



Memorandum October 12, 2017

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: Transportation Policy Board Meeting Notice and Agenda

The next meeting of the **MPO Transportation Policy Board** is scheduled for
Monday, October 23, 2017 at 1:30 p.m.
at the VIA Metro Center Community Room located at 1021 San Pedro.
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 on any **one** specific agenda item. While speakers who have signed up may donate their time to another speaker, the maximum time allowed for any individual speaker will be nine (9) minutes. Speakers who wish to address the Board on multiple items or on items not listed on the agenda must do so under Citizens to be Heard. All speakers must sign the register and state their names and any organizations they represent.*

Agenda:

1. Roll Call
2. Director's Report – MPO (Martinez)
 - a. An AAMPO/CAMPO Joint Transportation Policy Board meeting will be held on Wednesday, November 1, 2017 from around 9:30 a.m. to noon at the New Braunfels Civic/Convention Center located at 375 S Castell Ave, New Braunfels, TX 78130
 - b. The November and December Transportation Policy Board meetings are combined into one meeting that will be held on Monday, December 4, 2017
 - c. A calendar of 2018 and 2019 Transportation Policy Board meetings is provided
 - d. The MPO will host public meetings in support of the Metropolitan Transportation Plan Development in late October and early November
 - e. STP-MM project submittals are due to the MPO on Monday, December 4, 2017
 - f. GIS Day will be held on Wednesday, November 15, 2017 at the UTSA Main Campus; more information can be found at www.sagisday.com
 - g. The MPO Office will be closed on Friday, November 10th in observance of Veterans Day and November 23rd and 24th for the Thanksgiving Holidays

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

3. Citizens to be Heard

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 September 25, 2017 Meeting Minutes
- 5. **Action** on Roadway and Transit Amendments to the Metropolitan Transportation Plan and the FY 2017-2020 Transportation Improvement Program – MPO (Geiger)
- 6. **Action** on the Contract Award for the MPO’s Audit of Expenditures – Fiscal Years 2016-2017, 2017-2018, 2018-2019, 2019-2020, and 2020-2021 – MPO (Martinez)

Items for Individual Discussion and Appropriate Action:

- 7. Discussion and Appropriate **Action** on a Resolution of Support for Future Air Transportation Alternatives and Surface Transportation Initiatives – MPO (Martinez)
- 8. Discussion and Appropriate Action on the MPO’s Policies and Bylaws – MPO (Martinez)
- 9. Monthly Status Reports
 - a. Alamo Regional Mobility Authority (Renee Green)
 - b. Air Quality Issues (Diane Rath)
 - c. City of San Antonio (Mike Frisbie)
 - d. San Antonio Mobility Coalition (Vic Boyer)
 - e. Texas Department of Transportation (Mario Jorge)
 - f. VIA Metropolitan Transit (Jeff Arndt)
 - g. Others
- 10. Discussion and Appropriate Action on Agenda Items for Upcoming Transportation Policy Board Meetings – MPO (Martinez)
- 11. 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)

- 12. **Adjourn**
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1. Roll Call

Commissioner Kevin A. Wolff (<i>Chair</i>)	Bexar County	210-335-2613
Councilman Rey Saldaña (<i>Vice Chair</i>)	City of San Antonio, District 4	210-207-7281
Ms. Rebecca Cedillo	Advanced Transportation District	210-299-5858
Vacant	Alamo Regional Mobility Authority	
Commissioner Tommy Calvert	Bexar County	210-335-2614
Commissioner Sergio “Chico” Rodriguez	Bexar County	210-335-2611
Ms. Renee Green, P.E.	Bexar County	210-335-6700
Mayor Pro Tem Ron Reaves	City of New Braunfels	830-221-4000
Councilman Greg Brockhouse	City of San Antonio, District 6	210-207-7065
Councilwoman Shirley Gonzales	City of San Antonio, District 5	210-207-7043
Councilwoman Ana Sandoval	City of San Antonio, District 7	210-207-7044
Mr. Michael S. Frisbie, P.E.	City of San Antonio	210-207-8140
Ms. Bridgett White	City of San Antonio	210-207-0147
Mayor Don Keil	City of Seguin	830-303-7333
Commissioner Kevin Webb	Comal County	830-221-1100
Mayor Chris Riley [Leon Valley]	Greater Bexar County Council of Cities	210-684-1391
Judge Kyle Kutscher	Guadalupe County	830-303-8857
Councilman Ron Cisneros	Kendall County Geographic Area	830-249-9511
Councilman Kevin Hadas [Selma]	Northeast Partnership	210-651-6661
Mr. Mario Jorge, P.E.	Texas Department of Transportation	210-615-5803
Dr. Richard Gambitta	VIA Metropolitan Transit	210-299-5858

Ex-Officio Members

Mr. Greg P. Wood	Federal Highway Administration
Mr. Nick Page	Texas Department of Transportation
Mr. Jeff Arndt	VIA Metropolitan Transit
Ms. Diane Rath	Alamo Area Council of Governments
Mr. Vic Boyer	San Antonio Mobility Coalition

2. Director's Report

- a. An AAMPO/CAMPO Joint Transportation Policy Board meeting will be held on Wednesday, November 1, 2017 from around 9:30 a.m. to noon at the New Braunfels Civic/Convention Center located at 375 S Castell Ave, New Braunfels, TX 78130

- b. The November and December Transportation Policy Board meetings are combined into one meeting that will be held on Monday, December 4, 2017

- c. A calendar of 2018 and 2019 Transportation Policy Board meetings is provided

- d. The MPO will host public meetings in support of the Metropolitan Transportation Plan Development in late October and early November

- e. STP-MM project submittals are due to the MPO on Monday, December 4, 2017

- f. GIS Day will be held on Wednesday, November 15, 2017 at the UTSA Main Campus; more information can be found at www.sagisd.com

- g. The MPO Office will be closed on Friday, November 10th in observance of Veterans Day and November 23rd and 24th for the Thanksgiving Holidays



Transportation Policy Board Meeting Schedule Calendar Years 2018 and 2019

The Transportation Policy Board meetings are generally scheduled for the 4th Monday of every month, unless otherwise noted below (*), at 1:30 p.m. in the **VIA Metro Center Community Room** located at 1021 San Pedro, San Antonio, Texas, 78212. Please visit the MPO's website at www.alamoareampo.org for updated information.

<u>2018</u>	<u>2019</u>
January 22, 2018	January 28, 2019
February 26, 2018	February 25, 2019
March 26, 2018	March 25, 2019
April 23, 2018	April 22, 2019
May 21, 2018 *	May 20, 2019 *
June 25, 2018	June 24, 2019
July 23, 2018	July 22, 2019
August 27, 2018	August 26, 2019
September 24, 2018	September 23, 2019
October 22, 2018	October 28, 2019
December 10, 2018 *	December 9, 2019 *

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To arrange for special assistance or an interpreter, please call (210) 227-8651 or
TDD 1-800-735-2989 (Relay Texas) at least five (5) business days in advance.

3. Citizens to Be Heard

4. Approval of the September 25, 2017 Meeting Minutes

Issue

The September 25, 2017 meeting minutes are attached for your review.

Action Requested

A motion to approve the September 25, 2017 meeting minutes.



**Transportation Policy Board
Meeting Minutes
September 25, 2017**

1. Roll Call

Members Present:

Ms. Rebecca Cedillo	Advanced Transportation District
Commissioner Tommy Calvert	Bexar County
Ms. Renee Green, P.E.	Bexar County
Commissioner Kevin A. Wolff (Chair)	Bexar County
Councilman Ron Reaves	City of New Braunfels
Councilman Greg Brockhouse	City of San Antonio
Councilwoman Shirley Gonzales	City of San Antonio
Councilman Rey Saldaña	City of San Antonio
Councilwoman Ana E. Sandoval	City of San Antonio
Mr. Michael Frisbie, P.E.	City of San Antonio
Ms. Bridgett White	City of San Antonio
Ms. Betty Mathies	City of Seguin
Commissioner Kevin Webb	Comal County
Mayor Chris Riley	Greater Bexar County Council of Cities
Judge Kyle Kutscher	Guadalupe County
Councilman Ron Cisneros	Kendall County Geographic Area
Mayor Mary Dennis	Northeast Partnership
Mr. Mario Jorge	Texas Department of Transportation
Dr. Richard Gambitta	VIA Metropolitan Transit

Members Absent:

Commissioner Sergio "Chico" Rodriguez	Bexar County
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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. Clay Smith	VIA Metropolitan Transit

Commissioner Wolff called the meeting to order at 1:30 p.m.

2. Director's Report

- a. A joint AAMPO/CAMPO Executive Committee meeting is tentatively scheduled for Wednesday, November 1st in New Braunfels
- b. The FY 2017 Transportation Investment Generating Economic Recovery (TIGER) Notice of Funding Opportunity has been published in the Federal Register. The application deadline for the 2017 TIGER submittals is October 16, 2017
- c. A joint Bicycle Mobility Advisory Committee and Pedestrian Mobility Advisory Committee meeting is scheduled for Wednesday, October 18, 2017 from 6:00 p.m. to 8:00 p.m. at the Roosevelt Clubhouse in Roosevelt Park, 331 Roosevelt, San Antonio, TX 78210
- d. The next Síclovía will be held on Sunday, October 22, 2017 from 11:00 a.m. to 4:00 p.m. in the Broadway Corridor

3. Citizens to be Heard

There were none.

Items for Individual Discussion and Appropriate Action:

4. Approval of the August 28, 2017 Meeting Minutes

Mayor Chris Riley moved and Ms. Rebecca Cedillo seconded the motion to approve the August 28, 2017 TPB meeting minutes amended as per discussion. The motion was unanimously approved.

5. Status Report on the Metropolitan Transportation Plan Update Process

For information and discussion only.

6. Presentation of Roadway and Transit Amendments to the Metropolitan Transportation Plan and the FY 2017-2020 Transportation Improvement Program

For information and discussion only.

7. Monthly Status Reports

- a. Alamo Regional Mobility Authority (Renee Green)
- b. Air Quality Issues (Diane Rath)
- c. City of San Antonio (Mike Frisbie)
- d. San Antonio Mobility Coalition (Diane Rath)
- e. Texas Department of Transportation (Mario Jorge)
- f. VIA Metropolitan Transit (Clay Smith)
- g. Others

For information and discussion only.

8. Discussion and Appropriate Action on Agenda Items for Upcoming Transportation Policy Board Meetings

This item was not considered.

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

This item was not considered.

There being no further business, the meeting was adjourned at 2:25.

**Commissioner Kevin A. Wolff, Chair
Transportation Policy Board**

5. Action on Roadway and Transit Amendments to the Metropolitan Transportation Plan and the FY 2017-2020 Transportation Improvement Program

Purpose

The purpose of this agenda item is to take action on proposed roadway and transit amendments to the Metropolitan Transportation Plan and the FY 2017-2020 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 were reviewed in September with action scheduled for October 2017. 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.

a. Roadway Amendments

As outlined in the attached MTP and TIP amendment list, 22 roadway amendments are moving forward this quarter.

- Eleven (11) of the amendments are moving projects from FY 2017 to FY 2018
- Four (4) of the amendments are reconfiguring the City of San Antonio's and TxDOT's Intelligent Transportation Systems (ITS) projects into more specific, smaller projects.
- Seven (7) projects have other changes to them:
 - Revise funding on the SH 46 project
 - Reallocate the funding from the US 90/Presa Street ramps to the nearby Presa Street Corridor and make the corridor more bicycle and pedestrian friendly; delete ramp project to add Presa street project (0025-02-204)
 - Move the Loop 1604 at Blanco Road project from FY 2020 to FY 2022
 - Add US 281 project north of FM 311
 - Allocate \$1M from CSJ 0915-12-579 to sidewalks on Judson Road (0915-12-603) and place in FY 2018

The STP-MM projects are detailed in the attached spreadsheet.

b. Transit Amendments

VIA Metropolitan Transit is also proposing to revise projects currently programmed in FY 2018. The draft amendments and the project detail are attached for your review.

At their meeting on October 6, 2017, the Technical Advisory Committee unanimously recommended approval of this item.

Action Requested

A motion to recommend approval of the roadway and transit amendments to the Metropolitan Transportation Plan and the FY 2017-2020 Transportation Improvement Program.

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**ALAMO AREA METROPOLITAN PLANNING ORGANIZATION
 FY 2017-2020 TRANSPORTATION IMPROVEMENT PROGRAM AND MTP
 FIRST QUARTER 2018 AMENDMENTS
 FY 2018**

TxDOT District	County	CSJ	Hwy	Phase	City	Project Sponsor	MPO Proj ID No.	Year of Expenditure Cost
15 - San Antonio	Bexar	0073-08-183	IH 37	C	San Antonio	TxDOT	4969.0	\$2,900,000
Limits From: LP 13							Revision Date:	11/2017
Limits To: IH 410							Project History:	10/17 - move from FY 2017 to FY 2018; 10/15 - add project
Description: Construction of a partial frontage road, ramps, and intersection improvements								
Remarks: 1st Qtr 18 - move from FY 2017 to FY 2018								
Total Project Cost Information (TxDOT %):			Type of Work: Operational					
Preliminary Engineering:	\$142,100	Cost of Approved Phases:	Authorized Funding by Category/Share					
ROW Purchase:	\$0		<u>Funding Categories</u>	<u>Federal</u>	<u>State</u>	<u>Local</u>	<u>Local Contribution</u>	<u>Total</u>
Construction Cost:	\$2,900,000		3 - BC Local	\$0	\$0	\$0	\$2,175,000	\$2,175,000
Construction Engineering:	\$185,020		11 - Distr Discr	\$652,500	\$72,500	\$0	\$0	\$725,000
Contingencies:	\$37,410		Other	\$0	\$0	\$0	\$0	\$0
Indirect Costs:	\$166,460		Other	\$0	\$0	\$0	\$0	\$0
Other Field	\$167,620		Totals	\$652,500	\$72,500	\$0	\$2,175,000	\$2,900,000
Total Project Cost:	\$3,598,610							
15 - San Antonio	Kendall	0215-06-039	SH 46	C	Other	TxDOT	9113.0	\$11,001,000
Limits From: Herff Road							Revision Date:	11/2017
Limits To: Amann Road							Project History:	10/17 - revise funding; 4/17 - move from FY 2017 to FY 2018; 10/15 - add project to TIP (Prop 1); added w/ 12/8/14 adoption of the MTP
Description: Expand from 2 lanes to 4 lanes with raised median or continuous left turn lane								
Remarks: 1st Qtr 18 - revise funding								
Total Project Cost Information (TxDOT %):			Type of Work: Added Capacity: Non - Toll					
Preliminary Engineering:	\$499,800	Cost of Approved Phases:	Authorized Funding by Category/Share					
ROW Purchase:	\$0		<u>Funding Categories</u>	<u>Federal</u>	<u>State</u>	<u>Local</u>	<u>Local Contribution</u>	<u>Total</u>
Construction Cost:	\$11,001,000		4 - Connectivity	\$0	\$9,900,000	\$0	\$0	\$9,900,000
Construction Engineering:	\$408,000		1 - Prvnt Mnt/Rehab	\$880,800	\$220,200	\$0	\$0	\$1,101,000
Contingencies:	\$714,000		Other	\$0	\$0	\$0	\$0	\$0
Indirect Costs:	\$204,000		Other	\$0	\$0	\$0	\$0	\$0
Other Field	\$408,000		Totals	\$880,800	\$10,120,200	\$0	\$0	\$11,001,000
Total Project Cost:	\$13,234,800							
15 - San Antonio	Comal	0253-03-072	US 281	C	Other	TxDOT	5427.0	\$705,000
Limits From: 0.9 Mi N of FM 311							Revision Date:	11/2017
Limits To: 1.5 Mi N of FM 311							Project History:	10/17 - add project
Description: Expand 2 lanes to 4 lanes divided rural								
Remarks: 1st Qtr 18 - add project								
Total Project Cost Information (TxDOT %):			Type of Work: Added Capacity: Non - Toll					
Preliminary Engineering:	\$32,000	Cost of Approved Phases:	Authorized Funding by Category/Share					
ROW Purchase:	\$0		<u>Funding Categories</u>	<u>Federal</u>	<u>State</u>	<u>Local</u>	<u>Local Contribution</u>	<u>Total</u>
Construction Cost:	\$705,000		11 - Distr Discretionary	\$564,000	\$141,000	\$0	\$0	\$705,000
Construction Engineering:	\$26,000		Other	\$0	\$0	\$0	\$0	\$0
Contingencies:	\$30,000		Other	\$0	\$0	\$0	\$0	\$0
Indirect Costs:	\$13,000		Other	\$0	\$0	\$0	\$0	\$0
Other Field	\$20,000		Totals	\$564,000	\$141,000	\$0	\$0	\$705,000
Total Project Cost:	\$826,000							

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**ALAMO AREA METROPOLITAN PLANNING ORGANIZATION
FY 2017-2020 TRANSPORTATION IMPROVEMENT PROGRAM AND MTP
FIRST QUARTER 2018 AMENDMENTS
FY 2018**

TxDOT District	County	CSJ	Hwy	Phase	City	Project Sponsor	MPO Proj ID No.	Year of Expenditure Cost
15 - San Antonio	Bexar	0915-00-172	VA	C,E,R	Other	AAMPO	3768.1	\$4,000,000
Limits From: Austin-San Antonio Regional							Revision Date:	11/2017
Limits To: Corridor Project							Project History:	10/17 - move from FY 2017 to FY 2018;
Description: Studies, plans and projects associated with multimodal transportation solutions								1/17 - rev limit,cost,agency and
Remarks: 1st Qtr 18 - move from FY 2017 to FY 2018								description; 4/15 - move from FY 2016 to
								FY 2017 and correct limits; 1/13 - move
								from FY 2013 to FY 2015; fixed amount;
Total Project Cost Information (TxDOT %):			Type of Work: Passenger Rail					
Preliminary Engineering:	\$196,000	Cost of Approved Phases:	Authorized Funding by Category/Share					
ROW Purchase:	\$0		<u>Funding Categories</u>	<u>Federal</u>	<u>State</u>	<u>Local</u>	<u>Local Contribution</u>	<u>Total</u>
Construction Cost:	\$4,000,000		7 - STP-MM	\$3,200,000	\$0	\$800,000	\$0	\$4,000,000
Construction Engineering:	\$240,000		Other	\$0	\$0	\$0	\$0	\$0
Contingencies:	\$280,000		Other	\$0	\$0	\$0	\$0	\$0
Indirect Costs:	\$226,800		Other	\$0	\$0	\$0	\$0	\$0
Other Field	\$0		Totals	\$3,200,000	\$0	\$800,000	\$0	\$4,000,000
Total Project Cost:	\$4,942,800							
15 - San Antonio	Bexar	0915-12-545	CS	C	Kirby	Kirby	4004.0	\$2,119,072
Limits From: On Binz Engleman; from Springfield							Revision Date:	11/2017
Limits To: 0.4 Mi east of Ackerman Road							Project History:	10/17 - move from FY 2017 to FY 2018;
Description: Reconstruct roadway with sidewalks and bike lanes								4/12 - funded through STP-MM project
Remarks: 1st Qtr 18 - move from FY 2017 to FY 2018								selection process
Total Project Cost Information (TxDOT %):			Type of Work: Maint/Rehab					
Preliminary Engineering:	\$103,835	Cost of Approved Phases:	Authorized Funding by Category/Share					
ROW Purchase:	\$0		<u>Funding Categories</u>	<u>Federal</u>	<u>State</u>	<u>Local</u>	<u>Local Contribution</u>	<u>Total</u>
Construction Cost:	\$2,119,072		7 - STP-MM	\$1,695,258	\$0	\$423,814	\$0	\$2,119,072
Construction Engineering:	\$103,835		Other	\$0	\$0	\$0	\$0	\$0
Contingencies:	\$96,842		Other	\$0	\$0	\$0	\$0	\$0
Indirect Costs:	\$145,156		Other	\$0	\$0	\$0	\$0	\$0
Other Field	\$0		Totals	\$1,695,258	\$0	\$423,814	\$0	\$2,119,072
Total Project Cost:	\$2,568,739							
15 - San Antonio	Bexar	0915-12-547	NR	C	Other	AACOG	5101.0	\$267,000
Limits From: Alamo Area MPO: In Bexar, Comal							Revision Date:	11/2017
Limits To: Guadalupe & partial Kendall County							Project History:	10/17 - move from FY 2017 to FY 2018;
Description: Alamo Area Commute Solutions Pgm - FY 2017								10/15 - project has \$53,400 in TDCs which
Remarks: 1st Qtr 18 - move from FY 2017 to FY 2018								are not calculated in the funding total;
								4/14 - funded through STP-MM project
								selection process; fixed amount
Total Project Cost Information (TxDOT %):			Type of Work: Rideshare					
Preliminary Engineering:	\$0	Cost of Approved Phases:	Authorized Funding by Category/Share					
ROW Purchase:	\$0		<u>Funding Categories</u>	<u>Federal</u>	<u>State</u>	<u>Local</u>	<u>Local Contribution</u>	<u>Total</u>
Construction Cost:	\$267,000		7 - STP-MM	\$213,600	\$0	\$53,400	\$0	\$267,000
Construction Engineering:	\$0		Other	\$0	\$0	\$0	\$0	\$0
Contingencies:	\$0		Other	\$0	\$0	\$0	\$0	\$0
Indirect Costs:	\$0		Other	\$0	\$0	\$0	\$0	\$0
Other Field	\$0		Totals	\$213,600	\$0	\$53,400	\$0	\$267,000
Total Project Cost:	\$267,000							

