



Alamo Area MPO

**Annual Performance
and
Expenditure Report**

FY 2024

Task 1 – ADMINISTRATION AND MANAGEMENT

TASK SUMMARY

The purpose of this task is 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 (AAMPO).

Task 1 – Overall Description

This task supports efforts related to monthly committee and Transportation Policy Board (TPB) meetings. It also funds office space and equipment, legal costs, travel and training, and Title VI Civil Rights and Environmental Justice efforts.

Subtask 1.1 – Program Support

The primary activities under Program Support are listed below.

Subtask 1.1.1: General Administration

This activity includes developing and implementing those policies and guidelines necessary to carry out and maintain the 3C 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.

Subtask 1.1.2: Public Participation

This activity supports AAMPO’s staff’s implementation of the Public Participation Plan to include the execution of community outreach and public meetings/hearings, as needed, with emphasis on Environmental Justice (EJ) populations and the development/review processes of the Transportation Improvement Program (TIP), *Mobility 2050* Metropolitan Transportation Plan (MTP), Transportation Conformity Determination, and other planning products; development and use of questionnaires, newsletters, and other participation techniques; development and redeployment of website updates; and creation of bilingual materials as appropriate.

Subtask 1.1.3: Title VI Civil Rights/Environmental Justice/Justice40 Activities

This activity supports monitoring, evaluating, and implementing Title VI, EJ, and Justice40 compliance, guidance, and requirements for plans and programs; continuing to collect and analyze data related to disadvantaged communities, minority or low-income populations and the effect of the transportation programs and system on these 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 and engagement with these populations.

Subtask 1.1.4: 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. Tuition reimbursement is available to AAMPO employees. For out-of-state travel, AAMPO will seek prior Texas Department of Transportation (TxDOT) approval.

Subtask 1.1.5: Equipment/Software

This activity is for the upgrade/addition of general/special purpose equipment or other capital expenditures, such as computer hardware, and software to ensure organizational needs. In accordance with the 2 CFR § 200.439, a description of any equipment or software purchases with a unit cost of \$5,000 or more will be submitted to the TxDOT for approval prior to acquisition.

Subtask 1.1.6: Building Maintenance, Repairs, and Moving Costs

This activity includes using planning funds for routine and non-routine building maintenance and repairs, as well as the potential costs for moving office locations.

Work Performed and Status

During FY 2024, AAMPO staff performed a variety of activities under this task. The activities involved performing general administrative functions and coordinating transportation planning activities; managing and overseeing transportation planning funds; supporting meetings of the “3-C” transportation planning process, including the TPB and the Technical Advisory Committee (TAC); coordinating with other agencies and organizations involved with the planning, programming, and implementation of transportation projects and activities; providing staff access to appropriate courses, workshops and seminars; and purchasing computer hardware and software to enhance the planning process. In March 2024, AAMPO’s Executive Committee participated in a joint meeting with the Capital Area Metropolitan Planning Organization (CAMPO) Executive Committee. The meeting agenda included a presentation on IH-35 Planning and Environmental Linkages Study, discussion on joint greenhouse gas emissions target setting for the San Marcos Urbanized Area (extends into AAMPO and CAMPO boundaries), and presentation and discussion on regional freight studies (CAMPO had begun and AAMPO was preparing to procure).

Throughout the fiscal year, AAMPO continued hosting TPB and TAC meetings in accordance with state law and Open Meetings Act requirements. Based on state law and local regulations, AAMPO committee meetings continue to be offered in a hybrid format (virtual and in-person participation). TPB meetings are livestreamed, with Executive Committee meetings being offered as hybrid meetings.

To continue outreach to the Spanish-speaking population, AAMPO continued to develop and distribute information in Spanish through AAMPO’s social media platforms and Spanish language landing page on the AAMPO website. Spanish materials were developed for the outreach related to the FY 25-28 TIP and Spanish-speaking staff was available at engagement events and at all public meetings.

This subtask also includes the purchase of 10 computers, a mini-split air conditioning unit, and new office furniture.

This subtask expended 80% of the budgeted amount for FY 2024.

Subtask 1.2 – Legal Costs

This activity is for legal services that effectively foster the 3C transportation planning process. Legal services will be approved by the Federal Highway Administration prior to the expenditure of funds. This contract expires in 2026.

Work Performed and Status

In addition to staffing TPB (10), Executive Committee (4), and the joint AAMPO/CAMPO Executive Committee meetings, Davidson Troilio Ream & Garza PC provided legal assistance with contract questions and procurement matters.

This subtask expended 21% of the budgeted amount for FY 2024. This underrun is a result of not needing any significant legal support or services.

Task 1 - Funding Summary

Funding Source	Amount Budgeted	Amount Expended	Balance	% Expended
Transportation Planning Funds (PL 112 & FTA 5303)	\$1,228,970	959,695.26	269,274.74	78%
TOTAL	\$1,228,970	959,695.26	269,274.74	78%

Task 2 – DATA DEVELOPMENT AND MAINTENANCE

Task 2 – Overall Description

Advancing the Performance Based Planning Process by updating and maintaining data for Travel Demand Modeling, Geographic Information Systems (GIS), and analysis performance by AAMPO Staff for agency tasks and for the regional and local government partners.

Subtask 2.1 - AAMPO Staff Support for Task 2

As outlined in the FY 2024-2025 UPWP, the primary activities that take place under staff support include the following:

Subtask 2.1.1: General Administration

This subtask allows for AAMPO staff support for administrative activities related to data development and maintenance including procurement, contract management, 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.

Subtask 2.1.2: General GIS Activities

Specific activities will include, but not be limited to, refining and documenting demographic data as needed; displaying transportation data of all modes; displaying 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 AAMPO Study Area, and mapping planned and programmed transportation projects and services that may affect these populations; using and documenting GIS data supporting efforts to link planning and the National Environmental Policy Act (NEPA); updating and developing new GIS data layers as appropriate; analyzing public meeting attendance data; and designing and printing presentation materials as needed.

Subtask 2.1.3: Alamo Area Open Data Repository

Continue development of the transportation-related geospatial data warehouse, known as iMap. The open data repository contains data and links to participating entities' transportation-related data elements. The open data site's users (citizens and agency staff) can query, view, download, and disseminate data. Data updates to the iMap online viewer will continue.

Subtask 2.1.4: Performance Measures and Targets

Performance measures are key metrics selected to understand the current, anticipated, and desired performance level and illustrate tradeoffs between resource allocation scenarios and investment strategies. For each measure, a targeted level of performance is selected to gauge the effectiveness of actual investments over time. AAMPO staff will continue to monitor adopted federal performance measures; coordinate with transportation planning partners to select and regularly reassess regional target values for each performance measure; and develop additional performance measures in support of the MTP, TIP, Congestion Management Process, and other regional priorities.

