Memorandum
September 14, 2020

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

To: All Members, Transportation Policy Board

From: Kevin Wolff, Chair and Sid Martinez, Director

Subject: Online Transportation Policy Board Meeting Notice and Agenda

The next meeting of the MPO Transportation Policy Board is scheduled for Monday, September 28, 2020 at 1:30 p.m.

Due to the COVID-19, this will be an online meeting.

Internet access to the meeting is through the MPO’s website at www.alamoareampo.org/committees/online
Access code: 146 532 3202#

Individuals without internet access can access the meeting audio only via phone by calling 1-844-992-4726 and entering the access code: 146 532 3202#

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

The following agenda items will be discussed and action will be taken as appropriate.

Items may be taken out of the order shown.

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

Agenda:

1. Roll Call

2. Director’s Report – MPO (Martinez)

   a. Update on MPO Operations under COVID-19
   b. The November and December 2020 TPB meetings will be combined into a single meeting that will be held via webex on Monday, December 14 at 1:30 p.m.

3. Citizens to be Heard

Alamo Area MPO meetings are accessible to persons with disabilities. To arrange for special assistance or an interpreter, please call 210-227-8651 or TDD 1-800-735-2989 (Relay Texas) at least five working days in advance.

Las reuniones son accesibles a personas con discapacidad. Si usted necesita asistencia especial o un intérprete, llame al (210) 227-8651 o al TDD 1-800-662-4954 (Relay Texas) con cinco días hábiles de anticipación.

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

825 South Saint Mary’s Street • San Antonio, Texas 78205
☎️ (210) 227-8651 ☎️ (210) 227-9321 📞 TDD 1 (800) 735-2989
💻 www.alamoareampo.org
Consent Agenda: All items under the Consent Agenda are acted upon collectively unless opposition is presented, in which case, the contested item will be considered, discussed and appropriate action taken separately.

4. Approval of the August 24, 2020 Meeting Minutes

5. Action on Revisions to MPO Policies – MPO (Geiger)

6. Action on the MPO’s Title VI Policy and Assurances – MPO (Blazosky)

Items for Individual Discussion and Appropriate Action:

7. Discussion and Appropriate Action on the FY 2023-2026 Transportation Improvement Program Call for Projects – MPO (Hall)

8. Discussion and Appropriate Action on Roadway and Transit Amendments to the Metropolitan Transportation Plan and the FY 2021-2024 Transportation Improvement Program – MPO (Hall)

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

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

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

11. Adjourn
### Transportation Policy Board

**September 28, 2020**

#### 1. Roll Call

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

#### Ex-Officio Members

<table>
<thead>
<tr>
<th>Name</th>
<th>Agency</th>
</tr>
</thead>
<tbody>
<tr>
<td>Mr. Greg P. Wood</td>
<td>Federal Highway Administration</td>
</tr>
<tr>
<td>Mr. Nick Page</td>
<td>Texas Department of Transportation</td>
</tr>
<tr>
<td>Mr. Jeff Arndt</td>
<td>VIA Metropolitan Transit</td>
</tr>
<tr>
<td>Ms. Diane Rath</td>
<td>Alamo Area Council of Governments</td>
</tr>
<tr>
<td>Mr. Vic Boyer</td>
<td>San Antonio Mobility Coalition</td>
</tr>
</tbody>
</table>
2. Director's Report

   a. Update on MPO Operations under COVID-19

   b. The November and December 2020 TPB meetings will be combined into a single meeting that will be held via webex on Monday, December 14 at 1:30 p.m.
3. Citizens to Be Heard
4. Approval of the August 24, 2020 Meeting Minutes

Issue

The August 24, 2020 meeting minutes are attached for your review.

Action Requested

A motion to approve the August 24, 2020 meeting minutes.
## Transportation Policy Board
### Meeting Minutes
#### August 24, 2020

1. **Roll Call**

   **Members Present:**

   - Mayor Louis Cooper, Advanced Transportation District
   - Ms. Renee Green, P.E., Bexar County
   - Commissioner Kevin Wolff (Chair), Bexar County
   - Councilmember Shane Hines, City of New Braunfels
   - Councilwoman Melissa Cabello Havrda, City of San Antonio
   - Councilwoman Shirley Gonzales, City of San Antonio
   - Representative Ray Loopez, City of San Antonio
   - Councilman Clayton Perry, City of San Antonio
   - Ms. Bianca Thorpe, P.E., City of San Antonio
   - Ms. Bridgett White, City of San Antonio
   - Mayor Don Keil, City of Seguin
   - Commissioner Kevin Webb (Vice Chair), Comal County
   - Mayor Chris Riley, Greater Bexar County Council of Cities
   - Judge Kyle Kutscher, Guadalupe County
   - Commissioner Christina Bergmann, Kendall County Geographic Area
   - Councilman Kevin Hadas, Northeast Partnership
   - Mr. Mario Jorge, P.E., Texas Department of Transportation
   - Mr. Ezra Johnson, VIA Metropolitan Transit

   **Members Absent:**

   - Mr. Michael J. Lynd, Jr., Alamo Regional Mobility Authority
   - Commissioner Tommy Calvert, Bexar County
   - Commissioner Sergio “Chico” Rodriguez, Bexar County

   **Others Present:**

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

Chair Kevin Wolff called the meeting to order at 1:30 p.m.
2. **Director’s Report**

   a. Update on MPO Operations under the COVID-19
   b. The MPO Office will be closed on Monday, September 7 for the Labor Day holiday

3. **Citizens to be Heard**

   None

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

4. **Approval of the June 22, 2020 Meeting Minutes**

5. **Action on the MPO’s FY 2021 Staff Operating Budget**

6. **Discussion and Appropriate Action on Updates to the National Highway System**

7. **Discussion and Appropriate Action on County Population and Employment Control Totals for Mobility 2050**

   Mayor Chris Riley moved and Commissioner Kevin Webb seconded to approve the Consent Agenda. The motion passed unanimously.

**Items for Individual Discussion and Appropriate Action**

8. **Discussion and Appropriate Action on a Resolution of Support for the FY 2021 Unified Transportation Program**

   Mayor Chris Riley moved and Commissioner Kevin Webb seconded to approve the resolution supporting the FY 2021 Unified Transportation Program. The motion passed unanimously.

9. **Discussion and Appropriate Action on TxDOT’s Highway Safety Improvement Program Presentation**

   For information and discussion only.
10. Discussion and Appropriate Action on a Presentation on the Keep SA Moving Plan

For information and discussion only.

11. Discussion and Appropriate Action on MPO Policies

For information and discussion only.

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

For information and discussion only.

13. Monthly Status Reports

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

For information and discussion only.

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

This item was not considered.

15. Adjourn

There being no further business, the meeting was adjourned at 3:10 p.m.
5. Action on Revisions to MPO Policies

Purpose

The purpose of this agenda item is to take action on proposed revisions to MPO Policies.

Issue

The MPO’s policies for review and action are as follows:

- Policy 1: Guidelines for Funding Planning Studies in the Unified Planning Work Program
- 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. This agenda item was presented at your August meeting and is now scheduled for action. At their meeting on September 11th, the Technical Advisory Committee unanimously recommended approval of the policies.

Action Requested

A motion to approve the revisions to the MPO’s policies.
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
MPO Policy Review – New Change

• Policy 3: Guidelines for Programming Projects in the MTP and TIP

H. General Project Considerations

Unless expressly approved by the Transportation Policy Board, under funding Categories 5 CMAQ, 7 STBG, and 9 TA, the MPO will not reimburse any project development costs associated with project administration, preliminary engineering, environmental analysis or mitigation, right-of-way, or utilities.

Although the Transportation Policy Board makes all funding decisions associated with these funds, TxDOT is the federal designated pass-through agency for Category 5 CMAQ, 7 STBG, and 9 TA. Entities awarded funding under these categories will enter into agreements with TxDOT. TxDOT will charge the entity the direct state cost for review of all aspects of the project.
MPO Policy Review – New Change

• Policy 5: Technical Advisory Committee

A primary member of the Transportation Policy Board may not serve simultaneously on the TAC or any TAC committee; however, this rule regarding committees will apply to any new committee appointment and not the committee makeup at the time of adoption of this Policy amendment. Alternate Transportation Policy Board members may serve on the TAC.
# 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: UPWP</td>
<td>September 2020</td>
</tr>
<tr>
<td>Policy 3: TIP and MTP</td>
<td></td>
</tr>
<tr>
<td>Policy 4: Ethics</td>
<td></td>
</tr>
<tr>
<td>Policy 5: TAC</td>
<td></td>
</tr>
<tr>
<td>Scheduled adoption of Policy 2: Public Participation Plan</td>
<td>October 2020</td>
</tr>
<tr>
<td>(required 45 day public comment period)</td>
<td></td>
</tr>
</tbody>
</table>

TAC unanimously recommended approval
MPO Policy Review

• Policy 1: Guidelines for Funding Planning Studies in the Unified Planning Work Program
  • Updated start month of UPWP development (February to January)
  • “Participation in Planning Studies” section has been revised and included in Policy 4, Ethics Policy

Note: development of the FY 2022-2023 UPWP will begin in early 2021
• **Policy 2: Public Participation Plan**
  - Updated target audience list for inclusiveness and to reflect federal guidance language
  - Clarified “Virtual” and “Online” meeting language
  - Allowed for MPO Committee meetings to be held “online”
  - Included one step emergency approval for new UPWP, TIP, MTP and Transportation Conformity document
  - Updated outreach monitoring and evaluation methods
  - Added Kendall County as one of the counties we post meeting notices in
MPO Policy Review

• **Policy 3: Guidelines for Programming Projects in the MTP and TIP**
  
  • Updated “STP-MM” references to “STBG”
  
  • Updated to reflect the MPO is now receiving CMAQ funding
  
  • Added CMAQ Call for Projects framework; similar to STBG and Transportation Alternatives
  
  • Included one step emergency approval for new TIP and MTP
  
  • Clarified Administrative Revisions opportunities
  
  • Clarified Appendix D amendment process
  
  • Added a new section (Section H) of text
• Policy 4: Ethics Policy

• Added language stating that former MPO staff, TPB members and TAC members, following termination of official duties, shall not, for a period of one year have a financial interest, direct or indirect, in any discretionary contract with the MPO

• This also includes parents, children or spouse

• Financial interest is defined as having a business entity in which the individual, directly or indirectly owns

  1. ten (10) percent or more of the voting stock or shares of the business entity, or

  2. Ten (10) percent or more of the fair market value of the business entity
**MPO Policy Review**

- **Policy 5: Technical Advisory Committee**
  - Added Joint Base San Antonio representative
  - Specified City of San Antonio Planning Department member as an alternate
  - Clarified language that alternate TPB members may serve on the TAC (currently included in adopted TPB bylaws)
  - Revised name and description of one TAC subcommittee and added a new subcommittee
  - Added language on TPB members’ participation in TAC committees
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 Block Grant (STBG) 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 & Air Quality (CMAQ)
- Category 6 Structure Rehabilitation
- Category 7 Surface Transportation Block Grant (STBG) Program—Metro Mobility or STP-MM
- Category 8 Safety
- Category 9 Transportation Alternatives
- Category 10 Miscellaneous
- Category 11 District Discretionary
- Category 12 Strategic Priority
- Federal Transit Administration Section 5307 (Urbanized Area Formula Grant Program)
- Federal Transit Administration Section 5309 (Capital Grant Program)
- Federal Transit Administration Section 5310 (Elderly and Disabled Transportation Assistance Grant Program)
- Federal Transit Administration Section 5339 (Bus and Bus Facilities Infrastructure Investment Program)

**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.

Appendix D is adopted with a new TIP. Since projects in Appendix D are also included in the MTP and Bexar County is non-attainment for ozone, Appendix D can only be amended if there is no impact to transportation conformity.

