

FY 2018 – 2019
UNIFIED PLANNING WORK PROGRAM



Adopted by the Transportation Policy Board:
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Introduction

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

History and Background

The Federal Aid Highway Act of 1962 promulgated the requirement that all urban areas of 50,000 or more population develop and maintain a comprehensive, cooperative, and continuing (3-C) transportation planning process. The process would establish a transportation plan and provide the procedure by which it would be maintained and revised on a continuing basis.

To accomplish this process in San Antonio, an agreement was attained in 1963 between the City of San Antonio, County of Bexar, and the Texas Department of Transportation (then called the Texas Highway Department) which established the San Antonio-Bexar County Urban Transportation Study (SABCUTS). This agreement was updated and re-executed in 1968, 1974, and 1977. The Metropolitan Transit Authority (VIA Metropolitan Transit) became a signatory party to the agreement in 1978. This agreement was subsequently updated and re-executed in 1992, 1996, 2010 and 2014. The four signatory parties have not changed.

In 1968, the Texas State Legislature established the Alamo Area Council of Governments (AACOG) with a planning region of twelve counties, ten of which lie in the Texas Department of Transportation (TxDOT) San Antonio District. The San Antonio District, however, has two additional counties outside of the AACOG region.

In 1974, AACOG was designated by the Governor of Texas as the Metropolitan Planning Organization for the San Antonio urbanized area. In this capacity, AACOG was a forum for cooperative decision-making by principal elected officials of general purpose local governments, and bore responsibility for maintenance of the urban transportation planning process.

In August 1977, the Governor of Texas designated the San Antonio-Bexar County Urban Transportation Study (SABCUTS) Steering Committee as the Metropolitan Planning Organization for the San Antonio urbanized area. This committee, now composed of fourteen elected officials and seven non-elected officials, provides a forum for cooperative decision-making policy guidance to the transportation planning process and covers all of Bexar, Comal, Guadalupe counties and a portion of Kendall County.

Building upon previous legislation [the Intermodal Surface Transportation Efficiency Act (ISTEA), the Transportation Equity Act for the 21st Century (TEA-21), the Safe, Accountable, Flexible, and Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), the Moving Ahead for Progress in the 21st Century Act (MAP-21)], Fixing America's Surface Transportation Act (FAST Act) was signed into law on December 3, 2015. The FAST Act expands on transportation planning and a performance-based multimodal program that addresses the many challenges facing the U.S. transportation system.

A. Purpose

Overview

This document presents the FY 2018 - 2019 Unified Planning Work Program (UPWP) for the Alamo Area Metropolitan Planning Organization study area. It delineates the activities to be accomplished during the period of October 1, 2017 through September 30, 2019, the funding requirements, and the agency responsible for accomplishing the tasks.

This document is organized in four sections. The first section describes the background and history of transportation planning in the area and the physical planning area within which planning activities will be concentrated. The second section describes briefly the organizational structure of the transportation planning process and the functional responsibilities of the planning agencies. The third section presents an overview of private sector involvement, planning issues, and National Emphasis areas. The fourth section details the work elements of the FY 2018 - 2019 UPWP.

The appendices contain the following:

- Appendix A: Transportation Policy Board and Technical Advisory Committee Membership
- Appendix B: Metropolitan Area Boundary Map
- Appendix C: Signed Certifications
 - MPO Self Certification
 - Lobbying Certification
 - Debarment Certification
 - Certification of Internal Ethics and Compliance Program
 - Contract and Procurement Procedures Certification of Compliance

FAST Act Planning Factors

FAST Act retains the previous eight factors that should be considered when developing plans and programs and adds three planning factors. The following outlines these eleven factors:

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

FAST Act Performance Management

MAP-21 instituted Performance Management to provide greater accountability and transparency and help achieve the most efficient and effective investment of transportation resources. The FAST Act continues

MAP-21's overall performance management approach, within which States invest resources in projects that collectively will make progress toward national goals.

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

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

The MPO believes in the proactive involvement of citizens, affected public agencies, representatives of transportation agency employees, private providers of transportation, and other interested parties in the development and updates of transportation plans and programs. This document outlines programs and studies funded through the FAST Act that will help achieve the FAST Act national goals.

B. Definition of Area

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

C. Organization

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

Policy Organization

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

- Provide a forum for cooperative decision-making by principal elected officials of general purpose local government;
- Carry out the urban transportation planning process as required by law for urbanized areas in conformity with applicable federal regulations and guidelines;
- Provide routine guidance to the planning process;
- Designate responsibility for the development of the Unified Planning Work Program, Transportation Improvement Program and Metropolitan Transportation Plan;

- Establish and approve policy procedures for transportation planning;
- Examine the adequacy of the continuing planning process;
- Review the limits of the Study Area and, if necessary, make revisions;
- Review and approve an annual budget for transportation planning activities as outlined in the Unified Planning Work Program;
- Designate such technical committees or task forces as necessary to carry out the planning process; and
- Approve the National Highway System map, the functional classification system map, the urban area boundary map, and the metropolitan area boundary map.

