exact science.

• The tendency is to be more comfortable with the recent trends. If the economy is doing well and jobs and housing are expanding, the tendency is to select an optimistic forecast. The tendency to select a conservative forecast usually occurs if the current or most recent trend is decreasing or if a flat economy exists.
Demographic Development Background

• Upturns and downturns in the economy occur in cycles that, over a 20 or 30-year time span, tend to counteract each other

• If a conservative approach is taken and selected control totals are too low then the risk is to be behind in planning for needed infrastructure. If the control totals are too optimistic, this could result in a false or premature justification for roadway and/or transit infrastructure improvements.

• What is needed for the transportation planning process is a general “comfort level” with the demographic control totals used to predict future travel, knowing we will develop a new long range transportation plan in four years
Demographic Development Process

- Population projection estimates in five year increments are from the Texas Demographic Center, formerly known as the Texas State Data Center (June 2020)

- The historical population/employment ratio was calculated from 2010 through 2018 for each county

- Employment projections for each county were calculated using the 2018 population/employment ratio

- That ratio is held constant out to year 2050 and multiplied by each county population total to get total county employment
## Historical Employment / Population Ratio

<table>
<thead>
<tr>
<th>County</th>
<th>2011</th>
<th>2012</th>
<th>2013</th>
<th>2014</th>
<th>2015</th>
<th>2016</th>
<th>2017</th>
<th>2018</th>
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<tbody>
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<td>0.59594</td>
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<td>0.60840</td>
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<td>0.62722</td>
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<tr>
<td>Guadalupe</td>
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<td>0.41758</td>
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<td>0.65607</td>
<td>0.70757</td>
<td>0.71996</td>
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<td>0.33676</td>
<td>0.34836</td>
<td>0.35099</td>
<td>0.36278</td>
</tr>
</tbody>
</table>

Notes:

Employment / Population Ratio = Bureau of Economic Analysis Employment / Texas Demographic Center Population

These five counties are included in the MPO’s travel demand model but not all are part of the MPO study area.
### Population Projections in Five Year Increments

<table>
<thead>
<tr>
<th>County</th>
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<th>2015</th>
<th>2020</th>
<th>2025</th>
<th>2030</th>
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<th>2050</th>
</tr>
</thead>
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<td>1,897,850</td>
<td>2,093,502</td>
<td>2,297,072</td>
<td>2,502,617</td>
<td>2,706,907</td>
<td>2,914,617</td>
<td>3,129,737</td>
<td>3,353,060</td>
</tr>
<tr>
<td>% Annual Growth</td>
<td>2.05%</td>
<td>1.98%</td>
<td>1.87%</td>
<td>1.73%</td>
<td>1.58%</td>
<td>1.49%</td>
<td>1.43%</td>
<td>1.39%</td>
<td></td>
</tr>
<tr>
<td>Comal</td>
<td>108,472</td>
<td>126,054</td>
<td>147,330</td>
<td>173,540</td>
<td>204,873</td>
<td>241,055</td>
<td>282,548</td>
<td>331,132</td>
<td>389,584</td>
</tr>
<tr>
<td>% Annual Growth</td>
<td>3.05%</td>
<td>3.17%</td>
<td>3.33%</td>
<td>3.38%</td>
<td>3.31%</td>
<td>3.23%</td>
<td>3.22%</td>
<td>3.30%</td>
<td></td>
</tr>
<tr>
<td>Guadalupe</td>
<td>131,533</td>
<td>149,395</td>
<td>170,266</td>
<td>194,538</td>
<td>221,353</td>
<td>249,975</td>
<td>280,644</td>
<td>314,214</td>
<td>351,776</td>
</tr>
<tr>
<td>% Annual Growth</td>
<td>2.58%</td>
<td>2.65%</td>
<td>2.70%</td>
<td>2.62%</td>
<td>2.46%</td>
<td>2.34%</td>
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<td>2.28%</td>
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<tr>
<td>Kendall</td>
<td>33,410</td>
<td>39,084</td>
<td>46,278</td>
<td>55,631</td>
<td>67,443</td>
<td>81,405</td>
<td>97,357</td>
<td>115,768</td>
<td>137,844</td>
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<tr>
<td>% Annual Growth</td>
<td>3.19%</td>
<td>3.44%</td>
<td>3.75%</td>
<td>3.93%</td>
<td>3.83%</td>
<td>3.64%</td>
<td>3.52%</td>
<td>3.55%</td>
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<td>Wilson</td>
<td>42,918</td>
<td>47,206</td>
<td>51,802</td>
<td>56,906</td>
<td>62,283</td>
<td>67,397</td>
<td>72,020</td>
<td>76,322</td>
<td>80,620</td>
</tr>
<tr>
<td>% Annual Growth</td>
<td>1.92%</td>
<td>1.88%</td>
<td>1.90%</td>
<td>1.82%</td>
<td>1.59%</td>
<td>1.34%</td>
<td>1.17%</td>
<td>1.10%</td>
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</tr>
<tr>
<td>Total</td>
<td>2,031,106</td>
<td>2,259,589</td>
<td>2,509,178</td>
<td>2,777,687</td>
<td>3,058,569</td>
<td>3,346,739</td>
<td>3,647,184</td>
<td>3,967,173</td>
<td>4,312,884</td>
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<tr>
<td>% Annual Growth</td>
<td>2.15%</td>
<td>2.12%</td>
<td>2.05%</td>
<td>1.95%</td>
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<td>1.73%</td>
<td>1.70%</td>
<td>1.69%</td>
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Source: Texas Demographic Center, June 2020
## Population Projections for Milestone Years

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<td>1.69%</td>
<td>1.58%</td>
<td>60%</td>
</tr>
<tr>
<td>Comal</td>
<td>108,472</td>
<td>147,330</td>
<td>173,540</td>
<td>241,055</td>
<td>331,132</td>
<td>389,584</td>
<td>3.25%</td>
<td>3.29%</td>
<td>164%</td>
</tr>
<tr>
<td>Guadalupe</td>
<td>131,533</td>
<td>170,266</td>
<td>194,538</td>
<td>249,975</td>
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<td>351,776</td>
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<td>3,967,173</td>
<td>4,312,884</td>
<td>1.90%</td>
<td>1.82%</td>
<td>72%</td>
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</table>

**Notes:**

1. Annual percent population increase between 2010 and 2050
2. Annual percent population increase between 2020 and 2050
3. Overall population increase between 2020 and 2050
## Employment Projections in Five Year Increments
(using 2018 Employment / Population Ratio)

<table>
<thead>
<tr>
<th>County</th>
<th>2010</th>
<th>2015</th>
<th>2020</th>
<th>2025</th>
<th>2030</th>
<th>2035</th>
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</tr>
</thead>
<tbody>
<tr>
<td>Bexar</td>
<td>1,065,097</td>
<td>1,178,812</td>
<td>1,300,337</td>
<td>1,426,780</td>
<td>1,554,450</td>
<td>1,681,341</td>
<td>1,810,355</td>
<td>1,943,974</td>
<td>2,082,686</td>
</tr>
<tr>
<td>Comal</td>
<td>68,101</td>
<td>79,139</td>
<td>92,497</td>
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<tr>
<td>Total</td>
<td>1,225,794</td>
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<td>1,674,485</td>
<td>1,842,847</td>
<td>2,015,575</td>
<td>2,195,771</td>
<td>2,387,766</td>
<td>2,595,171</td>
</tr>
</tbody>
</table>

Source: Based on 2018 Employment / Population Ratio
# Population/Employment Projections in Five Year Increments

(Using 2018 Employment / Population Ratio)

<table>
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<tr>
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<td>2,387,766</td>
<td>2,595,171</td>
</tr>
</tbody>
</table>

Note: (P) indicates population and (E) indicates employment
### Historical Employment / Population Ratio

<table>
<thead>
<tr>
<th>County</th>
<th>2011</th>
<th>2012</th>
<th>2013</th>
<th>2014</th>
<th>2015</th>
<th>2016</th>
<th>2017</th>
<th>2018</th>
</tr>
</thead>
<tbody>
<tr>
<td>Bexar</td>
<td>0.57670</td>
<td>0.58103</td>
<td>0.58587</td>
<td>0.59182</td>
<td>0.59594</td>
<td>0.60985</td>
<td>0.61725</td>
<td>0.62113</td>
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<tr>
<td>Comal</td>
<td>0.59613</td>
<td>0.59775</td>
<td>0.60640</td>
<td>0.60840</td>
<td>0.61779</td>
<td>0.62141</td>
<td>0.62722</td>
<td>0.62782</td>
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<tr>
<td>Guadalupe</td>
<td>0.34684</td>
<td>0.34667</td>
<td>0.34740</td>
<td>0.35820</td>
<td>0.36639</td>
<td>0.39290</td>
<td>0.41758</td>
<td>0.41460</td>
</tr>
<tr>
<td>Kendall</td>
<td>0.65840</td>
<td>0.67317</td>
<td>0.65607</td>
<td>0.70757</td>
<td>0.71996</td>
<td>0.69282</td>
<td>0.67107</td>
<td>0.67324</td>
</tr>
<tr>
<td>Wilson</td>
<td>0.32801</td>
<td>0.32798</td>
<td>0.34214</td>
<td>0.34203</td>
<td>0.33676</td>
<td>0.34836</td>
<td>0.35099</td>
<td>0.36278</td>
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</tbody>
</table>

#### Four Different Scenarios

<table>
<thead>
<tr>
<th>County</th>
<th>2018</th>
<th>8 Year average: 2011 – 2018 average</th>
<th>3 Year average: 2016 – 2018 average</th>
<th>Highest</th>
</tr>
</thead>
<tbody>
<tr>
<td>Bexar</td>
<td>0.62113</td>
<td>0.59745</td>
<td>0.61608</td>
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<tr>
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<td>0.62782</td>
<td>0.61287</td>
<td>0.62548</td>
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<tr>
<td>Guadalupe</td>
<td>0.41460</td>
<td>0.37382</td>
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<tr>
<td>Kendall</td>
<td>0.67324</td>
<td>0.68154</td>
<td>0.67905</td>
<td>0.71996</td>
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<tr>
<td>Wilson</td>
<td>0.36278</td>
<td>0.34238</td>
<td>0.35405</td>
<td>0.36278</td>
</tr>
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</table>
### Historical Employment / Population Ratio