Projects listed in Appendix D will include, at a minimum, MPO ID number, county, sponsoring entity, street name, project limits, project description, and 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 the TIP and MTP require a two-step approval process. To permit adequate public review and comment, amendments 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 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 the TIP or 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. General Project Considerations

Unless expressly approved by the Transportation Policy Board, under funding Categories 5 CMAQ, 7 STBG, and 9 TA, the MPO will not reimburse any project development costs associated with project administration, preliminary engineering, environmental analysis or mitigation, right-of-way, or utilities.

Although the Transportation Policy Board makes all funding decisions associated with these funds, TxDOT is the federal designated pass-through agency for Category 5 CMAQ, 7 STBG, and 9 TA. Entities awarded funding under these categories will enter into agreements with TxDOT. TxDOT will charge the entity the direct state cost for review of all aspects of the project

I. 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.

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, and transit projects.

**STP-MM STBG Project Selection**

The TAC will review the technical scoring, public input, project readiness and agency priorities and make a funding recommendation to the MPO’s Executive Committee and/or Transportation Policy Board, as directed by the approved call for projects process, 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 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 STP-MM project funding for eligible change orders + maximum 11% of STBG STP-MM project 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 STP-MM project funding for eligible change orders + maximum 11% of STBG STP-MM project 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.

5. Non-let programs and studies are considered a fixed amount and are not subject to this section.

J. 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 to include informational 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 TA projects.

TA Project Selection

A subcommittee of BMAC and PMAC will score TA projects. BMAC and PMAC will review the technical scoring, public input, project readiness and agency priorities and make a funding 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 funding recommendation to the MPO’s Executive Committee and/or Transportation Policy Board, as directed by the approved call for projects process.

K. 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.

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 informational 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.

CMAQ Project Selection

A multiagency workgroup will score projects. The TAC will review the technical scoring, public input, and agency priorities. The TAC may also request project presentations by implementing agencies and will provide a funding recommendation to the MPO’s Executive Committee and/or Transportation Policy Board, as directed by the approved call for projects process.

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 ode, 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. This includes the former Transportation Policy Board member, Technical Advisory Committee member or MPO staff member and shall also include his or her parent, child or spouse.

Financial interest is defined as having 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 violation of this Section, with the knowledge, expressed or implied, of the individual or business entity contracting with the MPO shall render the proposal or contract involved voidable by the Executive Director or the Transportation Policy Board; this determination is based on who approved the contract.
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 3 representatives
  
  (Note: the CoSA Planning Department will have, at a minimum, one alternate representative serve on TAC)
- 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 and 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 or any TAC committee; however, this rule regarding committees will apply to any new committee appointment and not the committee makeup at the time of adoption of this Policy amendment. 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
6. Action on the MPO’s Title VI Policy and Assurances

Purpose

The purpose of this agenda item is to take action on the MPO’s proposed Title VI Policy and Assurances.

Issue

Title VI is a federal law that protects individuals or groups, regardless of citizenship, from discrimination on the basis of race, color and national origin. Other related regulations prohibit discrimination based on sex, age and disability.

As a Federal-Aid recipient, the Alamo Area MPO is required to provide a statement of its commitment to Title VI and non-discrimination compliance that is signed by its top official and circulated throughout the organization and available to the general public. Additionally, the MPO is required to sign a nondiscrimination assurance to certify to FHWA and TxDOT that its programs, services, and activities are being conducted in a nondiscriminatory manner.

The presentation, draft policy statement and the U.S. Department of Transportation Standard Title VI Assurances are attached. These document the MPO’s commitment to nondiscrimination and equitable service to the community. The signed assurances also serve as a legally enforceable agreement by which the MPO may be held liable if not adhered to. At their meeting on September 11th, the Technical Advisory Committee unanimously recommended approval of this item.

Action Requested

A motion to approve the MPO’s Title VI Policy and Assurances.
Title VI Policy & Assurances

Transportation Policy Board | September 28, 2020
Background of Title VI

- Recipients of Federal financial assistance must operate all programs and activities without discrimination
- **Title VI applies to any entity that receives Federal assistance**, either directly or indirectly through another recipient, for any program\(^1\)
  - TxDOT receives Federal financial assistance directly
  - MPOs, local public agencies, colleges or universities are examples of entities that receive funds indirectly ("subrecipient")

\(^1\) See 23 Code of Federal Regulations (CFR) 200.5(n)
What is a Title VI Policy?

**REQUIREMENTS**

- The policy statement, signed by the head of the agency, should express the agency’s commitment to the nondiscrimination provisions of Title VI

**RECOMMENDATIONS**

- Title VI Policy Statement should be circulated internally and to the general public
- Where appropriate, publish in languages other than English
- If an agency doesn’t already have a signed policy statement, consider using TxDOT’s template
What are Title VI Assurances?

• A subrecipient must sign a Title VI and related statutes nondiscrimination assurance to certify to FHWA and TxDOT that its program, services, and activities are being conducted in a nondiscriminatory manner. Assurances:
  
  • Document agency commitment to nondiscrimination and equitable service to its community.
  
  • Serve as a legally enforceable agreement by which the Agency may be held liable if not adhered to
  
  • List all the Title VI requirements that a local agency agrees to perform in return for receiving FHWA funds from the State, including developing a nondiscrimination policy statement and a discrimination complaint handling procedure.
What are Title VI Assurances?

**REQUIREMENTS**

- The head of the agency is required to sign the U.S. DOT Standard Title VI Assurances every three years or within 30 days following a change in executive leadership.
- The subrecipient is responsible for ensuring that the applicable appendices of the Standard Assurance are included in every contract that includes federal assistance.

**RECOMMENDATIONS**

- If an agency doesn’t already have signed Title VI Assurances, consider using TxDOT’s template for Standard Assurances.
Action requested

TAC unanimously recommended approval at their September 11th meeting

Requesting Transportation Policy Board approval
TITLE VI AND RELATED STATUTES

NONDISCRIMINATION STATEMENT

The Alamo Area Metropolitan Planning Organization, as a recipient of federal financial assistance and under Title VI of the Civil Rights Act of 1964 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, be denied the benefits of, or otherwise be subjected to discrimination under any Agency programs or activities.

___________________________________
Isidro Martinez
Executive Director
Alamo Area Metropolitan Planning Organization

___________________________________
Date
TÍTULO VI Y ESTATUTOS RELACIONADOS

DECLARACIÓN DE NO DISCRIMINACIÓN

La MPO del Área del Álamo (AAMPO, por sus siglas en inglés), como recipiente de Asistencia Financiera Federal y según con el Acta de Derechos Civiles Título VI del 1964 y estatutos relacionados, asegura que ninguna persona será excluida a causa de raza, religión, color, origen nacional, sexo, edad o incapacidad de participación en, o negados los beneficios de, o de otra manera sea sujeto a discriminación en cualquiera de los programas o actividades de la AAMPO.

___________________________________
Isidro Martinez
Director Ejecutivo
Organización de Planificación Metropolitana del Área del Álamo

Fecha
United States Department of Transportation
Standard Title VI/Nondiscrimination Assurances

DOT Order No. 1050.2A

The Alamo Area Metropolitan Planning Organization (herein referred to as the “Recipient”), HEREBY AGREES THAT, as a condition to receiving any Federal financial assistance from the U.S. Department of Transportation (DOT), through the Federal Transit Administration (FTA) or the Federal Highway Administration (FHWA), is subject to and will comply with the following:

Statutory/Regulatory Authorities

- Title VI of the Civil Rights Act of 1964 (42 U.S.C. § 2000d et seq., 78 stat. 252), (prohibits discrimination on the basis of race, color, national origin);
- 49 C.F.R. Part 21 (entitled Non-discrimination In Federally-Assisted Programs of the Department of Transportation – Effectuation of Title VI of The Civil Rights Act of 1964);
- 28 C.F.R. section 50.3 (U.S. Department of Justice Guidelines for Enforcement of Title VI of the Civil Rights Act of 1964);

The preceding statutory and regulatory cites hereinafter are referred to as the “Acts” and “Regulations,” respectively.

General Assurances

In accordance with the Acts, the Regulations, and other pertinent directives, circulars, policy, memoranda, and/or guidance, the Recipient hereby gives assurance that it will promptly take any measures necessary to ensure 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 benefits of, or be otherwise subjected to discrimination under any program or activity,” for which the Recipient receives Federal financial assistance from U. S. DOT, including the Federal Transit Administration or the Federal Highway Administration.

The Civil Rights Restoration Act of 1987 clarified the original intent of Congress, with respect to Title VI and other Nondiscrimination requirements (The Age Discrimination Act of 1975, and Section 504 of the Rehabilitation Act of 1973), by restoring the broad, institutional-wide scope and coverage of these nondiscrimination statutes and requirements to include all programs and activities of the Recipient, so long as any portion of the program is Federally-assisted.
Specific Assurances

More specifically, and without limiting the above general Assurance, the Recipient agrees with and gives the following Assurances with respect to its Federally-assisted U. S. DOT programs:

1. The Recipient agrees that each “activity,” “facility,” or “program,” as defined in §§ 21.23 (b) and 21.23 (e) of 49 C.F.R. § 21 will be (with regard to an “activity”) facilitated, or will be (with regard to a “facility”) operated, or will be (with regard to a “program”) conducted in compliance with all requirements imposed by, or pursuant to the Acts and the Regulations.