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

Technical Organization

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

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

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

Other Advisory Committees

Additional advisory committees have been established to advise the Technical Advisory Committee on specific elements of the transportation planning process. Current standing committees acting in an advisory capacity to the Technical Advisory Committee are the Bicycle Mobility Advisory Committee (BMAC) and the Pedestrian Mobility Advisory Committee (PMAC).

BMAC and PMAC have the following responsibilities:

- Provide routine guidance on the bicycle and pedestrian elements of the transportation planning process;
- Review the technical accuracy of transportation documents (from a bicycle and pedestrian perspective) resulting from the transportation planning process and either take action on the work completed or make a recommendation to the Technical Advisory Committee;
- Review any item requested by the Technical Advisory Committee and report findings to the Technical Advisory Committee; and
- Report findings of policy issues to the Transportation Policy Board through the Technical Advisory Committee.

Ad hoc committees under TAC include the Land Use and Regional Thoroughfare Planning Committee, the Freight, Rail and Transit Committee, and the Traffic Incident Management Committee. The MPO also creates multi-agency study oversight committees for certain planning studies and projects in the UPWP.

Functional Responsibilities of Planning Agencies

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

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

Metropolitan Planning Organization

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

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

- Maintains a library of all planning products.
- MPO staff has the following general responsibilities:
 - 1) Provide staff support to the Transportation Policy Board, the Technical Advisory Committee (TAC), the Bicycle Mobility Advisory Committee (BMAC), the Pedestrian Mobility Advisory Committee (PMAC) and other committees as necessary;
 - 2) Review and report on items on the agenda(s) for the Transportation Policy Board, TAC, BMAC, and PMAC;
 - 3) Coordinate and perform the activities contained in the UPWP;
 - 4) Prepare and submit an annual budget for work outlined in the UPWP for approval;
 - 5) Receive and review all bills from agencies and consultants that the MPO has contracted with to perform work outlined in the UPWP;
 - 6) Submit requests for reimbursement to the appropriate Federal and State agencies for work performed according to the UPWP;
 - 7) Prepare and submit grant applications for federal assistance in transportation planning;
 - 8) Prepare and submit the Annual Performance and Expenditure Report and Annual Project Listing;
 - 9) Coordinate the activities for the development and maintenance of the UPWP, the MTP and the TIP;
 - 10) Refine and maintain a process for obtaining public input and participation in the transportation planning process, with special emphasis on “Environmental Justice/Title VI Civil Rights Evaluation”; and
 - 11) Perform any other administrative duties as required by the Transportation Policy Board.

Alamo Area Council of Governments

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

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

Texas Department of Transportation

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

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

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

Counties

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

Cities

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

VIA Metropolitan Transit

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

Northeast Partnership

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

Suburban Cities

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

Public/Private Partnerships

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

D. Private Sector Involvement

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

- TAC: One member representing local private transportation providers
- BMAC: Two private bicycling organizations (STORM and the San Antonio Wheelmen), one bicycle organization, one professional organization, and three citizen positions
- PMAC: One private walking organization and three citizen positions

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

E. UPWP Structure

The tasks in the FY 2018-2019 UPWP fall into five primary activities: Administration/Management, Data Development and Maintenance, Short Range Planning, Metropolitan Transportation Plan, and Special Studies. Activities that will be of high importance to the MPO will be expanding planning programs and processes into the newly expanded MPO boundary, as appropriate.

Administration/Management – This activity contains the work associated with administrative support of the coordinated, comprehensive, and continuing (3-C) transportation planning process.

Data Development and Maintenance – Contained in this activity are work elements designed to collect, update, and report data required to perform both long and short-range transportation planning.

Short Range Planning – Contained in this planning activity are plans and programs relating to immediate implementation and near term time frame.

Metropolitan Transportation Plan – This includes activities associated with the development and updating of the area's long range multi-modal transportation plan and travel demand models.

Special Studies – The objective of this activity is to provide for work elements that are generally outside the scope of the 3-C planning process, but are necessary to the continued development of a viable transportation plan in the area.

F. Planning Issues and Emphasis

The Federal Highway Administration and Federal Transit Administration have jointly issued Planning Emphasis Areas (PEAs). The PEAs are planning topical areas for MPOs and State DOTs to develop and identify work tasks to support. The PEAs include:

MAP-21 Implementation - Transition to Performance Planning and Programming: although performance measures have not yet been adopted at the state level, the MPO identified performance indicators in the 2040 Metropolitan Transportation Plan Update and continues to monitor federal and state efforts. Updated requirements as outlined in the FAST Act will move towards implementation.

Models of Regional Cooperation - Promote cooperation and coordination across MPO boundaries and across State boundaries where appropriate to create a regional approach to transportation planning: the MPO has previously coordinated and will continue to coordinate with surrounding regions, in particular the Capital Area MPO, in regional planning and programming.

Ladders of Opportunity: access to essential services as part of the transportation planning process identify transportation connectivity gaps in access to essential services: through its work in Walkable Community Workshops and the Regional Transportation Coordination Plan, the MPO has and will continue to coordinate with providers of essential services.