Subtask 2.1.5: Safety Planning

This subtask promotes the continued analyses of safety issues related to planning activities. These activities range from the collection of crash data to the sponsoring of planning studies and initiatives to address high crash locations. Activities may include participation in multi-disciplinary safety initiatives at the local, state, or national levels to address traffic safety holistically; research and analysis of crash data from TxDOT's Crash Record Information System (CRIS); and coordination of trainings and workshops on safety-related issues for agencies and regional implementers, if available or needed.

AAMPO is continuing work on a Regional Safety Analysis, a regional study of fatal and serious injury crashes investigating and documenting regional trends and influencing factors, with a second phase providing recommendations to address these factors. This subtask will be used to initiate the formal Safety Action Plan effort as requested by TxDOT in December 2022. It will also be tracked in a manner to monitor the 2.5% FHWA set-aside for safety planning. The Safety Action Plan, as referenced in subtask 2.2, will be data-driven (based on AAMPO study area information); focused on a method for reducing roadway fatalities; and coordinated with agency and community partners. In addition, it will provide a list of recommended projects (funded and unfunded) and include an annual report to be submitted to TxDOT. Once the Safety Action Plan is adopted by AAMPO's TPB, the implementation may be addressed under AAMPO's UPWP Task 3.

Subtask 2.1.6: Regional Equity Analysis

This subtask will take a closer look at the traditional definition of Environmental Justice and Title VI requirements by expanding on equity layers. AAMPO staff will develop a regional analysis of equity layers by studying the challenges in relation to demographics, socioeconomic, and technological opportunities within the AAMPO Study Boundary. An application will be developed by AAMPO staff to show regional equity-related observations.

Subtask 2.1.7: Regional Lighting Study

AAMPO staff will develop a strategic weighted assessment study to assess transportation-related lighting needs in the AAMPO Study Boundary. Factors such as infrastructure, safety, and crime will be considered to identify areas with the greatest need for lighting solutions. AAMPO staff will develop an interactive application for assessment and future efforts. AAMPO will be purchasing software to assist with gathering regionwide light pole data in an efficient and organized manner. The data sets are historic and existing. The proposed vendor is NearMap and the related databases are estimated to cost \$30,000.

Work Performed and Status

AAMPO GIS staff took the lead in a range of activities related to Task 2, focusing on enhancing and maintaining the organization's interactive online mapping system, iMap. This involved updating and adding several key data layers, including Environmental Justice (EJ), Equity, and Justice40-related layers, the regionally significant roadway network, functionally classified roads, bicycle facilities, and both short- and long-range transportation plans. These updates supported the maintenance of the MTP and the FY 25-28 TIP. Additionally, staff worked closely with partner agencies to enhance the open data repository and improve iMap's functionality. The GIS team also developed GIS layers, web applications, and graphs to support Alamo Commutes presentations to the City of San Antonio City Council, ensuring data-driven insights were central to the discussions.

Additionally, the GIS team assisted with AAMPO's Bike to Work events (see Task 3 and 5) by developing participant surveys and mapping event locations. Furthermore, in collaboration with the Travel Demand Model (TDM) section, the GIS team created multiple iterations of the updated AAMPO study boundary, with the final version submitted to the TPB and transmitted to TxDOT for approval.

The GIS team continues to support TxDOT's Unified Transportation Program (UTP) project scoring. The results of the UTP scoring provided an objective method for evaluating projects for consideration of project endorsement by AAMPO's TAC and TPB. The data related to safety performance measures, congestion, and impacts to underserved and low-income communities, as well as mapping all the projects, provided valuable information during the TIP project selection process.

The GIS team played a crucial role in developing a user-friendly platform for the draft FY 2025-2028 TIP and the 2024 Transportation Conformity Determination public involvement. They created a story map

and an interactive application that showcased the draft projects and incorporated results from public engagement. Both portals, the story map and the application, were made accessible on the AAMPO website, ensuring ease of use for transportation partners, the agency, and the public.

AAMPO staff continued to advance its regional safety program by collaborating with TxDOT on the CRIS data. AAMPO's online crash data dashboards remained a key tool, offering comprehensive data analysis for agencies, partners, and the public. These dashboards were regularly updated with crash data throughout the fiscal year. Staff utilized CRIS and other traffic safety data to help set safety performance measure targets and supported various safety-related meetings throughout the year. In addition, crash dashboard data was provided to Bexar County on two occasions, and AAMPO staff presented the Crash Dashboard during a safety presentation for the City of Schertz. This demonstrated AAMPO's ongoing commitment to enhancing safety through data-driven insights. The team also continued to support partner agencies with crash data requests for both local and regional planning activities.

In addition to the core subtasks, AAMPO made significant progress in resiliency planning efforts. The GIS team actively participated in TxDOT's Statewide Resiliency Plan meetings, contributing to broader statewide resilience initiatives. Presentations on the AAMPO Resiliency Study were delivered to the TAC and TPB, demonstrating AAMPO's leadership in addressing resiliency within regional transportation planning. Moreover, the GIS team collaborated with FHWA and TxDOT on various aspects of the PROTECT grant award and National Electric Vehicle Infrastructure (NEVI) programs, aligning its work with national and state efforts focused on climate resilience and transportation electrification.

The GIS team engaged with NearMap to obtain imagery and artificial intelligence (AI) assets that would aid in assessing lighting needs. Additionally, a demonstration of Red Optima's AI Predictive Analytics Platform highlighted how AI can be utilized to strategically evaluate and prioritize lighting projects. These efforts reflect AAMPO's proactive approach to integrating technology into its planning processes, particularly in enhancing transportation infrastructure and public safety through improved lighting solutions.

AAMPO's equity-focused efforts centered around expanding and refining data related to Environmental Justice (EJ) and Limited English Proficiency (LEP). The GIS team updated both EJ and LEP data layers, supporting AAMPO's initiative to develop a comprehensive regional equity analysis. By examining demographic and socioeconomic factors, these updates helped identify locations and lend to understanding the challenges faced by vulnerable populations. The information also provides essential data for future equity-focused transportation projects.

The GIS section continues to provide services to AAMPO transportation partners and the public. The team provided mapping services to assist the City of St. Hedwig with zoning updates and provided historical data along with pedestrian accessibility information to the City of San Antonio on various occasions.

In terms of training, the GIS team focused on enhancing proficiency in GIS with an emphasis on diverse applications. Specifically, the training completed includes the following:

- Programming ArcGIS Pro
- Introduction to R [programming language] for Data Exploration and Visualization
- Configuring Apps with Survey123 and Survey123 Connect
- AASHTO GIS Transportation Symposium
- AMPO Planning Tools Symposium
- TxDOT Planning Conference
- Building Web Apps with ArcGIS Experience Builder
- Advanced Experience Builder Training

- Census.Gov web-based training sessions
- Esri Users Conference (workshops, classes, presentations)
- AAGIS User Group Conference
- TxDOT Statewide Resiliency Plan Meeting
- FHWA Virtual Resilience Peer Exchange
- South Central Texas Electric Transportation Compact (SCT ETC) Advisory Committee
- NEVI Phase 2 Meeting
- San Antonio's Heat Resilience Playbook Meeting
- Demo on Red Optima AI Predictive Analytics Platform
- Meeting with NearMap

Finally, the safety planning efforts (2.1.5) and the Regional Lighting Study (2.1.7) was initiated by the Planning Section in coordination with the GIS Section in the last quarter of the fiscal year.