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**ALAMO AREA METROPOLITAN PLANNING ORGANIZATION
FY 2017-2020 TRANSPORTATION IMPROVEMENT PROGRAM AND MTP
FIRST QUARTER 2018 AMENDMENTS
FY 2018**

TxDOT District	County	CSJ	Hwy	Phase	City	Project Sponsor	MPO Proj ID No.	Year of Expenditure Cost	
15 - San Antonio	Bexar	0915-12-558	CS	C	San Antonio	CoSA	4052.0	\$5,816,000	
Limits From: In San Antonio on Floyd Curl from							Revision Date:	11/2017	
Limits To: Louis Pasteur to Fawn Meadows									
Description: Construction of a two-way cycle track, pedestrian facilities, trailhead, landscaping and signage							Project History:	10/17 - move from FY 2017 to FY 2018; 1/17 - revise limits; 4/16 - revise match (EDCP project); 1/15 - TAP; fixed amount	
Remarks: 1st Qtr 18 - move from FY 2017 to FY 2018									
Total Project Cost Information (TxDOT %):			Type of Work: Bike/Ped						
Preliminary Engineering:	\$284,982	Cost of Approved Phases: \$5,816,000	<u>Funding Categories</u>		Authorized Funding by Category/Share				
ROW Purchase:	\$0				<u>Federal</u>	<u>State</u>	<u>Local</u>	<u>Local Contribution</u>	<u>Total</u>
Construction Cost:	\$5,816,000		9 - TAP		\$4,652,800	\$500,176	\$663,024	\$0	\$5,816,000
Construction Engineering:	\$371,060		Other		\$0	\$0	\$0	\$0	\$0
Contingencies:	\$75,021		Other		\$0	\$0	\$0	\$0	\$0
Indirect Costs:	\$280,915		Other		\$0	\$0	\$0	\$0	\$0
Other Field	\$336,170		Totals		\$4,652,800	\$500,176	\$663,024	\$0	\$5,816,000
Total Project Cost:	\$7,164,148								
15 - San Antonio	Bexar	0915-12-577	VA	C	Other	TxDOT	5307.0	\$5,000,000	
Limits From: Various locations on IH 10, IH 35							Revision Date:	11/2017	
Limits To: IH 37, IH 410, US 90 and US 281									
Description: Install ITS dynamic guide signs/dynamic message boards							Project History:	10/17 - reduce cosyt to \$5M, \$xM to fund 0915-12-6XX; 4/16 - funded through STP-MM project selection process	
Remarks: 1st Qtr 18 - reduce cost from \$8M to \$5M									
Total Project Cost Information (TxDOT %):			Type of Work: Operational						
Preliminary Engineering:	\$245,000	Cost of Approved Phases: \$5,000,000	<u>Funding Categories</u>		Authorized Funding by Category/Share				
ROW Purchase:	\$0				<u>Federal</u>	<u>State</u>	<u>Local</u>	<u>Local Contribution</u>	<u>Total</u>
Construction Cost:	\$5,000,000		7 - STP-MM		\$4,000,000	\$1,000,000	\$0	\$0	\$5,000,000
Construction Engineering:	\$300,000		Other		\$0	\$0	\$0	\$0	\$0
Contingencies:	\$150,000		Other		\$0	\$0	\$0	\$0	\$0
Indirect Costs:	\$250,000		Other		\$0	\$0	\$0	\$0	\$0
Other Field	\$300,000		Totals		\$4,000,000	\$1,000,000	\$0	\$0	\$5,000,000
Total Project Cost:	\$6,245,000								
15 - San Antonio	Bexar	0915-12-583	CS	C	Leon Valley	LV	5321.0	\$1,716,000	
Limits From: In Leon Valley on Evers Rd							Revision Date:	11/2017	
Limits To: From Poss Rd To Alley-Kinman Rd									
Description: Construct new drainage structure and widen sidewalks							Project History:	10/17 - move from FY 2017 to FY 2018; 1/17 - move from FY 2020 to FY 2017; 4/16 - funded through STP-MM project selection process	
Remarks: 1st Qtr 18 - move from FY 2017 to FY 2018									
Total Project Cost Information (TxDOT %):			Type of Work: Operational						
Preliminary Engineering:	\$84,084	Cost of Approved Phases: \$1,716,000	<u>Funding Categories</u>		Authorized Funding by Category/Share				
ROW Purchase:	\$0				<u>Federal</u>	<u>State</u>	<u>Local</u>	<u>Local Contribution</u>	<u>Total</u>
Construction Cost:	\$1,716,000		7 - STP-MM		\$1,372,800	\$0	\$343,200	\$0	\$1,716,000
Construction Engineering:	\$85,114		Other		\$0	\$0	\$0	\$0	\$0
Contingencies:	\$34,148		Other		\$0	\$0	\$0	\$0	\$0
Indirect Costs:	\$98,498		Other		\$0	\$0	\$0	\$0	\$0
Other Field	\$64,178		Totals		\$1,372,800	\$0	\$343,200	\$0	\$1,716,000
Total Project Cost:	\$2,082,022								

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**ALAMO AREA METROPOLITAN PLANNING ORGANIZATION
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 FY 2018**

TxDOT District	County	CSJ	Hwy	Phase	City	Project Sponsor	MPO Proj ID No.	Year of Expenditure Cost
15 - San Antonio	Bexar	0915-12-601	VA	C	San Antonio	CoSA	5425.0	\$1,500,000
Limits From:		In City of San Antonio				Revision Date:		11/2017
Limits To:		.				Project History:		10/17 - add project; created from 0915-12-580
Description:		Intelligent Transportation System - Enhancements						
Remarks:		1st Qtr 18 - add project; created from 0915-12-580						

Total Project Cost Information (TxDOT %):		Cost of Approved Phases:	Type of Work: Operational					
			<u>Funding Categories</u>	Authorized Funding by Category/Share				
			<u>Federal</u>	<u>State</u>	<u>Local</u>	<u>Local Contribution</u>	<u>Total</u>	
Preliminary Engineering:	\$73,500	\$1,500,000	7 - STP-MM	\$1,200,000	\$0	\$300,000	\$0	\$1,500,000
ROW Purchase:	\$0		Other	\$0	\$0	\$0	\$0	\$0
Construction Cost:	\$1,500,000		Other	\$0	\$0	\$0	\$0	\$0
Construction Engineering:	\$90,000		Other	\$0	\$0	\$0	\$0	\$0
Contingencies:	\$45,000		Totals	\$1,200,000	\$0	\$300,000	\$0	\$1,500,000
Indirect Costs:	\$75,000							
Other Field	\$90,000							
Total Project Cost:	\$1,873,500							

TxDOT District	County	CSJ	Hwy	Phase	City	Project Sponsor	MPO Proj ID No.	Year of Expenditure Cost
15 - San Antonio	Bexar	0915-12-603	CS	C	San Antonio	CoSA	5428.0	\$1,000,000
Limits From:		In San Antonio on Judson Road				Revision Date:		11/2017
Limits To:		from Independence to IH 35				Project History:		10/17 - add project; configured from \$1M from 0915-12-579
Description:		Add sidewalk on west side of Judson Road						
Remarks:		1st Qtr 18 - add project; configured from \$1M from 0915-12-579						

Total Project Cost Information (TxDOT %):		Cost of Approved Phases:	Type of Work: Pedestrian					
			<u>Funding Categories</u>	Authorized Funding by Category/Share				
			<u>Federal</u>	<u>State</u>	<u>Local</u>	<u>Local Contribution</u>	<u>Total</u>	
Preliminary Engineering:	\$49,000	\$1,000,000	7 - STP-MM	\$800,000	\$0	\$200,000	\$0	\$1,000,000
ROW Purchase:	\$0		Other	\$0	\$0	\$0	\$0	\$0
Construction Cost:	\$1,000,000		Other	\$0	\$0	\$0	\$0	\$0
Construction Engineering:	\$60,000		Other	\$0	\$0	\$0	\$0	\$0
Contingencies:	\$30,000		Totals	\$800,000	\$0	\$200,000	\$0	\$1,000,000
Indirect Costs:	\$50,000							
Other Field	\$60,000							
Total Project Cost:	\$1,249,000							

TxDOT District	County	CSJ	Hwy	Phase	City	Project Sponsor	MPO Proj ID No.	Year of Expenditure Cost
15 - San Antonio	Comal	0915-17-063	VA	C	New Braunfels	NB	4053.0	\$1,216,815
Limits From:		Various locations in New Braunfels				Revision Date:		11/2017
Limits To:		near Lone Star Elementary School				Project History:		10/17 - move from FY 2017 to FY 2018; 10/15 - move from FY 2015 to FY 2017; 1/15 - TAP; fixed amount
Description:		Construction of sidewalk improvements, pedestrian ramps, crossings and signage						
Remarks:		1st Qtr 18 - move from FY 2017 to FY 2018						

Total Project Cost Information (TxDOT %):		Cost of Approved Phases:	Type of Work: Pedestrian					
			<u>Funding Categories</u>	Authorized Funding by Category/Share				
			<u>Federal</u>	<u>State</u>	<u>Local</u>	<u>Local Contribution</u>	<u>Total</u>	
Preliminary Engineering:	\$59,623	\$1,216,815	9 - TAP	\$973,452	\$0	\$243,363	\$0	\$1,216,815
ROW Purchase:	\$0		Other	\$0	\$0	\$0	\$0	\$0
Construction Cost:	\$1,216,815		Other	\$0	\$0	\$0	\$0	\$0
Construction Engineering:	\$77,633		Other	\$0	\$0	\$0	\$0	\$0
Contingencies:	\$15,696		Totals	\$973,452	\$0	\$243,363	\$0	\$1,216,815
Indirect Costs:	\$58,773							
Other Field	\$70,333							
Total Project Cost:	\$1,498,873							

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TxDOT District	County	CSJ	Hwy	Phase	City	Project Sponsor	MPO Proj ID No.	Year of Expenditure Cost
15 - San Antonio	Medina	3544-03-002	SH 211	C	Other	BxCo	3152.0	\$4,400,000
Limits From: Bexar C/L, 2.0 Mi S of FM 471, N						Revision Date: 11/2017		
Limits To: FM 471 (Culebra Rd)						Project History: 10/17 - move from FY 2017 to FY 2018;		
Description: Construct two lane rural highway on new location						4/15 - move from FY 2015 to FY 2016;		
Remarks: 1st Qtr 18 - move from FY 2017 to FY 2018						Pass through financing project to be reimbursed from Cat 12		
Total Project Cost Information (TxDOT %):			Type of Work: Added Capacity: Non - Toll					
Preliminary Engineering:	\$233,193	Cost of Approved Phases: \$4,400,000	Authorized Funding by Category/Share					
ROW Purchase:	\$1,100,000		<u>Funding Categories</u>	<u>Federal</u>	<u>State</u>	<u>Local</u>	<u>Local Contribution</u>	<u>Total</u>
Construction Cost:	\$4,400,000		3 - PTF	\$0	\$0	\$0	\$4,400,000	\$4,400,000
Construction Engineering:	\$214,157		Other	\$0	\$0	\$0	\$0	\$0
Contingencies:	\$309,338		Other	\$0	\$0	\$0	\$0	\$0
Indirect Costs:	\$241,283		Other	\$0	\$0	\$0	\$0	\$0
Other Field	\$0		Totals	\$0	\$0	\$0	\$4,400,000	\$4,400,000
Total Project Cost:	\$6,497,971							
15 - San Antonio	Bexar	3544-04-002	SH 211	C	Other	BxCo	3153.0	\$7,000,000
Limits From: FM 1957 (Potranco Rd), N 2.9 MI						Revision Date: 11/2017		
Limits To: Medina County Line						Project History: 10/17 - move from FY 2017 to FY 2018;		
Description: Construct two lane rural highway on new location						4/15 - move from FY 2015 to FY 2016;		
Remarks: 1st Qtr 18 - move from FY 2017 to FY 2018						Pass through financing project to be reimbursed from Cat 12		
Total Project Cost Information (TxDOT %):			Type of Work: Added Capacity: Non - Toll					
Preliminary Engineering:	\$370,989	Cost of Approved Phases: \$7,000,000	Authorized Funding by Category/Share					
ROW Purchase:	\$1,780,000		<u>Funding Categories</u>	<u>Federal</u>	<u>State</u>	<u>Local</u>	<u>Local Contribution</u>	<u>Total</u>
Construction Cost:	\$7,000,000		3 - PTF	\$0	\$0	\$0	\$7,000,000	\$7,000,000
Construction Engineering:	\$340,704		Other	\$0	\$0	\$0	\$0	\$0
Contingencies:	\$492,128		Other	\$0	\$0	\$0	\$0	\$0
Indirect Costs:	\$383,860		Other	\$0	\$0	\$0	\$0	\$0
Other Field	\$0		Totals	\$0	\$0	\$0	\$7,000,000	\$7,000,000
Total Project Cost:	\$10,367,681							
15 - San Antonio	Bexar	3544-05-001	SH 211	C	Other	BxCo	3154.0	\$2,600,000
Limits From: Medina Co. Line, 4.5 Mi N of FM 1957, N						Revision Date: 11/2017		
Limits To: Medina Co. Line, 2.0 Mi S of FM 471						Project History: 10/17 - move from FY 2017 to FY 2018;		
Description: Construct two lane rural highway on new location						4/15 - move from FY 2015 to FY 2016;		
Remarks: 1st Qtr 18 - move from FY 2017 to FY 2018						Pass through financing project to be reimbursed from Cat 12		
Total Project Cost Information (TxDOT %):			Type of Work: Added Capacity: Non - Toll					
Preliminary Engineering:	\$137,796	Cost of Approved Phases: \$2,600,000	Authorized Funding by Category/Share					
ROW Purchase:	\$700,000		<u>Funding Categories</u>	<u>Federal</u>	<u>State</u>	<u>Local</u>	<u>Local Contribution</u>	<u>Total</u>
Construction Cost:	\$2,600,000		3 - PTF	\$0	\$0	\$0	\$2,600,000	\$2,600,000
Construction Engineering:	\$126,547		Other	\$0	\$0	\$0	\$0	\$0
Contingencies:	\$182,790		Other	\$0	\$0	\$0	\$0	\$0
Indirect Costs:	\$142,577		Other	\$0	\$0	\$0	\$0	\$0
Other Field	\$0		Totals	\$0	\$0	\$0	\$2,600,000	\$2,600,000
Total Project Cost:	\$3,889,710							

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**ALAMO AREA METROPOLITAN PLANNING ORGANIZATION
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TxDOT District	County	CSJ	Hwy	Phase	City	Project Sponsor	MPO Proj ID No.	Year of Expenditure Cost
15 - San Antonio	Medina	3544-06-001	SH 211	C	Other	BxCo	3155.0	\$4,100,000
Limits From:	Bexar C/L, 2.9 MI N of FM 1957, N					Revision Date:	11/2017	
Limits To:	Bexar C/L, 4.5 MI N of FM 1957					Project History:	10/17 - move from FY 2017 to FY 2018; 4/15 - move from FY 2015 to FY 2016; Pass through financing project to be reimbursed from Cat 12	
Description:	Construct two lane rural highway on new location							
Remarks:	1st Qtr 18 - move from FY 2017 to FY 2018							

Total Project Cost Information (TxDOT %):		Type of Work: Added Capacity: Non - Toll						
		Cost of Approved Phases:	Authorized Funding by Category/Share					
			<u>Funding Categories</u>	<u>Federal</u>	<u>State</u>	<u>Local</u>	<u>Local Contribution</u>	<u>Total</u>
Preliminary Engineering:	\$217,293	\$4,100,000	3 - PTF	\$0	\$0	\$0	\$4,100,000	\$4,100,000
ROW Purchase:	\$1,000,000		Other	\$0	\$0	\$0	\$0	\$0
Construction Cost:	\$4,100,000		Other	\$0	\$0	\$0	\$0	\$0
Construction Engineering:	\$199,555		Other	\$0	\$0	\$0	\$0	\$0
Contingencies:	\$288,246		Totals	\$0	\$0	\$0	\$4,100,000	\$4,100,000
Indirect Costs:	\$224,832							
Other Field	\$0							
Total Project Cost:	\$6,029,926							

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**ALAMO AREA METROPOLITAN PLANNING ORGANIZATION
FY 2017-2020 TRANSPORTATION IMPROVEMENT PROGRAM AND MTP
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TxDOT District	County	CSJ	Hwy	Phase	City	Project Sponsor	MPO Proj ID No.	Year of Expenditure Cost
15 - San Antonio	Bexar	0025-02-204	IH 10	C	San Antonio	CoSA	5109.0	\$10,000,000
Limits From: at Presa Street							Revision Date:	11/2017
Limits To: .							Project History:	10/17 - delete project per CoSA; 4/16 - revise match (EDCP project); 4/14 - funded through the STP-MM project selection process
Description: Add eastbound exit ramp								
Remarks: 1st Qtr 18 - delete project								
Total Project Cost Information (TxDOT %):			Type of Work: Operational					
Preliminary Engineering:	\$441,000	Cost of Approved Phases:	Authorized Funding by Category/Share					
ROW Purchase:	\$0		<u>Funding Categories</u>	<u>Federal</u>	<u>State</u>	<u>Local</u>	<u>Local Contribution</u>	<u>Total</u>
Construction Cost:	\$10,000,000		7 - STP-MM	\$8,100,000	\$387,000	\$513,000	\$0	\$9,000,000
Construction Engineering:	\$360,000		3 - LC	\$0	\$0	\$0	\$1,000,000	\$1,000,000
Contingencies:	\$630,000		Other	\$0	\$0	\$0	\$0	\$0
Indirect Costs:	\$180,000		Other	\$0	\$0	\$0	\$0	\$0
Other Field	\$360,000							
Total Project Cost:	\$11,971,000		Totals	\$8,100,000	\$387,000	\$513,000	\$1,000,000	\$10,000,000
15 - San Antonio	Bexar	0915-12-579	VA	C	San Antonio	CoSA	5305.0	\$2,000,000
Limits From: In City of San Antonio							Revision Date:	11/2017
Limits To: .							Project History:	10/17 - reduce project cost by \$1M to fund 0915-12-603; 4/16 - funded through STP-MM project selection process
Description: Construct citywide pedestrian and bicycle improvements								
Remarks: 1st Qtr 18 - reduce cost by \$1M								
Total Project Cost Information (TxDOT %):			Type of Work: Bicycle/Pedestrian					
Preliminary Engineering:	\$98,000	Cost of Approved Phases:	Authorized Funding by Category/Share					
ROW Purchase:	\$0		<u>Funding Categories</u>	<u>Federal</u>	<u>State</u>	<u>Local</u>	<u>Local Contribution</u>	<u>Total</u>
Construction Cost:	\$2,000,000		7 - STP-MM	\$1,600,000	\$0	\$400,000	\$0	\$2,000,000
Construction Engineering:	\$99,000		Other	\$0	\$0	\$0	\$0	\$0
Contingencies:	\$40,000		Other	\$0	\$0	\$0	\$0	\$0
Indirect Costs:	\$115,000		Other	\$0	\$0	\$0	\$0	\$0
Other Field	\$75,000							
Total Project Cost:	\$2,427,000		Totals	\$1,600,000	\$0	\$400,000	\$0	\$2,000,000
15 - San Antonio	Bexar	0915-12-580	VA	C	San Antonio	CoSA	5306.0	\$1,500,000
Limits From: In City of San Antonio							Revision Date:	11/2017
Limits To: .							Project History:	10/17 - reduce cost from \$4M to \$1.5M and move from FY 2020 to FY 2019; 4/16 - funded through STP-MM project selection process
Description: Intelligent Transportation System - Enhancements								
Remarks: 1st Qtr 18 - reduce cost and move from FY 2020 to FY 2019								
Total Project Cost Information (TxDOT %):			Type of Work: Operational					
Preliminary Engineering:	\$73,500	Cost of Approved Phases:	Authorized Funding by Category/Share					
ROW Purchase:	\$0		<u>Funding Categories</u>	<u>Federal</u>	<u>State</u>	<u>Local</u>	<u>Local Contribution</u>	<u>Total</u>
Construction Cost:	\$1,500,000		7 - STP-MM	\$1,200,000	\$0	\$300,000	\$0	\$1,500,000
Construction Engineering:	\$90,000		Other	\$0	\$0	\$0	\$0	\$0
Contingencies:	\$45,000		Other	\$0	\$0	\$0	\$0	\$0
Indirect Costs:	\$75,000		Other	\$0	\$0	\$0	\$0	\$0
Other Field	\$90,000							
Total Project Cost:	\$1,873,500		Totals	\$1,200,000	\$0	\$300,000	\$0	\$1,500,000