Task 1.0 – Administration/Management

A. Objective

To accomplish, on a continuing basis, the plans and programs necessary to administer Federal transportation planning grants and maintain the “3-C” planning process in and for the Alamo Area Metropolitan Planning Organization.

B. Expected Products

Certified Transportation Planning Process
Other Appropriate Documents and Reports

C. Previous Related Work

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

D. Subtask 1.1 Program Support

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

- 1.1.1 Program Administration:** This activity includes developing and implementing those policies and guidelines necessary to carry out and maintain the “3-C” planning process; coordinating transportation planning activities; budgeting and managing transportation planning funds; sponsoring and conducting meetings including providing support to policy and advisory committees; and coordinating and working with other agencies and organizations involved in planning, programming and implementing transportation projects.
- 1.1.2 Public Participation:** This activity supports the MPO staff’s implementation of the Public Participation Plan to include the conduct of community outreach and public meetings/hearings as needed with emphasis on Environmental Justice populations and the development/review processes of the Transportation Improvement Program, Metropolitan Transportation Plan and other planning products; development and use of questionnaires, newsletters and other participation techniques; developing and posting website updates; and creating bilingual materials as appropriate.
- 1.1.3 Title VI Civil Rights/Environmental Justice Activities:** This activity supports monitoring, evaluating and implementing Title VI/EJ compliance, guidance and requirements for plans and programs; continuing to collect and analyze data related to minority or low income populations and the effect of the transportation programs and system on those populations; identifying ways to mitigate impacts of the system and programs on the identified populations; expanding the database of citizens and businesses in low income or minority areas to facilitate effective outreach to those populations.
- 1.1.4 Federal Certification Review:** The Alamo Area MPO is scheduled for its next Federal Certification Review in April 2019. This activity supports development of required documents and displays in support of the review and the public input session.
- 1.1.5 Travel and Training:** This activity supports staff development in the technical activities associated with the transportation planning process through travel to and attendance at appropriate conferences, courses, seminars, and workshops. For out of state travel, the MPO will seek prior TxDOT approval.

1.1.6 Computer Hardware/Software: This activity is for the upgrade/addition of computer hardware and software to ensure suitability for data manipulation and analysis. A description of computer hardware and software purchases in excess of \$5,000 will be submitted to the Texas Department of Transportation for approval prior to acquisition.

1.1.7 Building Maintenance and Repairs: This activity includes using planning funds for non-routine building maintenance and repairs.

Responsible Agency: Metropolitan Planning Organization
 Funding Requirement: 1,474,000 (\$718,000 budgeted for FY 2018 and \$756,000 budgeted for FY 2019)

- Product (s):
- Certified Planning Process
 - Reports on fiscal expenditures and work completed as required
 - Forum for cooperative decision-making by principal elected officials of general purpose local governments
 - Effective coordination of transportation planning activities

Subtask 1.2 Legal Costs

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

Responsible Agency: Metropolitan Planning Organization
 Funding Requirement: \$80,000 (\$40,000 budgeted for FY 2018 and \$40,000 budgeted for FY 2019)

E. Funding Summary

Subtask	Subtask Name	Responsible Agency	TPF *	Total
1.1	Program Support	MPO	\$1,474,000	\$1,474,000
1.2	Legal Services	MPO	\$80,000	\$80,000
Total			\$1,554,000	\$1,554,000
FY 2018 TPF			\$758,000	\$758,000
FY 2019 TPF			\$796,000	\$796,000
Total FY 2018 and 2019 TPF			\$1,554,000	\$1,554,000

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

* TPF is a combination of FHWA PL 112 and FTA 5303 funds.

Task 2.0 – Data Development and Maintenance

A. Objective

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

B. Expected Products

Series of technical reports documenting the continuing demographic data updating process
 Updates to the iMap online mapping application
 VIA Origin and Destination Study Results and Final Report
 Updated data tables and GIS layers

C. Previous Related Work

Demographic Forecast Modeling Projects (2004-2017)
 VIA On-Board Transit Origin and Destination Survey (1995, 2000, 2005, 2010, 2015)
 Pedestrian and Bicycle Facility Data Collection and Mapping
 Bicycle Maps (versions 1-4)
 Smoothed Urbanized Area; updated Functional Classification; identification of 2015 Saturation Count locations

D. Subtask 2.1 MPO Staff Support for Task 2

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

2.1.2 General GIS Activities: Specific activities will include, but not be limited to, participating in the development of new census tracts and TAZ due to the 2020 census; refining and documenting demographic data as needed; analyzing public meeting attendance data, displaying bicycle and pedestrian data and census data, especially data related to Title VI/Environmental Justice that includes identifying and analyzing locations of minority populations and those below the poverty level within the MPO Study Area, and mapping planned and programmed transportation projects and services that may affect these populations; using and documenting GIS data and/or NEPAassist supporting efforts to link planning and NEPA; updating and developing new GIS data layers, as appropriate; and designing and printing presentation materials as needed.