<table>
<thead>
<tr>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
<th>E</th>
<th>F</th>
<th>G</th>
<th>H</th>
<th>I</th>
<th>J</th>
<th>K</th>
<th>L</th>
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</thead>
<tbody>
<tr>
<td>Scenario</td>
<td>County</td>
<td>2010</td>
<td>2015</td>
<td>2020</td>
<td>2025</td>
<td>2030</td>
<td>2035</td>
<td>2040</td>
<td>2045</td>
<td>2050</td>
<td>High Low Difference</td>
</tr>
<tr>
<td>1</td>
<td>Using 2018 ratio</td>
<td>Bexar</td>
<td>1,065,097</td>
<td>1,178,812</td>
<td>1,300,337</td>
<td>1,426,780</td>
<td>1,554,450</td>
<td>1,681,341</td>
<td>1,810,355</td>
<td>1,943,974</td>
<td>2,086,666</td>
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<tr>
<td>2</td>
<td>using 8 Yr Avg</td>
<td>Bexar</td>
<td>1,024,490</td>
<td>1,133,870</td>
<td>1,250,762</td>
<td>1,372,385</td>
<td>1,495,187</td>
<td>1,617,240</td>
<td>1,741,336</td>
<td>1,869,860</td>
<td>2,033,284</td>
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<tr>
<td>3</td>
<td>using 3 Yr Avg</td>
<td>Bexar</td>
<td>1,056,432</td>
<td>1,169,222</td>
<td>1,289,759</td>
<td>1,415,174</td>
<td>1,541,805</td>
<td>1,667,664</td>
<td>1,795,628</td>
<td>1,928,159</td>
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<td>4</td>
<td>using highest</td>
<td>Bexar</td>
<td>1,065,105</td>
<td>1,178,820</td>
<td>1,300,347</td>
<td>1,426,791</td>
<td>1,554,462</td>
<td>1,681,354</td>
<td>1,810,368</td>
<td>1,943,988</td>
<td>2,082,702</td>
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<tr>
<td>5</td>
<td>Using 2018 ratio</td>
<td>Comal</td>
<td>68,101</td>
<td>79,139</td>
<td>92,497</td>
<td>108,852</td>
<td>128,623</td>
<td>151,339</td>
<td>177,389</td>
<td>207,851</td>
<td>244,589</td>
</tr>
<tr>
<td>6</td>
<td>using 8 Yr Avg</td>
<td>Comal</td>
<td>66,479</td>
<td>77,254</td>
<td>90,293</td>
<td>106,357</td>
<td>125,560</td>
<td>147,734</td>
<td>173,164</td>
<td>202,939</td>
<td>238,762</td>
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<td>7</td>
<td>using 3 Yr Avg</td>
<td>Comal</td>
<td>67,847</td>
<td>78,845</td>
<td>92,152</td>
<td>108,546</td>
<td>128,145</td>
<td>150,776</td>
<td>176,729</td>
<td>207,117</td>
<td>243,678</td>
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<tr>
<td>8</td>
<td>using highest</td>
<td>Comal</td>
<td>68,101</td>
<td>79,140</td>
<td>92,497</td>
<td>108,852</td>
<td>128,624</td>
<td>151,340</td>
<td>177,390</td>
<td>207,892</td>
<td>244,590</td>
</tr>
<tr>
<td>9</td>
<td>Using 2018 ratio</td>
<td>Guadalupe</td>
<td>54,534</td>
<td>61,939</td>
<td>70,992</td>
<td>80,655</td>
<td>91,773</td>
<td>103,640</td>
<td>116,355</td>
<td>130,273</td>
<td>145,846</td>
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<td>10</td>
<td>using 8 Yr Avg</td>
<td>Guadalupe</td>
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<td>72,722</td>
<td>82,746</td>
<td>93,446</td>
<td>104,511</td>
<td>117,460</td>
<td>131,501</td>
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<tr>
<td>11</td>
<td>using 3 Yr Avg</td>
<td>Guadalupe</td>
<td>53,713</td>
<td>61,007</td>
<td>69,330</td>
<td>79,442</td>
<td>90,392</td>
<td>102,080</td>
<td>114,604</td>
<td>128,312</td>
<td>143,651</td>
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<tr>
<td>12</td>
<td>using highest</td>
<td>Guadalupe</td>
<td>54,925</td>
<td>62,384</td>
<td>71,100</td>
<td>81,235</td>
<td>92,432</td>
<td>104,384</td>
<td>117,191</td>
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<td>145,884</td>
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<td>13</td>
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<td>Kendall</td>
<td>22,493</td>
<td>26,313</td>
<td>31,156</td>
<td>37,453</td>
<td>45,405</td>
<td>54,805</td>
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<td>77,940</td>
<td>92,802</td>
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<td>14</td>
<td>using 8 Yr Avg</td>
<td>Kendall</td>
<td>22,770</td>
<td>26,637</td>
<td>31,540</td>
<td>37,915</td>
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<td>93,946</td>
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<td>Kendall</td>
<td>22,887</td>
<td>26,540</td>
<td>31,425</td>
<td>37,776</td>
<td>45,797</td>
<td>55,278</td>
<td>66,110</td>
<td>78,612</td>
<td>93,602</td>
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<td>24,054</td>
<td>28,139</td>
<td>33,318</td>
<td>40,052</td>
<td>48,555</td>
<td>58,608</td>
<td>70,093</td>
<td>83,348</td>
<td>99,242</td>
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<tr>
<td>17</td>
<td>Using 2018 ratio</td>
<td>Wilson</td>
<td>15,570</td>
<td>17,125</td>
<td>18,293</td>
<td>20,644</td>
<td>22,595</td>
<td>24,450</td>
<td>26,127</td>
<td>27,688</td>
<td>29,247</td>
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<tr>
<td>18</td>
<td>using 8 Yr Avg</td>
<td>Wilson</td>
<td>14,694</td>
<td>16,162</td>
<td>17,736</td>
<td>19,484</td>
<td>21,325</td>
<td>23,076</td>
<td>24,658</td>
<td>26,131</td>
<td>27,603</td>
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<tr>
<td>19</td>
<td>using 3 Yr Avg</td>
<td>Wilson</td>
<td>15,195</td>
<td>16,713</td>
<td>18,340</td>
<td>20,147</td>
<td>22,031</td>
<td>23,862</td>
<td>25,498</td>
<td>27,021</td>
<td>28,543</td>
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<tr>
<td>20</td>
<td>using highest</td>
<td>Wilson</td>
<td>15,570</td>
<td>17,125</td>
<td>18,293</td>
<td>20,644</td>
<td>22,595</td>
<td>24,450</td>
<td>26,127</td>
<td>27,688</td>
<td>29,247</td>
</tr>
<tr>
<td>21</td>
<td>Using 2018 ratio</td>
<td>Total</td>
<td>1,225,794</td>
<td>1,303,328</td>
<td>1,353,375</td>
<td>1,474,485</td>
<td>1,814,847</td>
<td>2,015,575</td>
<td>2,195,771</td>
<td>2,387,766</td>
<td>2,555,171</td>
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<tr>
<td>22</td>
<td>using 8 Yr Avg</td>
<td>Total</td>
<td>1,177,603</td>
<td>1,290,770</td>
<td>1,453,881</td>
<td>1,608,862</td>
<td>1,770,783</td>
<td>1,936,977</td>
<td>2,110,421</td>
<td>2,295,291</td>
<td>2,485,097</td>
</tr>
<tr>
<td>23</td>
<td>using 3 Yr Avg</td>
<td>Total</td>
<td>1,215,874</td>
<td>1,352,326</td>
<td>1,501,206</td>
<td>1,661,085</td>
<td>1,828,189</td>
<td>2,015,755</td>
<td>2,195,358</td>
<td>2,387,222</td>
<td>2,575,219</td>
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<tr>
<td>24</td>
<td>using highest</td>
<td>Total</td>
<td>1,227,755</td>
<td>1,365,609</td>
<td>1,516,054</td>
<td>1,677,675</td>
<td>1,846,670</td>
<td>2,020,137</td>
<td>2,201,700</td>
<td>2,394,126</td>
<td>2,602,675</td>
</tr>
</tbody>
</table>
Current Employment / Population Ratio Options

• Current recommendation: 2018

• Eight year average (2011-2018)

• Three year average (2016-2018)

• Highest ratio over the past four years

• Other?
Next Steps

• Requesting action by TAC and TPB in August

• Begin disaggregation to Traffic Analysis Zones

• Process will be ongoing at least through the end of the calendar year
7. Discussion and Appropriate Action on TxDOT’s Highway Safety Improvement Program

Purpose

The purpose of this agenda item is to receive a presentation from TxDOT staff on the Highway Safety Improvement Program (HSIP).

Issue

Each year TxDOT presents the upcoming Highway Safety Improvement Program. Texas’ Strategic Highway Safety Plan 2017-2022 (SHSP) identifies emphasis areas and strategies that the HSIP will focus on to meet the state’s objectives of reducing fatal and serious injury crashes in Texas. The program incorporates a data driven, strategic, results focused approach to improving safety on public roads, consistent with the SHSP.

Additional information can be found at:

Action Requested

For information and discussion only. No action is being requested.
8. Discussion and Appropriate Action on Planning Activities related to Advanced Rapid Transit and August 2020 Service Changes

Purpose

The purpose of this agenda item is to receive a presentation from VIA Metropolitan Transit staff on their planning activities as related to the Advanced Rapid Transit Project and August 2020 service changes.

Issue

VIA staff will present an analysis of pre and during COVID-19 transit ridership levels, and the services changes that have gone into effect based on the analysis.

Additionally, in April 2018 the MPO Transportation Policy Board allocated $10M in Surface Transportation Block Grant funding to VIA for continued planning towards implementation of an advanced rapid transit system. VIA staff will provide an update on the project.

The presentation is attached.

Action Requested

For information and discussion only. No action is being requested.
Agenda

• Essential Service Update
• Advance Rapid Transit Study Update
Reasons for July 24th Service

- Internal operations efficiency improvement
- Maximum load and spacers
- Customer information

How does VIA balance service?
Ridership

Weekday ridership...
- fluctuates and compares to pre-COVID Saturday and Sunday levels
- does not reflect conventional peak periods

<table>
<thead>
<tr>
<th>Boardings</th>
<th>Average Weekday June 2020</th>
<th>Pre-COVID 19 March</th>
</tr>
</thead>
<tbody>
<tr>
<td>-50%</td>
<td>52,019</td>
<td>69,425</td>
</tr>
<tr>
<td></td>
<td>104,010</td>
<td>53,052</td>
</tr>
</tbody>
</table>

Critical Corridors and Destinations

- MEDICAL CENTER
- FREDERICKSBURG
- NACO PASS
- BANDERA
- NORTH STAR
- CROSSROADS
- INGRAM
- GENERAL MCMULLEN
- KEL-LAC
- ZARZAMORA
- MADLA
- S. W. BROOKS
- S. RANDOLPH
- LS

Average Weekday Boardings (May 2020)
- 0 - 1
- 6 - 10
- 11 - 23

Routes with improved service
### Essential Service Modification Details

Beginning on **JULY 27th**
- Increase service on **14** routes
- Add **4** Extensions
- Change routing (minor) on **2** routes
- Continue to suspend **10** routes

<table>
<thead>
<tr>
<th>Time</th>
<th>Routes</th>
<th>Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>10 min</td>
<td>20, 103</td>
<td>+7%</td>
</tr>
<tr>
<td>12 min</td>
<td>3, 76, 100, 102</td>
<td>-14%</td>
</tr>
<tr>
<td>15 min</td>
<td>14, 24, 88, 96, 524, 534, 552 (CMAQ)</td>
<td></td>
</tr>
<tr>
<td>20 min</td>
<td>26</td>
<td></td>
</tr>
</tbody>
</table>

