



Memorandum June 1, 2017

To: Our Partners in Transportation Planning
From: Isidro (Sid) Martinez, Director
Subject: Notification of the FY 2019-2022 Transportation Improvement Program Surface Transportation Program – Metro Mobility Funding Call for Projects

The Alamo Area Metropolitan Planning Organization (MPO) has issued a call for Surface Transportation Program – Metropolitan Mobility (STP-MM) funded projects to implementing agencies in support of the development of the FY 2019-2022 Transportation Improvement Program (TIP). The MPO Transportation Policy Board selects the projects that will be funded under this source of funds.

Program Overview

STP-MM funding is a federal funding source allocated by formula to MPO's with a population greater than 200,000. This is not a grant program. The STP-MM funds are on a reimbursable basis only and all federal rules apply.

The development of the TIP is a process by which federal transportation funds are allocated to major road, street, highway, bicycle, pedestrian, public transportation, and other projects.

The Alamo Area MPO Study Area includes all of Bexar, Comal, and Guadalupe Counties and a portion of Kendall County.

Contingent upon the availability of federal funding, the total amount of STP-MM funds available for this project call is estimated at \$127,000,000.

Eligible Transportation Projects

Projects submitted for STP-MM funding consideration will be grouped into the following five (5) categories for evaluation purposes:

- **Added Capacity** roadway projects are projects which add through travel lanes for vehicles. These projects are to also include new or replacement bicycle and pedestrian facilities.

- **Operational** projects are projects which improve the operational function of a facility without adding through travel lanes. Examples include, but are not limited to, improving intersections to add right or left turn lanes; adding a center turn lane; adding acceleration or deceleration lanes; constructing a roundabout; adding or improving intersection signalization; reconfiguring travel lanes for a multi-modal shift; constructing new or reversing highway entrance and exit ramps; converting frontage road from two way to one way; implementing Intelligent Transportation System projects; or constructing interchanges.
- Stand alone **Bicycle** projects are projects which construct, reconstruct or upgrade public bicycle facilities.
- Stand alone **Pedestrian** projects are projects which construct, reconstruct or upgrade public pedestrian facilities.
- **Other** projects do not fall into the categories listed above and examples include public transit projects, the Alamo Area Commute Solutions Program and major planning studies.

Program Requirements

1. Transportation projects submitted for funding consideration must have a minimum construction cost of \$1,000,000.
2. Added capacity and operational projects on federally functionally classified roadways are eligible for federal funding. Bicycle and pedestrian facilities and multi-use paths, as examples, do not need to be on federally functionally classified roadways to be eligible for funding.
3. For infrastructure projects: only eligible items related to construction will be reimbursable; all project development costs (design, engineering, utility relocation and right of way acquisition, as examples) are the responsibility of the implementing agency.
4. A minimum 20% cash match on the project construction cost is required. An in-kind match is not allowed.
5. Although the MPO makes all funding decisions associated with STP-MM funds, TxDOT is the federally designated pass-through agency for this funding source. Entities awarded funding will enter into agreement with TxDOT. TxDOT will require reimbursement of their costs for review and coordination of the project.
6. Implementing agencies (entities with which TxDOT is able to legally enter into a financial agreement such as cities, counties, regional mobility authorities, river authorities, and independent school districts) will be required to sign the project

understanding form and submit it along with the project submittal form and other supporting documents.

7. If an implementing agency submits more than one project, the MPO requires the implementing agency to prioritize their projects. TxDOT occasionally works with other entities to submit on-system projects within an entity such as a municipality. These projects will be grouped and prioritized by each individual entity.
8. The projects selected for funding will be placed in fiscal year 2019, 2020, 2021, 2022, 2023, or 2024 of the TIP and / or Metropolitan Transportation Plan (MTP).
9. The implementing agency commits to developing and letting selected projects within one year of the year in which the projects are initially placed in the Transportation Improvement Program

Project Submittal

One project submittal form is required for each project being submitted. The project submittal form is an Excel spreadsheet and is intended to be one 8 ½" x 11" page only. Agencies should only include information within the allowed spreadsheet cells of the submittal form (in the shaded areas only) and should not overwrite any formulas.