2.1.3 Alamo Area Open Data Repository: Continue development of this transportation related geospatial data warehouse, known as iMap, short for 'interactive map'. The open data repository contains data and links to participating entities transportation related data elements. Users (citizens and agency staff) of the open data site can query, view, download and disseminate data. Data updates to the iMap online viewer will continue.

Responsible Agency: Metropolitan Planning Organization
 Funding Requirement: \$782,000 (\$382,000 budgeted for FY 2018 and \$400,000 budgeted for FY 2019)
 Product(s): Contract Procurement Materials, Billing Packages, Technical Memoranda, Final Reports, and Mappable Databases as per specifications

Subtask 2.2 VIA Origin and Destination Survey

2.2.1 The primary purpose of the on-board origin and destination survey is to obtain accurate information on the fixed-route bus travel patterns of VIA bus riders, both system-wide and at route level. Information will be gathered at the linked trip level, which makes this research more useful than VIA's various routine, continuous methods of routine data collection which are at the unlinked trip level. A secondary purpose is to obtain matching information on riders' demographics VIA completed a similar survey in 2015 and will use those results as a baseline for comparison to the 2018 data. This project provides both information needed for modeling transportation demand and provides information required for Title VI reporting to the FTA.

The general scope of services is as follows:

1. VIA, in consultation with a technical support committee (MPO and other partner agency staff) will define the contents of the survey questionnaire, which will be administered in Spanish and English.
2. VIA will contract with a survey research company to perform fieldwork for an on-board survey using the face to face interview method. The research company will work on a completed-interviews basis and will be responsible for geocoding and preparing the data file as well as for initial analysis using that file.
3. Riders on all VIA bus routes, including bus rapid transit and downtown circulator routes will be interviewed. Only weekday trips will be sampled during the September 2015 – October 2015 timeframe. Samples will be drawn on an equal probability of selection basis. The data produced will include:
 - Origin and destination at unlinked trip level
 - Origin and destination at linked trip level
 - Connecting modes of travel at boarding and alighting, including walking and transferring to another bus (methods of access and egress).
 - Geocoding for those origins and destinations, coding to census tract and TAZ.
 - Demographic data including household income, household size, rider's age, and ethnicity, and purpose or activity at both origin and destination.
 - VIA bus usage data including frequency of use and fare medium used.
 - Alternative mode of transportation
 - An expansion factor to scale survey results at route level up to VIA's total daily ridership
 - Bus route
 - Time period during the day

Responsible Agency: VIA Metropolitan Transit
 Funding Requirement: \$200,000 (\$200,000 budgeted for FY 2018)
 Product(s): Data Files with Geocoding, Final Written Report Including Demographics

Subtask 2.3 Regional Transportation Attitude Survey III ¹

2.3.1 A consultant will undertake a regional transportation attitude study in the Alamo Area to gather statistically valid data with respect to public perceptions of regional transportation needs and issues and of preferences and priorities for future transportation system enhancements. While the focus will be on transportation, the survey will address other aspects of transportation planning including air quality, Edwards Aquifer protection, energy, safety, noise reduction, drainage, neighborhood protection, historical site preservation, protection of trees and other features of the natural landscape. This project is an update of the San Antonio – Bexar County Regional Transportation Attitude Study conducted in 1997-1998 and in 2006-2007. It is expected the questionnaire and data collection methodology will be similar to the original study to allow for direct comparisons of survey results.

Responsible Agency: Metropolitan Planning Organization (consultant)
 Funding Requirement: \$200,000 (estimated FY 2017 carryover) ¹
 Product(s): Technical Memoranda, Final Report, data file of survey records

E. Funding Summary ¹

Subtask	Subtask Name	Responsible Agency	TPF *	Other	Local	Total
2.1	Staff Support	MPO	\$782,000			\$782,000
2.2	VIA Origin and Destination Survey	VIA	\$200,000			\$200,000
2.3 ¹	Regional Transportation Attitude Survey III	MPO	<u>\$200,000</u>			<u>\$200,000</u>
Total ¹			<u>\$1,182,000</u>			<u>\$1,182,000</u>
FY 2018 TPF ¹			<u>\$782,000</u>			<u>\$782,000</u>
FY 2019 TPF			\$400,000			\$400,000
Total FY 2018 and 2019 TPF ¹			<u>\$1,182,000</u>			<u>\$1,182,000</u>
TxDOT will apply transportation development credits sufficient to provide the match for FHWA PL-112 and FTA Section 5303 programs. As the credits reflect neither cash nor man-hours, they are not reflected in the funding tables.						
* TPF is a combination of FHWA PL 112 and FTA 5303 funds.						

¹ Amended by the AAMPO Transportation Policy Board on January 22, 2018.