2. The Recipient will insert the following notification in all solicitations for bids, Requests for Proposals for work, or material subject to the Acts and the Regulations made in connection with all USDOT programs and, in adapted form, in all proposals for negotiated agreements regardless of funding source:

   “The Alamo Area Metropolitan Planning Organization, in accordance with the provisions of Title VI of the Civil Rights Act of 1964 (78 Stat. 252, 42 U.S.C. §§ 2000d to 2000d-4) and the Regulations, hereby notifies all bidders that it will affirmatively ensure that any contract entered into pursuant to this advertisement, disadvantaged business enterprises will be afforded full and fair opportunity to submit bids in response to this invitation and will not be discriminated against on the grounds of race, color, or national origin in consideration for an award.”

3. The Recipient will insert the clauses of Appendix A and E of this Assurance in every contract or agreement subject to the Acts and the Regulations.

4. The Recipient will insert the clauses of Appendix B of this Assurance, as a covenant running with the land, in any deed from the United States effecting or recording a transfer of real property, structures, use, or improvements thereon or interest therein to a Recipient.

5. That where the Recipient receives Federal financial assistance to construct a facility, or part of a facility, the Assurance will extend to the entire facility and facilities operated in connection therewith.

6. That where the Recipient receives Federal financial assistance in the form, or for the acquisition of real property or an interest in real property, the Assurance will extend to rights to space on, over, or under such property.

7. The Recipient will include the clauses set forth in Appendix C and Appendix D of this Assurance, as a covenant running with the land, in any future deeds, leases, licenses, permits, or similar instruments entered into by the Recipient with other parties:

   a) for the subsequent transfer of real property acquired or improved under the applicable activity, project, or program; and
b) for the construction or use of, or access to, space on, over, or under real property acquired or improved under the applicable activity, project, or program.

8. That this Assurance obligates the Recipient for the period during which Federal financial assistance is extended to the program, except where the Federal financial assistance is to provide, or is in the form of, personal property, or real property, or interest therein, or structures or improvements thereon, in which case the Assurance obligates the Recipient, or any transferee for the longer of the following periods:

a) the period during which the property is used for a purpose for which the Federal financial assistance is extended, or for another purpose involving the provision of similar services or benefits; or

b) the period during which the Recipient retains ownership or possession of the property.

9. The Recipient will provide for such methods of administration for the program as are found by the Secretary of Transportation or the official to whom he/she delegates specific authority to give reasonable guarantee that it, other recipients, sub-recipients, subgrantees, contractors, subcontractors, consultants, transferees, successors in interest, and other participants of Federal financial assistance under such program will comply with all requirements imposed or pursuant to the Acts, the Regulations, and this Assurance.

10. The Recipient agrees that the United States has a right to seek judicial enforcement with regard to any matter arising under the Acts, the Regulations, and this Assurance.

By signing this ASSURANCE, the Alamo Area Metropolitan Planning Organization also agrees to comply (and require any subrecipients, subgrantees, contractors, successors, transferees, and/or assignees to comply) with all applicable provisions governing the USDOT access to records, accounts, documents, information, facilities, and staff. You also recognize that you must comply with any program or compliance reviews, and/or complaint investigations conducted by the USDOT. You must keep records, reports, and submit the material for review upon request to USDOT, or its designee in a timely, complete, and accurate way. Additionally, you must comply with all other reporting, data collection, and evaluation requirements, as prescribed by law or detailed in program guidance.

The Alamo Area Metropolitan Planning Organization gives this ASSURANCE in consideration of and for obtaining any Federal grants, loans, contracts, agreements, property, and/or discounts, or other Federal-aid and Federal financial assistance extended after the date hereof to the recipients by the USDOT under all Department of Transportation programs. This ASSURANCE is binding on Texas, other recipients, subrecipients, subgrantees, contractors, subcontractors and their subcontractors', transferees, successors in interest, and any other participants in all Department of Transportation programs. The person(s) signing below is authorized to sign this ASSURANCE on behalf of the Recipient.

______________________________________________
Isidro (Sid) Martinez, Executive Director
Alamo Area Metropolitan Planning Organization

Date
During the performance of this contract, the contractor, for itself, its assignees, and successors in interest (hereinafter referred to as the “contractor”) agrees as follows:

1. Compliance with Regulations: The contractor (hereinafter includes consultants) will comply with the Acts and the Regulations relative to Nondiscrimination in Federally-assisted programs of the U.S. Department of Transportation, the Federal Transit Administration, and the Federal Highway Administration, as they may be amended from time to time, which are herein incorporated by reference and made a part of this contract.

2. Nondiscrimination: The contractor, with regard to the work performed by it during the contract, will not discriminate on the grounds of race, color, or national origin in the selection and retention of subcontractors, including procurements of materials and leases of equipment. The contractor will not participate directly or indirectly in the discrimination prohibited by the Acts and the Regulations, including employment practices when the contract covers any activity, project, or program set forth in Appendix B of 49 CFR Part 21.

3. Solicitations for Subcontracts, Including Procurements of Materials and Equipment: In all solicitations, either by competitive bidding, or negotiation made by the contractor for work to be performed under a subcontract, including procurements of materials, or leases of equipment, each potential subcontractor or supplier will be notified by the contractor of the contractor’s obligations under this contract and the Acts and the Regulations relative to Nondiscrimination on the grounds of race, color, or national origin.

4. Information and Reports: The contractor will provide all information and reports required by the Acts, the Regulations, and directives issued pursuant thereto and will permit access to its books, records, accounts, other sources of information, and its facilities as may be determined by the Recipient, the Federal Transit Administration, or the Federal Highway Administration to be pertinent to ascertain compliance with such Acts, Regulations, and instructions. Where any information required of a contractor is in the exclusive possession of another who fails or refuses to furnish the information, the contractor will so certify to the Recipient, the Federal Transit Administration, or the Federal Highway Administration, as appropriate, and will set forth what efforts it has made to obtain the information.

5. Sanctions for Noncompliance: In the event of a contractor’s noncompliance with the Nondiscrimination provisions of this contract, the Recipient will impose such contract sanctions as it or the Federal Transit Administration or the Federal Highway Administration may determine to be appropriate, including, but not limited to:

   a) withholding payments to the contractor under the contract until the contractor complies; and/or
   b) cancelling, terminating, or suspending a contract, in whole or in part.

6. Incorporation of Provisions: The contractor will include the provisions of paragraphs one through six in every subcontract, including procurements of materials and leases of equipment, unless exempt by the Acts, the Regulations and directives issued pursuant thereto. The contractor will take action with respect to any subcontract or procurement as the Recipient, the Federal Transit Administration, or the Federal Highway Administration may direct as a means of enforcing such provisions including sanctions for noncompliance. Provided, that if the contractor becomes involved in, or is threatened with litigation by a subcontractor, or supplier because of such direction, the contractor may request the Recipient to enter into any litigation to protect the interests of the Recipient. In addition, the contractor may request the United States to enter into the litigation to protect the interests of the United States.
APPENDIX B

CLAUSES FOR DEEDS TRANSFERRING UNITED STATES PROPERTY

The following clauses will be included in deeds effecting or recording the transfer of real property, structures, or improvements thereon, or granting interest therein from the United States pursuant to the provisions of Assurance 4:

NOW, THEREFORE, the U.S. Department of Transportation as authorized by law and upon the condition that the Alamo Area Metropolitan Planning Organization will accept title to the lands and maintain the project constructed thereon in accordance with all applicable federal statutes, the Regulations for the Administration of all Department of Transportation programs, and the policies and procedures prescribed by the Federal Transit Administration or the Federal Highway Administration of the U.S. Department of Transportation in accordance and in compliance with all requirements imposed by Title 49, Code of Federal Regulations, U.S. Department of Transportation, Subtitle A, Office of the Secretary, Part 21, Nondiscrimination in Federally-assisted programs of the U.S. Department of Transportation pertaining to and effectuating the provisions of Title VI of the Civil Rights Act of 1964 (78 Stat. 252; 42 U.S.C. § 2000d to 2000d-4), does hereby remise, release, quitclaim and convey unto the Alamo Area Metropolitan Planning Organization all the right, title and interest of the U.S. Department of Transportation in and to said lands described in Exhibit A attached hereto and made a part hereof.

(HABENDUM CLAUSE)

TO HAVE AND TO HOLD said lands and interests therein unto the Alamo Area Metropolitan Planning Organization and its successors forever, subject, however, to the covenants, conditions, restrictions and reservations herein contained as follows, which will remain in effect for the period during which the real property or structures are used for a purpose for which Federal financial assistance is extended or for another purpose involving the provision of similar services or benefits and will be binding on the Alamo Area Metropolitan Planning Organization, its successors and assigns.

The Alamo Area Metropolitan Planning Organization, in consideration of the conveyance of said lands and interests in lands, does hereby covenant and agree as a covenant running with the land for itself, its successors and assigns, that (1) no person will on the grounds of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination with regard to any facility located wholly or in part on, over, or under such lands hereby conveyed [,] [and]* (2) that the Alamo Area Metropolitan Planning Organization will use the lands and interests in lands and interests in lands so conveyed, in compliance with all requirements imposed by or pursuant to Title 49, Code of Federal Regulations, U.S. Department of Transportation, Subtitle A, Office of the Secretary, Part 21, Nondiscrimination in Federally-assisted programs of the U.S. Department of Transportation, Effectuation of Title VI of the Civil Rights Act of 1964, and as said Regulations and Acts may be amended], and (3) that in the event of breach of any of the above-mentioned nondiscrimination conditions, the Department will have a right to enter or re-enter said lands and facilities on said land, and that above described land and facilities will thereon revert to and vest in and become the absolute property of the U.S. Department of Transportation and its assigns as such interest existed prior to this instruction].*

(*Reverter clause and related language to be used only when it is determined that such a clause is necessary in order to make clear the purpose of Title VI.)
APPENDIX C

CLAUSES FOR TRANSFER OF REAL PROPERTY ACQUIRED OR IMPROVED UNDER THE ACTIVITY, FACILITY, OR PROGRAM

The following clauses will be included in deeds, licenses, leases, permits, or similar instruments entered into by the Recipient pursuant to the provisions of Assurance 7(a):

A. The (grantee, lessee, permittee, etc. as appropriate) for himself/herself, his/her heirs, personal representatives, successors in interest, and assigns, as a part of the consideration hereof, does hereby covenant and agree [in the case of deeds and leases add “as a covenant running with the land”] that:

1. In the event facilities are constructed, maintained, or otherwise operated on the property described in this (deed, license, lease, permit, etc.) for a purpose for which a U.S. Department of Transportation activity, facility, or program is extended or for another purpose involving the provision of similar services or benefits, the (grantee, licensee, lessee, permittee, etc.) will maintain and operate such facilities and services in compliance with all requirements imposed by the Acts and Regulations (as may be amended) such that no person on the grounds of race, color, or national origin, will be excluded from participation in, denied the benefits of, or be otherwise subjected to discrimination in the use of said facilities.