**Ridership**
- 47% of May ridership
- 46% of June ridership

### Add 4 Extensions
- TJ Maxx: 42
- Trader’s Village: 616
- Medronic: 97
- HEB Foster Rd.: 30 (Aug/Sep)

### Change routing (minor) on 2 routes
- Cuisine Solutions: 20
- Less circuitous, more efficient: 647

### Continue to suspend 10 routes
- JBSA Routes: 16, 65
- VIVA Routes: 11, 40, 301
- Others: 7, 48, 54, 70, 631
# System Recovery Plan Phasing

<table>
<thead>
<tr>
<th></th>
<th>April 6</th>
<th>April 27</th>
<th>July 27</th>
<th>Aug- Dec 2020</th>
<th>Jan 2021</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Objective</strong></td>
<td>Saturday “Plus” to match the demand</td>
<td>Essential Service responding to social distancing measures</td>
<td>Increase Service level with return of workforce</td>
<td>Monitor reopening of economy for service adjustments</td>
<td>To match the demand while monitoring the changing environment</td>
</tr>
<tr>
<td><strong>Social Distancing</strong></td>
<td>N/A</td>
<td>Applicable</td>
<td>Applicable</td>
<td>Applicable</td>
<td><strong>Applicable</strong></td>
</tr>
<tr>
<td><strong>Service Levels</strong></td>
<td>Saturday, with addition of weekday only routes for M-F</td>
<td>Sunday, with additional service on some routes</td>
<td>Rebalance the system to meet ridership increase</td>
<td>TBD</td>
<td>TBD</td>
</tr>
<tr>
<td><strong>Compared to Pre-COVID</strong></td>
<td>- 19%</td>
<td>- 24%</td>
<td>-14%</td>
<td>TBD</td>
<td>TBD</td>
</tr>
<tr>
<td><strong>Impacts</strong></td>
<td>5 routes suspended</td>
<td>10 routes suspended</td>
<td>Service Increased 14 routes</td>
<td>TBD</td>
<td>TBD</td>
</tr>
</tbody>
</table>
UPDATE ON ADVANCED RAPID TRANSIT PLANNING PHASE
Background of ART Planning

• Discuss ART as an outcome from VIA 2040 and VIA Reimagined
Advanced Rapid Transit (ART)

Operational Characteristics

- 10 minutes or better service all day – weekdays
- Modern vehicles with all-door, level boarding
- Off-board fare collection
- Dedicated lanes, where able, to keep transit moving
- Transit signal priority
Advanced Rapid Transit (ART)

Shared Characteristics of ART Corridors

- Articulated, electric buses
- 200x12-foot (center-running) or 100x8-foot (side-running) platforms with canopies
- Dedicated guideway sections (in red) are generally center-running
- Business Access Transit (BAT) lanes (in yellow) are generally side-running
- Physical improvements are primarily within the existing rights-of-way
- Potential for visual effects on historic resources for both lines with construction of platforms and canopies adjacent to historic resources (especially downtown)
- Plan to incorporate traffic mitigation measures
ART Current Plan Assumptions

• Operates in mixed traffic, BAT Lanes, and dedicated lanes
  • N/S Route 52% Dedicated
  • E/W Route 53% Dedicated

• Planning-Level Cost Estimation (costs do not include NEPA and pre-development costs) - maximize federal contribution pursuant to FTA program requirements
ART Work Done to Date

- ART Phasing and Implementation Plan
- ART Service Plan Development
- Planning-Level Cost Estimation
- Development of Better Bus Feeder Network
- Ridership Forecast Model Updating: AAMPO 2045 Regional Model
- Visits/Tours with other BRT Operators for Lessons Learned
- Award of a General Engineering/Planning Consultant Contract
ART Advanced Project Definition

- Traffic Analysis and Simulations
- Environmental Constraints/Fatal Flaw Analysis
- Operational Plan Development
- Phasing/Implementation Planning
- Conceptual Plan Development
  - Update to Cost Estimates
  - Update to Ridership Estimates
  - Update to Federal Readiness Scoring
ART Coordination

- WSP is VIA’s consultant for ART planning/studies
- Development of ART Technical Advisory Committee
- Updates to MPO TAC
- Stakeholder/Partner Meetings as needed
- Public Involvement
9. Discussion and Appropriate Action on the MPO’s Transportation Systems Management and Operations Activities

Purpose

The purpose of this agenda item is to receive a presentation from MPO staff on potential ideas for how the MPO can advance TSMO in the region.

Issue

The visibility of TSMO activities is increasing nationally and within Texas. TxDOT recently completed the Statewide TSMO Strategic Plan and the Austin TxDOT District’s TSMO Plan. The San Antonio TxDOT District TSMO Plan is under development.

While the MPO does not implement infrastructure projects, it can play a role in the visibility of TSMO and project selection.

As outlined in the attached presentation, MPO staff has compiled a list of TSMO activities, from a planning perspective. MPO staff welcomes additional ideas from TAC to advance TSMO throughout the region.

Action Requested

For information and discussion only. No formal action is being requested.
Proposed TSMO Activities

Technical Advisory Committee
August 7, 2020
TSMO Definition

Transportation Systems Management and Operations (TSMO) is an approach to improving mobility for all modes of transportation by integrating planning and design with operations and maintenance to manage the transportation network holistically and optimize existing and future infrastructure (source: Austin District TSMO Plan)

- Optimize use of existing facilities
- Increase mobility for reduced cost
- Maximize system performance
- Complement to added capacity projects
TxDOT TSMO Plans

- June 2018: Austin TxDOT District TSMO Plan completed
- July 2018: TxDOT Statewide TSMO Strategic Plan completed
- San Antonio TxDOT District TSMO Plan is underway
  - multiagency work group is participating in the Plan development
## AAMPO TSMO Activities

<table>
<thead>
<tr>
<th>Task</th>
<th>Timeframe</th>
</tr>
</thead>
<tbody>
<tr>
<td>Develop white paper / framework outlining AAMPO TSMO Program as an integrated, coordinated program and not random project selection</td>
<td>underway</td>
</tr>
<tr>
<td>Commit an AAMPO Staff member to participate in the San Antonio TxDOT District TSMO Plan development</td>
<td>complete</td>
</tr>
<tr>
<td>Added TSMO references to TIP and MTP Project List</td>
<td>complete</td>
</tr>
<tr>
<td>Added TSMO references to Grouped CSJ Project List in the TIP</td>
<td>complete</td>
</tr>
<tr>
<td>Revise Policy 5 TAC to rename TIM subcommittee to TSMO/TIM</td>
<td>under consideration</td>
</tr>
<tr>
<td>Consider including references to TSMO in AAMPO Policy 3: Guidelines for Programming Projects in MTP and TIP</td>
<td>under consideration</td>
</tr>
<tr>
<td>Consider referencing TSMO in upcoming call for projects project submittal and scoring processes</td>
<td>underway</td>
</tr>
</tbody>
</table>
## AAMPO TSMO Activities

<table>
<thead>
<tr>
<th>Task</th>
<th>Timeframe</th>
</tr>
</thead>
<tbody>
<tr>
<td>Commit to modeling TSMO solutions, as applicable, for AQ and CMP purposes</td>
<td>complete</td>
</tr>
<tr>
<td>Consider developing regional TSMO performance measures to track and report over time</td>
<td>pending</td>
</tr>
<tr>
<td>Better document TSMO projects / activities; maybe develop annual TSMO project list similar to federally required bicycle and pedestrian project list</td>
<td>pending</td>
</tr>
<tr>
<td>Consider developing a separate TSMO project list in the TIP Appendix</td>
<td>pending</td>
</tr>
<tr>
<td>Include a TSMO section on AAMPO website</td>
<td>pending</td>
</tr>
<tr>
<td>Add specific TSMO language in Mobility 2050 Roadway and CMP chapters</td>
<td>pending</td>
</tr>
<tr>
<td>Maybe TPB adopts TxDOT San Antonio District TSMO plan after it is completed with an added appendix for local agencies</td>
<td>pending</td>
</tr>
<tr>
<td>Promote informational sites such as <a href="http://www.drivetexas.org">www.drivetexas.org</a> for route planning</td>
<td>pending</td>
</tr>
</tbody>
</table>
10. Discussion and Appropriate Action on MPO’s Policies

Purpose

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

Issue

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

- Policy 1: Guidelines for Funding Planning Studies in the Unified Planning Work Program
- Policy 2: Public Participation Plan
- Policy 3: Guidelines for Programming Projects in the Metropolitan Transportation Plan and the Transportation Improvement Program
- Policy 4: Ethics Policy
- Policy 5: Technical Advisory Committee

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

Formal review of proposed revisions will occur at the August 2020 TAC meeting with action on Policies 1, 3, 4 and 5 scheduled for September and action on Policy 2 scheduled for October (federally required 45-day public comment period).

Action Requested

For information and discussion only. Action is currently scheduled for September and October 2020.
The MPO undertakes a periodic review of its policies

Policies under review

• Policy 1: Guidelines for Funding Planning Studies in the Unified Planning Work Program
• Policy 2: Public Participation Plan
• Policy 3: Guidelines for Programming Projects in the MTP and TIP
• Policy 4: Ethics Policy
• Policy 5: Technical Advisory Committee

TAC is reviewing and offering revisions on technical aspects of the policies
# Policy Review and Adoption Schedule

<table>
<thead>
<tr>
<th>Task</th>
<th>Date</th>
</tr>
</thead>
<tbody>
<tr>
<td>Formal presentation of proposed policy revisions</td>
<td>August 2020</td>
</tr>
<tr>
<td>Scheduled adoption of Policy 1, Policy 3, Policy 4 and Policy 5</td>
<td>September 2020</td>
</tr>
<tr>
<td>Scheduled adoption of Policy 2 (federally required 45 day public comment period)</td>
<td>October 2020</td>
</tr>
</tbody>
</table>
Policy 1: Guidelines for Funding Planning Studies in the Unified Planning Work Program

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

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

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

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

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

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

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

B. Reporting Requirements

Monthly Progress Report

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

**Annual Performance and Expenditure Report**

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

**Technical Memorandum**

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

**Technical Report**

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

**Final Report**

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

**C. Budget Amendment Approval**

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

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

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

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

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

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

Adopted: December 4, 2017  September 28, 2020
Policy 3:
Guidelines for Programming Projects
in the Metropolitan Transportation Plan and the
Transportation Improvement Program

This document constitutes the Alamo Area Metropolitan Planning Organization’s process for programming projects in the Metropolitan Transportation Plan and the Transportation Improvement Program. When considered for amendment, this document shall be subject to a public comment period of approximately 30 days prior to adoption by the Metropolitan Planning Organization Transportation Policy Board.