Task 3.0 – Short Range Planning

A. Objective

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

B. Expected Products

Air Quality Conformity Documentation
 Transportation Improvement Program
 Regional Bicycle and Pedestrian Planning Data and Presentations

C. Previous Related Work

Air Quality Planning: Emissions Inventory
 Air Quality Planning: Control Strategy Modeling

D. Subtask 3.1 MPO Staff Support for Task 3

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

3.1.2 General Activities: Specific activities will include, but are not limited to, maintenance of the FY 2017-2020 Transportation Improvement Program, development of the FY 2019-2022 Transportation Improvement Program, maintenance of the FY 2018-2019 Unified Planning Work Program, and development of the FY 2020-2021 Unified Planning Work Program.

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

3.1.4 Air Quality Planning: Specific activities include participation in the AACOG Air Technical Committee, the Near Non-Attainment Area Workgroup, Technical Working Group, the State Implementation Plan Work Group as well as other air quality related committees and interagency consultation activities at the state and local level. Other activities will include the review and possible implementation of federal regulations affecting the region's air quality status, including the preparation of transportation conformity documentation if the area is designated non-attainment for ozone, and review and analysis of Transportation Control Measures, Mobile Source Emission Reduction Strategies and Green House Gases as required.

3.1.5 Pedestrian and Bicycle Planning Activities: MPO staff will continue to plan and lead activities related to pedestrian and bicycle planning. These activities include continued implementation of the Pedestrian Safety Action Plan and the Regional Bicycle and Pedestrian Planning Study; coordination of annual Walk&Roll events; development, coordination and implementation of the Walkable Community Program which supports the Safe Routes to School program and consists of three independent activities: safety classes, bike rodeos, and Walkable Community Workshops. This activity also includes staff coordination and participation in the MPO's Bicycle Mobility Advisory Committee (BMAC) and the Pedestrian Mobility Advisory Committee (PMAC).

Product(s): Contract procurement materials and billing packages, BMAC and PMAC meeting packages and materials, Walkable Communities and Safe Routes to Schools reports

Responsible Agency: Metropolitan Planning Organization
 Funding Requirement: \$1,468,000 (\$716,000 budgeted for FY 2018 and \$752,000 budgeted for FY 2019)

Subtask 3.3 Air Quality Planning

3.3.1 The purpose of this Subtask is to provide technical analysis for air quality planning in the region. At this time, the region has not yet been designated non-attainment for ozone. Once designated non-attainment, the MPO staff is responsible for transportation conformity as outlined under Subtask 3.1.4. Tasks that will be performed by AACOG staff under this Subtask may include refining the photochemical model as new data becomes available; conducting photochemical model runs; conducting trend analyses; conducting model sensitivity tests; identifying, evaluating and recommending on-road control measures; and updating emissions inventories. This type of work for on-road sources has been invaluable and the region desires to continue investing in this analysis. Should the region require a photochemical model, AACOG desires to conduct the work with oversight by the Texas Commission on Environmental Quality (TCEQ). The work will be guided by local and State agencies and will be designed to meet Environmental Protection Agency defined standards for reliability and accuracy. Work performed under this subtask will not duplicate tasks being conducted by TCEQ nor the Texas A&M Transportation Institute. It must be noted that for air quality planning, the area outside the metropolitan area boundary affects the area within the metropolitan area boundary.

Responsible Agency: Alamo Area Council of Governments
 Funding Requirement: \$100,000 (\$50,000 budgeted for FY 2018 and \$50,000 budgeted for FY 2019)
 Product(s): Technical Memoranda, Status Reports and Technical Report(s)

Subtask 3.4 Bike Share Master Plan Study ¹

3.4.1 This project is a third party contract for a consultant to evaluate and make recommendations on the existing Bike Share program within Bexar County and determine the feasibility of expanding the program to Comal, Guadalupe and Kendall counties. Within Bexar County the selected consultant will analyze existing data, review best practices, assess station locations, conduct public outreach, develop an implementation plan, and recommend program goals and performance measures. Within Comal, Guadalupe and Kendall counties, the selected consultant will assess the interest in developing a bike share program, identify potential origins and destinations for bike share usage, assess potential station locations, conduct public outreach, identify potential management structure(s), and identify potential capital and operating funding sources. The entire study process will be documented in a final report.

Responsible Agency: Metropolitan Planning Organization (consultant)
 Funding Requirement: \$225,000 (estimated FY 2017 carryover) ¹
 Product(s): Data Sets/Layers, Technical Memoranda, Final Report

¹ Amended by the AAMPO Transportation Policy Board on January 22, 2018.

E. Funding Summary ¹

Subtask	Subtask Name	Responsible Agency	TPF *	Other	State	Total
3.1	Staff Support	MPO	\$1,468,000			\$1,468,000
3.3	Air Quality Planning	AACOG	\$100,000			\$100,000
3.4 ¹	Bike Share Study	MPO	<u>\$225,000</u>			<u>\$225,000</u>
Total ¹			<u>\$1,793,000</u>			<u>\$1,793,000</u>
FY 2018 TPF ¹			<u>\$991,000</u>			<u>\$991,000</u>
FY 2019 TPF			\$802,000			\$802,000
Total FY 2018 and 2019 TPF ¹			<u>\$1,793,000</u>			<u>\$1,793,000</u>
<p>TxDOT will apply transportation development credits sufficient to provide the match for FHWA PL-112 and FTA 5303 programs. As the credits reflect neither cash nor man-hours, they are not reflected in the funding tables. Section</p> <p>* TPF is a combination of FHWA PL 112 and FTA 5303 funds.</p>						

¹ Amended by the AAMPO Transportation Policy Board on January 22, 2018.