B. With respect to licenses, leases, permits, etc., in the event of breach of any of the above Nondiscrimination covenants, the Alamo Area Metropolitan Planning Organization will have the right to terminate the (lease, license, permit, etc.) and to enter, re-enter, and repossess said lands and facilities thereon, and hold the same as if the (lease, license, permit, etc.) had never been made or issued.*

C. With respect to a deed, in the event of breach of any of the above Nondiscrimination covenants, the Alamo Area Metropolitan Planning Organization will have the right to enter or re-enter the lands and facilities thereon, and the above described lands and facilities will there upon revert to and vest in and become the absolute property of the Alamo Area Metropolitan Planning Organization and its assigns.*

(*Reverter clause and related language to be used only when it is determined that such a clause is necessary in order to make clear the purpose of Title VI.)
APPENDIX D

CLAUSES FOR CONSTRUCTION/USE/ACCESS TO REAL PROPERTY ACQUIRED UNDER THE ACTIVITY, FACILITY OR PROGRAM

The following clauses will be included in deeds, licenses, permits, or similar instruments/agreements entered into by the Recipient pursuant to the provisions of Assurance 7(b):

A. The (grantee, licensee, permittee, etc., as appropriate) for himself/herself, his/her heirs, personal representatives, successors in interest, and assigns, as a part of the consideration hereof, does hereby covenant and agree (in the case of deeds and leases add, “as a covenant running with the land”) that (1) no person on the ground of race, color, or national origin, will be excluded from participation in, denied the benefits of, or be otherwise subjected to discrimination in the use of said facilities, (2) that in the construction of any improvements on, over, or under such land, and the furnishing of services thereon, no person on the ground of race, color, or national origin, will be excluded from participation in, denied the benefits of, or otherwise be subjected to discrimination, (3) that the (grantee, licensee, lessee, permittee, etc.) will use the premises in compliance with all other requirements imposed by or pursuant to the Acts and Regulations, as amended, set forth in this Assurance.

B. With respect to (licenses, leases, permits, etc.), in the event of breach of any of the above Nondiscrimination covenants, the Alamo Area Metropolitan Planning Organization will have the right to terminate the (license, permit, etc., as appropriate) and to enter or re-enter and repossess said land and the facilities thereon, and hold the same as if said (license, permit, etc., as appropriate) had never been made or issued.*

C. With respect to deeds, in the event of breach of any of the above Nondiscrimination covenants, the Alamo Area Metropolitan Planning Organization will thereupon revert to and vest in and become the absolute property of the Alamo Area Metropolitan Planning Organization and its assigns.*

(*Reverter clause and related language to be used only when it is determined that such a clause is necessary in order to make clear the purpose of Title VI.)
APPENDIX E

During the performance of this contract, the contractor, for itself, its assignees, and successors in interest (hereinafter referred to as the “contractor”) agrees to comply with the following nondiscrimination statutes and authorities; including but not limited to:

Pertinent Nondiscrimination Authorities:

- The Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, (42 U.S.C. § 4601), (prohibits unfair treatment of persons displaced or whose property has been acquired because of Federal or Federal-aid programs and projects);
- Federal-Aid Highway Act of 1973, (23 U.S.C. § 324 et seq.), (prohibits discrimination on the basis of sex);
- The Age Discrimination Act of 1975, as amended, (42 U.S.C. § 6101 et seq.), (prohibits discrimination on the basis of age);
- Executive Order 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations, which ensures nondiscrimination against minority populations by discouraging programs, policies, and activities with disproportionately high and adverse human health or environmental effects on minority and low-income populations;
- Title IX of the Education Amendments of 1972, as amended, which prohibits you from discriminating because of sex in education programs or activities (20 U.S.C. 1681 et seq).
7. **Discussion and Appropriate Action on the FY 2023-2026 Transportation Improvement Program Call for Projects**

**Purpose**

The purpose of this agenda item is to take action on the schedule and process for the call for CMAQ, STBG, and TA projects in support of the development of the FY 2023-2026 Transportation Improvement Program.

**Issue**

The development of the FY 2023-2026 Transportation Improvement Program (TIP) is underway. The project scoring work group met virtually on June 1st, July 21st, and August 26th to review the draft call for project parameters and new project scoring criteria and process.

The call for projects parameters are similar to those from previous project calls. Note that MPO staff would like agreement on weights of major scoring criteria categories prior to the beginning of the project call.

The multiagency work group will continue to meet to refine aspects of the project call including specific project scoring criteria and the project submittal form.

At their September meeting, the TAC unanimously recommended TPB approval of the Call for Projects parameters, process and schedule. The Executive Committee reviewed that recommendation at their meeting on September 18th. The presentation is attached.

**Action Requested**

A motion to recommend approval of the Congestion Mitigation & Air Quality, Surface Transportation Block Grant and Transportation Alternatives Call for Projects parameters, process and schedule.
FY 2023-2026
Transportation Improvement Program Development

Transportation Policy Board
September 28, 2020

AAMPO
**MPO Plans and Documents**

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

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

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

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

- Additional Vehicle Travel Lanes
- Air Quality Improvement Projects and Programs
- Alamo Commutes Program
- Bicycle Projects
- Major Planning Studies
- Transportation Systems Mgmt and Operations
- Pedestrian Projects
- Safety Improvements
- Transit Bus and Van Purchases
- Transit Passenger Facilities
## State and Federal Funding Categories in the TIP

<table>
<thead>
<tr>
<th>Category</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Category 1</strong></td>
<td>Preventive Maintenance and Rehabilitation</td>
</tr>
<tr>
<td><strong>Category 2</strong></td>
<td>Metropolitan Area Corridor</td>
</tr>
<tr>
<td><strong>Category 3</strong></td>
<td>Non-Traditional Funding Sources (local contribution)</td>
</tr>
<tr>
<td><strong>Category 4</strong></td>
<td>Connectivity</td>
</tr>
<tr>
<td><strong>Category 5</strong></td>
<td>Congestion Mitigation &amp; Air Quality Improvement (CMAQ)</td>
</tr>
<tr>
<td><strong>Category 7</strong></td>
<td>Surface Transportation Block Grant (STBG)</td>
</tr>
<tr>
<td><strong>Category 9</strong></td>
<td>Transportation Alternatives (TA)</td>
</tr>
<tr>
<td><strong>Category 11</strong></td>
<td>District Discretionary</td>
</tr>
<tr>
<td><strong>Category 12</strong></td>
<td>Strategic Priority</td>
</tr>
<tr>
<td><strong>Transit</strong></td>
<td>Project Funding</td>
</tr>
</tbody>
</table>
Call for Projects: Overview

• Call for Projects for all three MPO funding programs
• Approximately $300,000,000+ is available to program
• Required 20% cash 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 Type</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>Mgmt &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>Total</td>
<td>$132.52 M</td>
<td>$165.71 M</td>
<td>$22.26 M</td>
<td>$320.49 M</td>
</tr>
</tbody>
</table>

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

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

• Maintenance/Rehabilitation projects **are not eligible** for submittal

• Although the Transportation Policy Board makes all funding decisions associated with these funds, TxDOT is the federal designated pass-through agency for this funding source. **Entities awarded funding will enter into agreements with TxDOT.** TxDOT will charge the entity the direct state cost 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.
• **Bexar County:** Reggie Fountain, David Wegmann, Jesse Garcia
• **Comal County:** Tom Hornseth
• **City of New Braunfels:** Garry Ford
• **City of San Antonio:** Bianca Thorpe, Marc Jacobson, Greg Reininger, Lauren Simcic
• **City of Seguin:** David Rabago
• **TxDOT:** Clayton Ripps, Darcie Schipull, Mark Mosley
• **VIA:** Manjiri Akalkotkar, Kammy Horne, Art Herrera
• Staff conducted a review of the MPO’s project scoring process
• Other MPO scoring processes were reviewed:
  – Austin (Capital Area MPO)
  – Houston/Galveston (HGAC)
  – Dallas/Fort Worth (NCTCOG)
  – Kansas City (MARC)
• Multiagency work group convened to provide direction:
  – June 1st
  – July 21st
  – August 26th
<table>
<thead>
<tr>
<th>Evaluation Category</th>
<th>Evaluation Criteria</th>
<th>NET</th>
<th>TCOG</th>
<th>MARE</th>
<th>HG&amp;E</th>
<th>AAMPO</th>
</tr>
</thead>
<tbody>
<tr>
<td>System Performance</td>
<td>Improves Reliability (LOTTR, Trucks)</td>
<td>H</td>
<td>N</td>
<td>M</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Enhances Freight Movement</td>
<td>N</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Addresses High Travel Demand</td>
<td>M</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Addresses Regional Performance Measures</td>
<td>M</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Increases Level of Service (Highway, Transit)</td>
<td>H</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Reduces Congestion</td>
<td>N</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Utilizes CMP/CMS</td>
<td>M</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Project &amp; Fiscal Readiness</td>
<td>Dedicated Construction Funding</td>
<td>N</td>
<td>M</td>
<td>A</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Planning Readiness</td>
<td>N</td>
<td>M</td>
<td>A</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Construction Cost</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Construction Readiness</td>
<td>N</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Construction Status</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Cost Overmatch (&gt;20%)</td>
<td>C</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Identified dedicated O&amp;M Funding</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Local Contribution</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Past Successful Completion of MPO Funded Project</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Intermodal &amp; Connectivity</td>
<td>Enhances Intermodal Connectivity</td>
<td>C</td>
<td>H</td>
<td>A</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Includes Transit Elements</td>
<td>C</td>
<td>H</td>
<td>A</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Supports Economic Development</td>
<td>C</td>
<td>N</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Enhances Land Use Connectivity</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Promotes Freight Movement</td>
<td>H</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Supports Economic Development Planning</td>
<td>C</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Health, Safety, Environment</td>
<td>Promotes Active Transportation</td>
<td>C</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Promotes Environmental Sustainability</td>
<td>C</td>
<td>N</td>
<td>M</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Supports Environmental Justice (EJ) Objectives</td>
<td>C</td>
<td>H</td>
<td>M</td>
<td>A</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Addresses High Crash Rate</td>
<td>C</td>
<td>N</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Promotes Air Quality</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Promotes Safety Factors</td>
<td>C</td>
<td>M</td>
<td>A</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Bike and Pedestrian Component Costs</td>
<td>A</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Includes Hazard Mitigations Factors</td>
<td>A</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Known Drainage and Utility Issues</td>
<td>A</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Known Environmental Issues</td>
<td>A</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
Environmental Justice (EJ) and Equity

**EJ is a required process**

- A 1994 Presidential Executive Order directed every Federal agency to make environmental justice part of its mission by identifying and addressing the effects of all programs, policies, and activities on minority populations and low-income populations.