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TxDOT District	County	CSJ	Hwy	Phase	City	Project Sponsor	MPO Proj ID No.	Year of Expenditure Cost
15 - San Antonio	Bexar	0915-12-602	VA	C	San Antonio	TxDOT	5426.0	\$4,000,000
Limits From: .							Revision Date:	11/2017
Limits To: .							Project History:	10/17 - add project; created from 0915-12-577 (\$3M) and 0915-12-580 (\$1M)
Description: TransGuide Improvements								
Remarks: 1st Qtr 18 - add project; created from 0915-12-577 (\$3M) and 0915-12-580 (\$1M)								

Total Project Cost Information (TxDOT %):		Cost of Approved Phases:	Type of Work: Operational					
			Funding Categories	Federal	State	Local	Local Contribution	Total
Preliminary Engineering:	\$196,000	\$4,000,000	7 - STP-MM	\$3,200,000	\$600,000	\$200,000	\$0	\$4,000,000
ROW Purchase:	\$0		Other	\$0	\$0	\$0	\$0	\$0
Construction Cost:	\$4,000,000		Other	\$0	\$0	\$0	\$0	\$0
Construction Engineering:	\$240,000		Other	\$0	\$0	\$0	\$0	\$0
Contingencies:	\$120,000		Totals	\$3,200,000	\$600,000	\$200,000	\$0	\$4,000,000
Indirect Costs:	\$200,000							
Other Field	\$240,000							
Total Project Cost:	\$4,996,000							

TxDOT District	County	CSJ	Hwy	Phase	City	Project Sponsor	MPO Proj ID No.	Year of Expenditure Cost
15 - San Antonio	Bexar	0915-12-604	CS	C	San Antonio	CoSA	5434.0	\$10,000,000
Limits From: in San Antonio on Presa Street from West Boyer							Revision Date:	11/2017
Limits To: Street to SE Military Drive							Project History:	10/17 - add project per CoSA, funding is from 0025-02-204; 4/16 - revise match (EDCP project); 4/14 - funded through STP-MM project selection process
Description: Bike and Pedestrian Corridor enhancements to create Complete Street environment								
Remarks: 1st Qtr 18 - add project								

Total Project Cost Information (TxDOT %):		Cost of Approved Phases:	Type of Work: Operational					
			Funding Categories	Federal	State	Local	Local Contribution	Total
Preliminary Engineering:	\$490,000	\$10,000,000	7 - STP-MM	\$7,200,000	\$0	\$1,800,000	\$0	\$9,000,000
ROW Purchase:	\$0		3 - LC	\$0	\$0	\$0	\$1,000,000	\$1,000,000
Construction Cost:	\$10,000,000		Other	\$0	\$0	\$0	\$0	\$0
Construction Engineering:	\$600,000		Other	\$0	\$0	\$0	\$0	\$0
Contingencies:	\$300,000		Totals	\$7,200,000	\$0	\$1,800,000	\$1,000,000	\$10,000,000
Indirect Costs:	\$500,000							
Other Field	\$600,000							
Total Project Cost:	\$12,490,000							

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**ALAMO AREA METROPOLITAN PLANNING ORGANIZATION
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TxDOT District	County	CSJ	Hwy	Phase	City	Project Sponsor	MPO Proj ID No.	Year of Expenditure Cost
15 - San Antonio	Bexar	2452-02-117	SL 1604	C	San Antonio	TxDOT	5332.0	\$30,000,000
Limits From:	at FM 2696 - Blanco Road					Revision Date:	11/2017	
Limits To:	.					Project History:	10/17 - move from FY 2020 to FY 2022; 4/17 - TIP: add project; MTP - move from FY 2027 to FY 2020; 4/16 - funded through 17-20 TIP Call for Projects (P1/P7); temporarily placed in FY 2027	
Description:	Intersection operational improvements							
Remarks:	1st Qtr 18 - move from FY 2020 to FY 2022 (delete project from TIP)							

Total Project Cost Information (TxDOT %):		Type of Work:	Authorized Funding by Category/Share					
Preliminary Engineering:	\$1,470,000	Cost of Approved Phases:	<u>Funding Categories</u> 2 - Metro Corridor Other Other Other Totals	<u>Federal</u>	<u>State</u>	<u>Local</u>	<u>Local Contribution</u>	<u>Total</u>
ROW Purchase:	\$0			\$0	\$30,000,000	\$0	\$0	\$30,000,000
Construction Cost:	\$30,000,000			\$0	\$0	\$0	\$0	\$0
Construction Engineering:	\$1,200,000			\$0	\$0	\$0	\$0	\$0
Contingencies:	\$2,100,000			\$0	\$0	\$0	\$0	\$0
Indirect Costs:	\$600,000			\$0	\$0	\$0	\$0	\$0
Other Field	\$1,200,000			\$0	\$0	\$0	\$0	\$0
Total Project Cost:	\$36,570,000			\$0	\$30,000,000	\$0	\$0	\$30,000,000

	CSJ	Roadway	Const Cost	Cat 7 Total	Cat 12 STP-MM Reconciliation	Other Funding	Limits From	To	Description
	Surface Transportation Program - Metropolitan Mobility (STP-MM) Projects Only								
	FY 2017								
	0216-01-054	Loop 337	\$12,457,946	\$5,977,946	\$1,030,000	\$5,450,000	River Road	HILLCREST DRIVE	Expand from 2 to 4 lane divided, including sidewalk and bike accommodation
	0915-12-518	CS	\$479,359	\$479,359			In Kirby in Friendship Park	FROM OLD SEGUIN RD TO BINZ ENGLEMAN	Construction of a hike and bike trail through Friendship Park
	0915-12-513	NR	\$267,000	\$267,000			Alamo Area MPO: in Bexar, Comal	Guadalupe & partial Kendall County	Alamo Area Commute Solutions Program (FY 2016)
	0915-46-042	Tor	\$3,439,837	\$3,061,455		\$378,382	SH 123 Business	SH 123 (Bypass)	Widen roadway and add continuous left turn lane, bike lanes and sidewalks
	2230-01-018	FM 1560	\$3,641,728	\$1,336,212		\$2,305,516	FM 1560	SH 16	Construct 2 lane roadway on new location
	1477-01-040	FM 1516	\$5,733,863	\$4,053,103		\$1,680,760	FM 78	FM 1976	Expand from 2 to 4 lanes with continuous left turn lane, sidewalks and bike accommodation lane; extend from FM 3502 to FM 1976
	2452-01-064	Loop 1604	\$5,500,000	\$5,500,000			at SH 16 (Bandera Road)	-	Construct innovative intersection improvements
			\$31,519,733	\$20,675,075	\$1,030,000	\$9,814,658			
			2017 UTP adjusted	\$69,958,851	\$2,060,000				
			Balance/Carryover	\$49,283,776	\$1,030,000				
	FY 2018								
	0915-12-544	Galm Road	\$7,323,351	\$6,293,351	\$1,030,000		FM 471 (Culebra Road)	Government Canyon State Park	Expand from 2 to 4 lanes, including drainage improvements, bike and pedestrian amenities
	0915-12-543	Alamo Area Commute Solutions	\$267,000	\$267,000			Alamo Area MPO: in Bexar, Comal	Guadalupe & partial Kendall County	Alamo Area Commute Solutions Program (FY 2018)
	0017-10-280	IH 35	\$1,000,000	\$1,000,000			US 281	Walters Street	Construct sidewalks
	0915-12-509	Bulverde Road	\$8,097,480	\$8,097,480			Marshall Road	Wilderness Oak	Reconstruct and widen to 4 lanes with shoulder, pedestrian ramps, curb, bridge construction, and drainage improvements
	0915-12-XXX	Judson Road	\$1,000,000	\$1,000,000			Independence	IH 35	Construct sidewalks on the west side of Judson Road
	0915-12-520	Quintana Road	\$7,800,000	\$7,800,000			Harmon Avenue	McKenna Avenue	Rehab and realign roadway, intersection and flood control improvements
	2230-01-013	FM 1560	\$12,325,004	\$11,070,000	\$1,030,000	\$225,004	SH 16	Loop 1604	Expand from 2 to 4 lanes with raised medians, bike lanes and sidewalks
	0915-12-545	Binz Engleman	\$2,119,072	\$2,119,072			Springfield	0.4 Mi East of Ackerman Road	Reconstruct roadway with sidewalks and bike lanes
	0915-12-583	Evers Road Low Water Crossing	\$1,716,000	\$1,716,000			Poss Road	Alley-Kinman Road	Construct new crossing and wider sidewalks
	0915-12-547	Alamo Area Commute Solutions	\$267,000	\$267,000			Alamo Area MPO: in Bexar, Comal	Guadalupe & partial Kendall County	Alamo Area Commute Solutions Program (FY 2017)
	0915-00-172	Austin-San Antonio Corridor Projects	\$4,000,000	\$4,000,000			Austin-San Antonio Corridor Projects	-	Studies, plans and projects associated with multimodal transportation solutions
	0915-12-550	Austin Highway/Harry Wurzbach	\$17,177,000	\$17,177,000			Harry Wurzbach	at Austin Highway	Construct entrance and exit ramps between Harry Wurzbach and Austin Highway
	0915-12-577	Intelligent Transportation Systems - Congestion Management	\$5,000,000	\$5,000,000			-	-	Construct ITS dynamic guide signs/dynamic message boards (reduce project cost from \$8M to \$5M)
	0915-12-601	Intelligent Transportation Systems - Enhancements	\$1,500,000	\$1,500,000			-	-	Upgrade traffic signal controllers (add project; funding taken from CSJ 0915-12-580)
	0915-12-586	MyLink Pedestrian Conn/ Safety	\$3,000,000	\$1,000,000		\$2,000,000	Various Locations on the state roadway system	-	Construct curb ramps, landing pads, sidewalks and other pedestrian infrastructure; construct improvements to North Star Transit Center intersection for improved transit access
	0915-12-578	E. Aviation Blvd	\$8,632,561	\$7,444,174		\$1,188,387	SH 218 (Pat Booker Road)	Cibolo Creek	Expand from 2 to 4 lanes, drainage, left turn lane, bike lanes and sidewalk
			\$81,224,468	\$75,751,077	\$2,060,000	\$3,413,391			
			draft 2018 UTP	\$41,780,000	\$1,030,000				
			Plus Carryover	\$49,283,776	\$1,030,000				
			Balance	\$15,312,699					
	FY 2019								
	0025-02-204	Presa Street	\$10,000,000	\$9,000,000		\$1,000,000	West Boyer Street	SE Military Drive	Corridor enhancements (bike and ped) to create Complete Street environment to the extent that ROW allows
	0915-12-562	Watson Road	\$4,886,116	\$4,886,116			FM 2790 - Somerset	0.8 Mi East to Watson Road	Expand from 2 to 4 lanes, including drainage improvements, bike and pedestrian amenities
	0915-12-602	Intelligent Transportation Systems - Congestion Management	\$4,000,000	\$4,000,000			-	-	TransGuide Upgrade (add project with funding from CSJ 0915-12-577 and 0915-12-580)
	0915-12-585	Blanco Road	\$14,661,235	\$13,631,235	\$1,030,000		West Oak Estates	Borgfield Drive	Expand from a 2 to 4 lane divided roadway with raised median, bike lanes, sidewalks, curbs and drainage
	0915-12-580	Intelligent Transportation Systems - Enhancements	\$1,500,000	\$1,500,000			-	-	Reduce project cost from \$4M to \$1.5M
	0915-12-514	Leon Valley Hike & Bike Trail	\$933,000	\$933,000			SH 16 - Bandera Road	Crystal Hills Park	Construction of a hike and bike trail along Huebner Creek
	0915-12-546	Alamo Area Commute Solutions	\$267,000	\$267,000			Alamo Area MPO: in Bexar, Comal	Guadalupe & partial Kendall County	Alamo Area Commute Solutions Program (FY 2019)
	0915-12-579	Citywide San Antonio Pedestrian and Bicycle Improvements	\$2,000,000	\$2,000,000			-	-	
			\$38,247,351	\$36,217,351	\$1,030,000	\$1,000,000			
			draft 2018 UTP	\$43,420,000	\$1,030,000				
			Plus Carryover	\$15,312,699					
			Balance	\$22,515,348					
	FY 2020								
	0658-01-045	FM 1535 (NW Military Highway)	\$6,500,000	\$5,480,000	\$1,020,000		Huebner Road	Loop 1604	Construct 2 way left turn lane, bike lanes and sidewalks
	0016-08-034	Loop 368 (Broadway)	\$14,000,000	\$9,000,000		\$5,000,000	US 281 Interchange	Mulberry Street	Construct separated bicycle and pedestrian facilities between US 281 and Cunningham and intersection improvements between Cunningham and Mulberry
	1502-03-003	PA 1502 (Wurzbach Parkway)	\$30,000,000	\$8,000,000		\$22,000,000	Lockhill-Selma	Lockhill-Selma & NW Military Highway	Intersection and operational improvements
	0915-12-581	Talley Road	\$10,931,172	\$9,431,172		\$1,500,000	-	Wiseman Blvd	Tamaron Pass
	0915-00-195	Alamo Area Commute Solutions	\$267,000	\$267,000			-	-	Alamo Area Commute Solutions Program (FY 2020)
	0915-12-582	Rocket Lane	\$5,430,481	\$5,430,481			Bridge	Loop 1604	Expand from 2 to 4 lane roadway with continuous center turn lane, sidewalks and bike lanes
	0915-00-173	Austin-San Antonio Corridor Projects	\$16,000,000	\$16,000,000			Austin-San Antonio Corridor Projects	-	Studies, plans and projects associated with multimodal transportation solutions
	0915-12-574	MyLink Pedestrian Conn/ Safety	\$4,000,000	\$3,500,000		\$500,000	Various Locations on the state roadway system	-	Construct curb ramps, landing pads, sidewalks and other pedestrian infrastructure; construct improvements to North Star Transit Center intersection for improved transit access
			\$87,128,653	\$77,108,653	\$1,020,000	\$29,000,000			
			draft 2018 UTP	\$45,290,000	\$1,020,000				
			Plus Carryover	\$22,515,348					
			Balance	\$10,696,695					
	FY 2021								
	0465-02-027	FM 1518	\$19,500,000	\$8,480,000	\$1,020,000	\$10,000,000	IH 10	FM 78	Construct operational improvements
	0658-01-044	FM 1535 (NW Military Highway)	\$7,500,000	\$7,500,000			Loop 1604	1 mile north of Loop 1604	Expand from 2 to 4 lanes with raised median, or center turn lane, bike lanes and sidewalks
	0915-00-196	Alamo Area Commute Solutions	\$267,000	\$267,000			-	-	Alamo Area Commute Solutions Program (FY 2021)
	1433-01-029	FM 2252	\$4,200,000	\$4,200,000			at Evans Road	-	Widen bridge at Cibolo Creek and construct intersection improvements
	0915-46-045	Rudeloff Road	\$6,316,658	\$6,316,658			SH 46	Huber Road	Expand from 2 to 4 lanes with center turn lane and bicycle and pedestrian facilities
	0915-12-575	MyLink Pedestrian Conn/ Safety	\$4,000,000	\$3,600,000		\$400,000	Various Locations on the state roadway system	-	Construct curb ramps, landing pads, sidewalks and other pedestrian infrastructure; construct improvements to North Star Transit Center intersection for improved transit access
			\$41,783,658	\$30,363,658	\$1,020,000	\$10,400,000			
			draft 2018 UTP	\$45,870,000	\$1,020,000				
			Plus Carryover	\$10,696,695					
			Balance	\$26,203,037					
	FY 2022								
	0215-09-029	FM 725	\$10,600,000	\$10,600,000			County Line Road	Zipp Road	Expand from 2 to 4 lanes with median, sidewalks and bicycle lanes
	2230-01-020	FM 1560	\$12,100,000	\$10,580,000		\$1,520,000	FM 471	Galm/Shanfield	Expand from 2 to 4 lanes with raised median, or center turn lane, bike lanes and sidewalks
	0915-00-197	Alamo Area Commute Solutions	\$267,000	\$267,000			-	-	Alamo Area Commute Solutions Program (FY 2022)
	0915-12-584	Crestway Road	\$7,791,571	\$7,791,571			Kitty Hawk Road	Gibbs Sprawl Road	Revise operational aspects of roadway to add a 6' sidewalk and 6' bike lanes in each direction
	0915-12-576	MyLink Pedestrian Conn/ Safety	\$8,000,000	\$7,200,000		\$800,000	Various Locations on the state roadway system	-	Construct curb ramps, landing pads, sidewalks and other pedestrian infrastructure; construct improvements to North Star Transit Center intersection for improved transit access
			\$38,758,571	\$36,438,571		\$2,320,000			
			draft 2018 UTP	\$46,490,000					
			Plus Carryover	\$26,203,037					
			Balance	\$36,254,466					

FY 2017 - 2022 Transportation Improvement Program

FY 2018 Transit Project Amendments

Alamo Area MPO MTP and FY 2017-2020 TIP

San Antonio TxDOT District

YOE=Year of Expenditure

<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor:	VIA Metropolitan Transit	Federal Funding Category:	FTA - None
MPO Project Number:	10027.2	Federal (FTA) Funds:	\$0
Apportionment Year:	2018	State Funds from TxDOT:	\$0
Project Phase:	C	Other Funds:	\$30,916,825
Project Description:	Transit: Vehicle Acquisition Revenue Vehicles Purchase 46 40' buses and 8 electric buses	Fiscal Year Cost:	\$30,916,825
		Total Project Cost:	\$30,916,825
		TDC Requested:	\$0
		TDC Awarded:	\$0
		Date TDC Awarded:	
Section 5309 ID #:	N/A	TIP Amnd	<u>add project: split from #10027</u>
TIP Amnd Approval:	TPB Approved 10-23-17	Remarks:	

<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor:	VIA Metropolitan Transit	Federal Funding Category:	FTA - None
MPO Project Number:	10028	Federal (FTA) Funds:	\$0
Apportionment Year:	2018	State Funds from TxDOT:	\$0
Project Phase:	C	Other Funds:	\$649,000
Project Description:	Transit: Vehicle Acquisition Service Vehicles See detailed list	Fiscal Year Cost:	\$649,000
		Total Project Cost:	\$649,000
		TDC Requested:	\$0
		TDC Awarded:	\$0
		Date TDC Awarded:	N/A
Section 5309 ID #:	N/A	TIP Amnd	<u>revise amount</u>
TIP Amnd Approval:	TPB Approved 10-23-17	Remarks:	

<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor:	VIA Metropolitan Transit	Federal Funding Category:	FTA - None
MPO Project Number:	10030	Federal (FTA) Funds:	\$0
Apportionment Year:	2018	State Funds from TxDOT:	\$0
Project Phase:	P	Other Funds:	\$0
Project Description:	Transit: Misc Planning Projects Planning Projects Planning Studies related to capital projects	Fiscal Year Cost:	\$0
		Total Project Cost:	\$0
		TDC Requested:	\$0
		TDC Awarded:	\$0
		Date TDC Awarded:	N/A
Section 5309 ID #:	N/A	TIP Amnd	<u>revise amount</u>
TIP Amnd Approval:	TPB Approved 10-23-17	Remarks:	

<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor:	VIA Metropolitan Transit	Federal Funding Category:	FTA - None
MPO Project Number:	10035	Federal (FTA) Funds:	\$0
Apportionment Year:	2018	State Funds from TxDOT:	\$0
Project Phase:	C	Other Funds:	\$6,400,000
Project Description:	Transit: Operational Facility Rehabilitation Operational Facilities See detailed list	Fiscal Year Cost:	\$6,400,000
		Total Project Cost:	\$6,400,000
		TDC Requested:	\$0
		TDC Awarded:	\$0
		Date TDC Awarded:	N/A
Section 5309 ID #:	N/A	TIP Amnd	<u>revise cost and funding source</u>
TIP Amnd Approval:	TPB Approved 10-23-17	Remarks:	

Project detail can be found in the appendices.