Task 4.0 – Metropolitan Transportation Plan

A. Objective

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

B. Expected Products

Maintenance of “Mobility 2040”
 Development of “Mobility 2045”
 Refined travel demand model
 Regional thoroughfare plan framework

C. Previous Related Work

VIA’s Long Range Comprehensive Transportation Plan
 VIA Vision 2040
 Development of mode choice model and updates
 Travel demand model updates
 Metropolitan Transportation Plan Update (1994, 1999, 2004, 2009, 2014)

D. Subtask 4.1 MPO Staff Support for Task 4

4.1.1 General Administration: This subtask allows for MPO staff support for administrative activities related to long range planning including procurement, development, management of consultant contracts for projects in Task 4, review and processing of monthly billings for work related to Task 4, participation in study oversight committee meetings, maintenance of the Metropolitan Transportation Plan (“Mobility 2040”), and development of “Mobility 2045”.

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

4.1.3 Regional Public Transportation Plan: In 2005, the Texas Department of Transportation partnered with areas around the State to undertake an initiative to develop recommendations and goals to improve the future of Texas Public Transportation. While the region adopted the “Alamo Area Regional Public Transportation Coordination Plan” in early 2007 this task will remain in the UPWP for any follow-up work in support of the coordinated public transportation effort.

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

Responsible Agency: Metropolitan Planning Organization
 Funding Requirement: \$930,000 (\$454,000 budgeted for FY 2018 and \$476,000 budgeted for FY 2019)
 Product(s): Planning documents; data sets; contract procurement materials and billing packages; and travel demand model networks

Subtask 4.2 San Antonio – Bexar County Comprehensive Transportation Micro-Model ¹

- 4.2.1** This project is a third party contract for a consultant to assist with the calibration of the Alamo Area Metropolitan Planning Organization model to allow for a more detailed level of analysis to support city planning, policy development, and implementation to support localized and regional road networks. This study will provide a foundation for sub-regional transportation planning to assist local governments with implementation of the Metropolitan Transportation Plan and creation of local Transportation Plans, Policies, and Mobility Strategies.

Responsible Agency: Metropolitan Planning Organization/City of San Antonio (consultant)
 Funding Requirement: ~~\$21,476 (estimated FY 2017 carryover)~~ ¹
 Product(s): Data sets, technical memoranda, technical report

Subtask 4.3 Travel Demand Model Updates ¹

- 4.3.1** This project is a third party contract for a consultant to assist with modifications and updates to the San Antonio MultiModal Model (SAMM v 3.0) four step travel demand modeling process. The current travel demand model area covers all of Bexar, Comal, Guadalupe, Kendall and Wilson counties. The modeling region is expected to expand to include Atascosa and Medina counties. A new series of traffic counts, travel surveys and a transit on-board travel survey have been completed or are expected to be underway during the two-year timeframe of the UPWP. The MPO also plans for the selected consultant to provide assistance with roadway and transit network coding, peak hour modeling, explore integrating the AAMPO and CAMPO travel demand models, calibrating and validating the 2015 base year models. The consultant will also assist with specific testing such as high capacity transit improvements, bicycle facilities, and recommendations from the Regional Thoroughfare Plan Study.

Responsible Agency: Metropolitan Planning Organization (consultant)
 Funding Requirement: ~~\$192,454 (\$117,454 in estimated FY 2017 carryover and \$75,000 in FY 2018 funding)~~ ¹
 Product(s): Data sets, technical memoranda, technical report

Subtask 4.4 Regional Thoroughfare Plan Study ¹

- 4.4.1** This project is a third party contract for a consultant to assist with consolidating current Major Thoroughfare Plans and making recommendations for a Regional Thoroughfare Plan. Each implementing agency will be responsible for adopting recommendations specific to their jurisdiction. The study area includes Atascosa, Bexar, Comal, Guadalupe, Kendall, Medina and Wilson counties. The selected consultant will document adopted plans, existing conditions and constraints. Based on analysis, the consultant will recommend a regional thoroughfare plan classification system that build off of the Strategic Multimodal Transportation Plan. It is noted that travel outside the MPO study area affects travel within the study area.

Responsible Agency: Metropolitan Planning Organization (consultant)
 Funding Requirement: ~~\$131,773 (estimated FY 2017 carryover)~~ ¹
 Product(s): Data sets, technical memoranda, final report

¹ Amended by the AAMPO Transportation Policy Board on January 22, 2018.