**Equity is a goal**

- Equity considers the circumstances impacting a community and seeks fairness in meeting the needs of all community members, particularly underserved populations. EJ is a component of equity.
Environmental Justice (EJ) and Equity

Equality

Equity

Source: Robert Wood Johnson Foundation
Environmental Justice (EJ) and Equity

Guiding Principles of EJ

Ensure the full and fair participation by all potentially affected communities in the transportation decision-making process

Avoid, minimize or mitigate disproportionally high and adverse effects on minority or low-income populations

Prevent the denial of, reduction in or significant delay in the receipt of benefits by minority or low-income populations

• DOT’s 2016 EJ policy is to require that the goals of EJ are adhered to throughout all of its activities, including transportation planning and project development, and promote those goals through public outreach efforts conducted by the Department and its funding recipients. The policy does not prescribe exactly how.
Environmental Justice (EJ) and Equity

Guiding Principles of EJ

Ensure the full and fair participation by all potentially affected communities in the transportation decision-making process

Avoid, minimize or mitigate disproportionally high and adverse effects on minority or low-income populations

Prevent the denial of, reduction in or significant delay in the receipt of benefits by minority or low-income populations

• Considering EJ in a technical score is a strategy to address disproportionally high and adverse effects (imbalances and needs)

• EJ guidance does not require other populations (people with disabilities, seniors, Limited English Proficiency) in an EJ analysis, but including them in the analyses can help agencies improve decision making and regional equity.

Source: EJ in State Environmental Justice Analysis in Transportation Planning and Programming: State of the Practice (FHWA, 2019)
Environmental Justice (EJ) and Equity

• Low-income and minority communities typically:
  – Own fewer vehicles
  – Have longer commutes by public transportation
  – May be located near highways that reduce local air quality
  – Suffer from negative health effects like asthma
  – Have inadequate or substandard infrastructure and connectivity to parks, healthcare and healthy food

• Many of the improvements that transportation agencies can make to increase active transportation, advance safety, reduce air pollution, and increase connectivity can improve equity if they are targeted to communities with low-income, minority and other vulnerable populations.

Example project components

- **Improving pedestrian infrastructure** or **increasing public transportation service** in low-income and minority communities to improve connectivity

- Using roadside barriers, vegetation, or bottleneck removal to **reduce the impacts of pollution on communities** located near high-volume roads

- **Targeting demand response service** toward communities with high concentrations of older adults and poor access to shops and services

Source: https://www.transportation.gov/mission/health/equity
Project submission and selection

- Agencies will submit projects based on four major types (Added Capacity, Operational, Transit, Bicycle and Pedestrian)
  - Only some projects will be CMAQ-eligible

- Multiagency work groups will score projects based on the criteria

- Projects will be recommended for funding based on:
  - Technical score
  - Agency priority
  - Public input
  - Project readiness
## CMAQ Scoring Criteria

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

<table>
<thead>
<tr>
<th>Project Types</th>
<th>CMAQ (Bexar County only)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Bicycle/Pedestrian</td>
<td>✓</td>
</tr>
<tr>
<td>Transportation Systems Mgmt. &amp; Operations</td>
<td>✓</td>
</tr>
<tr>
<td>Transit</td>
<td>✓</td>
</tr>
</tbody>
</table>

1,000 point scale
Added Capacity Projects

Scoring Criteria (STBG)

- Addresses congestion: 55%
  - Detailed categories (demand (v/c); reliability; hours of congestion delay);
- Addresses safety: 30%
- Improves system connectivity: 15%
  - Includes safe bicycle and pedestrian facilities (as multimodal connections)

1,000 point scale
• Addresses congestion: 35%
• Addresses safety: 30%
• Addresses known operational issues: 35%

1,000 point scale
Transit Projects
Scoring Criteria (STBG)

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

1,000 point scale
Bicycle and Pedestrian Projects

Scoring Criteria (STBG and TA)

- 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
Potential Bonus Points
(for all funding categories and project types)

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

• Up to 100 points for addressing transportation equity
October 1, 2020
Agency Call for Projects begins

October 2020 - March 2021
Agencies develop projects and secure local match

January 2021
Workshop to provide information and support to submitting agencies (required attendance)

April 1, 2021
Agency project submittals and commitment of local match are due to the AAMPO

June 2021
Public meetings and online public input on projects

August 2021
TPB selection and approval of STBG, TA and CMAQ projects
TIP Development Schedule

- **September 2021 – February 2022**: Travel Demand Modeling & Emissions Analysis
- **March 2022**: Public meeting on Transportation Conformity
- **April - May 2022**: TPB Presentation and Action on
  - MTP
  - TIP
  - Conformity
- **June – August 2022**: Interagency Consultation Review with federal and state partners
- **September 2022**: Joint FHWA-FTA Conformity Determination
- **October 2022**: FY 2023-2026 TIP goes into effect
Action Requested

- TAC recommendation on September 11, 2020
- Executive Committee recommendation on September 18, 2020
- Requesting Board action today
- Project call to begin October 1, 2020
8. Discussion and Appropriate Action on Roadway and Transit Amendments to the Metropolitan Transportation Plan and the FY 2021-2024 Transportation Improvement Program

Purpose

The purpose of this agenda item is to receive a brief presentation on roadway and transit amendments to the Metropolitan Transportation Plan and the FY 2021-2024 Transportation Improvement Program.

Issue

The Texas Department of Transportation (TxDOT) amends the Statewide Transportation Improvement Program (STIP) on a quarterly basis. To meet our local process for amending the Transportation Improvement Program (TIP), amendments will be reviewed in September with action scheduled for October. In order to keep the Metropolitan Transportation Plan (MTP) and TIP consistent, amendments to the TIP will also need to be made to the MTP.

The following roadway projects are proposed for revision:

0016-08-034: Austin Highway from Burr to IH 35; cost increase
(additional information pending from the City of San Antonio)
0915-00-212: Safety Service Patrol; move from FY 2021 to FY 2020
0915-00-213: Safety Service Patrol; move from FY 2021 to FY 2020

Transit amendments from VIA are also attached for your review.

Other amendments may be identified over the next few weeks.

It is important to note that none of the proposed amendments are triggering the need for transportation conformity.

Action Requested

Action is scheduled for October 2020.
Roadway and Transit Amendments to the Metropolitan Transportation Plan (MTP) and the Transportation Improvement Program (TIP)

Transportation Policy Board
September 28, 2020
**MPO Plans and Documents**

**Unified Planning Work Program (UPWP):**
MPO staff budget and regional planning studies over a two year timeframe; FY 2022-2023
UPWP is scheduled for adoption in June 2021

**Transportation Improvement Program (TIP):**
Funded transportation projects within a four year timeframe; FY 2021-2024 TIP was adopted in May 2020

**Metropolitan Transportation Plan (MTP):**
Future goals, strategies and transportation projects for 25 years; updated MTP was adopted in May 2020

**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; adopted in May 2020
Amendment Process

In accordance with MPO policy, amendments to the 
*Long Range Transportation Plan (MTP)*
and the 
*Short Range Transportation Plan (TIP)*
occur in a two step process with presentation one month and action the following month.
Amendment Process

• Amendments are being presented in September 2020 with action scheduled for October 2020
• After approval, amendments to the short range plan are then forwarded to TxDOT for inclusion in the Statewide Transportation Improvement program (STIP)
• Amendments to the short range plan also need to be made to the long range plan so they stay consistent per federal requirements
• Roadway amendments are minor this quarter
  – Two projects are moving back from FY 2021 to FY 2020
    • 0915-00-212: Safety Service Patrol
    • 0915-00-213: Safety Service Patrol
  – One project has a cost increase
    • 0016-08-034: Broadway from Burr to IH 35 (additional information pending from the City of San Antonio)
  – Additional amendments may be identified over the next few weeks
• Amendments do not impact Transportation Conformity
• Transit amendments are included in the meeting package

• Amendments to projects in FY 2021 and FY 2022
  – Update project descriptions to reflect VIA adopted FY 2021-2015 Capital Program
  – Modify amounts to Advanced Rapid Transit and Bus Operations and Maintenance Facility projects per federal regulations

• Amendments do not impact Transportation Conformity
Action is scheduled for October 2020
SECTION 5307 VIA DPEX Expenses