A. Purpose

The Alamo Area Metropolitan Planning Organization (MPO) develops a Transportation Improvement Program (TIP) that programs projects for a minimum of the following four (4) fiscal years. The TIP is forwarded to the Texas Department of Transportation (TxDOT) for inclusion into the Statewide Transportation Improvement Program. The TIP project selection process begins with the long-range Metropolitan Transportation Plan process. The public is invited to fully participate in the Metropolitan Transportation Plan development process thus assisting in the selection and prioritization of transportation improvement projects. Implementing agencies which include the Alamo Area Council of Governments, Alamo Regional Mobility Authority, cities and counties within the MPO study area, the Texas Department of Transportation (TxDOT), and VIA Metropolitan Transit, participate in the Metropolitan Transportation Plan development process with one of the final products of the process being a prioritized list of transportation projects to be eventually considered for inclusion in the TIP.

Projects in the TIP are either selected by the Transportation Policy Board in consultation with the State (TxDOT) and transit operator (VIA) or selected by the State (TxDOT) in cooperation with the MPO. Projects selected by the Transportation Policy Board are those that are to be funded with Surface Transportation Program - Metro Mobility (STP-MM), Transportation Alternatives (TA), Congestion Mitigation & Air Quality (CMAQ), and any other future U.S. Department of Transportation (USDOT) or TxDOT funds suballocated to the local level.

B. Project Funding Categories

Project funding categories in the TIP and MTP include but are not limited to:

- Category 1 Preventative Maintenance & Rehabilitation
- Category 2 Metropolitan and Urban Corridor Projects
- Category 3 Non-Traditional Funding
- Category 4 Statewide Connectivity Corridor
- Category 5 Congestion Mitigation and Air Quality (CMAQ)
- Category 6 Structure Rehabilitation
- Category 7 Surface Transportation Block Grant (STBG) Program - Metro Mobility or STP-MM
- Category 8 Safety
C. Use of ‘Grouped’ Control Section Job (CSJ) Numbers

A CSJ (Control Section Job number) is an identifying project number used by the Texas Department of Transportation. The MPO will use ‘Grouped’ CSJs for the following types of projects:

- Preliminary Engineering
- Right-of-Way Acquisition
- Preventive Maintenance and Rehabilitation
- Bridge Replacement and Rehabilitation
- Railroad Grade Separations
- Safety
- Landscaping
- Intelligent Transportation Systems Deployment
- Bicycle and Pedestrian
- Safety Rest Areas and Truck Weigh Stations
- Transit Improvements

Projects that fall within these categories will be listed in an appendix of the Transportation Improvement Program. Generally these Grouped CSJs will be used for projects funded under Category 1 (Preventive Maintenance & Rehabilitation), Category 6 (Structure Rehabilitation), Category 8 (Safety), and Category 10 (Miscellaneous). These projects are initially included in an Appendix of a new TIP and are revised or amended administratively as allowed in Section G Administrative Revisions.

Grouped CSJs will not be used for wholly or partially funded Category 2 (Metropolitan and Urban Corridor), Category 5 (CMAQ, when allocated), Category 7 (STP-MM STBG), or Category 9 (Transportation Alternatives) projects.

D. Use of Appendix D - Projects Undergoing Environmental Assessment

The purpose of Appendix D is to identify projects that are undergoing preliminary engineering and environmental analysis (PE/EA) consistent with early project development. The Federal Highway
Administration allows these projects to be referenced in the current Transportation Improvement Program in order to facilitate the feasibility and PE/EA phases. This Appendix contains projects that are scheduled for implementation beyond the four years of the TIP time frame, and it in no way implies that these projects are programmed in the TIP. Cost estimates are preliminary and do not represent any commitment of construction funding. Consistency with the Metropolitan Transportation Plan will be verified as alternatives are examined in studies or environmental clearance efforts.

Projects listed in Appendix D will include, at a minimum, MPO ID number, county, sponsoring entity, street name, project limits, project description, estimated let date and preliminary project cost.

E. Quarterly Review of Projects

Category 2 (Metropolitan and Urban Corridor) Projects

The implementing agency will submit amendments to the Category 2 (Metropolitan and Urban Corridor) projects to the MPO in writing. For cost increases greater than 10%, the implementing agency will also submit to the MPO justification for the cost increase and the funding source of the additional amount. For new projects being amended into the TIP that are not part of the current Unified Transportation Program, the implementing agency will also submit to the MPO which other Category 2 projects are being amended to allow for the inclusion of the new project unless the new projects are funded using additional allocation.

Category 5 (CMAQ) Category 7 (STP-MM STBG) and Category 9 (TA) Projects

Every three (3) months, a detailed review of Category 5 (CMAQ), Category 7 (STP-MM STBG) and Category 9 (TA) funded projects in the TIP will be conducted. These projects will be reviewed for progress towards their letting (contract) dates, cost estimates, description and limits. If warranted by the detailed review, projects may be re-prioritized at the discretion of the Transportation Policy Board.

If the quarterly review warrants amendment(s) to the TIP, such amendment(s) will be presented to the Transportation Policy Board for consideration in sufficient time to allow the amendment(s) to be incorporated into the next regularly scheduled quarterly amendment of the Statewide Transportation Improvement Program. CMAQ project limits and scope changes would require emissions reductions equal to or greater than the awarded project.

F. Amendment Process

The following changes will require an amendment to the TIP and MTP:

- Adding or deleting project(s)
- Revising the project scope of work
- Revising the project cost
- Revising funding categories
- Revising the phase of work (ex: from P.E. to construction)
- Revising project limits

Amendments to and/or the adoption of a new TIP and MTP require a two-step approval process. To permit adequate public review and comment, amendments to and/or the adoption of the new TIP and MTP will be presented at a Transportation Policy Board meeting with action on the amendment occurring at the following Transportation Policy Board meeting (approximately 30 days after initial presentation). TIP and MTP amendments and/or new document will be provided in the meeting package which is posted on the MPO’s website a week prior to TAC and TPB meetings. Amendments to both the TIP and the MTP may be initiated concurrently.

Amendments to and/or the adoption of a new TIP or the MTP requiring quick action due to impending federal or state requirements or deadlines (or for other reasons deemed in the community’s best interest) may be accomplished by a 75% vote of the TPB quorum present to waive the routine two-step process. In these cases, the Transportation Policy Board will hold a special public hearing within their normal meeting agenda to specifically solicit public comment on the proposed TIP or MTP amendment or new TIP and/or MTP document. These actions will be emphasized on the meeting agenda that is both mailed and e-mailed out ten (10) days prior to the Transportation Policy Board meeting. This will alert the public and permit special attendance to comment on the action prior to adoption by the Transportation Policy Board.

Governing bodies of the sponsoring agencies will promptly notify the MPO in writing of any currently programmed projects that are proposed to be deleted from the TIP. The governing body of the sponsoring agency shall state its preference for project replacement in the written notification. The Transportation Policy Board will provide direction and/or may consider action at the next appropriate meeting with respect to amending the TIP.

To the extent possible, any project amended outside the timeframe of the current TIP due to funding limitations will have priority consideration in being amended back into the TIP when additional funding becomes available.

G. Administrative Revisions

The MPO Director is authorized to approve certain “administrative changes” to the TIP and/or MTP with the notification of such to the appropriate transportation planning partners. The intent of this section is not to circumvent the public process for amending the TIP and/or MTP, but to allow for minor corrections to the TIP and/or MTP that do not materially change a project’s function including minor revisions to project limits, scope or cost.

H. Category 7 (STBG STP-MM) Projects

Basic Requirements for STBG STP-MM Projects

All projects submitted for consideration for funding through normal Category 7 (STBG STP-MM) program allocations will compete through a standard project call when a new TIP is being...
developed. The Transportation Policy Board will approve a schedule, parameters and project selection criteria prior to the formal project call. Submitted projects must meet the following basic requirements:

1. Projects will be submitted to the MPO through an implementing agency (Alamo Area Council of Governments, Alamo Regional Mobility Authority, Texas Department of Transportation, VIA Metropolitan Transit and cities and counties within the MPO Study Area) and appropriate commitments of local match shall be made. Approval of the commitment of the local match from the Texas Department of Transportation District Engineer or the policy body of the local agency submitting the project for consideration will be obtained and submitted to the MPO. An ‘in-kind’ match is not allowed for construction projects nor programs.

2. All submitted projects shall be developed in accordance with minimum standards as defined by AASHTO and/or NACTO, as applicable.

3. Each implementing agency is encouraged to address Title VI and Environmental Justice considerations in submitting projects to the MPO for consideration.

4. Agencies should consider the transit service area when submitting projects.

5. Pedestrian and bicycle facilities will be included in all future transportation improvement projects. Any exceptions will need to be adequately justified by management of the implementing entity. Bicycle and pedestrian components included in a funded project may not be deleted from the project at a future date.

6. Funded STBG STP-MM projects will also be included in the MTP. Note: Amendments to the MTP and the TIP are made through the amendment process at the discretion of the Transportation Policy Board. Amendments to the MTP and TIP, can be made simultaneously.

7. A roadway project submitted for funding consideration in the TIP must be on a federally functionally classified facility as defined by the MPO and approved by the Federal Highway Administration through the State. Roadway projects on facilities classified as a local street or minor collector do NOT qualify for Federal funding.

8. All deadlines set by the MPO are firm.

**STP-MM STBG Call for Projects Process**

Prior to each STP-MM STBG project call, MPO staff will develop the schedule, submittal form and call for projects process, to include workshop(s) jointly hosted by the MPO and TxDOT. These items will be reviewed and acted upon by the Bicycle Mobility Advisory Committee (BMAC), Pedestrian Mobility Advisory Committee (PMAC), and Technical Advisory Committee (TAC) with final action by the Transportation Policy Board.
MPO staff will be responsible for assembling data for the technical scoring process. A subcommittee of BMAC and PMAC will score standalone bicycle and pedestrian projects. A subcommittee of TAC will score added capacity and operational projects.

**STP-MM STBG Project Selection**

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

**STP-MM STBG Project Implementation**

1. Unless allocated a fixed amount, each STBG STP-MM project will have a cost figure in the approved TIP that is an estimate. This TIP “Estimated Construction Bid” shall include all construction costs at 100% and shall designate what percent match is required by the local agency.

   “Estimated Construction Bid” is defined as all anticipated bid item costs of the improvement project, other than for right-of-way acquisition, utility relocation or betterment, preliminary engineering, environmental analysis/clearance, contingency, change orders and construction engineering. The amount programmed as the “Construction Cost” in the TIP shall equal the “Estimated Construction Bid”.

2. Unless allocated a fixed amount, each selected STP-MM STBG project may be adjusted when bids are approved.

   a. If bids are higher than the TIP Construction Cost, the TIP estimate shall become a fixed construction funding cap.

   b. If the Approved Construction Bid is lower than the TIP Construction Cost, the TIP shall be administratively revised by MPO staff to reflect the approved Construction bid (excludes any right-of-way acquisition, utility relocation or betterment, preliminary engineering, environmental analysis/clearance, contingency, and construction engineering)

   c. Following the establishment of the project construction amount in items 2a and 2b above, the sponsoring entity is then eligible for up to 10% contingency of STBG STP-MM STBG project funding towards eligible change orders and up to 11% of STBG STP-MM project funding towards eligible construction engineering and construction management costs. An under run in contingency cannot cover an over run in construction engineering/construction management and vice versa.