E. Funding Summary ¹

Subtask	Subtask Name	Responsible Agency	TPF *	Local	Total
4.1	Staff Support	MPO	\$930,000		\$930,000
4.2 ¹	Comprehensive Transportation Plan Micro-Model	MPO/CoSA	<u>\$21,476</u>		<u>\$21,476</u>
4.3 ¹	Travel Demand Model Updates	MPO	<u>\$192,454</u>		<u>\$192,454</u>
4.4 ¹	Regional Thoroughfare Plan Study	MPO	<u>\$131,773</u>		<u>\$131,773</u>
Total ¹			<u>\$1,275,703</u>		<u>\$1,275,703</u>
FY 2018 TPF ¹			<u>\$799,703</u>		<u>\$799,703</u>
FY 2019 TPF			\$476,000		\$476,000
Total FY 2018 and 2019 TPF ¹			<u>\$1,275,703</u>		<u>\$1,275,703</u>
TxDOT will apply transportation development credits sufficient to provide the match for FHWA PL-112 and FTA 5303 programs. As the credits reflect neither cash nor man-hours, they are not reflected in the funding tables.					Section
* TPF is a combination of FHWA PL 112 and FTA 5303 funds.					

¹ Amended by the AAMPO Transportation Policy Board on January 22, 2018.

Task 5.0 – Special Studies

A. Objective

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

B. Expected Products

Congestion Management Process
MPO Transportation Safety Update

C. Previous Related Work

Transportation Analysis of the South Texas Medical Center
Urban/Center City Corridor Alternatives Analysis
Northwest Corridor Alternatives Analysis Study (2005)
Congestion Management System/Process (2002-2017)
Planning and Environmental Linkages Studies (2013-2015)

D. Subtask 5.1 MPO Staff Support for Task 5

5.1.1 General Activities: This subtask allows for MPO staff support for activities related to special transportation planning studies. Specific activities will include, but not be limited to leading the Congestion Management Process (CMP) activities and including the integration of CMP information into all short and long range planning efforts and documents; participating in freight and passenger rail studies; procuring, developing and managing consultant contracts for projects in Task 5; and review and processing of monthly billings for work related to Task 5. Public involvement activities will be conducted as needed.

5.1.2 MPO Traffic Safety Planning Program: Similar to many major metropolitan areas around the country, the Alamo Area Region is no stranger to traffic safety problems. The goal is to continue building the safety planning program that will work to identify problem areas in the region. This will be accomplished through the continued refinement of the GIS based crash information system that will identify motor vehicle crash locations, rates, countermeasures and measureable goals including those involving pedestrians and bicyclists. This study will involve close coordination with the Texas Department of Transportation (use of the Crash Records Information System), local governments and local police departments. Once information is collected, additional studies and public involvement can be conducted in order identify roadway improvements and operational strategies that can be implemented to improve safety.

Responsible Agency: Metropolitan Planning Organization
Funding Requirement: \$246,000 (\$120,000 budgeted for FY 2018 and \$126,000 budgeted for FY 2019)
Product(s): Contract Procurement Materials, Billing Packages, Technical Report(s), Crash data reports

Subtask 5.2 Alamo Area Commute Solutions Program

5.2.1 The purpose of the Commute Solutions Program is to reduce the number of vehicle miles traveled in the region for an overall improvement in air quality. The program provides essential services to area commuters. Employee transportation coordination and the Air Quality Health Alert Notification programs, SchoolPool, and Bike Buddies are part of the overall program. The program also includes outreach and education to regional employers, schools and the general public to promote ridesharing, public transit, telecommuting, flexible work schedules, bicycling, walking, trip chaining, trip idling and other trip reduction and gasoline conservation methods to improve air quality.

Responsible Agency: Alamo Area Council of Governments

Funding Requirement: \$267,000 in FY 2018 (\$213,600 in STP-MM funding and \$53,400 TDCs)
\$267,000 in FY 2019 (\$213,600 in STP-MM funding and \$53,400 TDCs)

Product(s): Monthly progress reports and final annual report documenting activities and impacts.

Budget Summary by Task and Funding Source ¹

UPWP Task	FTA Task	Description	Transportation Planning Funds (TPF) *	FY 2018 TPF	FY 2019 TPF	State	Other	Total Funds
1.0	44.21.00	Administration/Management	\$1,554,000	\$758,000	\$796,000			\$1,554,000
2.0 ¹	44.22.00	Data Development and Maintenance	<u>\$1,182,000</u>	<u>\$782,000</u>	\$400,000			<u>\$1,182,000</u>
3.0 ¹	44.24.00 44.25.00	Short Range Planning	<u>\$1,793,000</u>	<u>\$991,000</u>	\$802,000			<u>\$1,793,000</u>
4.0 ¹	44.23.01 44.23.02	Metropolitan Transportation Plan	<u>\$1,275,703</u>	<u>\$799,703</u>	\$476,000			<u>\$1,275,703</u>
5.0	44.27.00	Special Studies	\$246,000	\$120,000	\$126,000		\$534,000	\$780,000
Total ¹			<u>\$6,050,703</u>	<u>\$3,450,703</u>	\$2,600,000		\$534,000	<u>\$6,584,703</u>
<p>TxDOT will apply transportation development credits sufficient to provide the match for FHWA PL-112 and FTA Section 5303 programs. As the credits reflect neither cash nor man-hours they are not reflected in the funding tables.</p> <p>* TPF is a combination of FHWA PL 112 and FTA 5303 funds.</p>								

¹ Amended by the AAMPO Transportation Policy Board on January 22, 2018.