The project submittal package consisting of:

- Project submittal form
- Project location map showing adjacent land use
- Detailed cost estimate
- Typical cross sections for the submitted project
- Signed project understanding form
- Implementing agency resolution of support for the project and commitment of local match and overmatch (if applicable) of project
- Additional resolutions of support, if desired

can be e-mailed by the stated deadline to geiger@alamoareampo.org, delivered in person to the MPO Office located at 825 South St. Mary's Street, San Antonio, Texas, 78205, or mailed to the same address.

Project Scoring

Since the MPO is expecting more projects will be submitted than there is funding available, the project scoring procedure for STP-MM funds consists of the following steps:

Projects submitted will be evaluated and technically scored by work groups of the Technical Advisory Committee (TAC), the Bicycle Mobility Advisory Committee (BMAC) and the Pedestrian Mobility Advisory Committee (PMAC), as appropriate, based on the adopted criteria. Each percentage category identified below may have its own range of points based on more detailed scoring criteria. The scoring system is based on a 1,000 point system with additional points being awarded for providing additional local contribution (beyond the required 20% local match) towards the construction cost of a project.

Added Capacity Roadway Projects

- 40% Congestion (using existing or base year volume/capacity ratio, projected 2040 {or 2045} volume/capacity ratio, if the project is on the Congestion Management System)
- 20% Cost of project per 2040 {or 2045} vehicle miles of travel (\$/VMT)
- 10% Considers safety
- 10% Supports the adopted long range plan growth scenario
- 10% Includes safe pedestrian facilities
- 10% Includes safe bicycle facilities

+50 points for providing additional local contribution of 5% to 10% beyond the required 20% local match towards the construction cost of a project,

or

+100 points for providing additional local contribution of more than 10% beyond the required 20% local match towards the construction cost of a project.

Operational Improvement Projects

- 45% Operational/Multimodal improvement
- 15% Cost of project per vehicle miles of travel (\$/VMT)
- 25% Considers safety
- 10% Supports the adopted long range plan growth scenario
- 5% Supports safe bicycle and pedestrian facilities

+50 points for providing additional local contribution of 5% to 10% beyond the required 20% local match towards the construction cost of a project,

or

+100 points for providing additional local contribution of more than 10% beyond the required 20% local match towards the construction cost of a project.

Stand Alone Bicycle Projects

40% Considers safety

60% Improves accessibility and mobility

+50 points for providing additional local contribution of 5% to 10% beyond the required 20% local match towards the construction cost of a project,

or

+100 points for providing additional local contribution of more than 10% beyond the required 20% local match towards the construction cost of a project.

Stand Alone Pedestrian Projects

30% Considers safety

30% Serves high demand pedestrian generators

20% Completes a sidewalk or replaces a substandard sidewalk

10% Supported by a Walkable Community Workshop, existing adopted plan, or uses strategies outlined in the Pedestrian Safety Action Plan

10% Incorporates pedestrian design enhancements

+50 points for providing additional local contribution of 5% to 10% beyond the required 20% local match towards the construction cost of a project,

or

+100 points for providing additional local contribution of more than 10% beyond the required 20% local match towards the construction cost of a project.

Note: A multiuse path will be scored as both a stand alone bicycle project and a stand alone pedestrian project and the higher of the two scores will be used throughout the process.

Other Projects

Due to the nature of these projects, scoring criteria is not being specified and these projects will not be scored.

Public Involvement Process

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. The MPO commits to public outreach that meets or exceeds its adopted Public Participation Plan. In addition to public meetings, an online public input opportunity will also be available.

Project Selection Process

The Technical Advisory Committee will develop an initial funding recommendation that will be considered by the MPO's Executive Committee. The Technical Advisory Committee will consider the implementing agency's priorities, project readiness, public input and technical score. When developing the funding recommendation, the Technical Advisory Committee may also set thresholds for technical scores, public support, implementing agency priorities and project readiness. In addition to the funding recommendation, all submitted projects will be presented to the Executive Committee and Transportation Policy Board and will include technical score, public comments, implementing agency priorities, and additional notations. The Executive Committee will forward a recommendation on to the Transportation Policy Board. The Transportation Policy Board will select the STP-MM funded projects for inclusion in the TIP and MTP.

This information and other resource documents are also available on the MPO's website at www.alamoareampo.org. It is the responsibility of the implementing agencies to visit the MPO's website regularly for any updated information on the project call. For additional assistance, please contact Jeanne Geiger at 210-227-8651 or at geiger@alamoareampo.org.