As these eligible change orders and eligible construction engineering costs are potential costs, they are not specifically programmed in the TIP towards the STBG funding levels STP-MM. These costs, if incurred, would impact future fiscal allocations.
and it must be acknowledged that this could require the delay and/or re-scoping of existing TIP projects to remain fiscally constrained by fiscal year.

3. Once a project is included in the TIP, TxDOT and the local governmental entity (implementing agency) shall execute a Funding Agreement.

   a. Prior to letting, the executed Funding Agreement will be based on the Estimated Construction Bid (identified as Construction Cost in the TIP) and reflect:

      Estimated Construction Bid + maximum 10% contingency of STBG-STM project funding for eligible change orders + maximum 11% of STBG-STM funding for eligible construction engineering and construction management costs.

   b. Post Letting, if the Approved Construction Bid (excluding any right-of-way acquisition, utility relocation or betterment, preliminary engineering, environmental analysis/clearance, contingency, and construction engineering) is lower than the TIP Construction Cost, the Funding Agreement will be amended and re-executed to reflect:

      Approved Construction Bid + maximum 10% contingency of STBG-STM project funding for eligible change orders + maximum 11% of STBG-STM funding for eligible construction engineering and construction management costs.

4. Owner requested change orders will be covered 100% by the local agency. Owner requested change orders are the result of changes requested by the local agency, not included in the original TPB approved scope of work.

I. Category 9 (TA) Projects

Basic Requirements for TA Projects

The MPO will hold a competitive call for projects for TA funding. The Transportation Policy Board will approve a schedule, parameters and project selection criteria prior to the formal project call. Submitted projects must meet the following basic requirements:

1. Projects will be submitted to the MPO through an implementing agency and appropriate commitments of local match shall be made. Approval of the commitment of the local match from the agency submitting the project for consideration will be obtained and submitted to the MPO. An ‘in-kind’ match is not allowed for construction projects.

2. All submitted projects shall be developed in accordance with minimum standards as defined by AASHTO and/or NACTO, as applicable.
3. Each implementing agency is encouraged to address Title VI and Environmental Justice considerations in submitting projects to the MPO for consideration.

4. Agencies should consider the transit service area when submitting projects.

5. Funded TA projects will also be included in the MTP. Note: Amendments to the MTP and the TIP are made through the amendment process at the discretion of the Transportation Policy Board. Amendments to the MTP and TIP, can be made simultaneously.

6. All deadlines set by the MPO are firm.

**TA Call for Projects Process**

Prior to each TA project call, MPO staff will develop the schedule, submittal form and call for projects process. These items will be reviewed and acted upon by the Bicycle Mobility Advisory Committee (BMAC), Pedestrian Mobility Advisory Committee (PMAC), and Technical Advisory Committee (TAC) with final action by the Transportation Policy Board.

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

**TA Project Selection**

BMAC and PMAC will review the technical scoring, public input, project readiness and agency priorities and make a recommendation to the Technical Advisory Committee on a slate of projects to be funded. The TAC may request project presentations by implementing agencies and will make a recommendation to the MPO's Executive or Transportation Policy Board, as directed by the approved call for projects process.

**J. Category 5 (CMAQ) Projects**

**Basic Requirements for CMAQ Projects**

All projects submitted for consideration for funding through normal Category 5 CMAQ program allocations will compete through a standard project call. The Transportation Policy Board will approve a schedule, parameters and project selection criteria prior to the formal project call. Submitted projects must meet the following basic requirements:

1. Projects will be submitted to the MPO through an implementing agency (Alamo Area Council of Governments, Alamo Regional Mobility Authority, Texas Department of Transportation, VIA Metropolitan Transit and cities and counties within the non attainment area) and appropriate commitments of local match shall be made. Approval of the commitment of the local match from the Texas Department of Transportation District Engineer or the policy body of the local agency submitting the project for consideration will be obtained and submitted to the MPO. An ‘in-kind’ match is not allowed for projects nor programs.
2. All submitted projects shall be developed in accordance with minimum standards as defined by AASHTO and/or NACTO, as applicable.

3. Each implementing agency is encouraged to address Title VI and Environmental Justice considerations in submitting projects to the MPO for consideration.

4. Agencies should consider the transit service area when submitting projects.

5. Funded CMAQ projects will also be included in the MTP. Note: Amendments to the MTP and the TIP are made through the amendment process at the discretion of the Transportation Policy Board. CMAQ project limits and scope changes would require emissions reductions equal to or greater than the awarded project. Amendments to the MTP and TIP, can be made simultaneously.

6. A roadway project submitted for funding consideration in the TIP must be on a federally functionally classified facility as defined by the MPO and approved by the Federal Highway Administration through the State. Roadway projects on facilities classified as a local street or minor collector do NOT qualify for Federal funding.

7. All deadlines set by the MPO are firm.

CMAQ Call for Projects Process

Prior to each CMAQ project call, MPO staff will develop the schedule, submittal form and call for projects process, to include workshop(s) jointly hosted by the MPO and TxDOT. These items will be reviewed and acted upon by the Bicycle Mobility Advisory Committee (BMAC), Pedestrian Mobility Advisory Committee (PMAC), and Technical Advisory Committee (TAC) with final action by the Transportation Policy Board.

Implementing agencies will be responsible for submitting verifiable emissions reductions for each project/program. A multiagency workgroup will score projects. The Technical Advisory Committee will provide a funding recommendation to the MPO’s Executive Committee/Transportation Policy Board, as appropriate.

K. Public Involvement

The MPO commits to a public involvement process that includes the provision of timely information, provides reasonable public access to technical and policy information, provides adequate public notice, seeks out and considers traditionally underserved populations, and documents significant comments. Please see the MPO Policy 2: Public Participation Plan for additional information on public involvement.

Adopted: December 4, 2017  September 28, 2020
Policy 4: Ethics Policy

A. Purpose

The Alamo Area Metropolitan Planning Organization (MPO) is committed to conducting its business in an ethical and open manner. To ensure ethical conduct by current and former members of the Transportation Policy Board and its employees, and to ensure compliance with the Transportation Code and other provisions under state law.

B. Rules

The following rules have been adopted:

I. Chapter 472. Transportation Code Requirements:

   a) No policy board member or employee of the MPO may accept or solicit any gift, favor or service that might reasonably tend to influence the member or employee in the discharge of official duties or that the member or employee knows or should know is being offered with the intent to influence the member’s or employee’s official conduct.

   b) No policy board member or employee of the MPO may accept other employment or engage in a business or professional activity that the member or employee might reasonably expect would require or induce the member or employee to disclose confidential information acquired by reason of the official position.

   c) No policy board member or employee of the MPO may accept other employment or compensation that could reasonably be expected to impair the member’s or employee’s independence of judgment in the performance of official duties.

   d) No policy board member or employee of the MPO may make personal investments that could reasonably be expected to create a conflict between the member’s or employee’s private interest and the public interest.

   e) No policy board member or employee of the MPO may intentionally or knowingly solicit, accept, or agree to accept any benefit for having exercised official powers or performed the official duties in favor of another.

II. Chapter 171. Local Government Code Requirements:

   a) If a policy board member has a substantial interest in a business entity or in real property, the policy board member shall file, before a vote or decision on any matter involving the business entity or the real property, an affidavit stating the nature and extent of the interest and shall abstain from further participation in the matter if:
(1) in the case of a substantial interest in a business entity, the action on the matter will have a special economic effect on the business entity that is distinguishable from the effect on the public; or

(2) in the case of a substantial interest in real property, it is reasonably foreseeable that an action on the matter will have a special economic effect on the value of the property, distinguishable from its effect on the public.

b) If a policy board member is required to file and does file an affidavit, the policy board member is not required to abstain from further participation in the matter requiring the affidavit if a majority of the policy board members are likewise required to file and do file affidavits of similar interests on the same official action.

c) A person has a substantial interest in a business entity if:

   (1) the person owns 10 percent or more of the voting stock or shares of the business entity or owns 10 percent or more or $15,000 or more of the fair market value of the business entity; or

   (2) funds received by the person from the business entity exceed 10 percent of the person’s gross income for the previous year.

d) A person has a substantial interest in real property if the interest is an equitable or legal ownership with a fair market value of $2,500 or more.

e) A policy board member is considered to have a substantial interest in a person related to the policy board member in the first degree by consanguinity or affinity, as determined under Chapter 573, Government code, has a substantial interest.

III. Former Official and Employee Restriction

Within one (1) year of the termination of official duties, a former Transportation Policy Board member, Technical Advisory Committee member and MPO staff member shall not have a financial interest, direct or indirect, in any discretionary contract with the MPO. Any violation of this Section, with the knowledge, expressed or implied, of the individual or business entity contracting with the MPO shall render the contract involved voidable by the Executive Director or the Transportation Policy Board. A former Transportation Policy Board member, Technical Advisory Committee member or employee has a prohibited “financial interest” in a discretionary contract with the MPO, if any of the following individuals or entities is a party to the contract or sale:

(1) Former Transportation Policy Board member, Technical Advisory Committee member or MPO staff member;
(2) His or her parent, child, or spouse;
(3) A business entity in which the former Transportation Policy Board member, Technical Advisory Committee member and MPO employee, or his or her parent, child or spouse, directly or indirectly owns:
(A) ten (10) percent or more of the voting stock or shares of the business entity, or
(B) ten (10) percent or more of the fair market value of the business entity.

Any violations of this policy will result in the disqualification of the consulting team from the procurement process for that project.

C Incorporation of Statutes

All provisions of Section 472.034 of the Transportation Code and Chapter 171, Local Government Code, are intended to be incorporated into this ethics policy. In the case of any uncertainty as to the applicability of any of these statutes, the policy board member or employee should refer to the actual statutes.

D. Penalties

Any employee who violates the Ethics Policy is subject to termination or other employment related sanctions per personnel policy. Any board member or employee of the MPO who violates the Ethics Policy is subject to applicable civil or criminal penalty if the violation also constitutes a violation of a state statute.

E. Distribution

Upon adoption of the Ethics Policy by the Transportation Policy Board, a copy shall be distributed to each policy board member and MPO employee. Each policy board member and employee will acknowledge receipt of the Ethics Policy. The Ethics Policy adopted by the Transportation Policy Board shall be provided to each new employee no later than three (3) business days after the date on which the person begins employment. The Ethics Policy adopted by the Transportation Policy Board shall be provided to each new board member no later than three (3) business days after the person qualifies for office.

F. Policy Amendment

When considered for amendment, this policy shall be subject to the MPO’s two-step approval process which allows for a public comment period of approximately 30 days prior to adoption by the Metropolitan Planning Organization Transportation Policy Board.