Budget Summary by Funding Source ¹

Transportation Planning Funds (TPF)	
FHWA (PL-112+ Section 5303) (FY 2018)	\$2,593,000
FHWA (PL-112+ Section 5303) (FY 2019)	\$2,593,000
Programmed Carryover ¹	\$695,703
Estimated unprogrammed carryover funding	\$800,000
Total TPF Available to Program ¹	\$6,681,703
Total TPF Programmed ¹	\$6,050,703
FY 2018 ¹	\$3,450,703
FY 2019	\$2,600,000
TPF Balance Note: per the MPO's FY 2009 audit the MPO will maintain a minimum balance of \$55,000 for compensated absences liability. The MPO also has a five year legal services contract with a total unprogrammed potential liability of approximately \$160,000 to FY 2019.	\$631,000
Other Funds	
STP-MM (Federal portion only)	\$427,200
Transportation Development Credits	\$106,800
Total Other Funds Programmed	\$534,000
Total Funds Programmed ¹	\$6,584,703

¹ Amended by the AAMPO Transportation Policy Board on January 22, 2018.

Appendix A

Transportation Policy Board Membership as of December 15, 2017

<u>Member</u>	<u>Representing</u>
Commissioner Kevin A. Wolff (<i>Chair</i>)	Bexar County
Councilman Rey Saldaña (<i>Vice Chair</i>)	City of San Antonio, District 4
Ms. Rebecca Cedillo	Advanced Transportation District
Vacant	Alamo Regional Mobility Authority
Commissioner Tommy Calvert	Bexar County
Commissioner Sergio "Chico" Rodriguez	Bexar County
Ms. Renee Green, P.E.	Bexar County
Councilman Ron Reaves	City of New Braunfels
Councilwoman Shirley Gonzales	City of San Antonio, District 5
Councilman Greg Brockhouse	City of San Antonio, District 6
Councilwoman Ana Sandoval	City of San Antonio, District 7
Mr. Michael S. Frisbie, P.E.	City of San Antonio
Ms. Bridgett White	City of San Antonio
Mayor Don Keil	City of Seguin
Commissioner Kevin Webb	Comal County
Mayor Chris Riley [Leon Valley]	Greater Bexar County Council of Cities
Judge Kyle Kutscher	Guadalupe County
Councilman Ron Cisneros	Kendall County Geographic Area
Mayor Pro Tem Kevin Hadas [Selma]	Northeast Partnership
Mr. Mario Jorge, P.E.	Texas Department of Transportation
Dr. Richard Gambitta	VIA Metropolitan Transit

Ex - officio (non - voting) membership on the Transportation Policy Board exists for the following agencies:

Alamo Area Council of Governments
 Texas Department of Transportation - Transportation Planning and Programming Division
 VIA Metropolitan Transit – President/CEO
 San Antonio Mobility Coalition
 Federal Highway Administration
 Federal Transit Administration

**Technical Advisory Committee Membership
as of December 15, 2017**

<u>Member</u>	<u>Alternate</u>	<u>Representing</u>
Clay Smith, P.E.	Tim Mulry	Advanced Transportation District
Roger Arriaga	Steven Smeltzer	Alamo Area Council of Governments
Chris Trevino, P.E.	Reggie Fountain, P.E.	Alamo Regional Mobility Authority
Dave Wegmann, P.E.	Reggie Fountain, P.E.	Bexar County
Garry Ford, P.E. **	Vacant	City of New Braunfels
Marc Jacobson, P..E.	Jillian Harris	City of San Antonio
Patricia Wallace	Rebecca Pacini	City of San Antonio
Christina Delacruz, P.E.	Greg Reiningger	City of San Antonio
Joe Ramos, P.E.	Ismael Segovia	City of Seguin
Tom Hornseth, P.E.	David Vollbrecht, P.E.	Comal County
Kelly Kuenstler	Rick Schroder	Greater Bexar County Council of Cities
Allen Dunn, P.E.	Vacant	Guadalupe County
Tobin Maples (FOR)	Ron Emmons (FOR)	Kendall County Area
Cristian Sandoval	Lydia Kelly	MPO Bicycle Mobility Advisory Committee
Robert Hanley	Brian Crowell	MPO Pedestrian Mobility Advisory Committee
Blake Partridge	Vacant	Northeast Partnership
Nicholas Wingerter	Vacant	Private Transportation Providers
Jonathan Bean, P.E *	Mark Mosley, P.E.	Texas Dept. of Transportation
Brian Buchanan	Jason Rodriguez	VIA Metropolitan Transit

* Chair

** Vice Chair

APPENDIX B

Metropolitan Planning Organization Study Area Boundary Map

The Alamo Area MPO currently has a Metropolitan Area Boundary that encompasses all of Bexar County, Comal County, Guadalupe County and a portion of Kendall County