This subtask expended 83% of the budgeted amount for FY 2024.

Subtask 2.2 – Safety Action Plan

The purpose of this subtask is to conduct a systemic safety analysis for motorists, bicyclists, and pedestrians to identify high risk locations and collision patterns and to identify countermeasures. AAMPO will analyze rural areas and counties (within the Study Area) and work with urban jurisdictions who have existing or on-going safety planning efforts. Establishing this plan will open the door for funding from the Safe Streets and Roads for All (SS4A) Grant Program, which requires a comprehensive safety action plan for consideration. AAMPO's efforts will focus on areas that do not already have SS4A applications dedicated to them when pursuing funding for planning or implementation projects. This work will be initiated through TxDOT's statewide efforts. Thereafter, staff will evaluate the TxDOT information and procure a consultant to develop the plan.

Work Performed and Status

Progress with this subtask has been slow. TxDOT had a statewide kick-off meeting in April 2024. Since then, TxDOT has not provided any real direction. As soon as TxDOT completes the initial phase, AAMPO is prepared to advance the effort.

This subtask expended 0% of the budgeted amount for FY 2024.

Subtask 2.3: City of Seguin Comprehensive Safety Action Plan

This effort marks the first regional comprehensive safety action plan for the City of Seguin. The City will work with a third-party consultant and result in a providing a framework of innovative strategies and implementation actions that will reduce crashes and support federal safety initiatives. The Action Plan will be guided by a Safe System Approach. The public will be involved through stakeholder meetings to ensure a wide range of community representation. The Action Plan will be the guide for development and capital improvement projects within Seguin to ensure safety on all roads.

Work Performed and Status

This subtask was added to the FY 2024-2025 UPWP in September 2024. The City of Seguin adopted Vision Zero on September 3, 2024. The effort is underway with Kimley-Horn providing consultant services.

This subtask was not programmed for FY 2024. It is budgeted and programmed for FY 2025.

Subtask 2.4: City of Boerne Safe Streets for All Planning Study

This award will be used by the City of Boerne to 1) update the City's existing safety action plan to fully comply with SS4A requirements, 2) conduct a downtown pedestrian safety plan to address pedestrian fatalities and serious injuries near the city center, and 3) conduct intersection-focused road safety audits at identified intersection crash hotspots.

Work Performed and Status

This subtask was added to the FY 2024-2025 UPWP in September 2024. The City of Boerne received the fully executed grant agreement on December 12, 2024. The period of performance is December 12, 2024 to March 11, 2026.

This subtask was not programmed for FY 2024. It is budgeted and programmed for FY 2025.

Subtask 2.5: City of New Braunfels ADA Transition Plan

The City of New Braunfels will use these grant funds to complete the ADA assessment of the City's pedestrian infrastructure and complete the City's ADA Transition Plan.

Work Performed and Status

This subtask was added to the FY 2024-2025 UPWP in September 2024. The City of New Braunfels, as of November 12, 2024, had not yet signed the grant agreement.

This subtask was not programmed for FY 2024. It is budgeted and programmed for FY 2025.

Subtask 2.6: Bexar County Safety Action Plan

This award will be used by Bexar County to develop a Comprehensive Safety Action Plan (CSAP) to maximize the County's potential to reduce the number of fatalities and severe injuries to zero. The CSAP will be a living document. The plan will meet the requirements listed in the SS4A Self-Certification Eligibility Worksheet and Leadership Commitment and Goal Setting, Planning Structure, Safety Analysis, Engagement and Collaboration, Equity Considerations, Policy and Process Changes, Strategy and Project Selections, and Progress and Transparency.

Work Performed and Status

This subtask was added to the FY 2024-2025 UPWP in September 2024. Bexar County awarded the consulting contract to WSP in early FY 2025.

This subtask was not programmed for FY 2024. It is budgeted and programmed for FY 2025.

Task 2 - Funding Summary*

Funding Source	Amount Budgeted	Amount Expended	Balance	% Expended
Transportation Planning Funds (PL 112 & FTA 5303)	\$787,500	\$505,642.57	\$281,857.43	64%
TOTAL	\$787,500	\$505,642.57	\$281,857.43	64%*

*The significant underrun for Task 2 is directly associated with Subtask 2.2 Safety Action Plan not be yet launched. As detailed in the description, the effort will not launch until TxDOT completes the initial findings phase.

TASK 3 – SHORT RANGE PLANNING

Task 3 – Overall Description

The objective of the work performed under this task is to provide the information needed to investigate near-term solutions related to comprehensive transportation planning. The planning activities have specific time frames and implementation strategies.

Subtask 3.1 – MPO Staff Support

Subtask 3.1.1: General Administration

This subtask allows for AAMPO 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.

Subtask 3.1.2: General Activities

Specific activities will include, but are not limited to, maintenance of the FY 2023-2026 Transportation Improvement Program, development of the FY 2025-2028 Transportation Improvement Program, maintenance of the FY 2024-2025 Unified Planning Work Program, and development of the FY 2026-2027 Unified Planning Work Program.

Subtask 3.1.3: Public Involvement

This subtask includes AAMPO staff participation in public outreach activities including producing video, developing website information, writing newsletter articles, developing other printed materials, staffing public events, and facilitating public meeting as needed.

Subtask 3.1.4 Transportation Improvement Program (TIP)

AAMPO coordinates with TxDOT, transit providers, local governments, and other transportation partners to prioritize and select projects for inclusion in the TIP. The TBP and AAMPO continue to monitor and implement projects in the TIP. AAMPO staff will also provide general assistance to implementing agencies, elected officials, and the public regarding funded transportation projects, including the development and implementation of transportation solutions. In addition, projects will be tracked and monitored to ensure timely completion.

Subtask 3.1.5: Air Quality Planning

AAMPO staff will continue transportation-related air quality planning activities including, but not limited to, the development of conformity determination report(s) for ozone in support of the MTP and TIP and participation in the Technical Working Group for Mobile Source Emissions as well as other air quality related committees and interagency consultation activities at the state and local level.