Adopted: April 28, 2014 September 28, 2020
Policy 5:  
Technical Advisory Committee

Roles and responsibilities

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

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

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

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

Membership

The voting membership of TAC shall be structured as follows:

- Advanced Transportation District 1 representative
- Alamo Area Council of Governments 1 representative
- Alamo Regional Mobility Authority 1 representative
- Bexar County 1 representative
- City of New Braunfels 1 representative
- City of San Antonio Planning Department 3 representatives
- City of San Antonio Public Works Department 2 representatives
- City of Seguin 1 representative
- Comal County 1 representative
- Greater Bexar County Council of Cities 1 representative
- Guadalupe County 1 representative
- Joint Base San Antonio 1 representative
- Kendall County Geographic Area 1 representative
- MPO Bicycle Mobility Advisory Committee 1 representative
- MPO Pedestrian Mobility Advisory Committee 1 representative
- Northeast Partnership 1 representative
- Private Transportation Providers 1 representative
- Texas Department of Transportation 1 representative
- VIA Metropolitan Transit 1 representative

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

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

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

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

Ex-Officio Membership

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

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

Election of Chair and Vice-Chair

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

Chair and/or Vice Chair Vacancies

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

Quorum

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

The TAC will have the following committees:

A. Bicycle Mobility Advisory Committee

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

B. Pedestrian Mobility Advisory Committee

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

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

C. Land Use and Regional Thoroughfare Planning Committee

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

D. Freight, Rail and Transit Committee

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

E. TSMO/TIM Traffic Incident Management Committee

The role of the TSMO/TIM (Transportation Systems Management and Operations / Traffic Incident Management) Committee is to review and provide input into a regional TSMO framework and to consider input from the regional TIM group, provide direction as necessary, incorporate TSMO/TIM into regional transportation planning practices, and to foster partnerships and agreements where possible. The committee will operate on an informal basis and will meet as needed.
F. Transportation Demand Management (TDM) Committee

The role of the Transportation Demand Management Committee is to review and provide input on transportation demand management (TDM) programs, projects and plans in the MPO study area, and to foster partnerships and collaboration where possible. The committee will operate on an informal basis and will meet as needed.

Adopted: September 28, 2020
Policy 2: Public Participation Plan

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

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

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

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

Goal 1
• The MPO will engage people in the transportation planning process. The MPO will do this according to the goals in this plan and applicable laws.

Goal 2
• The MPO will keep people informed of transportation news.

Goal 3
• The MPO will encourage everyone in the study area to get involved. This includes those traditionally underserved.

Goal 4
• The MPO will strive to improve public participation.

Goal 5
• The MPO will work closely with other transportation agencies.
Federal and State Requirements

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

**Federal Highway Administration (FHWA) and Federal Transit Administration (FTA)**
Federal rules for metropolitan transportation planning (23 CFR 450.316) and FHWA guidelines say that Metropolitan Planning Organizations (MPOs) shall develop and use a documented participation plan. The plan defines a process for providing citizens, affected public agencies, representatives of public transportation employees, freight shippers, providers of freight transportation services, private providers of transportation, representatives of users of public transportation, representatives of users of pedestrian walkways and bicycle transportation facilities, representatives of the disabled, and other interested parties with reasonable opportunities to be involved in the metropolitan transportation planning process. The MPO complies with the 10 MPO requirements listed in 23 CFR 450.316.

**Fixing America’s Surface Transportation Act (FAST Act)**
The current transportation bill is the Fixing America’s Surface Transportation (FAST) Act. It was passed by Congress and signed by President Obama on December 4, 2015. The FAST Act authorizes $305 billion nationwide over fiscal years 2016 through 2020 for transportation spending. It is the first law enacted in over 10 years that provides long-term funding certainty for surface transportation.

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

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

**Title VI of the Civil Rights Act of 1964**
Title VI states that “No person in the United States shall, on the grounds of race, color, or national origin, be excluded from participation in, be denied the benefit of, or be subjected to discrimination under any program or activity receiving federal financial assistance.” Title VI serves as the legal foundation for what is today referred to as environmental justice. The MPO adheres to Title VI and environmental justice principles.

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

**Executive Order 12898 on Environmental Justice**
This order was signed by President Clinton in 1994. It reinforced the requirements of Title VI of the Civil Rights Act of 1964 that focused federal attention on the environmental and human health condition in minority and low-income communities:

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

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

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

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

**Americans with Disabilities Act Statement**
The following disclaimer will be included on public meeting notices as appropriate:

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

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

Public participation is solicited without regard to race, color, national origin, age, sex, religion, disability or family status. To arrange for special assistance or translation services (free of charge), please contact the MPO at aampo@alamoareampo.org or (210) 227-8651 (or Relay Texas at 7-1-1) at least five working days in advance.

The following MPO Title VI and Environmental Justice Nondiscrimination Statement will be included on all public documents in informational items and collateral materials as appropriate:

The Alamo Area Metropolitan Planning Organization (MPO), as a recipient of Federal funding and under Title VI of the Civil Rights Act and related statutes, ensures that no person shall on the grounds of race, religion, color, national origin, sex, age or disability be excluded from participation in, denied benefits of, or otherwise discriminated against by any MPO program or activity. For complaints, questions or concerns about civil rights or nondiscrimination, please contact Allison Blazosky, Public Information Officer/Title VI Coordinator, at (210) 227-8651 or aampo@alamoareampo.org.

Report Language

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

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

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

Federal Transit Administration Section 5307 Language

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

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

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

<table>
<thead>
<tr>
<th>Target Audiences</th>
</tr>
</thead>
<tbody>
<tr>
<td>Airport operators</td>
</tr>
<tr>
<td>Board and committee members</td>
</tr>
<tr>
<td>Business and trade organizations</td>
</tr>
<tr>
<td>Carpool/vanpool/shuttle program users</td>
</tr>
<tr>
<td>Civic and public interest groups</td>
</tr>
<tr>
<td>Colleges and universities, students, faculty and staff</td>
</tr>
<tr>
<td>Community-based associations</td>
</tr>
<tr>
<td>Commuters</td>
</tr>
<tr>
<td>People with disabilities</td>
</tr>
<tr>
<td>Disabled populations</td>
</tr>
<tr>
<td>Elected local, state and federal officials</td>
</tr>
<tr>
<td>Employers</td>
</tr>
<tr>
<td>Environmental groups</td>
</tr>
<tr>
<td>Faith-based organizations</td>
</tr>
<tr>
<td>Federal land management agencies (National Park Service, Natural Resources Conservation Service)</td>
</tr>
<tr>
<td>Freight shippers</td>
</tr>
<tr>
<td>Freight transportation service providers</td>
</tr>
<tr>
<td>Homeowner, neighborhood and resident associations</td>
</tr>
<tr>
<td>Individuals</td>
</tr>
<tr>
<td>Local media outlets</td>
</tr>
<tr>
<td>Micromobility users (bicycles, scooters, etc.)</td>
</tr>
<tr>
<td>Military Bases</td>
</tr>
<tr>
<td>Motorcyclists and motorcycle groups</td>
</tr>
<tr>
<td>Natural disaster risk reduction agencies</td>
</tr>
<tr>
<td>Pedestrians</td>
</tr>
<tr>
<td>Private providers of transportation, including intercity bus operators, employer-based commuting programs, rideshare and bikeshare providers, etc.</td>
</tr>
<tr>
<td>Providers of freight transportation services</td>
</tr>
<tr>
<td>Public agencies and staff</td>
</tr>
<tr>
<td>Public at large</td>
</tr>
</tbody>
</table>
### Target Audiences

<table>
<thead>
<tr>
<th>Category</th>
</tr>
</thead>
<tbody>
<tr>
<td>Public health organizations</td>
</tr>
<tr>
<td>Public ports</td>
</tr>
<tr>
<td>Public transportation providers</td>
</tr>
<tr>
<td>Public transportation users</td>
</tr>
<tr>
<td>Rideshare users (Uber, Lyft, etc)</td>
</tr>
<tr>
<td>School districts</td>
</tr>
<tr>
<td>Social service organizations</td>
</tr>
<tr>
<td>Tourism industry</td>
</tr>
<tr>
<td>Traditionally underserved populations</td>
</tr>
<tr>
<td>Transportation advocates</td>
</tr>
<tr>
<td>Tribal governments</td>
</tr>
<tr>
<td>Users of micromobility (bicycles, scooters etc.)</td>
</tr>
<tr>
<td>Users of pedestrian walkways</td>
</tr>
<tr>
<td>Users of ridesharing services such as Uber and Lyft</td>
</tr>
<tr>
<td>Workforce development organizations and programs</td>
</tr>
</tbody>
</table>

### Diversity and Inclusiveness

The MPO commits to engage identified traditionally underserved groups to help meet our commitment to public participation. These groups include low-income and minority populations. Federal laws protect additional groups. Protected groups are listed here.

#### Protected Categories

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

#### Minority

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

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

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

**Elderly**
Any persons over the age of 65

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

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

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

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

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

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

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

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

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

<table>
<thead>
<tr>
<th>Materials</th>
<th>What is available on the web</th>
<th>When is it posted on the web</th>
</tr>
</thead>
<tbody>
<tr>
<td>Meeting agendas and packages</td>
<td>Transportation Policy Board</td>
<td>One week prior to the meeting</td>
</tr>
<tr>
<td></td>
<td><a href="http://www.alamoareampo.org/Committees/TPB/">www.alamoareampo.org/Committees/TPB/</a></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Technical Advisory Committee</td>
<td>One week prior to the meeting</td>
</tr>
<tr>
<td></td>
<td><a href="http://www.alamoareampo.org/Committees/TAC/">www.alamoareampo.org/Committees/TAC/</a></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Bicycle Mobility Advisory Committee</td>
<td>One week prior to the meeting</td>
</tr>
<tr>
<td></td>
<td><a href="http://www.alamoareampo.org/Committees/BMAC/">www.alamoareampo.org/Committees/BMAC/</a></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Pedestrian Mobility Advisory Committee</td>
<td>One week prior to the meeting</td>
</tr>
<tr>
<td></td>
<td><a href="http://www.alamoareampo.org/Committees/PMAC/">www.alamoareampo.org/Committees/PMAC/</a></td>
<td></td>
</tr>
<tr>
<td>Materials</td>
<td>What is available on the web?</td>
<td>When is it posted on the web?</td>
</tr>
<tr>
<td>------------------</td>
<td>---------------------------------------------------------------------------------------------</td>
<td>---------------------------------------------------------------------------------------------</td>
</tr>
<tr>
<td>Meeting Information</td>
<td>Board and committee meeting dates and times <a href="http://www.alamoareampo.org/Calendar/">www.alamoareampo.org/Calendar/</a></td>
<td>Online calendar is posted and updated throughout the year, along with board/committee web pages. Meeting information pages updated monthly.</td>
</tr>
<tr>
<td>Livestreaming</td>
<td>Transportation Policy Board meetings only <a href="http://www.alamoareampo.org/mpolive">www.alamoareampo.org/mpolive</a></td>
<td>Listen or watch the Transportation Policy Board meetings live or in a searchable archive available 24 hours after the event.</td>
</tr>
</tbody>
</table>

**Meeting Notices**

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

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

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

**Public Comments**

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

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

Philosophy of External Communications

Guiding principles for external communications include:

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

The MPO uses the “Spectrum of Public Participation.” It was developed by the International Association of Public Participation. The spectrum helps identify when to use tools in the process. Groups define the public’s role in any public participation process. The public’s impact on decision making increases from left to right.