FY 2018 Transit Project Amendments

Alamo Area MPO MTP and FY 2017-2020 TIP

San Antonio TxDOT District

YOE=Year of Expenditure

<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor:	VIA Metropolitan Transit	Federal Funding Category:	FTA - None
MPO Project Number:	10036	Federal (FTA) Funds:	\$0
Apportionment Year:	2018	State Funds from TxDOT:	\$40,644,600
Project Phase:	C	Other Funds:	\$2,556,555
Project Description:	Transit: Passenger Facility Rehabilitation Passenger Facilities See detailed list	Fiscal Year Cost:	\$43,201,155
		Total Project Cost:	\$43,201,155
		TDC Requested:	\$0
		TDC Awarded:	\$0
Section 5309 ID #:	N/A	Date TDC Awarded:	N/A
TIP Amnd Approval:	TPB Approved 10-23-17	TIP Amnd	<u>revise amount</u>
		Remarks:	

<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor:	VIA Metropolitan Transit	Federal Funding Category:	FTA - None
MPO Project Number:	10038	Federal (FTA) Funds:	\$0
Apportionment Year:		State Funds from TxDOT:	\$0
Project Phase:	C	Other Funds:	\$2,406,000
Project Description:	Transit: Administrative Facilities Administrative Facilities Administration Bldg Backup Power	Fiscal Year Cost:	\$2,406,000
		Total Project Cost:	\$2,406,000
		TDC Requested:	\$0
		TDC Awarded:	\$0
Section 5309 ID #:	N/A	Date TDC Awarded:	N/A
TIP Amnd Approval:	TPB Approved 10-23-17	TIP Amnd	<u>add project</u>
		Remarks:	

<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor:	VIA Metropolitan Transit	Federal Funding Category:	FTA - None
MPO Project Number:	10039	Federal (FTA) Funds:	\$0
Apportionment Year:	2018	State Funds from TxDOT:	\$0
Project Phase:	C	Other Funds:	\$405,000
Project Description:	Transit: Equipment Maintenance Tools & Equipment See detailed list	Fiscal Year Cost:	\$405,000
		Total Project Cost:	\$405,000
		TDC Requested:	\$0
		TDC Awarded:	\$0
Section 5309 ID #:	N/A	Date TDC Awarded:	N/A
TIP Amnd Approval:	TPB Approved 10-23-17	TIP Amnd	<u>revise amount</u>
		Remarks:	

<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor:	VIA Metropolitan Transit	Federal Funding Category:	FTA - None
MPO Project Number:	10043	Federal (FTA) Funds:	\$0
Apportionment Year:	2018	State Funds from TxDOT:	\$0
Project Phase:	C	Other Funds:	\$2,819,000
Project Description:	Transit: Vehicle Acquisition Revenue Vehicles Replacement components for revenue vehicles - see detailed list	Fiscal Year Cost:	\$2,819,000
		Total Project Cost:	\$2,819,000
		TDC Requested:	\$0
		TDC Awarded:	\$0
Section 5309 ID #:	N/A	Date TDC Awarded:	N/A
TIP Amnd Approval:	TPB Approved 10-23-17	TIP Amnd	<u>revise amount</u>
		Remarks:	

Project detail can be found in the appendices.

FY 2018 Transit Project Amendments Alamo Area MPO MTP and FY 2017-2020 TIP

San Antonio TxDOT District

YOE=Year of Expenditure

<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor:	VIA Metropolitan Transit	Federal Funding Category:	FTA - None
MPO Project Number:	10048	Federal (FTA) Funds:	\$0
Apportionment Year:	2018	State Funds from TxDOT:	\$0
Project Phase:	C	Other Funds:	\$9,823,600
Project Description:	Transit: Computer Hardware/Software MIS Hardware/Software See detailed list	Fiscal Year Cost:	\$9,823,600
		Total Project Cost:	\$9,823,600
		TDC Requested:	\$0
		TDC Awarded:	\$0
Section 5309 ID #:	N/A	Date TDC Awarded:	N/A
TIP Amnd Approval:	TPB Approved 10-23-17	TIP Amnd	<u>revise amount</u>
		Remarks:	

<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor:	VIA Metropolitan Transit	Federal Funding Category:	FTA - None
MPO Project Number:	10151	Federal (FTA) Funds:	\$0
Apportionment Year:	2018	State Funds from TxDOT:	\$0
Project Phase:	C	Other Funds:	\$1,000,000
Project Description:	Transit: Misc Capital Projects	Fiscal Year Cost:	\$1,000,000
		Total Project Cost:	\$1,000,000
		TDC Requested:	\$0
		TDC Awarded:	\$0
Section 5309 ID #:	N/A	Date TDC Awarded:	
TIP Amnd Approval:	TPB approved 10-23-17	TIP Amnd	<u>add project</u>
		Remarks:	

<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor:	VIA Metropolitan Transit	Federal Funding Category:	FTA - Section 5307
MPO Project Number:	10050	Federal (FTA) Funds:	\$31,635,600
Apportionment Year:	2018	State Funds from TxDOT:	\$0
Project Phase:	O	Other Funds:	\$7,908,900
Project Description:	Transit: Other Programs . Preventative Maintenance; Capital Cost of Contracts; ADA paratransit	Fiscal Year Cost:	\$39,544,500
		Total Project Cost:	\$39,544,500
		TDC Requested:	\$0
		TDC Awarded:	\$0
Section 5309 ID #:	N/A	Date TDC Awarded:	N/A
TIP Amnd Approval:	TPB Approved 10-23-17	TIP Amnd	<u>revise description and cost</u>
		Remarks:	

<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor:	VIA Metropolitan Transit	Federal Funding Category:	FTA - Section 5307
MPO Project Number:	10051	Federal (FTA) Funds:	\$1,092,100
Apportionment Year:	2018	State Funds from TxDOT:	\$0
Project Phase:	O	Other Funds:	\$1,092,100
Project Description:	Transit: Other Programs Job Access/Reverse Commute -	Fiscal Year Cost:	\$2,184,200
		Total Project Cost:	\$2,184,200
		TDC Requested:	\$0
		TDC Awarded:	\$0
Section 5309 ID #:	N/A	Date TDC Awarded:	N/A
TIP Amnd Approval:	TPB Approved 10-23-17	TIP Amnd	<u>revise cost</u>
		Remarks:	

Project detail can be found in the appendices.

FY 2018 Transit Project Amendments

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San Antonio TxDOT District

YOE=Year of Expenditure

<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor:	VIA Metropolitan Transit	Federal Funding Category:	FTA - Section 5307
MPO Project Number:	10136	Federal (FTA) Funds:	\$395,854
Apportionment Year:	2018	State Funds from TxDOT:	\$0
Project Phase:	O	Other Funds:	\$395,854
Project Description:	Transit: Operating Expenses Public Transportation for the City of New Braunfels, Texas	Fiscal Year Cost:	\$791,708
		Total Project Cost:	\$791,708
		TDC Requested:	\$0
		TDC Awarded:	\$0
Section 5309 ID #:	N/A	Date TDC Awarded:	N/A
TIP Amnd Approval:	TPB approved 10-23-17	TIP Amnd	<u>revise cost</u>
		Remarks:	

<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor:	VIA Metropolitan Transit	Federal Funding Category:	FTA - Section 5310
MPO Project Number:	10053	Federal (FTA) Funds:	\$155,000
Apportionment Year:	2018	State Funds from TxDOT:	\$0
Project Phase:	A	Other Funds:	\$0
Project Description:	Transit: Other Programs Section 5310 Administrative Fees -	Fiscal Year Cost:	\$155,000
		Total Project Cost:	\$155,000
		TDC Requested:	\$0
		TDC Awarded:	\$0
Section 5309 ID #:	N/A	Date TDC Awarded:	N/A
TIP Amnd Approval:	TPB Approved 10-23-17	TIP Amnd	<u>update allocation</u>
		Remarks:	

<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor:	VIA Metropolitan Transit	Federal Funding Category:	FTA - Section 5310
MPO Project Number:	10055	Federal (FTA) Funds:	\$1,550,000
Apportionment Year:	2018	State Funds from TxDOT:	\$0
Project Phase:	C,O	Other Funds:	\$1,550,000
Project Description:	Transit: Other Programs Pass through to Sub-Recipients VIA, AACOG, Presa, SWOOP, Kirby, GRASP, Eden Hill, AARC, St. Gregory	Fiscal Year Cost:	\$3,100,000
		Total Project Cost:	\$3,100,000
		TDC Requested:	\$310,000
		TDC Awarded:	\$0
Section 5309 ID #:	N/A	Date TDC Awarded:	N/A
TIP Amnd Approval:	TPB Approved 10-23-17	TIP Amnd	<u>update allocation</u>
		Remarks:	

<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor:	VIA Metropolitan Transit	Federal Funding Category:	FTA - Section 5339
MPO Project Number:	10027.1	Federal (FTA) Funds:	\$3,458,540
Apportionment Year:	2018	State Funds from TxDOT:	\$0
Project Phase:	C	Other Funds:	\$864,635
Project Description:	Transit: Vehicle Acquisition Revenue Vehicles Purchase 8 40' buses	Fiscal Year Cost:	\$4,323,175
		Total Project Cost:	\$4,323,175
		TDC Requested:	\$0
		TDC Awarded:	\$0
Section 5309 ID #:	N/A	Date TDC Awarded:	N/A
TIP Amnd Approval:	TPB Approved 10-23-17	TIP Amnd	<u>revise description and cost</u>
		Remarks:	

Project detail can be found in the appendices.

FY 2019 Transit Project Amendments

Alamo Area MPO MTP and FY 2017-2020 TIP

San Antonio TxDOT District

YOE=Year of Expenditure

General Project Information		Funding Information (YOE)	
Project Sponsor:	VIA Metropolitan Transit	Federal Funding Category:	FTA - None
MPO Project Number:	10152	Federal (FTA) Funds:	\$0
Apportionment Year:	2019	State Funds from TxDOT:	\$0
Project Phase:	C	Other Funds:	\$12,000,000
Project Description:	Transit: Rapid Transit Program	Fiscal Year Cost:	\$12,000,000
		Total Project Cost:	\$12,000,000
		TDC Requested:	\$0
		TDC Awarded:	\$0
		Date TDC Awarded:	
Section 5309 ID #:	N/A	TIP Amnd	<u>add project</u>
TIP Amnd Approval:	TPB approved 10-23-17	Remarks:	

Project detail can be found in the appendices.

FY 2020 Transit Project Amendments

Alamo Area MPO MTP and FY 2017-2020 TIP

San Antonio TxDOT District

YOE=Year of Expenditure

General Project Information		Funding Information (YOE)	
Project Sponsor:	VIA Metropolitan Transit	Federal Funding Category:	FTA - None
MPO Project Number:	10153	Federal (FTA) Funds:	\$0
Apportionment Year:	2020	State Funds from TxDOT:	\$0
Project Phase:	C	Other Funds:	\$24,000,000
Project Description:	Transit: Rapid Transit Program	Fiscal Year Cost:	\$24,000,000
		Total Project Cost:	\$24,000,000
		TDC Requested:	\$0
		TDC Awarded:	\$0
		Date TDC Awarded:	
Section 5309 ID #:	N/A	TIP Amnd	<u>add project</u>
TIP Amnd Approval:	TPB approved 10-23-17	Remarks:	

Project detail can be found in the appendices.

FY 2021 Transit Project Amendments

Alamo Area MPO MTP and FY 2017-2020 TIP

San Antonio TxDOT District

YOE=Year of Expenditure

General Project Information		Funding Information (YOE)	
Project Sponsor:	VIA Metropolitan Transit	Federal Funding Category:	FTA - None
MPO Project Number:	10154	Federal (FTA) Funds:	\$0
Apportionment Year:	2021	State Funds from TxDOT:	\$0
Project Phase:	C	Other Funds:	\$22,000,000
Project Description:	Transit: Rapid Transit Program	Fiscal Year Cost:	\$22,000,000
		Total Project Cost:	\$22,000,000
		TDC Requested:	\$0
		TDC Awarded:	\$0
		Date TDC Awarded:	
Section 5309 ID #:	N/A	TIP Amnd	<u>add project</u>
TIP Amnd Approval:	TPB approved 10-23-17	Remarks:	

Project detail can be found in the appendices.

FY 2022 Transit Project Amendments

Alamo Area MPO MTP and FY 2017-2020 TIP

San Antonio TxDOT District

YOE=Year of Expenditure

General Project Information		Funding Information (YOE)	
Project Sponsor:	VIA Metropolitan Transit	Federal Funding Category:	FTA - None
MPO Project Number:	10155	Federal (FTA) Funds:	\$0
Apportionment Year:	2022	State Funds from TxDOT:	\$0
Project Phase:	C	Other Funds:	\$43,500,000
Project Description:	Transit: Rapid Transit Program	Fiscal Year Cost:	\$43,500,000
		Total Project Cost:	\$43,500,000
		TDC Requested:	\$0
		TDC Awarded:	\$0
		Date TDC Awarded:	
Section 5309 ID #:	N/A	TIP Amnd	<u>addproject</u>
TIP Amnd Approval:	TPB approved 10-23-17	Remarks:	

Project detail can be found in the appendices.

VIA Metropolitan Transit
2018 Capital Spending Plan

MPO ID#	Category	Project No	2018 Totals
10027	Revenue Vehicles		
	Fullsize (40') Buses - 54	191100	28,440,000
	Electric Buses - 8	181102	6,800,000
	Total Revenue Vehicles		35,240,000
10028	Service Vehicles		
	Cars	161200	21,000
	Trucks	161201	503,000
	Supervisory Vehicles	161202	75,000
	Other Misc Serv Vehicles	181200	50,000
	Total Service Vehicles		649,000
10036	Passenger Facilities		
	Robert Thompson Transit Center	161301	3,500,000
	Brooks Transit Center	161302	6,750,000
	Stone Oak Park & Ride	161303	2,170,000
	IH10 Park & Ride	161304	705,000
	SH 151 Park & Ride	161305	3,935,000
	Northeast Park & Ride	161306	3,919,000
	Naco Pass	161308	3,600,000
	SW High-Capacity Transit Phase 1	161309	14,075,000
	Bus Stop Improvements Additional	161310	1,191,555
	Bus Stop Impr. Funded w/ TxDOT Funds	161311	1,065,600
	Bus Stop Impr. Suburban Cities	161312	250,000
	Randolph Park & Ride	161400	925,000
	Passenger Facility Upgrade/Renovation	161403	150,000
	VIA Brand Change Psngr Facility	161404	600,000
	Frank Madla Canopy Replacement	181301	65,000
	Crossroads Refurbish	181302	150,000
	AMTRAK Bldg. Renovations	181303	50,000
	Ellis Alley Enclave Renovation	181304	100,000
	Total Passenger Facilities		43,201,155
10035	Operational Facilities		
	Facility Upgrade/Renovation	161600	150,000
	Switch/Breaker/Transf/Gear Eval. & Update	171600	350,000
	Repairs - Vehicle Repair Pits	161604	375,000
	Paint Maint Bldg. Ceiling	161605	500,000
	Paint Shop Mechanical Yard Ventilation	161606	25,000
	Bus Yard Concrete Repairs	161610	100,000
	VMC Parking Lot Resurface	161613	250,000
	Paratransit Facility	161615	1,750,000
	Office Furniture	161616	70,000
	Propane Infrastructure Upgrades	171612	350,000
	Improvements to Expanded Bus Yard	171613	700,000
	Replace Diesel/Gasoline/Fresh Oil/Waste USTs	161618	1,200,000
	VMC Exterior Painting	181602	50,000
	Maint Bldg Loading Dock Door Repl	181603	40,000
	VMC Carpet Replacement	181604	300,000
	New Paint Shop Upgrades	181605	125,000
	Parts Warehouse (Laurel St.) Electrical	181606	35,000
	Storeroom Cabinets & Material Handling Trucks	181607	30,000
	Total Operational Facilities		6,400,000

VIA Metropolitan Transit
2018 Capital Spending Plan

MPO ID#	Category	Project No	2018 Totals
10038	Administrative Facilities		
	Security Enhancements to Facilities //(Perimeter Fence)	161700	1,800,000
	VIA Brand Change Admn	161701	300,000
	Fitness Center Buildout	161702	150,000
	Administration Bldg Patio Resurface	161703	65,000
	Annex Bldg Restroom Renovations	171701	66,000
	Modifications to Admin Door Entry at Patio	181701	25,000
	Total Administrative Facilities		2,406,000
10039	Maintenance Tools & Equipment		
	Purchase New Equipment to Service Buses	161800	100,000
	Yard Tractor Replacement	171800	125,000
	Mobile Bus Lifts	161802	50,000
	Particulate Filter Cleaner	171801	75,000
	Filter Crusher	181800	40,000
	Dynamic Tire Balancer	181801	15,000
	Total Maintenance Tools & Equip.		405,000
10043	Replace Components for Rev. Vehicles		
	Recondition Engines and Transmissions	161900	660,000
	Hybrid Bus Batteries	171900	600,000
	Diesel Particulate Filters	161901	160,000
	Supplemental Fuel Tanks (Vans)	161902	200,000
	Retrofit Buses with Security Video Monitors	181901	204,000
	Infotainment System for Primos/VIVA	181902	795,000
	Pedestrian Warning System	181903	200,000
	Total Replace Components for Rev. Veh.		2,819,000
10048	Computer Hardware/Software		
	10GB End Switch Network Upgrade	172100	50,000
	Internet Firewalls	162101	45,000
	Computing Devices	162102	200,000
	Disaster Recovery Plan	162104	600,000
	Network Storage/Servers/Data Ctr	162105	200,000
	Replace Printers	162106	25,000
	P25 Radio System Upgrade/Replacement	162109	1,575,000
	Telephone System Upgrade/Replacement	162111	95,000
	MS Office and Share Point Ugrades	192102	250,000
	Standard Register Software/Hardware	182102	20,000
	ERP System - BRP, Technical Specs	162116	100,000
	ERP System	172102	4,509,600
	Security (Cameras, Doors, Network, Storage)	162118	105,000
	Spam & Virus Filter Upgrade	162119	30,000
	VMC AV Replacement	162121	20,000
	VDI Licenses & HW (Citrix)	172104	350,000
	Cloud Migration & Build Out Svcs	172105	90,000
	Wireless Network	162131	5,000
	Fiber Build Out (Grand, GCS, VMC)	172106	1,400,000
	Ergonomic Furniture	172109	25,000
	Digital Signage/Kiosks	182100	40,000
	IT Security/Network Security	182101	89,000
	Total Computer Hardware/Software		9,823,600
10151	Misc. (Facilities, Equipment, Other)		
	Joint Development	193103	500,000
	Joint Development (Centro Plaza - Core & Shell Bldg.)	183100	500,000
	Total Miscellaneous		1,000,000
	GRAND TOTAL		101,943,755

6. Action on the Contract Award for the MPO's Audit of Expenditures – Fiscal Years 2016-2017, 2017-2018, 2018-2019, 2019-2020, and 2020-2021

Purpose

The purpose of this agenda item is to take action on the contract award for the MPO's Audit of Expenditures for Fiscal Years 2016-2017, 2017-2018, 2018-2019, 2019-2020, and 2020-2021.

Issue

On Monday, July 17, 2017, the MPO issued a request for proposals (RFP) for the MPO's Audit of Expenditures – Fiscal Years 2016-2017, 2017-2018, 2018-2019, 2019-2020, and 2020-2021.

Notification of the RFP was sent to 49 accounting and auditing firms and was advertised in the San Antonio Express-News, La Prensa, and the Texas Register. The RFP was also sent to VIA Metropolitan Transit's Disadvantaged Business Enterprise office. Proposals were due to the MPO by noon on Wednesday, August 23, 2017 and were received from the following three firms

- Garza/Gonzalez & Associates
- Martinez, Rosario & Company, LLP
- Park Fowler & Co., PLLC

The selection committee is comprised of representatives from the City of San Antonio, Bexar County and VIA Metropolitan Transit. The committee is chaired by City of San Antonio Councilwoman and Transportation Policy Board member Ana Sandoval.

The selection committee reviewed and scored the proposals based on the criteria outlined in the proposal. Based on the proposal scores, which are attached, the recommendation is to award the contract to Garza/Gonzalez & Associates.

Action Requested

A motion to authorize the MPO Director to execute a contract with Garza/Gonzalez & Associates for the conduct of the MPO's Audit of Expenditures – Fiscal Years 2016-2017, 2017-2018, 2018-2019, 2019-2020, and 2020-2021.