Subtask 3.1.6: Active Transportation Planning

AAMPO staff will continue planning and leading activities related to active transportation modes. These activities include, but are not limited to, assistance to local governments and other transportation agencies to identify bicycle and pedestrian issues, opportunities, needs and barriers, and assistance in project planning and conceptual design; collaboration with local governments and other transportation agencies to improve the accuracy of existing pedestrian and bicycle mapping tools; support or coordination of the region's National Bike Month, including National Bike to Work Day activities that encourage multimodal commuting and educating community members about the benefits of bicycling to work, and Bicycle Friendly Business outreach and education; support or coordination of the region's Walk to School Day events that educate community members about safe walking habits;

implementation of AAMPO's Active Transportation Program, which consists of hosting safety classes, bike rodeos, and Walkable Community Workshops, to share multimodal transportation rules and practices while disseminating information about bicycle route planning and AAMPO plan development, collecting input for the development of AAMPO plans, or helping community partners identify bicycle and pedestrian issues, opportunities, needs, and barriers for the identification of potential projects; and continued implementation of the Regional Bicycle and Pedestrian Planning Study and Pedestrian Safety Action Plan. This task also includes support to the City of San Antonio and other partners in the region's Vision Zero activities. Lastly, this task includes staff coordination, support and participation in AAMPO's Active Transportation Advisory Committee (ATAC).

Work Performed and Status

For Fiscal Year 2024, AAMPO staff maintained the FY 23-26 TIP and continued the efforts, from FY 2023, for the FY 25-28 TIP Project Call. In October 2023, public comment opened for the proposed projects to be included in the new TIP. Thereafter, technical scores were developed for each of the proposed projects by a technical work group. The work group evaluated the scores and other factors (including public comment) and developed the recommended package of projects for the FY 25-28 TIP. In January 2024, the Policy Board took action to accept the list of projects. Thereafter the TIP and Transportation Conformity Determination were developed.

For the Conformity Determination efforts, AAMPO staff continued to participate in air quality events and activities including the Technical Working Group (TWG) for Mobile Source Emissions. AAMPO staff coordinated the Interagency Consultation (IAC) process for transportation conformity to deliver the 2024 Transportation Conformity Determination. The 2024 Conformity Determination and FY 25-28 TIP were the subject of public meetings held in April 2024. A public meeting was held in each of the four counties that comprise the AAMPO Study Area – Bexar, Comal, Guadalupe, and Kendall. The public could provide comments and feedback on the document at the public meetings or via an online public engagement portal hosted on the AAMPO website. The comment period was April 15, 2024 through May 31, 2024.

As part of the Transportation Conformity Determination, the TDM section conducted an extensive roadway/transit network editing process to verify the coding of all added capacity projects and to detect coding errors. Project design schematics, (when available) were used to ensure the projects are properly coded to design specifications. A link list of all required analysis year networks was generated by the Master Network Coding system and then made available to members of the Inter Agency Consultative Partners (related to Conformity). Network shapefiles for GIS analyses was also provided on the AAMPO website with downloadable options.

At the June 24, 2024 TPB meeting, conditional action was taken on the FY 25-28 TIP. The local approval was conditioned on the fact that Conformity was being reanalyzed and the TIP entries to the Statewide TIP (STIP) were pending a July 1 deadline. The action taken in June was to adopt the new FY 25-28 TIP to the extent the projects that met conformity from previous efforts (FY 23-26 TIP and 2023 Transportation Conformity Determination) and those that are not required to be considered to meet Conformity (Transportation Alternatives, Congestion Mitigation and Air Quality, and Carbon Reduction funded projects - essentially the new projects that have been added as a result of the Project Call held this past spring) could be advanced to the STIP.

On June 12, 2024, the public engagement portal was reopened. The site included the revised Transportation Conformity Determination draft document with the results of the reanalysis. The public was informed through information posted on the AAMPO website as well as noticed in the AAMPO e-newsletter. At the July 22, 2024 TPB meeting action was taken to locally adopt the 2024 Transportation Conformity Determination.

Of special note for FY 2024, AAMPO initiated project review meetings with all partners who have a project programmed in the TIP. Project reviews were conducted in March/April and August/September 2024. These meetings consisted of reviewing the significant project development milestones and associated schedules. The information collected from these meetings help determine which projects needed to be amended. More importantly, these meetings allow AAMPO to program/amend projects to ensure funding is optimally utilized to prevent lapses. Similar reviews will occur periodically throughout each fiscal year moving forward.

With regard to the FY 2024-2025 Unified Planning Work Program, staff maintained and amended it throughout the year. Staff also managed agency and consultant contracts related to short range planning under this subtask. Other activities included reviewing bills and submitting billing packages for Task 3 work.

Public involvement during FY 2024 included AAMPO staff hosting and supporting partner and community events. AAMPO staff regularly attended TxDOT Traffic Jam meetings to cross-promote upcoming outreach events and public education campaigns with partner agencies and community organizations. All public involvement efforts were supported by Spanish-speaking staff as well as materials translated to Spanish. Other language and access accommodations were noticed and could be provided upon request.

Staff participated in the meetings and events listed below to encourage safety for vulnerable road users, support active transportation efforts and the Commute Solutions program (UPWP Task 5), promote Bike Month (May 2024), raise awareness about National Pedestrian Safety Month (October 2024), and provide general information on AAMPO. The events in October 2024 promoted the Call for Projects and in April and May 2024 promoted the public engagement opportunities for the FY 25-28 TIP and 2024 Transportation Conformity Determination. Dates with locations listed and non-specific outreach were AAMPO pop-ups conducted to distribute agency and program (AAMPO and Alamo Commutes) information.

October – December 2023

- 10/03: West End Hope in Action (WEHA) SA Neighbors Together (National Night Out)
- 10/03: King William SA Neighbors Together (National Night Out)
- 10/04: Walk to School Day at Bonham Academy
- 10/08: Harvest Trot 5K Northwest Vista College
- 10/10: Palo Alto Job Fair (Alamo Commutes)
- 10/10: TIP Call for Projects VIA Transit Outreach at Centro Plaza
- 10/14: Camino Verde- Mayors Greenway Trail Activation Event
- 10/17: TIP Call for Projects VIA Transit Outreach at Crossroads Park n Ride
- 10/19: TIP Call for Projects VIA Transit Outreach at North Star Transit Center
- 10/19: TxDOT Statewide Active Transportation Plan public meeting
- 10/20: West End Hope in Action (WEHA) Community Organization Meeting
- 10/20: TIP Call for Projects VIA Transit Outreach at Randolph Transit Center
- 10/24: SATX Social Ride
- 10/26: Madison High School Safety Event
- 10/27: Earn-A-Bike Halloween Bike Night/ Trunk or Treat
- 10/28: Bexar County Life Safety Fair
- 10/30: TIP Call for Projects VIA Transit Outreach at Kel-Lac Transit Center
- 10/30: Woodlawn Hills Neighborhood Association meeting
- 12/9: Earn-A- Bike at Ella Community Center
- 12/12: Windcrest Christmas Bike Night
- 12/16: HEB Feast of Sharing