### IAP2’s Public Participation Spectrum

<table>
<thead>
<tr>
<th>PUBLIC PARTICIPATION GOAL</th>
<th>Inform</th>
<th>Consult</th>
<th>Involve</th>
<th>Collaborate</th>
<th>Empower</th>
</tr>
</thead>
<tbody>
<tr>
<td>To provide the public with balanced and objective information to assist them in understanding the problem, alternatives, opportunities and/or solutions.</td>
<td>To obtain public feedback on analysis, alternatives and/or decisions.</td>
<td>To work directly with the public throughout the process to ensure that public concerns and aspirations are consistently understood and considered.</td>
<td>To partner with the public in each aspect of the decision including the development of alternatives and the identification of the preferred solution.</td>
<td>To place final decision making in the hands of the public.</td>
<td></td>
</tr>
</tbody>
</table>
**PROMISE TO THE PUBLIC**

| **We will keep you informed.** | **We will keep you informed, listen to and acknowledge concerns and aspirations, and provide feedback on how public input influenced the decision.** | **We will work with you to ensure that your concerns and aspirations are directly reflected in the alternatives developed and provide feedback on how public input influenced the decision.** | **We will look to you for advice and innovation in formulating solutions and incorporate your advice and recommendations into the decisions to the maximum extent possible.** | **We will implement what you decide.** |

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**IAP2’S PUBLIC PARTICIPATION SPECTRUM**

The IAP2 Federation has developed the Spectrum to help groups define the public’s role in any public participation process. The IAP2 Spectrum is quickly becoming an international standard.

<table>
<thead>
<tr>
<th>INFORM</th>
<th>CONSULT</th>
<th>INVOLVE</th>
<th>COLLABORATE</th>
<th>EMPOWER</th>
</tr>
</thead>
<tbody>
<tr>
<td>To inform the public with balanced and objective information to assist them in understanding the problem, alternatives, and/or solutions.</td>
<td>To obtain public feedback on analyses, alternatives, and/or decisions.</td>
<td>To work directly with the public throughout the process to ensure that public concerns and aspirations are consistently understood and considered.</td>
<td>To involve the public in each aspect of the decision including the development of alternatives and the identification of the preferred solution.</td>
<td>To empower the public to take decisions in the hands of the public.</td>
</tr>
</tbody>
</table>

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**August 7, 2020 AAMPO Technical Advisory Committee Meeting Package: Page 113 of 147**
The table shows different communication tools. The last column shows the level of participation. It corresponds to the Spectrum of Participation. Some strategies, such as outreach tools, are solely informational. Others can include multiple points on the spectrum.

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

<table>
<thead>
<tr>
<th>Type</th>
<th>Description</th>
<th>Level of Participation</th>
</tr>
</thead>
<tbody>
<tr>
<td>Small Group Meetings</td>
<td>During projects such as planning studies, meetings are held with small groups that have an interest in the project. Meetings could be with homeowners or neighborhood associations, civic groups, special interest groups, or other groups of affected or interested parties.</td>
<td>Inform Consult Involve</td>
</tr>
<tr>
<td>Partner Agency Meetings</td>
<td>MPO staff attends and participates in as many transportation partner public participation activities as is feasible to enhance public consideration of transportation issues, plans, and programs and to reduce redundancies and costs.</td>
<td>Inform Consult Involve Collaborate</td>
</tr>
</tbody>
</table>

### Online/Electronic Tools

<table>
<thead>
<tr>
<th>Type</th>
<th>Description</th>
<th>Level of Participation</th>
</tr>
</thead>
<tbody>
<tr>
<td>MPO Website</td>
<td>The website was established in 1998 with basic information about the MPO process, members, meeting times and contact information. The site has been expanded to include information about specific projects undertaken by the MPO. Bicycle, pedestrian and trails information and event schedules are also included. Work products such as the UPWP, TIP and MTP are available from the website. The site provides many links to other transportation related sites from the local to national level. The site is continually maintained and updated by MPO staff and is used to promote regular and special meetings, planning studies, bicycle and pedestrian events, publications and work products.</td>
<td>Inform</td>
</tr>
<tr>
<td>FastTrack E-Newsletter</td>
<td>The MPO publishes an electronic newsletter on a bi-weekly basis and distributes it according to the database e-mail list. Citizens are added to the distribution list at their own request. Opportunities to be added to the list occur during public meetings hosted by</td>
<td>Inform Consult</td>
</tr>
<tr>
<td>Type</td>
<td>Description</td>
<td>Level of Participation</td>
</tr>
<tr>
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<td>-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------</td>
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</tr>
<tr>
<td>Online/Electronic Tools</td>
<td>the MPO, during public events attended by the MPO, on the MPO website, and when citizens contact MPO staff. Each issue of the newsletter includes staff contact information, upcoming meeting schedules, the MPO website address, project highlights, and current planning project status reports. Information regarding significant transportation issues, MPO awards, and other one-time activities are also included.</td>
<td>Inform Consult Involve</td>
</tr>
<tr>
<td>Social Media</td>
<td>The MPO will utilize appropriate social media avenues to post pertinent information and notices on a frequent basis. This also provides another opportunity for the public to provide public input to the MPO’s on-going planning process.</td>
<td>Inform Consult Involve</td>
</tr>
<tr>
<td>Project-specific Web Sites</td>
<td>For individual projects, project-specific websites may be used. These sites are used when project information is too extensive to be included on the MPO site. Project websites can contain study area maps, meeting announcements, descriptions of alternatives, comment forms, user surveys and project team contact information. Links to project sites are provided from the MPO site.</td>
<td>Inform Consult Involve</td>
</tr>
<tr>
<td>Crowdsourcing</td>
<td>The MPO will utilize different online tools to solicit input, ideas, and suggestions from the public. This could be in the form of comments on a map or submitted via an online form.</td>
<td>Inform Consult</td>
</tr>
<tr>
<td>Virtual public meetings</td>
<td>The MPO will provide online participation opportunities as appropriate. Virtual public meetings will include the same information provided at in-person public meetings and will be advertised at the same time as in-person opportunities. Further, virtual public meetings will typically be up for a period of at least two weeks and the beginning and end dates for the virtual public meeting will be included in the meeting notice.</td>
<td>Inform Consult Involve</td>
</tr>
<tr>
<td>Online meetings</td>
<td>Meetings of MPO committees that occur online and follow Open Meetings Act procedures. The MPO uses Webex for its webinar-hosted committee meetings. The agenda includes the webinar link and a toll-free phone.</td>
<td>Inform Consult</td>
</tr>
</tbody>
</table>
### Online/Electronic Tools

<table>
<thead>
<tr>
<th>Type</th>
<th>Description</th>
<th>Level of Participation</th>
</tr>
</thead>
<tbody>
<tr>
<td>Live webinars</td>
<td>Meetings that occur online and/or livestreamed. The MPO uses Webex for its webinar meetings. These meetings combine telephone and video technology to allow people to see each other and view information online using web-based technology.</td>
<td>Inform Consult Involve</td>
</tr>
<tr>
<td>Online surveys</td>
<td>Qualitative surveys conducted online and disseminated via email and social media. Respondents self-select whether or not to respond.</td>
<td>Inform Consult Involve</td>
</tr>
</tbody>
</table>

### Public Notice Delivery Tools

<table>
<thead>
<tr>
<th>Type</th>
<th>Description</th>
<th>Level of Participation</th>
</tr>
</thead>
<tbody>
<tr>
<td>US Postal Service</td>
<td>Traditional mail service is used for formal public hearing notices, as well as to publicize public meetings/workshops.</td>
<td>Inform</td>
</tr>
<tr>
<td>Email</td>
<td>Email blasts are used in addition to traditional mailing to stakeholders and community members. Recipients have previously opted in to communications by providing their email addresses.</td>
<td>Inform</td>
</tr>
<tr>
<td>Phone</td>
<td>The MPO regularly contacts members of the public and potential meeting participants via telephone to notify them of upcoming meetings and events.</td>
<td>Inform</td>
</tr>
<tr>
<td>Flyer/Notice</td>
<td>Meeting notices are posted in high-traffic gathering places, including but not limited to: schools, parks, libraries, community centers, and other such gathering places. This method of communication is especially helpful in environmental justice areas.</td>
<td>Inform</td>
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Transit

Meeting flyers and related collateral material may also be available on buses, notifying riders of upcoming meetings.

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

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

The MPO generates major planning documents that require public input and community consensus. As a result, they are made available for public comment using various outreach strategies. Members of the public can view all of the required documents, and any amendments, on the MPO website at www.alamoareampo.org or call 210-230-6929/227-8651 to receive a copy. Following is a list of the major planning documents produced by the MPO.

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

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

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

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

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

Two-Step Approval Process

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

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

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

<table>
<thead>
<tr>
<th>TIP/MTP Development Process &amp; Adoption of the TIP/MTP</th>
<th>Two-Step Approval Process</th>
<th>One-Step Approval Process</th>
<th>75% BoardVote for Public Hearing</th>
<th>Partner Agency Coordination</th>
<th>News release</th>
<th>Newspaper Ads</th>
<th>Social media</th>
<th>E-newsletter</th>
<th>Public Meeting</th>
<th>Neighborhood Presentations</th>
</tr>
</thead>
<tbody>
<tr>
<td>Routine amendments to the TIP/MTP occurring between annual updates</td>
<td>⭐️</td>
<td>⭐️</td>
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<tr>
<td>Transportation Conformity</td>
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<tr>
<td>Adoption of the Unified Planning Work Program</td>
<td>⭐️</td>
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<tr>
<td>Amendments to the Unified Planning Work Program</td>
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<tr>
<td>Public Participation Plan</td>
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<td>Consultant Contract Award</td>
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<tr>
<td>Performance Measures and Targets</td>
<td>⭐️</td>
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Monitoring and Evaluation

Alamo Area Metropolitan Planning Organization | Policy 2: Public Participation Plan
**MPO staff reviews** This PPP will be reviewed and adopted, with revisions if necessary, at least every three (3) years to ensure that strategies for public involvement are meeting community vision and the goals of this plan.

MPO staff evaluates and may adjust its public participation activities during and after each plan development or campaign. Staff tracks the following performance measures. Information comes from meeting sign-in sheets, surveys, public comments received and website and social media data, will be recorded by staff on a continuous basis to monitor and evaluate the effectiveness of participation strategies. Where appropriate, the Deputy Director and the Transportation Planning/Public Involvement Program Manager will set yearly targets. Adjustments to strategies will be made as needed to meet the public involvement plan goals.