MPO FY 2017-2021 Audit Proposal Scores

Alamo Area MPO Audit Contract FY 2017 - FY 2021	Garza/Gonzalez & Associates	Martinez, Rosario & Company, LLP	Parker Fowler & Company
MPO Executive Committee Rep	9.40	7.00	5.20
<i>Ordinal Ranking:</i>	1	2	3
Bexar County Auditors Office	8.90	6.70	6.40
<i>Ordinal Ranking:</i>	1	2	3
City of San Antonio Auditor	9.00	8.00	8.10
<i>Ordinal Ranking:</i>	1	3	2
VIA Metropolitan Transit Auditor	8.60	8.80	3.70
<i>Ordinal Ranking:</i>	2	1	3
Average	8.98	7.63	5.85
<i>Average Ordinal Ranking:</i>	1	2	3

7. Discussion and Appropriate Action on a Resolution of Support for Future Air Transportation Alternatives and Surface Transportation Initiatives

Purpose

The purpose of this agenda item is to take action on a resolution of support for future air transportation alternatives and their impacts on surface transportation initiatives.

Issue

On Friday, October 13th, MPO Chairman Wolff initiated a discussion with the MPO Executive Committee about the region's air service needs and their impacts on the transportation system.

Bexar County, the City of San Antonio and others will soon be exploring alternatives at San Antonio International Airport and other air facilities in the region.

Bexar County Commissioners Court will be considering a resolution of support at their meeting on October 17, 2017.

The consensus of the Executive Committee was to forward this item to the full board for consideration at their next meeting. The MPO's proposed resolution of support is attached.

Action Requested

A motion to approve the Air Transportation Alternatives resolution of support.



Resolution of Support for Study of Air Service Improvements DRAFT

WHEREAS, the Alamo Area Metropolitan Planning Organization (MPO) Transportation Policy Board is the forum for cooperative decision-making regarding regional transportation issues in Bexar, Comal, Guadalupe, and a portion of Kendall Counties; and,

WHEREAS, the MPO is responsible for a multi-modal transportation planning process; and

WHEREAS, the Alamo Area MPO understands the importance of building community partnerships and working with all interested public and private organizations and citizens in developing successful local and regional plans, priorities and funding strategies; and,

WHEREAS, mobility, accessibility, and safety are critical to the metropolitan area's economic vitality and quality of life; and,

WHEREAS, City of San Antonio Mayor Ron Nirenberg announced his intention to create a San Antonio Airport System Development Committee to provide guidance and recommendations for aviation system development to accommodate the future growth of the city and region in a sustainable and fiscally responsible manner; and,

WHEREAS, the San Antonio Airport System Development Committee will evaluate the region's current air transportation resources and capacity to handle future growth and explore future airport system infrastructure requirements to meet projected demands;

NOW, THEREFORE BE IT RESOLVED that the Alamo Area MPO Transportation Policy Board supports the efforts of the Mayor and his Airport System Development Committee.

BE IT FURTHER RESOLVED that the Alamo Area Transportation Policy Board requests the San Antonio Airport System Development Committee include representatives from within the MPO Study Area which includes all of Bexar, Comal, Guadalupe and a portion of Kendall Counties.

PASSED AND APPROVED this 23rd day of October 2017.

Kevin Wolff, Chairman
Alamo Area Metropolitan Planning Organization

8. Discussion and Appropriate Action on Revisions to the MPO's Policies and Bylaws

Purpose

The purpose of this agenda item is to review the MPO's policies and bylaws.

Issue

The MPO's policies and bylaws were last updated in October 2014 and January 2015, respectively, when the MPO boundary was expanded.

The MPO Executive Committee initially reviewed the MPO's bylaws at their meeting on September 22, 2017. A revised set of bylaws was then presented to the Executive Committee at their October 13, 2017 meeting. Draft revisions to the following bylaws are attached for your review.

- Article 1: Transportation Policy Board Information
- Article 2: Organization of the Transportation Policy Board
- Article 3: Functions of the Transportation Policy Board
- Article 4: Election of Chair and Vice Chair, Duties of Chair and Vice Chair, and Terms of Office of the Transportation Policy Board
- Article 5: Transportation Policy Board Meetings
- Article 6: Committees of the Board
- Article 7: Advisory Committees
- Article 8: General Organization of the Metropolitan Planning Organization
- Article 9: Amendments
- Article 10: Effective Date

On a parallel path, the Technical Advisory Committee has reviewed the following MPO policies:

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

The Technical Advisory Committee will be making a recommendation to the Transportation Policy Board on any updates; draft revisions are attached for your review. The Bicycle and Pedestrian Mobility Advisory Committees will also be reviewing their respective committee bylaws. BMAC and PMAC bylaws will be reviewed by TAC in the upcoming months.

Action Requested

For information and discussion only. Action is currently scheduled for December 2017.

**BYLAWS
OF THE
ALAMO AREA METROPOLITAN PLANNING ORGANIZATION
TRANSPORTATION POLICY BOARD**

ARTICLE I

TRANSPORTATION POLICY BOARD INFORMATION

Background

On November 8, 1974, the City of San Antonio, Bexar County, and the State of Texas agreed to participate in a continuing, comprehensive, cooperative transportation planning process for the San Antonio-Bexar County Urban Transportation Study area as provided in the Federal-Aid Highway Act of 1962. On January 12, 1978, the Metropolitan Transit Authority, also known as VIA Metropolitan Transit, became a signatory party to that agreement. The San Antonio – Bexar County Urban Transportation Study Steering Committee, now known as the Transportation Policy Board, has been designated by the Governor as the Metropolitan Planning Organization (MPO) for the San Antonio urbanized area with a Metropolitan Area Boundary that encompasses all of Bexar, Comal and Guadalupe Counties and a portion of Kendall County. The Transportation Policy Board is a one-committee structure composed of elected officials of general-purpose local government, transportation agency staff and other stakeholders which have responsibility for project implementation within the study area.

ARTICLE II

ORGANIZATION OF THE TRANSPORTATION POLICY BOARD

A. General Purpose

The Transportation Policy Board will furnish policy guidance and direction for the MPO and manage the affairs of the MPO.

B. Number of Representatives

The Transportation Policy Board will furnish policy guidance and direction for the MPO. This Board will consist of six (6) representatives from the City of San Antonio, four (4) of which shall be members of the San Antonio City Council and two (2) shall be appointed by the City of San Antonio; four (4) representatives from Bexar County, three (3) of which shall be members of Bexar County Commissioners Court and one (1) shall be appointed by Bexar County; one (1) elected official from Comal County, one (1) elected official from the City of New Braunfels, one

(1) elected official from Guadalupe County, one (1) elected official from the City of Seguin, one (1) elected official from the Kendall County Geographic Area*, one (1) appointed official from the Texas Department of Transportation; one (1) representative from the Metropolitan Transit Authority, one (1) representative from the Advanced Transportation District, one (1) representative from the Alamo Regional Mobility Authority, one (1) Mayor representing the Greater Bexar County Council of Cities, and one (1) elected official from the Northeast Partnership of Cities.

C. Voting

The voting membership will be as follows:

VOTING MEMBERSHIP	
City of San Antonio	4 elected officials; 2 appointed
County of Bexar	3 elected officials; 1 appointed
Comal County	1 elected official
City of New Braunfels	1 elected official
Guadalupe County	1 elected official
City of Seguin	1 elected official
Kendall County Geographic Area*	1 elected official
Metropolitan Transit Authority	1 appointed
Advanced Transportation District	1 appointed
Alamo Regional Mobility Authority	1 appointed
Texas Department of Transportation	1 appointed
Greater Bexar County Council of Cities	1 Mayor
Northeast Partnership of Cities	1 elected official

*Representative should be an elected official from the City of Boerne.

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D. Designation of Representatives

Each agency or coalition shall designate its representative(s) to the Transportation Policy Board through written communication to the MPO Chair. Voting members of the Transportation Policy Board may have an alternate member to exercise a member’s authority. The representing entities of voting members on the Transportation Policy Board shall also designate alternate members in writing to the MPO Chair prior to the first meeting for which the alternate is designated. The alternate designated by a member organization will count toward a quorum and may vote on any matter. Alternates representing elected officials shall be elected or formerly elected officials ~~from representing~~ the appointing entity. The authority of an alternate member designated under this policy shall continue until it is rescinded or changed by written notice from the designating entity to the MPO Chair.

E. Resignation

Any member of the Board may resign at any time. Such resignations shall be made in writing to the appointing entity and shall take effect at the time specified therein or, if no time is

specified, at the time of its receipt. The acceptance of resignation shall not be necessary to make it effective, unless expressly so provided in the resignation. The appointing entity shall take action to fill any vacancy as outlined in Article II, Section D.

F. Meetings and Attendance

The Transportation Policy Board shall attempt to meet monthly and any such meetings must be conducted in accordance with the provisions of the Texas Open Meetings Act, Chapter 551, Texas Government Code. Regular attendance of all Board members is needed to make sound policy decisions that reflect the needs of the entire planning area. After three consecutive absences during one twelve month period, the MPO Chairperson will consult with the absent member’s nominating entity and decide on a course of action for that individual’s future participation.

G. Ex-Officio Non-voting Membership to the Transportation Policy Board

The non-voting membership of the Transportation Policy Board shall be as follows:

NON-VOTING MEMBERSHIP
Federal Highway Administration
Federal Transit Administration
Texas Department of Transportation (Austin Office)
President/CEO (or staff designee) of the Metropolitan Transit Authority
San Antonio Mobility Coalition
*A Non governmental Member or alternate (as determined by the Transportation Policy Board).
Alamo Area Council of Governments (AACOG)

~~*The non governmental member shall serve until December 31, 2014 and then the position as a non voting member of the Transportation Board will be eliminated.~~

Non-voting members can neither make nor second motions, but can participate in discussions in all sessions, including executive sessions.

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ARTICLE III

FUNCTIONS OF THE TRANSPORTATION POLICY BOARD

General Functions

1. Provide policy guidance for the transportation planning process.

2. Adopt and revise policies necessary to meet the needs of the Transportation Policy Board, including but not limited to Funding Procedures for Planning Studies, Public Participation Plan, Guidelines for Programming Projects in the Transportation Improvement Plan and an Ethics Policy.
3. The Public Participation Plan Policy shall provide citizens, affected public agencies, representatives of public transportation employees, private providers of transportation, representatives of users of public transportation, representatives of users of pedestrian walkways and bicycle transportation facilities, representatives of the disabled, and other interested parties with a reasonable opportunity to comment on the MPO's transportation plans and programs.
4. Carry out in cooperation with the State and local governments and annually certify a transportation planning process that is in full compliance with Federal requirements outlined in 23 USC 134, 49 USC 1607, 42 LSC 7504, 7506, (c) and (d), The Clean Air Act, as amended, Section 174 and 176 (c), as well as other applicable requirements as specified in 23 CFR Part 450.114.
5. Set goals and cooperatively determine the responsibilities of the participating agencies for planning tasks and a budget in the Unified Planning Work Program.
6. Review and adopt the regional transportation plans (revised as necessary) which provides for both the near-term and long-term needs of the Study area.
7. Develop in cooperation with the State and local governments and annually endorse a staged multi-year Transportation Improvement Program which includes projects in or serving the metropolitan area, initiated by the implementing agencies, and consistent with the Metropolitan Transportation Plan.
8. Review and revise the limits of the Study area as necessary.
9. Designate a Technical Advisory Committee (TAC) and any other such offices, technical committees, or task forces as found necessary to carry out the transportation planning process.
10. Meet at intervals necessary to perform its function.
11. Appoint an MPO Director.

ARTICLE IV

ELECTION OF CHAIR AND VICE-CHAIR, DUTIES OF CHAIR AND VICE-CHAIR AND TERMS OF OFFICE OF THE TRANSPORTATION POLICY BOARD

A. Election of Chair and Vice-Chair

Every two years, the Transportation Policy Board will elect a Chair and Vice-Chair from the elected officials on the Board. The Chair and Vice-Chair shall be elected by a majority of the Board members present at the meeting. Elections of Chair and Vice-Chair will occur in June 2015 and then in June of every odd year.

B. Term of Office

An elected official may serve as Chair or Vice-Chair of the Transportation Policy Board for a maximum of four (4) years. Service as Vice-Chair for four (4) years does not prohibit four (4) years of service as Chair or vice versa.

C. Chairman of the Board

The Chairman (Chair) shall act as the Chairman of the Board and have such powers and duties as may be prescribed and delegated by the Board. The Chair shall preside over the meetings of the Board and act as the lead representative of the Board externally and with the MPO Director.

D. Vice-Chairman of the Board

If, for any reason, the Chair of the Transportation Policy Board is unable or unavailable to perform those duties for which he/she has been given authorization, the Vice-Chair of the Transportation Policy Board is hereby authorized to act in his/her behalf to perform those duties. In the absence of both the Chair and Vice-Chair, the Transportation Policy Board will appoint a member to conduct the business meeting.

E. Vacancies

Vacancies in Chair or Vice-Chair whether created by resignation or otherwise, shall be filled by election of the Board of Directors for the remainder of the unexpired term. The election shall be held at the next regular meeting of the Board in accordance with Article IV, Section A.

ARTICLE V

TRANSPORTATION POLICY BOARD MEETINGS

A. Quorum

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

B. Meeting Agenda

The Chair of the Board, with the advice of MPO Staff, shall establish the agenda of business to be transacted or considered at all Transportation Policy Board meetings. Any Transportation Policy Board member may submit an agenda item. If for any reason that item is not agendized by the Chair of the Board, the member may request consideration of the agenda item by three additional ~~the~~ Transportation Policy Board members. Upon the request of three Board members MPO staff shall place the item on the next meeting agenda and the item may not be removed unless withdrawn by the requestors, and the Transportation Policy Board may take action to place the item on a future agenda through the following process:

~~A recurring item will be added to all agendas to allow the inclusion of special or non routine items on the next Transportation Policy Board meeting agenda. In order to be placed on the next agenda, each proposed item will require a motion for approval, second, and "yes" majority vote of the quorum present.~~

C. Conduct of Meetings

At the meetings of the Board, matters pertaining to the business of the MPO shall be considered in accordance with rules of procedure as from time to time prescribed by the Board. Robert's Rules of Order, Revised will apply to all meetings unless otherwise determined by the Board.

ARTICLE VI

COMMITTEES OF THE BOARD

A. Executive Committee

The Executive Committee will be comprised of nine (9) Transportation Policy Board members. The Chair and Vice-Chair of the Transportation Policy Board will also serve as the Chair and Vice-Chair of the Executive Committee. Seven (7) other members will be recommended by the Chair and appointed by the Transportation Policy Board ~~as follows. The Executive Committee shall be comprised as follows:~~ City of San Antonio (~~4~~2), Bexar County (~~4~~2), Texas Department of Transportation (1), Elected Bexar County area suburban city representative (1), VIA Metropolitan Transit (1), Comal County geographic area representative (1), and Guadalupe County geographic area representative (1). If the Chair or Vice-Chair is a representative from the Executive Committee makeup, their position shall be included in the membership of nine. If the Chair or Vice-Chair is an elected official from an entity not part of the Executive Committee makeup, the Executive Committee membership shall be increased to ten (10). All tie votes of the Executive Committee will be forwarded to the full Transportation Policy Board for their consideration. If a member of the Executive Committee is unable to attend an Executive Committee meeting, they may designate an alternate to attend such meeting. The designated representative must represent the same entity of the Executive committee member and such designation must be communicated to the MPO Director at least twenty-four (24) hours before the meeting.

The Executive Committee reports and makes recommendations to the Transportation Policy Board. In discharging its responsibilities from the Board, the Executive Committee shall:

1. Annually review and recommend to the Board any necessary modifications to the Board's governance guidelines and Bylaws to ensure consistency with applicable rules regulations and reflect the evolving nature of the MPO.
2. Annually review the Board's committee structure and recommend to the Board any changes that may be required to accommodate a changing environment.
3. Establish the MPO Director's performance objectives for approval by the Board.
4. Ensure that the annual performance appraisal of the MPO Director is completed in a timely manner and that the criteria of the appraisal are consistent and aligned with the objectives that have been approved by the Board.
5. Assist and advise the MPO Director with certain critical issues, external communications and matters of a strategic and/or tactical nature while always being mindful that some of these matters may require full Board authorization.

6. Assist and advise the MPO staff with the development of the annual budget and any other pertinent financial issues.

B. Nominating Committee

The Board Chairman shall appoint the three (3) member Nominating Committee. The Nominating Committee will consist of three elected officials who are Board members and who have no interest in becoming Chair or Vice-Chair for the term being considered. The Committee is to provide a recommended slate of officers for the positions of Chairman and Vice-Chairman, biennial election of officers. The Nominating Committee shall ~~poll~~ask all members of the Board for recommendations for the slate of Officers, ~~based on past performance, experience and the demonstrated ability to lead which will then be coalesced and assembled by the Nominating Committee into the recommended slate of officers.~~ The Chairman of the Nominating Committee shall be the presiding officer over the election process during the Board Meeting. During the election process, in addition to the recommended slate of officers, the Board may make nominations from the floor to ensure every elected official is given the opportunity to be considered for office. Elections of Chair and Vice-Chair will occur in June of every odd year.

C. Other Committees

The Board Chair or Executive Committee may appoint Committees on an as needed basis to advise the Board on the activities of the MPO. Such Committees may include voting, non-voting Board members as well as members from the communities. Upon the satisfactory completion of the tasking, the Committee may be disbanded by the Board Chair or Executive Committee.

ARTICLE VII

ADVISORY COMMITTEES

A. General

The Transportation Policy Board may appoint, as needed, Advisory Committees to advise the Board on the activities of the MPO. Such Committees may include Transportation Policy Board members and non-Board members. All Advisory Committees of the Board and subcommittees of Advisory Committees will be required to comply with the Texas Open Meetings Act. The Transportation Policy Board also has the discretion to eliminate, consolidate or create any Advisory Committee that it deems appropriate. Advisory Committees may also be established from time-to-time by the Chairman of the Board as necessary to conduct special,

one-time investigations and/or special activity and reports. Upon the satisfactory completion of the tasking, the Chairman of the Board will disband the Advisory Committee.

B. Technical Advisory Committee

The role of the Technical Advisory Committee (TAC) is to provide technical advice to the Transportation Policy Board on elements of the transportation planning process. At a minimum, the TAC provides technical review and recommendation and/or action on:

- Metropolitan Transportation Plan and amendments
- Transportation Improvement Program and amendments
- Unified Planning Work Program (UPWP) and amendments
- 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. The TAC will have the authority subject to the policies and by-laws of the Transportation Policy Board to create and oversee sub-committees. The TAC will adopt a policy that outlines its goals, membership, procedures and the creation of sub-committees. The TAC policy will be approved by the Transportation Policy Board. A member of the Transportation Policy Board may not serve simultaneously on the TAC. Alternate Board members may serve on the TAC.

ARTICLE VIII

GENERAL ORGANIZATION OF THE METROPOLITAN PLANNING ORGANIZATION

A. Metropolitan Planning Organization (MPO) Director

A Director acceptable to the Policy Board will be appointed by the Board to work in close cooperation with representatives of various governments and agencies within the Study area. The Director's principal responsibilities will be as follows:

1. Arrange for meetings of the Policy Board and any other subcommittee or task force created by the Policy Board.
2. Maintain the records, meeting minutes, library, and other documents or correspondence associated with the functions of the Policy Board.
3. Maintain liaison and act in an advisory capacity to the Policy Board.

4. Coordinate and maintain liaison between the cities, counties, state, transit operators and other governmental agencies in the continuing transportation planning process.
5. Coordinate and develop the Unified Planning Work Program, the Metropolitan Transportation Plan, and the Transportation Improvement Program in cooperation with participating agencies.
6. Report to the Policy Board on the status of the transportation planning process and recommend special studies, revisions to the Metropolitan Transportation Plan, the Transportation Improvement Program, or the Unified Planning Work Program.
7. Assemble and maintain an adequate, competent staff to perform all appropriate MPO activities as required by law.

B. Authorizations

Based on action taken by the Transportation Policy Board on consultant contract issues, the MPO Director is authorized to execute, sign, and enter into any and all agreements on behalf of the MPO which are necessary to carry out the transportation planning process as delineated in the latest approved Unified Planning Work Program.

ARTICLE IX

AMENDMENTS

These Bylaws may be amended by a two-thirds majority vote of the Transportation Policy Board or their designated alternates in attendance at any duly called meeting wherein an official quorum is present provided, however, that any such proposed amendments are fully set out in writing and furnished to each voting member ten (10) days in advance of the meeting where action is to be taken.

ARTICLE IX

EFFECTIVE DATE

These Bylaws shall become effective upon the adoption of the Board.

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 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; ~~demographic development~~; public involvement; analysis of geographic subareas or corridors, transit, bicycle and/or pedestrian, freight, environmental, congestion management 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 a-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. 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 ~~June~~May. ~~This 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. In July, the TAC will make a recommendation concerning the UPWP and submits it to the Transportation Policy Board for final approval.~~

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: ~~*pending January 26, 2015*~~

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Policy 2: Public Participation Plan

The following document constitutes the Alamo Area Metropolitan Planning Organization's Public Participation Plan (PPP) as prescribed in federal regulations. This document has been issued for public comment for a period of not less than 45 days prior to formal adoption or revision by the Metropolitan Planning Organization Transportation Policy Board.