January to September 2024

- 01/04-01/05: Advanced Learning Academy Pedestrian Safety Class
- 01/11: BiblioTech East (all digital public library)
- 01/16: BiblioTech West
- 01/29: BiblioTech West
- 02/06: BiblioTech East Outreach
- 02/07: Advanced Learning Academy Walking Audit
- 02/21: Harlandale Health Fest
- 03/02: 34th Annual Earthwise Living Day in Leon Valley
- 03/08: Community Resource Fair- Haven for Hope for the Homeless
- 03/12: BiblioTech South Outreach
- 03/22: BiblioTech South outreach
- 03/27: St. Phillips College Wellness & Community Fair
- 04/02: Thunderbird Hills Neighborhood Association meeting
- 04/04: City of San Antonio District 3 Community Resource Fair
- 04/06: Kids Day in the Park with KLRN Public TV Network
- 04/07: YMCA's Siclovia Annual Event (closes street to promote active transportation)
- 04/09: Kenwood Manor (Opportunity Home Public Housing)
- 04/10: L.C. Rutledge Apartments (Opportunity Home Public Housing)
- 04/16: T.L. Shaley Apartments (Opportunity Home Public Housing)
- 04/16: SATX Social Fiesta Event
- 04/17: Cheryl West (Opportunity Home Public Housing)
- 04/17: Villa Veramendi (Opportunity Home Public Housing)
- 04/18: City of Garden Ridge Community Resource Fair
- 04/20: Earth Day San Antonio
- 04/23: Rudeloff Road Phase 1 Public Open House in Seguin
- 04/24: Alamo Colleges Farmers Market
- 04/24: UT Health Earth Day
- 04/25: PACFest Fiesta Event (Palo Alto College)
- 05/01: City of San Antonio District 8 Community Resource Fair
- 05/03: WEHA Meeting for TIP outreach
- 05/04: Safe Kids Day
- 05/05: Bexar County Trail Activation Event
- 05/08: City of San Antonio District 10 Affordable Housing Fair
- 05/10: Sarah King Elementary School Health Fair
- 05/11: Comal County Trail Activation Event
- 05/14: Activate SA State of the Bike Community
- 05/15: SATX Social Ride of Silence
- 05/16: BiblioTech East Outreach
- 05/17: Bike to Work Day (more information listed below)
- 05/18: Guadalupe County Trail Activation
- 05/23: City of San Antonio District 2 Community Resource Fair
- 06/15: Opportunity Home 24th Annual Father's Day Fiesta
- 06/27: City of San Antonio District 1 Community Resource Fair
- 07/20: Alamo Colleges District Back to School Fair
- 09/07: SA Neighbors Together Workshop (National Night Out Pre-Event)
- 09/20: Centro PARK(ing) Day – Downtown San Antonio Organization converting parking spaces to alternative uses.

- 09/20: WEHA Meeting (Pedestrian Safety Month outreach)
- 09/21: SA Neighbors Together Kick-Off Celebration (National Night Out)
- 09/28: UTSA hosted Street Skills class

Staff participated in (or attended regularly) the following partner agency meetings and planning efforts:

- AACOG Hydrogen Fuel Project
- City of San Antonio Bike Network Plan TAC
- VIA Better Bus Plan TAC
- City of San Antonio Vision Zero Action Plan Committee
- VIA Advanced Rapid Transit (ART) TAC
- City of San Antonio Climate Ready Community Action Fund Scoring Committee
- TxDOT SH16 Technical Working Group
- University Health Safe Kids Coalition
- New Braunfels Vision Zero Plan Workshop
- VIA ART Green Line Bicycle Accommodations
- I-35 Austin to San Antonio Planning Environmental Linkage Study
- City of San Antonio Transit Oriented Development UDC Updates Task Force
- City of San Antonio Complete Street Coalition
- TxDOT Statewide Active Transportation Plan
- TxDOT Bicycle Tourism Plan
- City of San Antonio Linear Creeks Advisory Board
- City of San Antonio Transportation and Infrastructure Committee
- San Antonio Mobility Coalition (SAMCo) meetings
- City of Cibolo Comprehensive Plan
- City of San Antonio Major Thoroughfare Plan (and updates) meetings
- Joint Base San Antonio Community Partnership meetings
- Northeast Partnership (NEP) meetings – NEP is an umbrella organization comprised of various municipalities and organizations.
- Greater Bexar County Council of Cities (GBCC) meetings
- New Braunfels Chamber of Commerce Infrastructure Committee meetings
- Texas Association of MPOs meetings

The Active Transportation Advisory Committee (ATAC) met eight (8) times during FY 2024 and hosted one Walk and Bike Night. The committee assisted with planning for National Bike Month, National Pedestrian Safety Month, and development of the FY 25-28 TIP Project Call efforts. For the March 2024 Walk and Bike Night, the agency spotlighted regional partners to spread awareness and provide information about current active transportation projects and programs. The event was hosted at UTSA's Downtown Campus and was livestreamed. Approximately 30 people attended the event and 27 viewed it online. The event included representatives from City of San Antonio Park Department and Transportation Department (trails and bike network), The City of New Braunfels (Vision Zero and transit), and VIA Metropolitan Transit (ART projects) as well as the non-profits Ghisallo Cycling Initiative and ActivateSA. Each representative presented the latest information on their plans, programs, capital projects and/or initiatives. Attendees were provided an opportunity to ask questions (in-person or via text). The event is archived on AAMPO's YouTube channel.

May 2024 was Bike Month. The highlight was Bike to Work Day. Bike to Work Day encourages everyone to bike to work. On Friday, May 17, 2024, AAMPO led coordination efforts for events in the AAMPO study area. The Bike to Work Day (BTWD) Energizer Stations, set up in the morning, were the main attraction. At the BTWD Energizer Station at AAMPO, agency staff thanked cyclists for biking to work, distributed bicyclist resources, safety literature, and refreshments (provided through unsolicited donations).

Including the AAMPO-hosted station, there were a total of 14 volunteer-led Energizer Stations hosted across the Alamo Area MPO study area. Cyclists who participated were surveyed. The (non-scientific) survey results, from 209 cyclists, indicated the average number of miles for their one-way commute was 5.06 miles. These same cyclists traveled from 22 unique zip codes to 18 unique zip codes. In addition to Bike to Work Day, AAMPO hosted trail activation pop-ups in each of the four study area counties, assisted with and attended the City of San Antonio Bike Month Proclamation ceremony, participated in the ActivateSA State of the Bike Community event, and the SATX Social Ride of Silence (memorial event for those who lost their life while cycling).

AAMPO staff hosted three (3) Street Skills classes at UTSA, Boy Scouts of America, and the San Antonio Public Library. The goal of Street Skills classes is to increase safety for multimodal users of all ages and abilities and gather input on infrastructure needs and improvements related to micromobility. Class participants are provided an overview of laws that apply to bike riders and e-scooter users, and scenarios that may be encountered when riding in mixed traffic.