<table>
<thead>
<tr>
<th>Goals Addressed</th>
<th>Public Involvement Tool</th>
<th>Evaluation Method</th>
</tr>
</thead>
<tbody>
<tr>
<td>Goals 1, 2, 3, 4, and 5</td>
<td>Public Participation Plan</td>
<td>To be reviewed every three years</td>
</tr>
<tr>
<td>Goal 2</td>
<td>MPO Website</td>
<td>Number of New Visitors, Number of Returning Visitors, Page Views, Sessions, Unique visitors</td>
</tr>
<tr>
<td>Goal 2</td>
<td>FastTrack E-Newsletter</td>
<td>Number of Subscribers, Contacts, Number of Emails Accepted, Unique/Total Opens, Unique clicks</td>
</tr>
<tr>
<td>Goals 1, 2, and 3</td>
<td>Public Meetings (in person and virtual), Open Houses, Workshops, Pop-up outreach, MPO exhibit tables and Public Hearings</td>
<td>Total attendees, Geographic distribution of meeting attendees, Geographic distribution of comments, Nature of Comments, Cards and meeting evaluations received</td>
</tr>
<tr>
<td>Goals 1, 2, and 3</td>
<td>Online-Public Meetings</td>
<td>Number of Participants</td>
</tr>
<tr>
<td>Goals 1, 2, and 3</td>
<td>Newspaper Advertisements</td>
<td>Sign-in sheets – “How did you hear about this meeting?”</td>
</tr>
<tr>
<td>Goals 1, 2, and 3</td>
<td>Direct Mailings</td>
<td>Distribution</td>
</tr>
<tr>
<td>Goals 1, 2, and 3</td>
<td>Press Releases</td>
<td>Press mentions</td>
</tr>
<tr>
<td>Goals 1, 2, and 3</td>
<td>Surveys</td>
<td>Number of responses, Familiarity with MPO</td>
</tr>
<tr>
<td>Goals 1, 2, and 3</td>
<td>Facebook</td>
<td>Followers, Engaged Users, Total Daily Reach, Total Daily Impressions, Total Daily 30+ sec views, Post reach</td>
</tr>
</tbody>
</table>
### Goals Addressed

<table>
<thead>
<tr>
<th>Goals Addressed</th>
<th>Public Involvement Tool</th>
<th>Evaluation Method</th>
</tr>
</thead>
<tbody>
<tr>
<td>Goals 1, 2, and 3</td>
<td>Twitter</td>
<td>Followers</td>
</tr>
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<td></td>
<td></td>
<td>Tweet Impressions</td>
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<td>Tweet engagement</td>
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<td>Engagement rate</td>
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<td>Retweets</td>
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<td></td>
<td></td>
<td>Likes</td>
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<td></td>
<td></td>
<td>Profile Visits</td>
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<tr>
<td></td>
<td></td>
<td>Mentions</td>
</tr>
<tr>
<td>Goal 2</td>
<td>Instagram</td>
<td>Followers</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Post reach</td>
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<td></td>
<td>Post engagement</td>
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<td></td>
<td></td>
<td>Engagement rate</td>
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<tr>
<td></td>
<td></td>
<td>Comments</td>
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<tr>
<td></td>
<td></td>
<td>Likes</td>
</tr>
<tr>
<td>Goal 2</td>
<td>YouTube</td>
<td>Subscribers</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Watch time</td>
</tr>
<tr>
<td>Goals 1, 2, and 3</td>
<td>Webstreaming/Livestreaming</td>
<td>Number of people watching</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Watch time</td>
</tr>
<tr>
<td>Goal 5</td>
<td>Attend Partner Agency Events</td>
<td>Number of Events</td>
</tr>
</tbody>
</table>

In addition to the measures listed above, the MPO will provide meeting evaluation forms at public meetings, workshops, and hearings to collect qualitative feedback from participants that can be used to improve meeting processes for future events.

### Revisions and Amendments

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

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

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

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

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

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

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

- Is off-subject or out of context
- Contains obscenity or material that appeals to the prurient interest
- Contains personal identifying information or sensitive personal information
- Contains offensive terms that target protected classes
- Is threatening, harassing, defamatory or discriminatory
- Contains any copyrighted material owned by a third party
- Circumvents Public Records and Open Meetings Laws
- Incites or promotes violence or illegal activities
- Contains information that reasonably could compromise individual or public safety
- Advertises or promotes a commercial product or service, or any entity or individual
- MPO social media sites contain communications that are subject to applicable public records laws. Any content maintained in a social media format related to MPO business, including communication posted by the Agency and communication received from citizens, is a public record. Records are maintained following Texas’ adopted records retention schedule.
Section 508 Compliant Website
The MPO is committed to ensuring that information posted on an MPO-sponsored website is accessible for all people regardless of ability or access method. Additionally, the MPO will conduct two compliance scans yearly, one in July and one in January, to detect Section 508 violations. Given that the MPO’s website was developed and updated in-house, violations will be corrected to the best of our ability. Upon request, all information contained on any MPO-sponsored website can be made available in an alternative format by contacting [Name and Title pending] Allison Blazosky, Public Information Officer/Title VI Coordinator, at (210) 227-8651 or aampo@alamoareampo.org.

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

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

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

Revised: August 26, 2019, October 26, 2020
11. Discussion and Appropriate Action on the Development of the FY 2023-2026 Transportation Improvement Program

Purpose

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

Issue

The development of the FY 2023-2026 Transportation Improvement Program (TIP) is underway. The project scoring work group met virtually on June 1st and July 21st to review the draft call for project parameters and new project scoring criteria and process.

The new project scoring recommendation is not being presented this month, nor will action be requested in September. MPO staff is working through it and scoring projects from the previous project call to test the viability of the draft recommendation.

The presentation is attached. The call for projects parameters are similar to those from previous project calls. Note that MPO staff would like agreement on scoring weights of major scoring criteria categories in September. This is information that has been adopted at this point in previous calls for projects.

Action Requested

For information and discussion only. Action is scheduled for September 2020.
MPO Plans and Documents

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

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

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

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

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

• Category 1 – Preventive Maintenance and Rehabilitation
• Category 2 – Metropolitan Area Corridor
• Category 3 – Non-traditional funding sources (local contribution)
• Category 4 – Connectivity
• Category 5 – Congestion Mitigation and Air Quality (CMAQ)
• Category 7 – Surface Transportation Block Grant (STBG)
• Category 9 – Transportation Alternatives (TA)
• Category 11 – District Discretionary
• Category 12 – Strategic Priority
• Transit project funding
Alamo Area MPO Region

Counties | CMAQ | STBG | TA
--- | --- | --- | ---
Bexar | ✔ | ✔ | ✔
Comal | ✔ | ✔ | ✔
Guadalupe | ✔ | ✔ | ✔
Kendall | ✔ | ✔ | ✔
Call for Projects: Overview

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

- **Congestion Mitigation & Air Quality**
  - Bexar County projects only
  - focus on emissions benefits
- **Surface Transportation Block Grant**
  - most flexible of the funding sources
- **Transportation Alternatives**
  - bicycle and pedestrian projects only
  - projects must be in areas open to the public

<table>
<thead>
<tr>
<th>Project Types</th>
<th>CMAQ (Bexar County only)</th>
<th>STBG</th>
<th>TA</th>
</tr>
</thead>
<tbody>
<tr>
<td>Bicycle/Pedestrian</td>
<td>✓</td>
<td>✓</td>
<td>✓</td>
</tr>
<tr>
<td>Add travel lanes</td>
<td></td>
<td>✓</td>
<td>✓</td>
</tr>
<tr>
<td>Transportation Systems</td>
<td>✓</td>
<td>✓</td>
<td>✓</td>
</tr>
<tr>
<td>Management &amp; Operations</td>
<td></td>
<td>✓</td>
<td>✓</td>
</tr>
<tr>
<td>Transit</td>
<td>✓</td>
<td>✓</td>
<td>✓</td>
</tr>
<tr>
<td>Planning Studies</td>
<td></td>
<td>✓</td>
<td>✓</td>
</tr>
</tbody>
</table>
## Estimated Available Funding by Category

<table>
<thead>
<tr>
<th>Fiscal Year</th>
<th>Cat 5 Congestion Mitigation &amp; Air Quality</th>
<th>Cat 7 Surface Transportation Block Grant</th>
<th>Cat 9 Transportation Alternatives</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>2022 *</td>
<td></td>
<td></td>
<td>$3.18 M</td>
<td>$3.18 M</td>
</tr>
<tr>
<td>2023</td>
<td>$21.35 M</td>
<td></td>
<td>$3.18 M</td>
<td>$24.53 M</td>
</tr>
<tr>
<td>2024</td>
<td>$21.66 M</td>
<td></td>
<td>$3.18 M</td>
<td>$24.84 M</td>
</tr>
<tr>
<td>2026</td>
<td>$22.24 M</td>
<td>$49.90 M</td>
<td>$3.18 M</td>
<td>$75.32 M</td>
</tr>
<tr>
<td>2027</td>
<td>$22.51 M</td>
<td>$50.50 M</td>
<td>$3.18 M</td>
<td>$76.19 M</td>
</tr>
<tr>
<td>2028</td>
<td>$22.80 M</td>
<td>$51.14 M</td>
<td>$3.18 M</td>
<td>$77.12 M</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>$132.52 M</strong></td>
<td><strong>$165.71 M</strong></td>
<td><strong>$22.26 M</strong></td>
<td><strong>$320.49 M</strong></td>
</tr>
</tbody>
</table>

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

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

Maintenance/Rehabilitation projects are not eligible for submittal

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

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

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

TA funding will focus on bicycle and pedestrian projects.

Cost overruns are the responsibility of the implementing agency; or re-scope project with Transportation Policy Board approval through a TIP amendment that does not trigger transportation conformity in Bexar County; CMAQ project limits and scope changes would require emissions reductions equal to or greater than the awarded project.
Added Capacity Projects
Recommended Weighting

- Addresses congestion: 40%
- Addresses safety: 35%
- Addresses access for EJ populations: 15%
- Improves system connectivity: 10%

1,000 point scale
• Addresses congestion: 35%
• Addresses safety: 30%
• Addresses known operational issues: 20%
• Addresses access for EJ populations: 15%

1,000 point scale
Transit Projects
Recommended Weighting

- Increases ridership: 25%
- Improves reliability: 20%
- Addresses access for EJ populations: 15%
- Improves system connectivity: 15%
- Increases service capacity: 15%
- Increase “frequent” transit access: 10%

1,000 point scale; criteria are subject to change based on project(s) submitted
Bicycle and Pedestrian Projects
Recommended Weighting

- Addresses safety: 35%
- Serves high activity generators: 20%
- Improves system connectivity: 20%
- Addresses access for EJ populations: 15%
- Overall usage/demand: 10%

1,000 point scale
CMAQ Projects

Recommended Weighting

- Emissions reduction (Total): 50%
- Emissions reduction (Benefit Cost Ratio): 50%

1,000 point scale
Potential Extra Points

- Project overmatch (*local contributions beyond required 20% local match*)
  - +50 points for overmatching 5% – 10%
  - +100 points for overmatching more than 10%

- Contribution to improved CMP score/corridor sufficiency: up to 200 points
  - Continued discussion with work group
## TIP Development Schedule

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

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

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

**TAC and TPB:**
Action scheduled for September 2020
Technical Advisory Committee

August 7, 2020

12. Announcements