Guiding Principles for Public Participation

Federal transportation law states that an MPO will "... provide citizens, affected public agencies, representatives of public transportation employees, freight shippers, providers of freight transportation services, private providers of transportation, representatives of users of public transportation, representatives of users of pedestrian walkways and bicycle transportation facilities, representatives of the disabled, and other interested parties with a reasonable opportunity to comment on the transportation plan." The MPO's public participation process must also adhere to the provisions of Title VI of the Civil Rights Act of 1964 and the Americans With Disabilities Act.

The following principles represent the core values of the MPO's public participation process:

1. People should have a say in transportation decisions that affect their lives.
2. The process should strive to reflect the interests and meet the process needs of participants.
3. The process will actively seek out and facilitate the participation of all those potentially affected.
4. The process will provide individuals with various options in how they wish to participate.
5. The process will provide usable information to permit the public's participation in a meaningful manner.

Given these principles, the MPO's Public Participation performance standards include:

1. Early, proactive and continuous public participation efforts;
2. Reasonable public access to understandable technical and other information;
3. Collaborative input on alternatives, evaluation criteria, and mitigation needs;
4. Open public meetings where matters related to transportation policies, programs, and projects are being considered;
5. Open access to the decision-making process prior to closure;
6. Commitment to seeking out and considering the needs of the traditionally underserved population(s)

Purpose of the Public Participation Plan

This Public Participation Plan (PPP) provides the guideline for public participation activities to be conducted by the Alamo Area MPO. The PPP contains the goals and actions of the MPO for public participation in four areas:

1. Regular and special business meetings of the MPO and its advisory committee(s) are conducted in an open public forum with prior notification and provisions for receiving

public comment according to Federal law and the Texas Open Meetings and Public Information Acts.

2. Development of the Transportation Improvement Program (TIP), Unified Planning Work Program (UPWP) and the Metropolitan Transportation Plan (MTP) include opportunities for public comment prior to adoption by the MPO.
3. Individual planning projects such as corridor studies have individual public participation components, including project-specific Public Participation Plans.
4. Ongoing updates of MPO activities are provided to the public in several ways, including a bi-weekly e-newsletter, a quarterly hardcopy newsletter and an Internet web site.

Public Participation Goals and Actions

Goal 1: The MPO will actively **engage the public in the transportation planning process** according to the goals and actions contained in this Public Participation Plan and State and Federal law.

1. The MPO will maintain a current database of contacts including at least the following:
 - a. Citizens expressing an interest in transportation planning activities.
 - b. Elected local, state and federal officials
 - c. Affected public agencies and staff
 - d. Representatives of public transportation employees
 - e. Providers of freight transportation services
 - f. Freight shippers
 - g. Private providers of transportation
 - h. Representatives of users of public transportation
 - i. Representatives of users of pedestrian walkways and bicycle transportation facilities
 - j. Representatives of the disabled
 - k. Local media outlets
 - l. Homeowner, neighborhood and resident associations
 - m. Civic and public interest groups
 - n. Business and trade organizations
 - o. City and academic libraries
 - p. Faith-based organizations
 - q. Community-based associations
 - r. Any other interested parties
2. The MPO will mail and/or e-mail meeting announcements and invitations to the MPO contact database or to other targeted groups for upcoming activities with reasonable lead time. For public meetings, announcements will also be placed in the local general circulation newspaper and media. Suitably sized announcements will be printed in both English and Spanish language publications.
3. All MPO meetings will be conducted in accordance with the Americans With Disabilities Act (ADA) and are accessible to persons with disabilities. Arrangements for special assistance or an interpreter can be made by calling the Metropolitan Planning Organization office at (210)-227-8651, or Relay Texas at 1-800-735-2989 at least five (5) business days in advance. The

meeting facilities will also be within a reasonable distance of a transit route in counties where transit service is readily available.

4. Public participation for a new Transportation Improvement Program (TIP) will include; opportunities for public comment at two Technical Advisory Committee (TAC) meetings and two Transportation Policy Board (TPB) monthly meetings; three public listening sessions and posting the draft TIP for comment on the MPO website.
5. In conjunction with major updates of the Metropolitan Transportation Plan (MTP), the MPO will host at least four (4) public meetings to involve interested parties in the early stages of the plan development. After a draft MTP has been developed and prior to Transportation Policy Board adoption, the MPO will host at least one (1) formal public meeting to solicit comments on the draft plan. A final draft MTP will be presented to the Transportation Policy Board with public comments received for consideration prior to adoption.
6. Routine amendments to the TIP occurring between annual updates require a two-step process. To permit adequate public review and comment, amendments to the TIP will be presented at a meeting of the Transportation Policy Board with action on the amendment occurring at the following Transportation Policy Board meeting (approximately 30 days after initial presentation). To the extent possible, amendments that delete or substantially change the scope of a project will be explicitly listed on both the presentation and action agendas for the Transportation Policy Board meetings.

Routine amendments to the MTP occurring between major updates also require a two-step process. To permit adequate public review and comment, amendments to the MTP will be presented at a meeting of the Transportation Policy Board with action on the amendment occurring at the following Transportation Policy Board meeting (approximately 30 days after initial presentation). Amendments to both documents 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 Transportation Policy Board 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 amendment(s). These actions will be emphasized on the meeting agenda which is mailed ten (10) days prior to the Transportation Policy Board meeting thus permitting special public attendance to comment on the action prior to adoption by the Policy Board. Amendments that delete or substantially change the scope of a project will be explicitly listed on both the presentation and action agendas for the Transportation Policy Board meetings.

7. The MPO or lead agency will host at least one (1) formal public meeting to solicit comments on all alternative strategies to be considered in the early stages of any significant transportation study. After draft study results are reported to the Transportation Policy Board, at least one (1) formal public meeting will be held to solicit comments on the draft results. The final report will then be presented to the Transportation Policy Board for action and any comments received from the final public meeting will be presented. The minimum requirements of this public involvement process will be in effect for all significant transportation studies regardless of the lead agency.

8. All public input received by the MPO at public meetings will be documented in meeting summaries. This documentation along with any written comments received will be forwarded to the Study Oversight Committee, Technical Advisory Committee and the Transportation Policy Board for consideration and appropriate action. Actions taken will be documented in official meeting minutes. When significant written and/or oral comments are received from the public on the draft TIP, MTP or significant transportation study a summary, analysis, and report on the disposition of such comments will be made a part of the final documents.
9. In the event the Transportation Policy Board adopts a plan, project, program or study that is "significantly" or "substantially" different in form, content or value from that presented at the last public meeting for the subject, members of the public may request in writing that the Transportation Policy Board hold another public meeting for comment on the adopted version of the plan, project or program. If an additional public meeting is deemed necessary by the Transportation Policy Board, comments from that meeting will be duly recorded and provided to the Transportation Policy Board for additional consideration and a final decision on the matter.

Goal 2: The MPO will **keep the public informed** of transportation related activities on a continuous basis.

1. The MPO will publish a bi-weekly electronic newsletter for distribution to an electronic contact list. The newsletter will include updates on current or recently completed projects, announcements of upcoming meetings, other items of transportation interest and contact information.
2. The MPO will also publish a quarterly hardcopy newsletter for distribution to the contact mailing list and to the electronic contact list.
3. The MPO will make significant transportation publications and work products readily available to the public via the Internet, the Library system and the MPO office staff.
4. MPO staff will be available to provide general and project-specific information at a central location during normal business hours and after hours at the request of individuals or groups with reasonable notice.
5. The MPO will maintain an Internet web site. The web site will be updated and maintained to provide the most current information available. Other transportation agencies, transportation related businesses, local governments, and interested groups will be encouraged to provide a link to the MPO web site on their organization's web site. The web site will, at a minimum, contain the following information:
 - a. Contact information (mailing address, phone, fax, and e-mail)
 - b. Current MPO and advisory committee memberships
 - c. Meeting agendas and package materials
 - d. Brief descriptions of current projects and studies
 - e. Completed work products and publications
 - f. Bicycle and pedestrian program information and event schedules
 - g. Links to related agencies

6. The MPO will provide information for publication and distribution with newsletters and other publications produced by various special interest groups including, but not limited to:
 - a. Citizens expressing an interest in transportation planning activities.
 - b. Elected local, state and federal officials
 - c. Affected public agencies and staff
 - d. Representatives of public transportation employees
 - e. Providers of freight transportation services
 - f. Freight shippers
 - g. Private providers of transportation
 - h. Representatives of users of public transportation
 - i. Representatives of users of pedestrian walkways and bicycle transportation facilities
 - j. Representatives of the disabled
 - k. Local media outlets
 - l. Homeowner, neighborhood and resident associations
 - m. Civic and public interest groups
 - n. Business and trade organizations
 - o. City and academic libraries
 - p. Faith-based organizations
 - q. Community-based associations
 - r. Traditionally underserved populations
 - s. Any other interested parties
7. The MPO will produce an Annual Report for FHWA, FTA and TxDOT to report on activities completed each fiscal year and to document revenues and expenditures of the MPO.
8. Copies of materials are available at reproduction and postage costs consistent with the State of Texas Comptroller's policy. Copies of final documents and major updates of the Unified Planning Work Program, Transportation Improvement Program, the Metropolitan Transportation Plan and other major planning studies are posted on the MPO's website for public review.

Goal 3: The MPO will **encourage the participation of all its study area residents**, including those defined by FHWA as "traditionally underserved", in the transportation planning process and strive to ensure full and fair participation in the transportation decision making process by all potentially affected communities.

1. Both Title VI of the Civil Rights Act of 1964 (Title VI) and Executive Order 12898 on Environmental Justice (EO 12898) are specific in the description of the populations they protect. Title VI prohibits discrimination based on race, color and national origin. EO 12898 protects minority and low-income populations. Discrimination against persons based on gender, age, and disability are addressed by other nondiscrimination statutes. Collectively, these populations are often referred to as "traditionally underserved" in the transportation planning process. The laws prohibiting discrimination against those referred to as "traditionally underserved" by recipients of federal financial assistance include:
 - **The Civil Rights Act of 1964**, as amended, which prohibits discrimination on the basis of race, color, or national origin.

- **The 1973 Federal - aid Highway Act**, which prohibits discrimination on the basis of sex.
- **The Age Discrimination Act of 1975**, which prohibits discrimination on the basis of age.
- **The Americans with Disabilities Act of 1990**, which prohibits discrimination on the basis of disabilities.
- **Executive Order 12898 on Environmental Justice**, which protects minority and low-income populations from disproportionately high and adverse impacts.
- **Executive Order 13166 on Limited English Proficiency**, which provides meaningful access to services for persons who have limited English proficiency.

Additionally, low-literacy populations and those without personal transportation are included as traditionally underserved populations, although they do not enjoy the protection of either a federal act or an executive order.

2. Definitions of Traditionally Underserved Populations

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

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

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

Elderly: Any persons over the age of 65.

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

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

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

Zero car households: Households without cars or access to one.

3. The MPO will use mapping technology in conjunction with census data to identify areas with a concentration of minority, low-income or low-literacy populations. A concentration will be defined as:
 - a. A percentage of the population at the *census block group level* that exceeds 50% for all minority groups.
 - b. An average income at the *census block group level* that is at or below current Department of Health and Human Services poverty guidelines.
4. Target audiences will be identified for each planning study conducted by the MPO, including but not limited to:
 - a. Study area residents including “traditionally underserved” populations
 - b. Elected local, state and federal officials
 - c. Affected public agencies and staff
 - d. Representatives of public transportation employees
 - e. Providers of freight transportation services
 - f. Freight shippers
 - g. Private providers of transportation
 - h. Representatives of users of public transportation
 - i. Representatives of users of pedestrian walkways and bicycle transportation facilities
 - j. Representatives of the disabled
 - k. Local media outlets
 - l. Homeowner, neighborhood and resident associations
 - m. Civic and public interest groups
 - n. Business and trade organizations
 - o. City and academic libraries
 - p. Faith-based organizations
 - q. Community-based associations
 - r. Any other interested parties
5. The MPO will to hold public meetings at sites and times reasonably available and convenient to potentially affected citizens. All meeting locations used will be reviewed to insure compliance with ADA accessibility (See Enclosure 1 – Sample Checklist for Planning an Accessible Event) as well as reasonable access to the facility by transit and paratransit.
6. Given a 5-working-days notice, MPO staff will ensure opportunities for full participation and accommodations for persons with disabilities at meetings by:
 - a. Providing documents in alternate formats (e.g., Braille)
 - b. Providing interpreters or sign language interpreters

7. When an MPO study or project impacts a low-income community, special efforts will be made to accommodate participation including considerations for transit access, meeting times and locations.
8. MPO public meetings will be designed to accommodate persons with low-literacy. Information will be presented in simple language and in visual terms. Provisions will be made for verbal inputs.
9. All appropriate public input concerning the MPO's transportation planning process received by the MPO will be acknowledged and considered. Such input and feedback may be transmitted orally, by telephone, fax, electronically or in writing.
10. The following MPO Title VI and Environmental Justice Nondiscrimination Statement will be included in informational items and collateral materials as appropriate:

The Alamo Area Metropolitan Planning Organization (MPO), as a recipient of Federal funding and under Title VI of the Civil Rights Act and related statutes, ensures that no person shall on the grounds of race, religion, color, national origin, sex, age or disability be excluded from participation in, denied benefits of, or otherwise discriminated against by any MPO program or activity.

Goal 4: The MPO will continuously **strive to improve** public participation.

1. The MPO will continuously evaluate public participation techniques.
2. This PPP will be reviewed and adopted, with revisions if necessary, at least every three (3) years.

Goal 5: The MPO will **participate in the public participation efforts of other transportation agencies** and organizations.

1. The MPO will actively assist local governments and transportation agencies in the development and implementation of public participation techniques for transportation planning and other related studies. For example, in the MTP and TIP development processes, the MPO will assist VIA Metropolitan Transit with their Federal Transit Administration (FTA) requirement for Section 5307 Program of Projects public involvement by including the following statement in advertisements and/or other collateral materials as appropriate:

"The MPO's MTP/TIP development process is being used to satisfy the public hearing requirements of FTA's Section 5307 program. This public notice of public involvement activities and the time established for public review and comment on the MTP/TIP will satisfy the FTA Program of Projects requirements."

2. MPO staff will attempt to attend and participate in as many transportation partner public participation activities as is feasible to enhance public consideration of transportation issues, plans, and programs and to reduce redundancies and costs.

Public Participation Techniques

Public participation is an on-going activity of the MPO with numerous techniques occurring on a continuous basis. Public participation is also an integral part of one-time activities such as corridor studies and recurring activities such as the TIP process and Metropolitan Transportation Plan updates. This section contains descriptions of public participation tools currently used by the MPO. Additional tools used by other agencies are included to present a more complete picture of available techniques.

MPO Web Site

The site was established in 1998 with basic information about the MPO process, members, meeting times and contact information. The site has been expanded to include information about specific projects undertaken by the MPO. Bicycle, pedestrian and trails information and event schedules are also included. Work products such as the UPWP, TIP and MTP are available from the website. The site provides many links to other transportation related sites from the local to national level. The site is continually maintained and updated by MPO staff and is used to promote regular and special meetings, planning studies, bicycle and pedestrian events, publications and work products.

MPO Contact Database

MPO staff maintains a database of all contacts, both business and public, on a continuous basis. The database includes committee membership, mailing information, phone and fax numbers, and e-mail and internet addresses. The database is used for maintaining current committee membership lists, special interest groups and homeowners association contacts and the newsletter mailing list. Membership lists generated using the database are provided to the public, municipalities and other agencies on request. The database will be used to establish and maintain a list of e-mail contacts for electronic meeting notification and announcements.

Meeting Notices

The Texas Open Meetings Act requires notice of any public meeting where a decision could be made or that may be attended by more than one elected official. The MPO regularly posts MPO Transportation Policy Board (TPB), Technical Advisory Committee (TAC), Bicycle Mobility Advisory Committee (BMAC) and Pedestrian Mobility Advisory Committee (PMAC) meetings in the Texas Register and at the Bexar County Courthouse Bulletin Board and with Comal and Guadalupe counties.

MPO Newsletter

1. The MPO publishes an electronic newsletter on a bi-weekly basis and distributes it according to the database e-mail list. Citizens are added to the distribution list at their own request. Opportunities to be added to the list occur during public meetings hosted by the MPO, on the MPO web site, and when citizens contact MPO staff. Each issue of the newsletter includes staff contact information, upcoming meeting schedules, the MPO web site address, project highlights, and current planning project status reports. Information regarding significant transportation issues, MPO awards, and other one-time activities are also included.
2. The MPO also publishes a quarterly hardcopy newsletter that is mailed to the contact mailing list and e-mailed to the electronic contact list. Included are feature stories about the transportation planning process as well as ongoing studies, projects and issues.

Social Media

The MPO will utilize appropriate social media avenues to post pertinent information and notices on a frequent basis. This also provides another opportunity for the public to provide public input to the MPO's on-going planning process.

Display Ads

These ads are used to promote meetings that are not regularly scheduled, such as corridor or subarea workshops, project specific meetings, open houses or hearings. They are published in the major circulation newspaper as well as in newspapers serving predominantly minority populations in order to reach a larger audience than those that typically read legal ads.

Bus Cards

The MPO will use advertising space in VIA buses whenever possible as provided by VIA Metropolitan Transit for various MPO events.

Banners

The MPO will consider using banner advertising such as physical street banners and internet page banners as appropriate for MPO events and activities.

Project Newsletters

For individual projects, such as corridor or subarea studies, that are typically performed using consulting services, newsletters are often used to address specific project issues. These newsletters are mailed to targeted residents, businesses and property owners in the area affected by a particular study. Information regarding upcoming project meetings, alternatives being proposed in the area, and other project news is reported in these newsletters.

Other Newsletters

When project-specific newsletters are not used, articles may be prepared for publication in other newsletters produced by municipalities, homeowner associations, church groups, civic groups, or others that may have an interest in the project. These articles are subject to the publication dates and space restrictions of the individual publishers.

Direct Mailings

These are used to announce upcoming meetings or activities or to provide information to a targeted area or group of people. Direct mailings are usually post cards (5 ½" x 8"), but can also be letters or flyers. An area may be targeted for a direct mailing because of potential impacts from a project. Groups are targeted that may have an interest in a specific issue.

Press Releases

Formal press releases are sent to local media (newspaper, TV and radio) to announce upcoming meetings and activities and to provide information on specific issues being considered by the MPO or their committees.

TV Message Board Scripts

Information about regular MPO Transportation Policy Board meetings, project-specific meetings, workshops, open houses, public hearings and other MPO events or activities meetings is provided to the government access cable channels.

TV and Radio Public Affairs Shows

MPO staff will solicit radio and talk show appearances to provide information or to promote events and topics as appropriate.

Video and Audio Public Service Announcements

MPO staff will produce audio and video public service announcements for selected events and distribute them to the appropriate metro area radio, TV and cable stations.

Project-specific Web Sites

For individual projects, such as corridor studies, that are typically performed using consulting services, project-specific web sites may be used. These sites are used when project information is too extensive to be included on the MPO site. Project web sites can contain study area maps, meeting announcements, descriptions of potential alternatives, comment forms, user surveys and project team contact information. Links to project sites are provided on the MPO site.

Project Workshops/Open-Houses

These are public meetings that are generally open and informal, with project team members interacting with the public on a one-on-one basis. Short presentations may be given at these meetings. The purpose of project-specific meetings is to provide project information to the public and to solicit public comment.

MPO Exhibit Tables

MPO staff will attend other agency events and activities to set up an exhibit with maps, charts and informational brochures. Exhibit tables may also be used at selected malls and other public venues as appropriate.

Small Group Meetings

During projects such as planning studies, meetings are held with small groups that have an interest in the project. Meetings could be with homeowners or neighborhood associations, civic groups, special interest groups, or other groups of affected or interested parties.

E-mail Announcements/Internet Message Boards

Meeting announcements and MPO information is e-mailed to interested persons that have submitted their e-mail addresses to MPO staff. Interactive message boards may be used to facilitate discussion and solicit public comment regarding specific MPO projects or issues.

Citizen's Advisory Committees

Citizen Working Groups are formed for various MPO planning activities to provide input from citizens representing potentially affected areas or special interest groups. Individual members are normally appointed by elected officials in the study area. Neighborhoods and traditionally underserved groups with vested interests are also encouraged to join these committees. Typically, these groups meet several times throughout a study with the consultants, MPO and agency staff.