<table>
<thead>
<tr>
<th>PROJECT NAME</th>
<th>Apportionment Year</th>
<th>MPO ID</th>
<th>Fed Fund Category</th>
<th>Federal Amount</th>
<th>State Amount</th>
<th>TDC Amount</th>
<th>Other/Local Amount</th>
<th>TOTAL $</th>
<th>Action Requested</th>
<th>COMMENTS</th>
</tr>
</thead>
<tbody>
<tr>
<td>Section 5307 VIA DPEX Expenses</td>
<td>2021</td>
<td>5307</td>
<td>$34,646,420</td>
<td>$0</td>
<td>$0</td>
<td>$8,836,160</td>
<td>$43,181,777</td>
<td>None</td>
<td>Capital Cost of Contracting, ADA, Preventive Maintenance</td>
<td></td>
</tr>
<tr>
<td>Section 5307 AADOT Operating Projects (VIA and Pass Through to AADOT)</td>
<td>2021</td>
<td>5307</td>
<td>$570,315</td>
<td>$0</td>
<td>$0</td>
<td>$1,140,630</td>
<td>None</td>
<td>Transportation Services for New Branches, Cibolo, McQueeney, Marion, Schertz etc.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Section 5310 Enhanced Mobility for Seniors and Individuals with Disabilities</td>
<td>2021</td>
<td>5310</td>
<td>$1,522,778</td>
<td>$0</td>
<td>$0</td>
<td>$398,195</td>
<td>$1,980,973</td>
<td>None</td>
<td>Transit: Other Programs Pass through to Subrecipients</td>
<td></td>
</tr>
<tr>
<td>Section 5310 Enhanced Mobility for Seniors and Individuals with Disabilities</td>
<td>2021</td>
<td>5310</td>
<td>$156,976</td>
<td>$0</td>
<td>$0</td>
<td>$156,976</td>
<td>None</td>
<td>Program Administration</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Transit: CMAQ Increase Frequency</td>
<td>2022</td>
<td>5561.2</td>
<td>$1,191,809</td>
<td>$0</td>
<td>$0</td>
<td>$995,619</td>
<td>$2,187,428</td>
<td>None</td>
<td>Bus Frequency Program - Increase svc on rt and 5952 Routes</td>
<td></td>
</tr>
<tr>
<td>Transit: CMAQ Revenue Vehicles</td>
<td>2021</td>
<td>5680.2</td>
<td>$6,493,334</td>
<td>$0</td>
<td>$0</td>
<td>$3,290,000</td>
<td>$9,783,334</td>
<td>None</td>
<td>Fleet Replacement Program - Purchase 19 CNG Buses</td>
<td></td>
</tr>
<tr>
<td>Transit: Revenue Vehicles</td>
<td>2021</td>
<td>5339</td>
<td>$24,504,267</td>
<td>$0</td>
<td>$0</td>
<td>$15,866,000</td>
<td>$40,370,267</td>
<td>None</td>
<td>Transit: Additional electric buses</td>
<td></td>
</tr>
<tr>
<td>Transit: Service Vehicles</td>
<td>2021</td>
<td></td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>$16,424</td>
<td>$16,424</td>
<td>None</td>
<td>Transit: Additional electric buses</td>
<td></td>
</tr>
<tr>
<td>Transit: Passenger Facilities</td>
<td>2021</td>
<td>5307</td>
<td>$2,379,904</td>
<td>$0</td>
<td>$0</td>
<td>$19,076,062</td>
<td>$21,455,966</td>
<td>None</td>
<td>Transit: Additional electric buses</td>
<td></td>
</tr>
<tr>
<td>Transit: Operational Facilities</td>
<td>2021</td>
<td>5339</td>
<td>$7,723,853</td>
<td>$0</td>
<td>$0</td>
<td>$6,292,563</td>
<td>$14,016,416</td>
<td>None</td>
<td>Transit: Additional electric buses</td>
<td></td>
</tr>
<tr>
<td>Transit: Administrative Facilities</td>
<td>2021</td>
<td></td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>$90,000</td>
<td>$90,000</td>
<td>None</td>
<td>Transit: Additional electric buses</td>
<td></td>
</tr>
<tr>
<td>Transit: Maintenance Tools &amp; Equip (Other)</td>
<td>2021</td>
<td></td>
<td>$40,000</td>
<td>$0</td>
<td>$0</td>
<td>$40,000</td>
<td>$40,000</td>
<td>None</td>
<td>Transit: Additional electric buses</td>
<td></td>
</tr>
<tr>
<td>Transit: Replacement Components for Revenue Vehicles</td>
<td>2021</td>
<td></td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>None</td>
<td>Transit: Additional electric buses</td>
<td></td>
</tr>
<tr>
<td>Transit: Computer Hardware/Software</td>
<td>2021</td>
<td></td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>None</td>
<td>Transit: Additional electric buses</td>
<td></td>
</tr>
<tr>
<td>Transit: Miscellaneous (Facilities, Equipment, Other)</td>
<td>2021</td>
<td></td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>None</td>
<td>Transit: Additional electric buses</td>
<td></td>
</tr>
<tr>
<td>Transit: Advanced Rapid Transit Project</td>
<td>2021</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>None</td>
<td>Transit: Additional electric buses</td>
<td></td>
</tr>
<tr>
<td>Transit: Bus Operations &amp; Maintenance Facility</td>
<td>2021</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>None</td>
<td>Transit: Additional electric buses</td>
<td></td>
</tr>
<tr>
<td>TOTAL FY2021</td>
<td></td>
<td></td>
<td></td>
<td>$90,021,395</td>
<td>$26,832,245</td>
<td>$0</td>
<td>$47,396,602</td>
<td>$133,551,502</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
## VIA Metropolitan Transit
### 2021 Capital Spending Plan

<table>
<thead>
<tr>
<th>MPO ID#</th>
<th>Category</th>
<th>Project No</th>
<th>Totals</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td><strong>Revenue Vehicles</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Fullsize (40&quot;) CNG Buses (*includes CMAQ)</td>
<td>191101</td>
<td>15,422,400</td>
</tr>
<tr>
<td></td>
<td>Electric Buses</td>
<td>181102</td>
<td>8,549,754</td>
</tr>
<tr>
<td></td>
<td>Paratransit Vehicles</td>
<td>211101</td>
<td>8,221,180</td>
</tr>
<tr>
<td></td>
<td><strong>Total Revenue Vehicles</strong></td>
<td></td>
<td>32,193,334</td>
</tr>
<tr>
<td></td>
<td><strong>Service Vehicles</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Non-Revenue Support Vehicles</td>
<td>181201</td>
<td>722,500</td>
</tr>
<tr>
<td></td>
<td>Non-Revenue Support Equipment</td>
<td>181202</td>
<td>150,000</td>
</tr>
<tr>
<td></td>
<td><strong>Total Service Vehicles</strong></td>
<td></td>
<td>872,500</td>
</tr>
<tr>
<td></td>
<td><strong>Passenger Facilities (21-25 Cap Spending Plan)</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Robert Thompson Transit Center</td>
<td>161301</td>
<td>1,000,000</td>
</tr>
<tr>
<td></td>
<td>IH10 Park &amp; Pool</td>
<td>161304</td>
<td>2,082,000</td>
</tr>
<tr>
<td></td>
<td>Alamo Ranch Park &amp; Ride</td>
<td>161305</td>
<td>4,735,000</td>
</tr>
<tr>
<td></td>
<td>Northeast Park and Pool</td>
<td>161306</td>
<td>4,200</td>
</tr>
<tr>
<td></td>
<td>Northeast Mobility Hub (Naco Pass)</td>
<td>161308</td>
<td>594,392</td>
</tr>
<tr>
<td></td>
<td>Bus Stop Improvements (BSI)</td>
<td>161310</td>
<td>503,500</td>
</tr>
<tr>
<td></td>
<td>Bus Stop Improvements (I-35 Corridor)</td>
<td>161311</td>
<td>101,000</td>
</tr>
<tr>
<td></td>
<td>Bus Stop Improvements (Suburban Cities)</td>
<td>161312</td>
<td>67,500</td>
</tr>
<tr>
<td></td>
<td>Randolph Park &amp; Ride</td>
<td>161400</td>
<td>610,000</td>
</tr>
<tr>
<td></td>
<td>Passenger Facility Upgrade/Renovation</td>
<td>161403</td>
<td>150,000</td>
</tr>
<tr>
<td></td>
<td>VIA Signage Upgrade</td>
<td>161404</td>
<td>162,000</td>
</tr>
<tr>
<td></td>
<td>Crossroads Renovation</td>
<td></td>
<td>50,000</td>
</tr>
<tr>
<td></td>
<td>Eastside Mobility Hub</td>
<td>191301</td>
<td>446,000</td>
</tr>
<tr>
<td></td>
<td><strong>Total Passenger Facilities</strong></td>
<td></td>
<td>10,505,592</td>
</tr>
<tr>
<td></td>
<td><strong>Operational Facilities</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Facility Upgrade/Renovation</td>
<td>161600</td>
<td>200,000</td>
</tr>
<tr>
<td></td>
<td>Switch/Breaker/Transf/Gear Eval. &amp; Update</td>
<td>171600</td>
<td>350,000</td>
</tr>
<tr>
<td></td>
<td>Repairs - Vehicle Repair Pits</td>
<td>161604</td>
<td>150,000</td>
</tr>
<tr>
<td></td>
<td>Bus Garage Air Compressor Replacement</td>
<td>191605</td>
<td>150,000</td>
</tr>
<tr>
<td></td>
<td>Madla Training Center Upgrades</td>
<td>171609</td>
<td>180,000</td>
</tr>
<tr>
<td></td>
<td>Paratransit Facility</td>
<td>161615</td>
<td>23,442,014</td>
</tr>
<tr>
<td></td>
<td>Office Furniture</td>
<td>161616</td>
<td>200,000</td>
</tr>
<tr>
<td></td>
<td>Campus Master Plan and Improvements</td>
<td>171613</td>
<td>200,000</td>
</tr>
<tr>
<td></td>
<td>Replace Diesel/Gasoline/Fresh Oil/Waste USTs</td>
<td>161618</td>
<td>1,874,614</td>
</tr>
<tr>
<td></td>
<td>Waste Water Treatment Upgrade</td>
<td>191601</td>
<td>1,150,000</td>
</tr>
<tr>
<td></td>
<td>VMC Carpet Replacement</td>
<td>181604</td>
<td>146,941</td>
</tr>
<tr>
<td></td>
<td>Insp Steamroom Renovations</td>
<td>191603</td>
<td>150,000</td>
</tr>
<tr>
<td></td>
<td>Garage Heather Replacement</td>
<td>201600</td>
<td>1,000,000</td>
</tr>
<tr>
<td></td>
<td>Storeroom Cabinets &amp; Material Handling Trucks</td>
<td>181607</td>
<td>30,000</td>
</tr>
<tr>
<td></td>
<td>Renovation of Main Service Station</td>
<td>221601</td>
<td>50,000</td>
</tr>
<tr>
<td></td>
<td>Replace All VMC HVAC Air Handlers</td>
<td>201601</td>
<td>800,000</td>
</tr>
<tr>
<td></td>
<td>Yard Capacity Expansion</td>
<td>181612</td>
<td>500,000</td>
</tr>
<tr>
<td></td>
<td><strong>Total Operational Facilities</strong></td>
<td></td>
<td>30,573,569</td>
</tr>
<tr>
<td></td>
<td><strong>Administrative Facilities</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Administrative Bldg Patio Improvements</td>
<td>161703</td>
<td>90,000</td>
</tr>
<tr>
<td></td>
<td><strong>Total Administrative Facilities</strong></td>
<td></td>
<td>90,000</td>
</tr>
</tbody>
</table>
## VIA Metropolitan Transit
### 2021 Capital Spending Plan