There was one Walkable Community Workshop effort conducted in FY 2023. The City of Garden Ridge requested the workshop. The workshop report was presented to Garden Ridge's City Council and distributed to TxDOT San Antonio, Comal County, and posted on the AAMPO website in November 2023. As a result of this effort, the City is actively pursuing safety improvements listed in the report. AAMPO also provided associated support to Planning and Zoning Commissioners and testimony at City Planning and Zoning Commission.

Training opportunities and conferences in FY 2024 were focused on learning more about the efforts associated with the Bipartisan Infrastructure Law and generally advancing AAMPO's planning efforts. AAMPO's Director participated in the Association of Texas Metropolitan Planning Organizations (TEMPO) quarterly meetings in FY 2024 and attended the majority of the Texas Transportation Commission meetings. AAMPO staff participated in the following conferences and training events:

- March 12, 2024 – AMPO Reconnecting Communities with Active Transportation Webinar
- March 27, 2024 – AMPO Public Engagement Webinar
- May 7-9, 2024 – AMPO Tools and Techniques Conference
- May 23, 2024 - Setting Appropriate Speed Limits for All Road Users
- May 23, 2024 - Canva Create 2024 – Canva is an online graphics program used by AAMPO.
- June 12, 2024 – TX Pedestrian Safety Coalition Enhancing Pedestrian Safety through Walk Audits
- July 29-31, 2024 - TxDOT Innovation Invitational
- September 2024 to February 2025 – The Center of Urban Transportation Research at USF Social Marketing Transportation
- Various dates – Texas Traffic Incident Management Statewide Webinars

This subtask generated an underrun on expended allotment due to staff shortages. The Transportation Planning Program Manager, Short-Range Transportation Planner, and the Commutes Solutions Transportation Planner separated from the agency at the beginning of the FY24 third quarter.

This subtask expended 75% of the budgeted amount for FY 2024.

Subtask 3.2 – Air Quality Planning (AACOG Contract)

The purpose of this Subtask is to provide technical analysis for air quality planning in the AAMPO Study Area. AAMPO staff is responsible for transportation conformity as outlined under Subtask 3.1.5. 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. AACOG air quality planning efforts will be expanded to include an inventory of existing emissions related to truck-idling, particularly in relation to ports and intermodal port transfer facilities. The effort will identify strategies to help reduce emissions through electrification and emerging technologies. Furthermore, the effort will identify opportunities to utilize future funding to test, evaluate, and deploy projects targeting emission reduction, prioritizing ports, heavy-duty vehicles, and other related projects.

Should the region require a photochemical model, AACOG desires to conduct the work with the Texas Commission on Environmental Quality (TCEQ) oversight. 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 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 it via transport air pollution.

Work Performed and Status

During FY 2024, AACOG began developing new emissions inputs for a new photochemical model to be released in FY 2025. The model will utilize the latest emission inventories, TCEQ-approved modeling episode, and CAMx version 7.2 to predict ozone reductions resulting from the hypothetical regional implementation of certain transportation control measures. In addition, ozone levels were projected to 2026 and 2029 to determine attainment based on an emission prediction scenario. Source apportionment photochemical model runs are being completed using Anthropogenic Precursor Culpability Assessment (APCA) tool to determine the impact of emission sources and regions on regulatory monitors. A truck idling emission inventory was underway in FY 2024, where heavy-duty truck idling locations were surveyed during multiple days of the week and times of the day. These surveys included counting the number of available parking spaces, the number of trucks present and idling, noting other amenities, and weather conditions. A report will be completed during FY 2025 after survey results have been processed and analyzed. AACOG staff continues to administer the Smoking Vehicle Reporting System, which can be found at www.aacog.com/smokingvehicle. AACOG staff will present their results for FY 2024, in early 2025, to the TAC and TPB.

This subtask expended 77% of the budgeted amount for FY 2024.

Subtask 3.3 – Transit Asset Management Study (AAMPO Consultant)

This study aims to assess the condition of VIA's passenger amenities (shelters and benches) and recommend a replacement plan. VIA has over 6,000 active bus stops and approximately 3,700 shelters throughout the service area. The age of the shelters varies from 1994 – 2017. The assessment and replacement study will focus on the oldest structures (approximately 1,000 in quantity).

Work Performed and Status

During FY 2024, AAMPO initiated the procurement process to select a consultant. The contract and notice to proceed were issued on December 9, 2024 to Halff.

This subtask expended 0% of the budgeted amount for FY 2024.

Subtask 3.4 – Route Restoration Planning Study (VIA Transit)

VIA Metropolitan Transit has received \$780,100 in FTA 5307 funding to analyze pre-and post-COVID ridership, travel patterns, rider demographics and service allocation on its route network to identify opportunities to maximize ridership and improve service quality throughout the VIA system. VIA will incorporate an equity-based community outreach and public engagement effort, ensuring a community-driven plan. This study is under the management of VIA and the timeline for completion may be more than two years. This task was previously 3.7 in the FY 22-23 UPWP.

Work Performed and Status

During FY 2024, The Better Bus Plan, VIA's Transit Network Redesign Project, developed goals and objectives that align with the basis of the FTA grant. Assessments of existing services, market opportunities, and transit gaps have been completed. The Draft Service Network Plan has been designed and will be presented to the community through a robust public engagement and community outreach effort slated for January 2025. The Draft Service Network Plan will then be modified by incorporating community and stakeholder feedback.

This subtask expended \$461,400.67 of the total FTA funding in FY 2024.

Subtask 3.5 – City of San Antonio Multimodal Planning Study

This project is a third-party contract for a consultant to conduct arterial planning studies to address safety, congestion, multimodal transportation, and economic impact for three selected corridors (i.e. Marbach Rd, Harry Wurzbach Road, West Ave) within the City of San Antonio (COSA) to better prepare for a future, large-scale multimodal project within each of the corridors. Coordination will occur between CoSA, VIA Metropolitan Transit and other transportation partners. The SA Tomorrow (COSA's 2040 Plan) and VIA's 2040 Vision Plan established system-level needs which will require the transformation of arterial corridors to better accommodate multimodal transportation. The corridors will include Marbach Road, Harry Wurzbach Road, and West Avenue. The Marbach Road effort will transition into a large-scale multimodal project and is slated for procurement in FY 2025. Harry Wurzbach Road is anticipated for procurement in FY 2026 and West Avenue for FY 2027. These studies are also programmed in AAMPO's TIP.

Work Performed and Status

During FY 2024, the City of San Antonio initiated the documentation required for TxDOT to procure a consultant for the Marbach effort (FY 2025). The City is in the process of completing documentation to initiate the Harry Wurzbach effort (FY 2026), and no updates to report on the West Avenue effort (FY 2027).

This subtask was amended in September 2024 to move all funds to FY 2025. Remaining funds from FY 2025 will be carried over into the FY 2026-2027 UPWP.