Flyers, Posters and Fact Sheets

To provide summary information regarding MPO policy, programs and projects, flyers, posters and fact sheets may be distributed at public meetings, posted on the MPO web site, and

displayed in public places such as libraries and community centers. Individuals and special interest groups can also request fact sheets directly from the MPO staff office.

MPO Logo

A logo representing the MPO is used to identify products and publications of the MPO. The logo helps the public become familiar with the different activities of the MPO by providing a means of recognizing MPO products. The logo will be used on all MPO publications, including those developed by consultants working on MPO sponsored projects.

Revisions and Amendments

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

Enclosure 1: Sample Checklist for Planning an Accessible Meeting

Enclosure 2: Limited English Proficiency Plan

Adopted: April 28, 2014

Sample Checklist for Planning an Accessible Meeting

Element	Accommodation Area	Yes	No
General	Do you know your agency's responsibility to provide accessibility to persons with disabilities?		
Transportation	Is the facility / meeting location accessible by public transportation in counties where public transportation is provided? If yes, is public transportation available at the time of the meeting?		
Evacuation	Do you know the emergency / evacuation plans for the meeting location?		
Parking	Does the building have accessible parking spaces? If yes, are they at least 8' wide and have 5' aisles next to them?		
Sidewalk	Are there unobstructed curb ramps leading to the sidewalk (walkway)?		
Walkway	Is there a walkway from the parking lot to the building at least 36" wide? Does the walkway have a stable and firm surface? If the accessible route is different from the primary route to and through the building, can you post signs with the wheelchair symbol that show the route? Is the walkway level and free of steps? If no, is there a ramp at least 36" wide? If there is a ramp, does it have a gentle slope (1" rise to 12" length)?		
Entrance / Doors	Is the doorway at least 32" wide (wide enough for a wheelchair)? Can the hardware be operated with one hand (level, push plate, etc.) with a minimum of twisting or grasping? Are the handles low enough to reach? (maximum 48" high) Can the door be pushed open easily? Is the threshold no more than ½" high and beveled? When a vestibule, is there a minimum of 48" between the sets of doors?		
Floors	Are the floors hard and not slippery? Is there a floor mat to dry feet and crutch tips to prevent slipping?		

Element	Accommodation Area	Yes	No
Corridors	Is there a minimum 36" wide corridor from the entrance to where the meeting is held?		
Elevators	Is there an elevator in the facility where the meeting is located? If yes, is it a working one that is large enough for a wheelchair? Are the controls within reach? (maximum 48" to the floor) Do the controls have Braille? Is there an audible signal ringing at each floor? Is there an audible two-way emergency communication system on the elevator?		
Meeting Rooms	Is there enough clearance around the table for a wheelchair to move? Can the wheelchair pull under the edge of the table to sit close?		
Restrooms	Is there a wide accessible path to the restroom? Is there a toilet stall wide enough that a wheelchair can enter and close the door behind? Interior space to turn around? Is the toilet 17-19 inches high to the rim? Can the wheelchair roll under the sink? (29" to the floor) Can the faucets be reached and turn on easily? Are the dispensers (soap, towel, etc. reachable? (maximum 48" to the floor) Is there a mirror at an accessible height? (bottom of the mirror 44" above the floor)		
Fire Alarm	Are there flash fire alarm signals in the building? In the meeting room?		
Directions	Can you provide clear, detailed directions to the facility and/or the meeting room? Is there a receptionist to offer assistance? If not, can someone be available to help?		
Handouts	Can you provide the meeting materials in alternative formats if requested?		
Signage	Is there Braille text in the signage at the facility?		
Lighting	Is there adequate lighting in the elevators, hallways, stairwells, meeting room, etc?		

Policy 3: Guidelines for Programming Projects in the Metropolitan Transportation Plan and the Transportation Improvement Program

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

A. Purpose

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

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

B. Project Funding Categories

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

- Category 1 Preventative Maintenance & Rehabilitation
- Category 2 Metropolitan and Urban Corridor Projects
- Category 3 Non-Traditional Funding
- Category 4 Statewide Connectivity Corridor⁺
- Category 5 Congestion Mitigation and Air Quality (CMAQ)¹⁺

¹The Alamo Area MPO does not currently receive these types of funds.

⁺The Alamo Area MPO does not currently receive this type of funding.

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- Category 6 Structure Rehabilitation
- Category 7 Surface Transportation Program – Metro Mobility or STP-MM
- Category 8 Safety
- Category 9 Transportation Alternatives Enhancements Program
- 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 5316 (Job Access & Reverse Commute Grant Program)~~
- ~~Federal Transit Administration Section 5317 (New Freedom 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), ~~or~~ Category 7 (STP-MM) ~~projects~~, or Category 9 (Transportation Alternatives) projects.

D. Use of Appendix D - Projects Undergoing Environmental Assessment

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

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

E. Quarterly Review of Projects

Category 2 (Metropolitan and Urban Corridor) Projects

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

Category 7 (STP-MM) ~~Projects~~ and Category 9 (TA) Projects

Every three (3) months, a detailed review of Category 7 (STP-MM) 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.

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 process. To permit adequate public review and comment, amendments to the TIP and MTP will be presented at a Transportation Policy Board meeting with action on the amendment occurring at the following Transportation Policy Board meeting (approximately 30 days after initial presentation). [TIP and MTP amendments are provided in the meeting package which is posted on the MPOs website a week prior to TAC and TPB meetings.](#) Amendments to both the TIP and the MTP may be initiated concurrently.

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~~To the extent possible, amendments to delete a project or significantly change the scope of work of a project will be explicitly listed on both the presentation and action agendas for the Transportation Policy Board meetings.~~

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Amendments to the TIP or the MTP requiring quick action due to impending federal or state requirements or deadlines (or for other reasons deemed in the community's best interest) may be accomplished by a 75% vote of the TPB quorum present to waive the routine two-step process. In these cases, the Transportation Policy Board will hold a special public hearing within their normal meeting agenda to specifically solicit public comment on the proposed TIP or MTP amendment. 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. ~~To the extent possible, amendments to delete a project or significantly change the scope of work of a project will be explicitly listed on the agenda for the Transportation Policy Board meeting.~~

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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 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, but to allow for minor corrections to the TIP that do not materially change a project’s function. ~~These revisions may include~~ ing minor ~~revision~~corrections to project limits, scope or cost.

H. Category 7 (STP-MM) ~~Projects~~ **Funded Projects**

Basic Requirements for STP-MM Projects

All projects submitted for consideration for funding through normal Category 7 (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, if 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. ~~Technical points will be subtracted for not including bicycle and pedestrian components. Because of the numerous individual and community benefits that walking and bicycling provide — including health, safety, environmental, transportation, and quality of life — implementing agencies are encouraged to go beyond minimum standards to provide safe, convenient and context sensitive facilities for these modes. Additional points may be awarded for exceeding minimum standards.~~ Bicycle and pedestrian components included in a funded project may not be deleted from the project at a future date.

6. Funded ~~STP-MM+P~~ 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 consideration in the TIP must be on a functionally classified facility as defined by the MPO and approved by 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 Call for Projects Process

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

~~MPO staff will be responsible for assembling data for the technical scoring process. A subcommittee of BMAC and PMAC will score standalone bicycle and pedestrian projects. A subcommittee of TAC will score added capacity and operational projects.~~

STP-MM Project Selection

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

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~~1. Projects will be primarily selected from priority corridors/projects identified through the MTP development process. However, the flexibility to incorporate other projects into the MTP and TIP when essential will be retained.~~

~~2. When the project is submitted to the MPO for funding consideration, the sponsoring agency will include the following information as outlined on the project submittal form:~~

- ~~• Project name~~
- ~~• Project limits (logical termini)~~
- ~~• Project description~~
- ~~• Project justification~~
- ~~• Length of roadway (in miles)~~
- ~~• Roadway classification~~
- ~~• Right of way requirements~~
- ~~• Drainage requirements~~
- ~~• Location map with adjacent land uses shown~~
- ~~• Typical cross-section, existing and proposed~~
- ~~• Bicycle and pedestrian facilities~~
- ~~• Initial cost construction estimate~~
- ~~• Source of match funding~~
- ~~• Utility impacts (not eligible for reimbursement)~~

~~To the extent that data is available and used for project scoring, MPO staff will provide the following information for submitted projects:~~

- ~~• Current (base year) and future year volume to capacity ratio~~
- ~~• Congestion Management System status for project prioritization~~
- ~~• Cost/vehicle mile traveled~~
- ~~• Transit route information~~
- ~~• Existing and future traffic volumes
 - ~~• Bicycle information~~
 - ~~• Pedestrian information~~
 - ~~• System connectivity~~
 - ~~• Crash rates~~~~

~~3. The sponsoring agency will also be required to submit a signed process understanding form in which the agency understands and agrees to:~~

- ~~• providing a minimum 20% required local match for construction and understands that 80% of the eligible construction items will be reimbursed;~~
- ~~• understand the project development process and requirements for the use of federal transportation funds;~~
- ~~• secure the necessary rights of way for the project;~~

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- ~~• being responsible for all costs associated with utility relocation/betterment and for project development costs including planning, engineering, environmental document preparation, right-of-way purchase, and all components necessary to let the project;~~
- ~~• letting the project within one year of the TIP fiscal year in which the project is programmed;~~
- ~~• coordinate with other entities in which the transportation project goes through;~~
- ~~• being responsible for any cost overruns associated with this project or will re-scope the project, with the approval of the MPO Transportation Policy Board, in order to not exceed the funding allocation as outlined in #7 and #8 below..~~

~~4. If more projects are submitted than funding is available, the projects submitted will be scored based on technical criteria adopted by the Transportation Policy Board. Submitted projects may be grouped by project type to allow for direct technical comparisons between projects within those project types. Project types may include added roadway capacity, roadway operational, roadway rehabilitation, bicycle and pedestrian, and "other" to include transit, rideshare, and planning studies.~~

~~Awarding of points will always be given to projects supported by transit service. Additional points will be awarded for overmatching or leveraging a project.~~

~~5. Projects will be presented to the Transportation Policy Board for consideration in sufficient time to allow the new TIP or amendment(s) to be incorporated into the next regularly scheduled quarterly amendment or adoption of the Statewide Transportation Improvement Program.~~

STP-MM Project Implementation

1. Unless allocated a fixed amount, each 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 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 STP-MM project funding towards eligible change orders and up to 11% of 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 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 STP-MM project funding for eligible change orders + maximum 11% of STP-MM 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 STP-MM project funding for eligible change orders + maximum 11% of STP-MM 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.

H. 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 (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, if applicable.
3. Each implementing agency is encouraged to address Title VI and Environmental Justice considerations in submitting projects to the MPO for consideration.
4. Agencies should consider the transit service area when submitting projects.
5. Funded TA projects will also be included in the MTP. Note: Amendments to the MTP and the TIP are made through the amendment process at the discretion of the Transportation Policy Board. Amendments to the MTP and TIP, can be made simultaneously.
6. All deadlines set by the MPO are firm.

TA Call for Projects Process

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

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

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TA Project Selection

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

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I. 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 Involvement Process for additional information on public involvement.

Adopted: *pending January 26, 2015*

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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 members of the Transportation Policy Board and its employees, and to ensure compliance with the Transportation Code and other provisions under state law.

B. Rules

The following rules have been adopted:

I. Chapter 472. Transportation Code Requirements:

- a) No policy board member or employee of the MPO may accept or solicit any gift, favor or service that might reasonably tend to influence the member or employee in the discharge of official duties or that the member or employee knows or should know is being offered with the intent to influence the member's or employee's official conduct.
- b) No policy board member or employee of the MPO may accept other employment or engage in a business or professional activity that the member or employee might reasonably expect would require or induce the member or employee to disclose confidential information acquired by reason of the official position.
- c) No policy board member or employee of the MPO may accept other employment or compensation that could reasonably be expected to impair the member's or employee's independence of judgment in the performance of official duties.
- d) No policy board member or employee of the MPO may make personal investments that could reasonably be expected to create a conflict between the member's or employee's private interest and the public interest.
- e) No policy board member or employee of the MPO may intentionally or knowingly solicit, accept, or agree to accept any benefit for having exercised official powers or performed the official duties in favor of another.

II. Chapter 171. Local Government Code Requirements:

- a) If a policy board member has a substantial interest in a business entity or in real property, the policy board member shall file, before a vote or decision on any matter involving the business entity or the real property, an affidavit stating the nature and extent of the interest and shall abstain from further participation in the matter if:

(1) in the case of a substantial interest in a business entity, the action on the matter will have a special economic effect on the business entity that is distinguishable from the effect on the public; or

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

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

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

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

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

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

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

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

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
- 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
City of Seguin	1 representative
Comal County	1 representative
Greater Bexar County Council of Cities	1 representative
Guadalupe County	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 on the TAC will be designated in writing through each agency's/entity's internal procedures. A member of the Transportation Policy Board may not simultaneously serve on the Technical Advisory Committee. The Private Transportation Providers representative will be selected for recommendation by the TAC. The representative from

the Northeast Partnership and the Suburban Cities will be nominated 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.

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. Traffic Incident Management Committee

The role of the Traffic Incident Management (TIM) Subcommittee is to consider input from the regional TIM group, provide direction as necessary, incorporate 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.

Policy 2: Public Participation Plan - DRAFT

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

Purpose of the Public Participation Plan

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

AAMPO's Commitment to Public Participation

People should have a say in transportation decisions that affect their lives. To help make this possible, the AAMPO commits to:

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

Public Participation Goals

- Goal 1**
 - The MPO will **engage people in the transportation planning process**. The MPO will do this **according to the goals in this plan and applicable laws**.
- Goal 2**
 - The MPO will **keep people informed** of transportation news.
- Goal 3**
 - The MPO will **encourage the everyone in the study area to get involved**. This includes those traditionally underserved.
- Goal 4**
 - The MPO will **strive to improve** public participation.
- Goal 5**
 - The MPO will **work closely with other transportation agencies**.

Federal and State Requirements

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

Federal Highway Administration (FHWA) and Federal Transit Administration (FTA)

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

Fixing America's Surface Transportation Act (FAST Act)

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

Americans with Disabilities Act of 1990

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

The Age Discrimination Act of 1975

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

Title VI of the Civil Rights Act of 1964.

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

Executive Order 13166 – Limited English Proficiency

Executive Order 13166 was created to "... improve access to federally conducted and federally assisted programs and activities for persons who, as a result of national origin, are limited in their English proficiency ..." Federal agencies were directed to provide guidance and technical

assistance to recipients of federal funds as to how they can provide meaningful access to limited English proficient users of federal programs. Consistent with Executive Order 13166 and U.S. Department of Transportation (DOT) guidance, AAMPO has developed a Limited English Proficiency Plan } in order to ensure meaningful input opportunities for persons with limited English proficiency. The AAMPO LEP plan is available on the AAMPO website (www.alamoareampo.org) and calls for translations of vital documents, such as public notices, into Spanish. AAMPO may, at its discretion, translate documents into additional languages if the nature of the document and the character of the document's target audience justify additional translation. The LEP plan provides further guidance for serving limited English-speaking populations.

Executive Order 12898 on Environmental Justice

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

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

Executive Order 13175 – Consultation and Coordination with Tribal Governments

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

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

Disclaimers

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

American's with Disabilities Act Statement

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

All MPO meetings will be conducted in accordance with the Americans with Disabilities Act (ADA) and are accessible to persons with disabilities. Arrangements for special assistance or an interpreter can be made by calling the Metropolitan Planning Organization office at (210)-227-8651, or Relay Texas at 1-800-735-2989 at least five (5) business days in advance. The meeting facilities will also be within a reasonable distance of a transit route in counties where transit service is readily available.

Title VI and Environmental Justice Statement

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

The Alamo Area Metropolitan Planning Organization (MPO), as a recipient of Federal funding and under Title VI of the Civil Rights Act and related statutes, ensures that no person shall on the grounds of race, religion, color, national origin, sex, age or disability be excluded from participation in, denied benefits of, or otherwise discriminated against by any MPO program or activity.

Report Language

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

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

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

Federal Transit Administration Section 5307 Language

For ads in support of the development of the Transportation Improvement Program, the language shown below must be included in the ad text itself:

The TIP development process is being used to satisfy the public hearing requirements of FTA's Section 5307 program and this public notice of public involvement activities and time established for public review and comments on the TIP will satisfy the FTA Program of Projects requirements.

Target Audiences

The MPO takes great pride in working with people and other agencies. The AAMPO strongly believes that people should have a say in decisions that impact their lives. The AAMPO staff keeps a contact list on a continuous basis. People and groups that AAMPO targets are listed below. This list is not exclusive. The AAMPO also tries to reach the public at large.

Target Audiences
Airport operators
Board and committee members
Business and trade organizations
Citizens expressing an interest in transportation planning
City and academic libraries
Civic and public interest groups
Community-based associations
Commuters
Disabled populations
Elected local, state and federal officials
Emergency response agencies
Environmental groups
Faith-based organizations
Freight shippers
Higher education faculty, staff, and students
Homeowner, neighborhood and resident associations
Local media outlets
Military Bases
Natural disaster risk reduction agencies
Private transportation organizations and employees
Providers of freight transportation services
Public agencies and staff
Public health organizations
Public ports
Public transportation
School districts
Social service organizations
Tourism industry
Traditionally underserved populations (described in greater detail in the following section)
Transportation advocates
Tribal governments
Users of pedestrian walkways and bicycle transportation facilities
Users of ridesharing services such as Uber and Lyft
Any other interested parties

Diversity and Inclusiveness

AAMPO commits to engage traditionally underserved groups. These groups include low-income and minority populations. Federal laws protect more groups. The AAMPO also protects two more groups. All protected groups are listed here.

Protected Categories

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

Minority

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

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

Low Income

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

Elderly

Any persons over the age of 65.

People with Disabilities

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

Limited English Proficiency

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

Additional Categories

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

Low Literacy

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

Zero Car Households

Households without cars or access to one.

Board and Committees

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

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

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

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

Materials	What is available on the web?	When is it posted on the web?
Meeting agendas and packets	Transportation Policy Board www.alamoareampo.org/Committees/TPB/ Technical Advisory Committee www.alamoareampo.org/Committees/TAC/ Bicycle Mobility Advisory Committee www.alamoareampo.org/Committees/BMAC/ Pedestrian Mobility Advisory Committee www.alamoareampo.org/Committees/PMAC/	One week prior to the meeting

Materials	What is available on the web?	When is it posted on the web?
Meeting Information	Board and committee meeting dates and times www.alamoareampo.org/Calendar/	Online calendar is posted and updated throughout the year, along with board/committee web pages. Meeting information pages updated monthly.
Livestreaming	Transportation Policy Board meetings only www.alamoareampo.org/mpolive	Listen or watch the Transportation Policy Board meetings live or in a searchable archive available 24 hours after the event.
News releases	News and media items, published or broadcast www.alamoareampo.org/news/	Review news releases after sending to the media. Timing of the news release varies depending on the news item or event.

Meeting Notices

The Texas Open Meetings Act requires notice of any public meeting where a decision could be made or that may be attended by more than one elected official. The MPO regularly posts MPO Transportation Policy Board (TPB), Technical Advisory Committee (TAC), Bicycle Mobility Advisory Committee (BMAC) and Pedestrian Mobility Advisory Committee (PMAC) meetings in the Texas Register, at the Bexar County Courthouse Bulletin Board, and with Comal and Guadalupe counties.

Public Comments

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

Public Participation Toolbox

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

Philosophy of External Communications

Guiding principles for external communications include:


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

The MPO uses the “Spectrum of Public Participation.” It was developed by the International Association of Public Participation. The spectrum helps identify when to use tools in the process.

IAP2’S PUBLIC PARTICIPATION SPECTRUM



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

		INCREASING IMPACT ON THE DECISION 				
		INFORM	CONSULT	INVOLVE	COLLABORATE	EMPOWER
PUBLIC PARTICIPATION GOAL		To provide the public with balanced and objective information to assist them in understanding the problem, alternatives, opportunities and/or solutions.	To obtain public feedback on analysis, alternatives and/or decisions.	To work directly with the public throughout the process to ensure that public concerns and aspirations are consistently understood and considered.	To partner with the public in each aspect of the decision including the development of alternatives and the identification of the preferred solution.	To place final decision making in the hands of the public.
	PROMISE TO THE PUBLIC	We will keep you informed.	We will keep you informed, listen to and acknowledge concerns and aspirations, and provide feedback on how public input influenced the decision.	We will work with you to ensure that your concerns and aspirations are directly reflected in the alternatives developed and provide feedback on how public input influenced the decision.	We will look to you for advice and innovation in formulating solutions and incorporate your advice and recommendations into the decisions to the maximum extent possible.	We will implement what you decide.

The table shows different communication tools. The last column shows the level of participation. It corresponds to the Spectrum of Participation. Some strategies, such as outreach tools, are solely informational. Others can include multiple points on the spectrum.