<table>
<thead>
<tr>
<th>MPO ID#</th>
<th>Category</th>
<th>Project No</th>
<th>Totals</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Maintenance Tools &amp; Equipment (21-25 Budget)</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Shop Tools and Equipment</td>
<td>161800</td>
<td>100,000</td>
</tr>
<tr>
<td></td>
<td>Mobile Bus Lifts</td>
<td>161802</td>
<td>50,000</td>
</tr>
<tr>
<td></td>
<td>Total Maintenance Tools &amp; Equip.</td>
<td></td>
<td>150,000</td>
</tr>
<tr>
<td></td>
<td>Replace Components for Rev. Vehicles</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Engines and Transmissions</td>
<td>161900</td>
<td>2,900,000</td>
</tr>
<tr>
<td></td>
<td>Hybrid Bus Major Components</td>
<td>171900</td>
<td>350,000</td>
</tr>
<tr>
<td></td>
<td>Diesel Particulate Filters</td>
<td>161901</td>
<td>10,000</td>
</tr>
<tr>
<td></td>
<td>Misc Components for Revenue Vehicles</td>
<td>211900</td>
<td>50,000</td>
</tr>
<tr>
<td></td>
<td>Infotainment System for Primos/VIVA</td>
<td>181902</td>
<td>795,000</td>
</tr>
<tr>
<td></td>
<td>Operator Safety Compartment</td>
<td>181903</td>
<td>-</td>
</tr>
<tr>
<td></td>
<td>Total Replace Components for Rev. Veh.</td>
<td></td>
<td>4,105,000</td>
</tr>
<tr>
<td></td>
<td>Computer Hardware/Software</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>10GB End Switch Network Upgrade</td>
<td>172100</td>
<td>150,000</td>
</tr>
<tr>
<td></td>
<td>Computing Devices</td>
<td>162102</td>
<td>250,000</td>
</tr>
<tr>
<td></td>
<td>Network Storage/Servers/Data Ctr</td>
<td>162105</td>
<td>980,000</td>
</tr>
<tr>
<td></td>
<td>AVL Hardware</td>
<td>162110</td>
<td>50,000</td>
</tr>
<tr>
<td></td>
<td>ERP System</td>
<td>172102</td>
<td>2,647,626</td>
</tr>
<tr>
<td></td>
<td>Security (Cameras, Doors, Network, Storage)</td>
<td>162118</td>
<td>65,000</td>
</tr>
<tr>
<td></td>
<td>AV Replacement</td>
<td>162121</td>
<td>55,000</td>
</tr>
<tr>
<td></td>
<td>VDI Licenses &amp; HW (Citrix)</td>
<td>172104</td>
<td>185,000</td>
</tr>
<tr>
<td></td>
<td>Trapeze Blockbuster</td>
<td>192106</td>
<td>375,000</td>
</tr>
<tr>
<td></td>
<td>Wireless Network</td>
<td>162131</td>
<td>5,000</td>
</tr>
<tr>
<td></td>
<td>Software Development Tools</td>
<td>172107</td>
<td>12,000</td>
</tr>
<tr>
<td></td>
<td>Other Transit Software / Hardware</td>
<td>192103</td>
<td>125,000</td>
</tr>
<tr>
<td></td>
<td>Digital Signage/Kiosks</td>
<td>182100</td>
<td>40,000</td>
</tr>
<tr>
<td></td>
<td>Other Vehicle Hardware</td>
<td>212100</td>
<td>900,000</td>
</tr>
<tr>
<td></td>
<td>IT Security/Network Security</td>
<td>182101</td>
<td>175,000</td>
</tr>
<tr>
<td></td>
<td>Police/CAD RMS</td>
<td></td>
<td>75,000</td>
</tr>
<tr>
<td></td>
<td>Total Computer Hardware/Software</td>
<td></td>
<td>6,089,626</td>
</tr>
<tr>
<td></td>
<td>Misc. (Facilities, Equipment, Other)</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Mobility Payment Platform</td>
<td></td>
<td>300,000</td>
</tr>
<tr>
<td></td>
<td>Total Misc.</td>
<td></td>
<td>300,000</td>
</tr>
<tr>
<td></td>
<td>GRAND TOTAL</td>
<td></td>
<td>84,879,621</td>
</tr>
</tbody>
</table>
### VIA Metropolitan Transit

**2022 Capital Spending Plan**

<table>
<thead>
<tr>
<th>MPO ID#</th>
<th>Category</th>
<th>Project No</th>
<th>Totals</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Revenue Vehicles</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Fullsize (40&quot;) CNG Buses (*includes CMAQ)</td>
<td>191100</td>
<td>7,865,424</td>
</tr>
<tr>
<td></td>
<td>Fullsize (40&quot;) CNG Buses</td>
<td>211102</td>
<td>20,787,192</td>
</tr>
<tr>
<td></td>
<td>Paratransit Vehicles</td>
<td>211101</td>
<td>2,028,780</td>
</tr>
<tr>
<td></td>
<td>Total Revenue Vehicles</td>
<td></td>
<td>30,681,396</td>
</tr>
<tr>
<td></td>
<td>Service Vehicles</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Non-Revenue Support Vehicles</td>
<td>181201</td>
<td>256,282</td>
</tr>
<tr>
<td></td>
<td>Total Service Vehicles</td>
<td></td>
<td>256,282</td>
</tr>
<tr>
<td></td>
<td>Passenger Facilities</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Robert Thompson Transit Center</td>
<td>161301</td>
<td>5,688,000</td>
</tr>
<tr>
<td></td>
<td>IH10 Park &amp; Pool</td>
<td>161304</td>
<td>2,370,000</td>
</tr>
<tr>
<td></td>
<td>Alamo Ranch Park &amp; Ride</td>
<td>161305</td>
<td>1,541,500</td>
</tr>
<tr>
<td></td>
<td>Naco Pass</td>
<td>161308</td>
<td>325,000</td>
</tr>
<tr>
<td></td>
<td>Bus Stop Improvements (BSI)</td>
<td>161310</td>
<td>439,104</td>
</tr>
<tr>
<td></td>
<td>Bus Stop Improvements (I-35 Corridor)</td>
<td>161311</td>
<td>87,820</td>
</tr>
<tr>
<td></td>
<td>Bus Stop Improvements (Suburban Cities)</td>
<td>161312</td>
<td>58,547</td>
</tr>
<tr>
<td></td>
<td>Randolph Park &amp; Ride</td>
<td>161400</td>
<td>6,489,000</td>
</tr>
<tr>
<td></td>
<td>Passenger Facility Upgrade/Renovation</td>
<td>161403</td>
<td>150,000</td>
</tr>
<tr>
<td></td>
<td>Eastside Mobility Hub</td>
<td>191301</td>
<td>1,601,000</td>
</tr>
<tr>
<td></td>
<td>Total Passenger Facilities</td>
<td></td>
<td>18,749,971</td>
</tr>
<tr>
<td></td>
<td>Operational Facilities</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>General Concrete and/or Asphalt Work</td>
<td>161610</td>
<td>100,000</td>
</tr>
<tr>
<td></td>
<td>Storeroom Cabinets &amp; Material Handling Trucks</td>
<td>181607</td>
<td>30,000</td>
</tr>
<tr>
<td></td>
<td>Battery Room Upgrade</td>
<td>211601</td>
<td>150,000</td>
</tr>
<tr>
<td></td>
<td>Total Operational Facilities</td>
<td></td>
<td>280,000</td>
</tr>
<tr>
<td></td>
<td>Maintenance Tools &amp; Equipment</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Shop Tools and Equipment</td>
<td>161800</td>
<td>100,000</td>
</tr>
<tr>
<td></td>
<td>Mobile Bus Lifts</td>
<td>161802</td>
<td>50,000</td>
</tr>
<tr>
<td></td>
<td>Replace Parts Washers, Pressure/Steam Cleaners</td>
<td>171805</td>
<td>250,000</td>
</tr>
<tr>
<td></td>
<td>Bus Washer Purchases and Upgrades</td>
<td>181802</td>
<td>700,000</td>
</tr>
<tr>
<td></td>
<td>Total Maintenance Tools &amp; Equip.</td>
<td></td>
<td>1,100,000</td>
</tr>
<tr>
<td></td>
<td>Replace Components for Rev. Vehicles</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Engines and Transmissions</td>
<td>161900</td>
<td>1,000,000</td>
</tr>
<tr>
<td></td>
<td>Hybrid Bus Major Components</td>
<td>171900</td>
<td>175,000</td>
</tr>
<tr>
<td></td>
<td>Diesel Particulate Filters</td>
<td>161901</td>
<td>10,000</td>
</tr>
<tr>
<td></td>
<td>Misc Components for Revenue Vehicles</td>
<td>211900</td>
<td>50,000</td>
</tr>
<tr>
<td></td>
<td>Total Replace Components for Rev. Veh.</td>
<td></td>
<td>1,235,000</td>
</tr>
</tbody>
</table>
## VIA Metropolitan Transit
### 2022 Capital Spending Plan

<table>
<thead>
<tr>
<th>MPO ID#</th>
<th>Category</th>
<th>Project No</th>
<th>Totals</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td><strong>Computer Hardware/Software</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>10GB End Switch Network Upgrade</td>
<td>172100</td>
<td>40,000</td>
</tr>
<tr>
<td></td>
<td>Computing Devices</td>
<td>162102</td>
<td>150,000</td>
</tr>
<tr>
<td></td>
<td>Network Storage/Servers/Data Ctr</td>
<td>162105</td>
<td>250,000</td>
</tr>
<tr>
<td></td>
<td>P25 Radio System Upgrade / Replacement</td>
<td>162109</td>
<td>250,000</td>
</tr>
<tr>
<td></td>
<td>AVL Hardware</td>
<td>162110</td>
<td>50,000</td>
</tr>
<tr>
<td></td>
<td>Telephone System Upgrade / Replacement</td>
<td>162111</td>
<td>300,000</td>
</tr>
<tr>
<td></td>
<td>Security (Cameras, Doors, Network, Storage)</td>
<td>162118</td>
<td>65,000</td>
</tr>
<tr>
<td></td>
<td>M7300 Mobile Radio Replacement</td>
<td>172103</td>
<td>25,000</td>
</tr>
<tr>
<td></td>
<td>VDI Licenses &amp; HW (Citrix)</td>
<td>172104</td>
<td>40,000</td>
</tr>
<tr>
<td></td>
<td>Wireless Network</td>
<td>162131</td>
<td>90,000</td>
</tr>
<tr>
<td></td>
<td>Operating System Licenses</td>
<td>172110</td>
<td>175,000</td>
</tr>
<tr>
<td></td>
<td>Other Transit Software / Hardware</td>
<td>192103</td>
<td>125,000</td>
</tr>
<tr>
<td></td>
<td>Digital Signage/Kiosks</td>
<td>182100</td>
<td>40,000</td>
</tr>
<tr>
<td></td>
<td>Other Vehicle Hardware</td>
<td>212100</td>
<td>450,000</td>
</tr>
<tr>
<td></td>
<td><strong>Total Computer Hardware/Software</strong></td>
<td></td>
<td>2,050,000</td>
</tr>
<tr>
<td></td>
<td><strong>GRAND TOTAL</strong></td>
<td></td>
<td>54,352,649</td>
</tr>
</tbody>
</table>
9. Monthly Status Reports

Purpose

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

Issue

Reports will be presented as follows:

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

b. Air Quality Issues (Rath)

c. City of San Antonio (Hosseini)

d. San Antonio Mobility Coalition (Boyer)

e. Texas Department of Transportation (Jorge)

f. VIA Metropolitan Transit (Arndt)

g. Others

Action Requested

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

Volkswagen Settlement Updates & Other Grant Opportunities

The Texas Commission on Environmental Quality (TCEQ) continues to accept applications for two Texas Volkswagen Environmental Mitigation Program (TxVEMP) grants: one to replace or repower class 7 and 8 refuse vehicles and one to replace or repower class 4-8 local freight and port drayage trucks. Up to 80% of the replacement cost will be reimbursed to government applicants, and up to 50% for private sector applicants, depending on the age of the vehicle being replaced. On September 10, the TCEQ announced the launch of the LEVLevel2 Program: Projects to Purchase and Install Level 2 Charging Equipment for Light-Duty Zero Emission Vehicles, under TxVEMP. This program offers up to $2,500 for each dual mounted SAE J1772 connector Level 2 charging equipment installed at public places, workplaces, or multi-unit dwellings anywhere in Texas. For more information on these and other active state grants, see Table 1.