Subtask 3.6.1 - Pilot Program for Transit Oriented Development Planning (North-South Corridor)

VIA Metropolitan Transit received \$825,000 in FTA 5307 funding to work with the City of San Antonio to plan for Transit Oriented Development along the North-South/Central Rapid Transit Corridor Project, a 27-mile fixed guideway alignment between the Stone Oak and Brooks areas of the city. The goal of the project is to enable Transit Oriented Development through the City of San Antonio Zoning and Development Code Amendments. This subtask was previously Subtask 3.6 in the FY 22-23 UPWP.

This pilot program is under the management of VIA and the timeline for completion may be more than two years.

Work Performed and Status

During FY 2024, the City of San Antonio led the effort to update the Unified Development Code (UDC) for Transit Oriented Development. The City formed a Task Force, provided information to the public in a newsletter and using their SA Speak Up platform, and collected public comment during Task Force meetings. The drafting of the UDC revisions effort concluded in early FY 2025. The code amendments are scheduled for City Council adoption in December 2024, with its effective date in January 2025. The City website, with all code development information and mapping, is at: <https://www.saspeakup.com/k2735>.

This subtask expended \$155,074.32 in FY 2024 (\$124,059.46 in FTA funds and \$31,014.86 in local funds), 97% of the remaining budgeted amount.

Subtask 3.6.2 - Pilot Program for Transit Oriented Development Planning (East-West Corridor)

VIA Metropolitan Transit has received \$760,000 in FTA 5307 funding to plan for Transit Oriented Development (TOD) on 7.3 miles of the planned East-West Advanced Rapid Transit (ART) Corridor. The pilot involves a fixed guideway rapid transit alignment project, along Commerce and East Houston Streets, between General McMullen Drive to the west and Coca-Cola Place to the east. The goal of the project is to implement equitable TOD planning at station areas throughout the corridor, leverage the Eastside Mobility Hub capital project and affordable housing solutions, address the Housing plus Transportation metric (H+T), and address regulatory impediments to develop equitable TOD. This pilot program is under the management of VIA and the timeline for completion may be more than two years.

Work Performed and Status

As reported by VIA, no effort was performed on this program in FY 2024. Resulting in \$475,000 to carry over into FY 2025. No funds were expended in FY 2024.

Task 3 - Funding Summary

Funding Source	Amount Budgeted	Amount Expended	Balance	% Expended
Transportation Planning Funds (PL 112 & FTA 5303)	\$ 1,142,795	\$ 813,666.27	\$ 329,128.73	71%*
Local Planning Funds	\$ 111,023.68	\$ 35,667.09	\$ 75,356.59	32%**
FTA (Sec. 5309)	\$ 1,135,608.41	\$ 580,807.90	\$ 554,800.51	51%**
TOTAL	\$ 2,389,427.09	\$ 1,430,168.26	\$ 959,258.83	60%

*Underrun result of delayed procurement for Subtask 3.3

**Underrun result of VIA efforts estimated expenditures being too low.

TASK 4 – METROPOLITAN TRANSPORTATION PLAN

Task 4 – Overall Description

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

Subtask 4.1 – MPO Staff Support

Subtask 4.1.1: General Administration

This subtask allows for AAMPO staff support for administrative activities related to long-range planning including procurement, development, and 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 and update of the Metropolitan Transportation Plan (*Mobility 2050*).

Subtask 4.1.2: Public Involvement

AAMPO staff participation in public outreach activities includes, but is not limited to, facilitating public meetings, developing website information, developing and distributing printed and digital materials, and conducting media interviews.

Subtask 4.1.3: MPO Modeling Activities

AAMPO staff will actively conduct transportation modeling activities to forecast future demand on the region's transportation system. This includes thoroughfare planning, possible updates to the 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.

Work Performed and Status

During FY 2024, the 2020 base year AAMPO Travel Demand Models have been applied for numerous transportation planning activities. Forecast analysis years remain as 2025, 2035, 2045, and 2050. These models include, but are not limited to, the following TDM applications:

- Provide traffic and transit volumes, metrics and summaries to support the development of the current TIP, UTP, and MTP 2050;
- Evaluate proposed transportation system improvements or enhancements;
- Identify transportation system deficiencies;
- Conduct alternatives analyses;
- Conduct corridor studies; and
- Interface with EPA's MOVES program to estimate on-road mobile source emissions for Urban Airshed Modeling and Air Quality Conformity analyses.

The models were successfully applied for developing traffic and transit forecasts used in evaluating the FY 23-26 TIP and the MTP. Additionally, throughout FY 2024, AAMPO monitored, updated, coded, and analyzed numerous proposed transportation project changes from the TIP, UTP, and/or the MTP project evaluation and selection processes. These 5-county SAMM 5.1 and 5.2 models and networks were also used (in conjunction with the EPA MOVES emission models) to evaluate the network based On-road Mobile Source Emissions for the purpose of Transportation Conformity.

The TDM section worked cooperatively with AAMPO's TDM consultant Cambridge Systematics (CS) to review, test and implement better modeling procedures. Specifically, these tasks were conducted to review, implement, apply, and document the new San Antonio Multi-Modal (SAMM 5.1 and 5.2) Travel Demand Models throughout FY 2024. The TDM section also implemented recommendations from ongoing transportation studies, as necessary, including new initiatives to upgrade models using Inrix/Bluetooth style "Big Data" in cooperation with TTI/UTSA 0-7166 research project as well as reviewing a proposed new software, LOCUS, designed to provide more accurate travel patterns and Trip Length Frequency Distributions (TLFDs) for various Trip Purposes.

Additionally, due to the US Census expansion of the Urbanized Area, the TDM section also began the process of adding all of Medina County and a small portion of Atascosa County into the modeling region. This process required the delineation of a new Traffic Analysis Zone (TAZ) structure, additional network coding and revised External Stations. This new 6+ county modeling region will be used for the upcoming 2025 TDM update, whereby the models will be specified, re-calibrated and re-validated to 2025 traffic counts and transit ridership data.

The TDM section model data request form, which resides on the AAMPO website, was heavily used in FY24, with about 75 TDM data requests made and completed by TDM staff. Request logs are maintained and are available upon request.

Other FY 2024 TDM enhancements include:

- (1) A SAMM5.2 auto-generate system to produce alternate traffic assignment volumes, which are checked for being more reasonable than some irregular assignment volumes. Typical examples of this are to find and replace zero-volume or very high/low assigned volumes with more logical forecasts;
- (2) A process to better estimate HOV and express lane volumes through minor adjustments to input speeds and estimating HOV eligible 2+ person vehicles at the External Stations;
- (3) The development of a detailed TDM flowchart, showing all of the six (6) model steps and all of the input and output files as used by each model step. This chart is useful for determining the complexity and explicit function of each model step; and
- (4) Began the process for writing up TDM related Standard Operating Procedures (SOPs).