Meetings/Events/Speaking Engagements		
Type	Description	Level of Participation
Project Workshops/Open-Houses	This type of public meeting is open and more informal. Team members interact with the public on a one-on-one basis. Short presentations may be given at these meetings. They will be followed by small group exercises or exhibits that people can visit on their own.	Inform Consult Involve Collaborate
MPO Exhibit Tables	MPO staff attend other agency events and man tables or booths. These include activities, maps, charts and informational brochures. Exhibit tables may also be used at malls or other public venues.	Inform Consult
Small Group Meetings	During projects such as planning studies, meetings are held with small groups that have an interest in the project. Meetings could be with homeowners or neighborhood associations, civic groups, special interest groups, or other groups of affected or interested parties.	Inform Consult Involve
Advisory committee meetings	The AAMPO staff supports four committees and several subcommittees. These groups provide input, advice and recommendations to the planning process. Committees work to build consensus on their recommendations before sending them to the board.	Inform Consult Involve Collaborate
Transportation Policy Board	The board is made up of elected officials and representatives from the various cities, counties, and public agencies within the MPO study area. It is the sole decision-making body within the MPO process.	Inform Consult Involve Collaborate Empower

Online/Electronic Tools		
Type	Description	Level of Participation
AAMPO Website	The website was established in 1998 with basic information about the MPO process, members, meeting times and contact information. The site has been expanded to include information about specific projects undertaken by the MPO. Bicycle, pedestrian and trails information and event schedules are also included. Work products such as the UPWP, TIP and MTP are available from the website. The site provides many links to other transportation related sites from the local to national level. The site is continually maintained and updated by MPO staff and is used to promote regular and special meetings, planning studies, bicycle and pedestrian events, publications and work products.	Inform
FastTrack E-Newsletter	The MPO publishes an electronic newsletter on a bi-weekly basis and distributes it according to the database e-mail list. Citizens are added to the distribution list at their own request. Opportunities to be added to the list occur during public meetings hosted by the MPO, during public events attended by the MPO, on the MPO website, and when citizens contact MPO staff. Each issue of the newsletter includes staff contact information, upcoming meeting schedules, the MPO website address, project highlights, and current planning project status reports. Information regarding significant transportation issues, MPO awards, and other one-time activities are also included.	Inform Consult
Social Media	The MPO will utilize appropriate social media avenues to post pertinent information and notices on a frequent basis. This also provides another opportunity for the public to provide public input to the MPO's on-going planning process.	Inform Consult Involve
Project-specific Web Sites	For individual projects, project-specific websites may be used. These sites are used when project information is too extensive to be included on the MPO site. Project websites can contain study area maps, meeting announcements, descriptions of alternatives, comment forms, user surveys and project team contact information. Links to project sites are provided from the MPO site.	Inform Consult Involve

Online/Electronic Tools		
Type	Description	Level of Participation
Crowdsourcing	The MPO will utilize different online tools to solicit input, ideas, and suggestions from the public. This could be in the form of comments on a map or submitted via an online form.	Inform Consult
Online meetings	The MPO will provide online participation opportunities as appropriate. These opportunities will include webinar options for participation during the day or virtual public meetings. These will be advertised at the same time as the public meetings.	Inform Consult Involve

Public Notice Delivery Tools		
Type	Description	Level of Participation
US Postal Service	Traditional mail service is used for formal public hearing notices, as well as to publicize public meetings/workshops.	Inform
Email	Email blasts are used in addition to traditional mailing to stakeholders and community members. Recipients have previously opted in to communications by providing their email addresses.	Inform Consult
Location Placement	Meeting notices are posted in high-traffic gathering places, including but not limited to: schools, parks, libraries, community centers, and other such gathering places.	Inform
Transit	Meeting flyers and related collateral material may also be available on buses, notifying riders of upcoming meetings.	Inform

Print and Broadcast Media Tools		
Type	Description	Level of Participation
Display Ads	These ads are used to promote meetings that are not regularly scheduled, such as corridor or subarea workshops, project specific meetings, open houses or	Inform

Print and Broadcast Media Tools		
Type	Description	Level of Participation
	hearings. They are published in local/regional newspapers that provide the best coverage at an economical price.	
Press Releases	Formal press releases are sent to local media (newspaper, TV and radio) to announce upcoming meetings and activities and to provide information on specific issues being considered by MPO committees.	Inform
TV and Radio Public Affairs Shows	MPO staff will solicit radio and talk show appearances to provide information or to promote events and topics as appropriate.	Inform
Video and Audio Public Service Announcements	MPO staff will produce audio and video public service announcements for selected events and distribute them to the appropriate metro area radio, TV and cable stations.	Inform

Multimedia Tools		
Type	Description	Level of Participation
Printed Newsletter	The MPO publishes a quarterly hardcopy newsletter that is mailed to the contact mailing list and e-mailed to the electronic contact list. Included are feature stories about the transportation planning process as well as ongoing studies, projects and issues. A Spanish version is also available upon request.	Inform
Project Newsletters	For individual projects, such as corridor or subarea studies, that are typically performed using consulting services, newsletters are often used to address specific project issues. These newsletters are mailed to targeted residents, businesses and property owners in the area affected by a particular study. Information regarding upcoming project meetings, alternatives being proposed in the area, and other project news is reported in these newsletters.	Inform
Other Newsletters	When project-specific newsletters are not used, articles may be prepared for publication in other newsletters produced by municipalities, homeowner associations,	Inform

Multimedia Tools		
Type	Description	Level of Participation
	church groups, civic groups, or others that may have an interest in the project. These articles are subject to the publication dates and space restrictions of publishers.	
Video Blogs	On a monthly basis, the MPO produces, in English and Spanish, a brief video blog called V-News. V-News highlights upcoming meetings of MPO standing committees, special project meetings or public events being undertaken by the MPO, and may include useful information related to various planning issues, such as air quality, safety, and transportation options.	Inform
Flyers, Posters and Fact Sheets	To provide summary information regarding MPO policy, programs and projects, flyers, posters and fact sheets may be distributed at public meetings, posted on the MPO web site, and displayed in public places such as libraries and community centers. Individuals and special interest groups can also request fact sheets directly from the MPO staff office.	Inform
Bus Placards	The MPO will use advertising space in VIA buses whenever possible as provided by VIA Metropolitan Transit for various MPO events.	Inform
Banners	The MPO will consider using banner advertising such as physical street banners and internet page banners as appropriate for MPO events and activities.	Inform

Partner Agency Collaboration

MPO staff will attend and participate in as many transportation partner public participation activities as is feasible to enhance public consideration of transportation issues, plans, and programs and to reduce redundancies and costs.

Public Participation Procedures

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

- Metropolitan Transportation Plan, or long-range plan
- Transportation Improvement Program, or short-range plan
- Unified Planning Work Program
- Public Participation Plan
- Performance Measures Report
- Transportation Conformity Document (if/when needed)

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

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

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

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

Two-Step Approval Process

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

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

- Transportation Policy Board hears a presentation and takes action at one meeting as opposed to two board meetings

- Reserved for items requiring quick action due to impending federal or state requirements or deadlines (or for other reasons deemed in the community's best interest)
- Requires a 75% vote by the Transportation Policy Board to enter into a time certain public hearing and the Board will solicit input into the amendment(s) prior to taking action

	Approval Process						Minimum Outreach Activities						
	Two-Step Approval Process	One-Step Approval Process	Expedited One Step Process w/ 75% Board Vote for public hearing	30 Day Comment Period	45 Day Comment Period	60 Day Comment Period	Partner Agency Coordination	News release	Newspaper Ads	Social media	E-newsletter	VNews	Neighborhood presentations
Adoption of the TIP/MTP	★			★			★	★	★	★	★	★	★
Routine amendments to the TIP/MTP occurring between annual updates	★			★			★						
Expedited process, urgent amendments to the TIP/MTP			★				★						
Adoption of the Unified Planning Work Program	★			★			★						
Amendments to the Unified Planning Work Program		★					★						
Public Participation Plan	★				★		★		★	★			
Consultant Contract Award		★					★						
Performance Measures and Targets	★			★			★						
Transportation Conformity						★	★	★	★	★	★	★	★

Note: this list is illustrative and may not reflect all the items the Transportation Policy Board may consider for action.

Monitoring and Evaluation

This PPP will be reviewed and adopted, with revisions if necessary, at least every three (3) years. The following performance measures will be recorded by staff on a continuous basis to monitor and evaluate the effectiveness of participation strategies. Where appropriate, the Deputy Director and the Planning/Public Involvement Program Manager will set yearly targets. Adjustments to strategies will be made as needed to meet the public involvement plan goals.

Goals Addressed	Public Involvement Tool	Evaluation Method
Goals 1, 2, 3, 4, and 5	Public Participation Plan	To be reviewed every three years
Goal 2	AAMPO Website	Number of New Users Number of Returning users Page Views Sessions
Goal 2	FastTrack E-Newsletter	Number of Subscribers Number of Emails Accepted Unique/Total Views
Goals 1, 2, and 3	Open Houses, Meetings, Workshops, and Public Hearings	Number of Attendees
Goals 1, 2, and 3	Newspaper Advertisements	Sign-in sheets – “How did you hear about this meeting?”
Goals 1, 2, and 3	Direct Mailings	Distribution
Goals 1, 2, and 3	Press Releases	Press Mentions
Goals 1, 2, and 3	Surveys	Number of Responses
Goals 1, 2, and 3	Facebook	Likes Total Daily Reach Total Daily Impressions
Goals 1, 2, and 3	Twitter	Followers Impressions Retweets Likes
Goal 2	Instagram	Followers
Goal 2	YouTube	No measure required
Goals 1, 2, and 3	Webstreaming	Number of people watching
Goal 5	Attend Partner Agency Events	Number of Events

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

Revisions and Amendments

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

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

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

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

Enclosure 1: Sample Checklist for Planning an Accessible Meeting

Enclosure 2: Limited English Proficiency Plan

Enclosure 3: Social Media Plan

Enclosure 4: Brand Standards

Adopted:

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 (Green)
- b. Air Quality Issues (Rath)
- c. City of San Antonio (Frisbie)
- 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.

MEMORANDUM

To: Transportation Policy Board
 From: Diane D. Rath, AACOG Executive Director
 Subject: Status Report
 Date: October 12, 2017

**Air Quality and Regional Planning Efforts in the San Antonio-New Braunfels MSA
 Alamo Area Council of Governments**

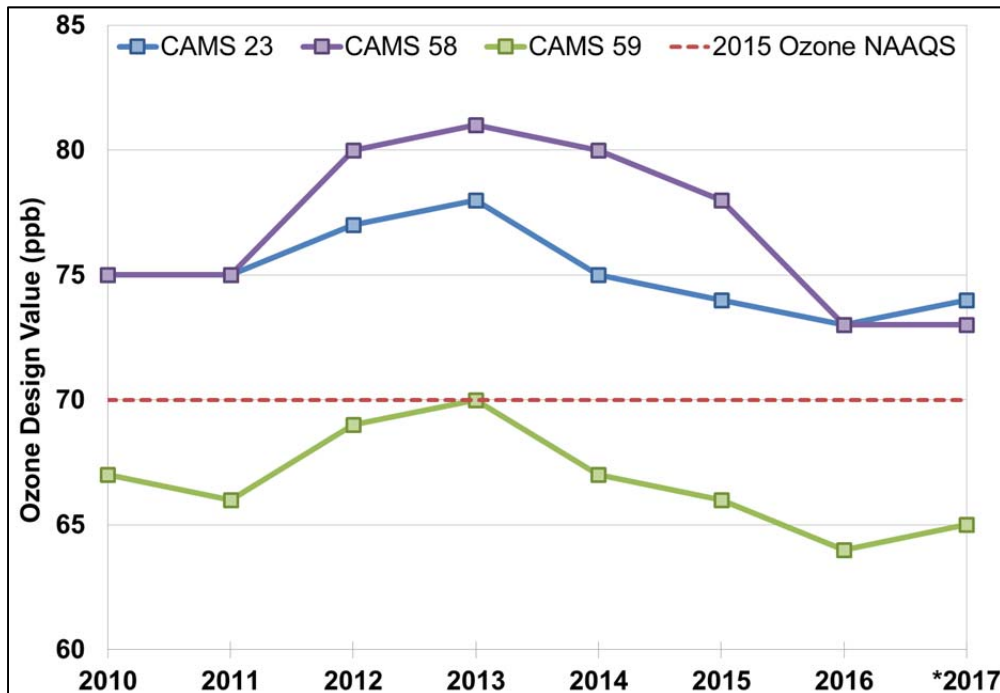
Ozone Status

2015 Eight-hour Average Ozone National Ambient Air Quality Standard (2015 ozone NAAQS): To attain this standard, the three-year average of the fourth-highest daily maximum eight-hour average ozone concentration measured at each monitor within an area must not exceed 0.070 parts per million (ppm), or 70 parts per billion (ppb). The result of the three-year averaging formula is referred to as the design value.

Table 1 lists the fourth-highest maximum eight-hour average ozone concentrations and the design values for the region’s three regulatory monitors for the 2016 ozone season. Numbers in red represent exceedances of the 70 ppb threshold established by the 2015 ozone NAAQS. Both CAMS 23 and CAMS 58 are in exceedance of the 2015 ozone standard. The design value trend from 2010-2017 at each regulatory monitor is provided in Figure 1.

*Table 1: Fourth Highest Eight-hour Average Ozone Measurements and Three-Year Average at Regulatory Monitors, 2015 – 2017**

Monitor Site	Fourth Highest 8-Hour Average O ₃ Measurement, ppb			Three Year Average*
	2015	2016	2017*	
Camp Bullis C58	80	69	72	73
San Antonio NW C23	79	71	73	74
Calaveras Lake C59	68	62	65	65



*Figure 1: San Antonio Design Value Trend, 2010 – 2017**

* 2017 average as of October 8, 2017

The 2017 ozone season began on March 1, and the first exceedance of the ozone NAAQS of the 2017 ozone season occurred on May 7. The four highest 8-hour average ozone concentrations for each regulatory monitor in the AACOG Region for 2017 are shown in Table 2. The 89 ppb 8-hour average ozone recorded on June 8 at CAMS 58 is the highest at any regulatory monitor in the region since September 2012. Although the ozone season officially ends November 30, the 2017 fourth-highest ozone reading is currently high enough to result in a violation of the 2015 standard for years 2015-2017.

*Table 2: Four Highest 8-Hour Average Ozone Measurements at Regulatory Monitors, 2017**

Monitor Site	Date	PPB	Date	PPB	Date	PPB	Date	PPB
Camp Bullis C58	6/8/2017	89	9/13/2017	75	8/4/2017	72	8/1/2017	72
San Antonio NW C23	6/8/2017	80	8/1/2017	75	5/7/2017	74	8/4/2017	73
Calaveras Lake C59	9/12/2017	68	6/8/2017	68	5/7/2017	67	6/7/2017	65

*As of October 8, 2017; Ozone data validated through June; Values in red represent an exceedance of the 2015 ozone NAAQS

2015 Ozone NAAQS Timeline

The following is a timeline of NAAQS-related events that could include the promulgation of attainment designations, which the court ordered to be completed by October 1, 2017:

October 2015	EPA announces new ozone NAAQS (0.070 ppm or 70 ppb); Clean Air Act dictates that once ozone NAAQS are set, the EPA must declare initial area designations within two years
August 2016	Governor Abbott, in letter to EPA, recommends Bexar County be designated nonattainment
June 6, 2017	EPA announces a one-year extension for the designation of nonattainment areas, making the deadline October 1, 2018
July 18, 2017	U.S. House approves H.R. 806 ¹ ; Resolution moves to U.S. Senate for deliberation
August 2, 2017	One-year extension of nonattainment designations is revoked, returning the deadline to October 1, 2017
September 27, 2017	Governor Abbott writes a letter to EPA asking for a delay in the designation of Bexar County
October 1, 2017	EPA did not release nonattainment designations by the Oct. 1, 2017 deadline mandated by the Clean Air Act. ²

In 2016, Governor Abbott initially recommended that only Bexar County be designated as being in nonattainment. The EPA reserves the right to determine the need for additional review or investigation which may result in extending the initial area designation deadline by up to one year. On September 27, 2017, Governor Abbott wrote another letter to the EPA, asking for a delay in the designation of Bexar County, citing a need for more time to investigate international ozone transport and other considerations which might warrant an “attainment” or “unclassifiable/attainment” designation. The EPA missed the October 1 deadline to make nonattainment designations, and it is unclear at this time when those designations will be made. If the nonattainment boundary declared by the EPA matches what was recommended by the governor in 2016, a 120-day comment letter will not be required, and the designation will immediately become official.³

¹ Ozone Standards Implementation Act of 2017, H. 806, 115th Cong. (2017). Available online: <https://www.congress.gov/bill/115th-congress/house-bill/806/text>. Accessed 10/11/2017.

² 80 Fed. Reg. 65438 (October 26, 2015)

³ 80 Fed. Reg. 65438 (October 26, 2015)

Unless the EPA Administrator determines the need for additional review or investigation, the following is the anticipated timeline of NAAQS Implementation and is not reflective of any proposed legislation, such as HB 806, or of any regulatory modification by the EPA Administrator:

TBD, 2017	EPA finalizes nonattainment designations, classifications, and State Implementation Plan (SIP) rules
October 1, 2018	Initial Infrastructure and Interstate Transport SIPs are due
October 1, 2020	Initial Transportation and General Conformity determinations are due SIP elements for non-attainment areas are due for areas classified as Moderate or higher
December 31, 2020	Attainment deadline for Marginal areas
December 31, 2023	Attainment deadline for Moderate areas

2016-2017 Unified Planning Work Program Updates

The On-Road Control Strategies Assessment and Photochemical Modeling Report have undergone internal quality assurance audit, and were sent to AAMPO for further review and/or acceptance.

Other Air Quality Program Updates

On Saturday, September 16, 2017, the Alamo Area Clean Cities Coalition held Drive Electric Day – San Antonio at the Pearl Farmers Market. The free, annual event featured over a dozen Electric Vehicles (EVs), test drives and ride-alongs with local EV owners and auto dealerships. Drive Electric Day gave 25 test drives and ride-alongs to attendees. Chris Langston attended the event and rode in a Tesla Model S and BMW i3 Rex. Chris explained, “The best part of the event was being able to interact with local EV owners. Being able to talk, question, and ride along with an EV owner far exceeds anything you can get from talking with a car salesman. You know you are getting straightforward answers and not a sales pitch.”

On September 19, 2017, the U.S. District Court approved the Environmental Mitigation Trust agreement for state and related beneficiaries. On October 2, the Trust Effective Date (TED) was set, giving the Governor’s Office 60 days to apply for beneficiary status. Texas is in the process of designating a lead agency. The Environmental Mitigation Trust allocates \$209 million to Texas to fund emissions mitigation activities, such as the replacement or repower of aging diesel-powered vehicles and equipment. The Alamo Area Clean Cities Coalition will be hosting a workshop for fleets, date TBA.

The Texas Commission on Environmental Quality (TCEQ) will be holding a free workshop on November 20, 2017, to assist with grant applications for the Alternative Fueling Facilities Program (AFFP) and the Texas Natural Gas Vehicle Grant Program (TNGVGP). The AFFP offers grants for the construction or expansion of natural gas and alternative fuel fueling stations within the Clean Transportation Zone. The TNGVGP provides grants to encourage an entity that owns and operates a heavy-duty or medium-duty motor vehicle to repower the vehicle with a natural gas engine or replace the vehicle with a natural gas vehicle. The workshop will be held on November 20 at the Alamo Area Council of Governments (8700 Tesoro Drive, Al J. Notzon Board Room Suite 100, San Antonio TX, 78217). The AFFP Workshop will begin at 9:00 AM; the TNGVGP will follow at 2:00 PM. Lunch will not be provided.

10. Discussion and Appropriate Action on Agenda Items for Upcoming Transportation Policy Board Meetings

Purpose

The purpose of this agenda item is to potentially take action on future Transportation Policy Board agenda items.

Issue

According to Article V, Section B of the MPO's bylaws, the Transportation Policy Board agenda shall be set as follows:

B. Meeting Agenda

The Chair of the Board, with the advice of MPO Staff, shall establish the agenda of business to be transacted or considered at all Transportation Policy Board meetings. Any Transportation Policy Board member may submit an agenda item. If for any reason that item is not agendized the member may request consideration by the Transportation Policy Board and the Transportation Policy Board may take action to place the item on a future agenda through the following process:

A recurring item will be added to all agendas to allow the inclusion of special or non-routine items on the next Transportation Policy Board meeting agenda. In order to be placed on the next agenda, each proposed item will require a motion for approval, second, and "yes" majority vote of the quorum present.

Action Requested

For discussion and action as necessary.

11. 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).

12. Adjourn