<table>
<thead>
<tr>
<th>Program</th>
<th>Description</th>
<th>Deadline*</th>
</tr>
</thead>
<tbody>
<tr>
<td>Light Duty Purchase and Lease Incentive Program (LDPLIP)</td>
<td>Up to $2,500 for (PH)EVs &amp; H₂, $5,000 for CNG &amp; Propane; FCFS; statewide</td>
<td>Jan. 7, 2021</td>
</tr>
<tr>
<td>Texas Natural Gas Vehicle Grant Program (TNGVGP)</td>
<td>Up to 90% of eligible costs; CTZ** only; FCFS; Gas or Diesel → CNG, LNG, or Propane</td>
<td>Feb. 26, 2021</td>
</tr>
<tr>
<td>Seaport &amp; Rail Yard Emissions Reduction Program (SPRY)</td>
<td>SA Intermodal Facility use &gt; 200 days/year; FCFS; up to 80% eligible costs; drayage &amp; cargo</td>
<td>Feb. 12, 2021</td>
</tr>
<tr>
<td>New Technology Implementation Grant (NTIG)</td>
<td>Stationary sources, electricity storage (&gt; 1 MW); reductions vary by fuel; competitive; statewide</td>
<td>Oct. 7, 2020</td>
</tr>
<tr>
<td>Refuse Vehicle Replacement/Repower (TxVEMP)</td>
<td>Up to 80% for governments, 50% for private; FCFS; 1992-2009 model year, GVWR &gt; 26,001</td>
<td>Oct. 8, 2020</td>
</tr>
<tr>
<td>Class 4-8 Freight &amp; Port Drayage Replacement/Repower (TxVEMP)</td>
<td>Up to 80% for governments, 50% for private; FCFS; 1992-2009 model year, GVWR &gt; 14,001</td>
<td>Jan. 27, 2021</td>
</tr>
<tr>
<td>Level 2 Charging Equipment (TxVEMP)</td>
<td>Up to $2,500 per activity, limit 50 every 3 months; statewide; FCFS</td>
<td>Sep. 9, 2021</td>
</tr>
</tbody>
</table>

* Or earlier, depending on availability of funds; Date reflects TCEQ's receipt of application
** Clean Transportation Zone (Atascosa, Bexar, Comal, Frio, Guadalupe, Karnes, Medina, McMullen, & Wilson)

The Texas Emission Reduction Plan (TERP) Rebate Grants program that had been announced in August has closed after only being active for nine days.

Rider 7 Air Quality Planning Update

AACOG is working with Weston Solutions to have meteorological and nitrogen dioxide (NOₓ) monitoring at four existing ozone sites in Guadalupe and Comal Counties operational by October 1. Two new monitoring sites in Atascosa and Medina County are expected to be operational by March 1, 2021. AACOG recently selected Sonoma Technologies, Inc. as the subcontractor to install and operate a radar wind profiler at the New Braunfels Airport and a sonic detection and ranging system (SODAR) in Kendall County. There is one active Request for Proposals (RFP) related to aircraft sampling. The deadline for proposal submittal is October 9. These projects will help improve our understanding of local ozone formation and transport, and better inform...
decisions related to implementing emission control strategies. Work on the emission inventory improvements is expected to begin in 2021.

Ozone NAAQS Update

On August 14, EPA Administrator Wheeler announced his proposed decision to retain the current primary and secondary ozone National Ambient Air Quality Standard (NAAQS), without revision. The EPA is currently soliciting public comments regarding the proposed decision through October 1, 2020.

San Antonio – New Braunfels MSA Ozone Status

Bexar County continues to violate the 2015 ozone NAAQS, with a 2019 design value of 73 ppb (Table 2). Two regulatory monitors in Bexar County continue to show violations of the 2015 ozone NAAQS through the 2019 ozone season: CAMS 23 at Marshall High School and CAMS 58 at Camp Bullis. The three-year average trend from 2010-2019 at each regulatory monitor is shown in Figure 1. There has been a generally downward trend in the three-year average at each regulatory monitor since 2013.

Table 2: Fourth Highest Eight-Hour Average Ozone Measurements, Three-Year Averages, and Design Value (in Blue) at Regulatory Monitors, 2017-2019

<table>
<thead>
<tr>
<th>Monitor Site</th>
<th>Fourth Highest 8-Hour Average O₃ Measurement, ppb</th>
<th>Three-Year Average</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>2017</td>
<td>2018</td>
</tr>
<tr>
<td>San Antonio NW C23</td>
<td>73</td>
<td>72</td>
</tr>
<tr>
<td>Camp Bullis C58</td>
<td>72</td>
<td>73</td>
</tr>
<tr>
<td>Calaveras Lake C59</td>
<td>65</td>
<td>71</td>
</tr>
</tbody>
</table>

Figure 1: Three-Year Average Trend at San Antonio Regulatory Monitors, 2010-2019
The 2020 ozone season began on March 1. This will be the last complete year of data that will be used to calculate the design value for the September 24, 2021 attainment deadline, when Bexar County may face a reclassification from marginal to moderate nonattainment. On July 1, TCEQ commissioners voted to approve a 179B Demonstration State Implementation Plan (SIP) revision for Bexar County and send to EPA for their review. This SIP revision argues that Bexar County would have attained the 2015 ozone standard but for international anthropogenic emissions. If the EPA approves this SIP revision, Bexar County would avoid being reclassified as moderate nonattainment after the attainment deadline.

Table 3 shows the maximum allowable fourth-highest ozone reading for each regulatory monitor to attain the NAAQS in 2020.

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

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

So far this ozone season, there have been 39 moderate ozone days (days > 54 ppb) and two days > 70 ppb at Bexar County regulatory monitors. Both > 70 ppb days occurred in April, despite a marked decrease in onroad emissions due to the Stay Home, Work Safe ordinance in response to the COVID-19 pandemic. May and June also had an above average number of moderate days, but no days over 70 ppb. July had a below average number of moderate ozone days and no days over 70 ppb. So far in August, there have been four moderate ozone days (average is ten) and no days over 70 ppb. The four highest 8-hour average ozone concentrations for each regulatory monitor in Bexar County for 2020 are shown in Table 4. Currently, the fourth highest ozone at the two violating monitors are exactly at the “Maximum Allowable 4th-Highest to Attain 70 ppb Standard” from Table 3, while the Calaveras Lake monitor is well below this value.

### Table 4: Four Highest 8-Hour Average Ozone Measurements at Regulatory Monitors, 2020*

<table>
<thead>
<tr>
<th>Monitor Site</th>
<th>Date</th>
<th>PPB</th>
<th>Date</th>
<th>PPB</th>
<th>Date</th>
<th>PPB</th>
<th>Date</th>
<th>PPB</th>
</tr>
</thead>
<tbody>
<tr>
<td>San Antonio NW C23</td>
<td>8/20/2020</td>
<td>71</td>
<td>4/30/2020</td>
<td>69</td>
<td>8/19/2020</td>
<td>66</td>
<td>6/13/2020</td>
<td>65</td>
</tr>
<tr>
<td>Camp Bullis C58</td>
<td>4/30/2020</td>
<td>81</td>
<td>4/20/2020</td>
<td>72</td>
<td>8/19/2020</td>
<td>71</td>
<td>8/18/2020</td>
<td>70</td>
</tr>
<tr>
<td>Calaveras Lake C59</td>
<td>8/19/2020</td>
<td>73</td>
<td>8/18/2020</td>
<td>68</td>
<td>4/30/2020</td>
<td>66</td>
<td>8/20/2020</td>
<td>65</td>
</tr>
</tbody>
</table>

*As of September 14, 2020; Ozone data validated through May 2020.

So far in 2020, there have been six Ozone Action Day alerts issued by the TCEQ. These alerts are issued when air quality is expected to be unhealthy for sensitive groups the following day. AACOG offers to forward these alerts to people who sign up to receive them at [http://www.aacog.com/list.aspx](http://www.aacog.com/list.aspx). When an area is under an Ozone Action Day alert, it warns people sensitive to pollution (the elderly, children, and those with underlying respiratory conditions, like asthma) to limit their exposure outside. It is also an opportunity for the general public to take measures to reduce their contribution to pollution by reducing energy consumption at home and driving less. Table 5 lists the days for which an alert was issued, whether ozone...
reached levels unhealthy for sensitive groups that day, and days when ozone levels were unhealthy for sensitive groups but no alert was issued.

**Table 5: Ozone Action Day Statistics at Any MSA Monitor for 2020**

<table>
<thead>
<tr>
<th>Date</th>
<th>Alert?</th>
<th>Peak Ozone</th>
<th>Verified?</th>
</tr>
</thead>
<tbody>
<tr>
<td>4/20/2020</td>
<td>No</td>
<td>72 ppb</td>
<td>No</td>
</tr>
<tr>
<td>4/24/2020</td>
<td>Yes</td>
<td>59 ppb</td>
<td>No</td>
</tr>
<tr>
<td>4/30/2020</td>
<td>No</td>
<td>81 ppb</td>
<td>No</td>
</tr>
<tr>
<td>5/1/2020</td>
<td>Yes</td>
<td>70 ppb</td>
<td>No*</td>
</tr>
<tr>
<td>5/18/2020</td>
<td>Yes</td>
<td>70 ppb</td>
<td>No*</td>
</tr>
<tr>
<td>6/8/2020</td>
<td>Yes</td>
<td>65 ppb</td>
<td>No</td>
</tr>
<tr>
<td>8/3/2020</td>
<td>Yes</td>
<td>63 ppb</td>
<td>No</td>
</tr>
<tr>
<td>8/19/2020</td>
<td>No</td>
<td>73 ppb</td>
<td>No</td>
</tr>
<tr>
<td>8/20/2020</td>
<td>Yes</td>
<td>71 ppb</td>
<td>Yes</td>
</tr>
</tbody>
</table>

* There is a chance that ozone levels may have exceeded 70 ppb if an alert had not been issued

Note that on days when an alert was issued, it is possible that without the alert, ozone levels may have exceeded 70 ppb due to the public implementing emission reduction measures described above.

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

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

11. **Adjourn**