The updated five-county (SAMM5.1) regional model was also used extensively in the Air Quality Conformity process, as required by AAMPO's designation as nonattainment for ozone. This effort included multiple sets of TDM conformity runs, including the Build/No Build runs for 2025, 2035, 2045, and 2050, based on the requirements for Moderate status. A significant component of the forecast travel networks used in Air Quality Conformity was developing, and refining, of the model network coding and proposed project annotation process. These tasks were performed within the AAMPO Master Network process, operating within TransCAD 8.0 and SAMM 5.1 and 5.2. While freight data was not yet used in the model re-development or applications, AAMPO has begun the process of conducting a Regional Freight Study (see Task 5.3) in FY 2025. The findings from this study will be integrated into the model, as appropriate and feasible.

This subtask expended 77% of the budgeted amount for FY 2024.

Subtask 4.2 - Mobility 2050 Demographics and Travel Demand Model Update (AAMPO Consultant)

This project is a third party contract for a consultant to assist with the following tasks: 1) demographic development for Mobility 2050; 2) development of a new mode choice model based on VIA Metropolitan Transit's latest travel survey; 3) calibration of the Alamo Area Metropolitan Planning Organization model based on the latest travel surveys and 2022 census data as appropriate; 4)

development of a master travel demand model network system; 5) integration of the AAMPO and CAMPO travel demand models and networks for an integrated approach to regional travel; 6) collection of parking usage and cost data to update the travel demand model; and 7) ongoing modeling support. This contract expires in December 2023.

Work Performed and Status

During the first quarter of FY 2024, Cambridge Systematics was informed they would be awarded the contract to continue this work under UPWP Subtask 4.6. The consultant continued to work with AAMPO's TDM Section to ensure understanding and utilization of the model and optimized the remaining budget under this subtask.

This subtask expended 43% of the budgeted amount for FY 2024. The underrun is a result of the contract expiring and consultant's efforts being complete.

Subtask 4.3 – Resiliency Study (AAMPO Consultant)

The purpose of this study is to assist with planning and developing a transportation system that can accommodate long-term change and recover and adapt from unpredictable changes, such as extreme weather events or human-made disruptions. This study will 1) identify potentially disruptive events with stakeholder input; 2) perform risk assessments for how each event would impact all or parts of the transportation system; and 3) provide recommendations on improving transportation system resiliency. The result of the study is a robust risk assessment for the entire AAMPO region and valuable data for consideration during Plan development. The FY 2023 effort included an application for a PROTECT grant. The anticipated award notice is August 2024. If the application is successful, this effort will be procured by a consultant to develop a Resiliency Plan. The study effort is slated for completion in July 2024.

Work Performed and Status

During FY 2024, the consultant team, WSP, efforts were put on hold for several months while the contract amount was increased via a UPWP amendment. The remainder of the effort continued from April until contract expiration in July 2024. In April 2024, AAMPO received notice the PROTECT grant submitted, with support from WSP, was awarded for development of Resiliency Improvement Plan. Thereafter, the consultant team continued to gather data to complete the risk assessment. The risk assessment identified transportation assets exposed to extreme weather hazards and quantified the risk to these assets. The team also developed a set of recommendations for next steps as the study will eventually transition into a plan with the grant resources. The final report was submitted and adopted by the TPB in July 2024

This subtask expended 100% of the budgeted amount for FY 2024.

Subtask 4.4 – Rapid Transit Corridor Study (VIA Transit)

The purpose of this study is to enable VIA to hire a consultant to perform advanced project definition for up to six rapid transit corridors (East, West, South, Northwest, Northcentral, and Northeast) connecting large regional activity centers identified in the City of San Antonio's SA Tomorrow plan. The identified corridors represent the full build-out of VIA's high-capacity transit network and are strategically located to support the population growth of the San Antonio region. The Advanced Rapid Transit advanced project definition will place the agency in a position to enter the Project Development process in the

Capital Investments Grant Program. The type of work expected to be tasked includes conceptual plan development, traffic impacts analysis, operations and maintenance plan development, environmental constraints identification, and fatal flaw analysis. Advanced project definition on the first four corridors (North, South, East, and West) is complete. This work will serve as a key step in applying for funding from the FTA. Coordination will occur between the City of San Antonio, VIA Metropolitan Transit, AAMPO, and other transportation partners.

Work Performed and Status

The work completed in FY 2024 was only for the East and West corridors—what is known as the East/West ART Corridor or VIA Rapid Silver Line. The work completed included the completion of the conceptual plan, draft traffic impact analysis, identification of environmental constraints, and review of potential fatal flaws. The funds have helped position the Silver Line project into the FTA's Capital Investment Grant Program's Small Starts pipeline.

This subtask expended 72% of programmed funding in FY 2024. The underrun is a result of AAMPO expenditure estimates being too low.

Subtask 4.5 – General Planning Consultant

This task involves utilizing AAMPO's general planning consultant contract, with HDR, to assist with the following tasks in support of the AAMPO's transportation planning requirements: 1) development and maintenance of AAMPO's long and short-range transportation plans 2) development and maintenance of the AAMPO's Unified Planning Work Program and Annual Expenditure Report; 3) assistance with air quality related tasks; 4) assistance with travel demand modeling; 5) assistance with transportation performance measurement and management; 6) data collection as required for planning activities; 7) assistance with new planning requirements associated with the bipartisan infrastructure law (IIJA); and 8) general transportation planning support. This contract expires in 2026.

Work Performed and Status

The services were initiated in March 2023. During FY 2024, the consultant team continued to progress on the plans and programs evaluations, agency assessment, and general planning services as outlined above. One new key component, also noted under Task 3 above, was conducting and supporting partner project readiness reviews for all projects programmed in the TIP. The prime consultant, HDR has coordinated monthly, and as needed, monthly meetings with AAMPO staff regarding general project management items as well as progress checks for the various tasks listed below.

More specifically for FY 2024, the HDR team accomplished the following:

Plans and Programs Evaluations

HDR completed the assessment of the Plans and Programs including CMP, MTP, TIP, and UPWP. The assessment evaluated the federal requirements under the MPO's responsibilities for each of these plans. The team is finalizing recommendations for each plan and has initiated development of Standard Operating Procedures (SOPs). This task is approximately 75% complete.

Agency Assessment Evaluations

HDR has assessed key aspects of the agency including AAMPO structure and existing policy and standard operating procedures. HDR met with all of AAMPO staff in group and individual sessions as part of the data gathering period. HDR completed the assessment and finalized recommendations. The team initiated development of SOPs and will continue to develop them until completed. This task is approximately 80% complete.

General Planning Services

HDR continues to work as an extension of staff on necessary tasks as directed by AAMPO. To date, this has included:

- Developing RFPs for the Regional Thoroughfare Plan, ITS/TSMO Regional Plan, Curb Management Study, New Braunfels Transit Connection Study, and the Comal County Railroad Crossing.
- Continued support in development of an integrated TIP and MTP project database. HDR has coordinated with the planning, GIS, and modeling departments to understand the needs of technical staff for the inputs and outputs desired from this database. HDR is working to develop a user-friendly database and dashboard that can be easily accessed and managed by AAMPO staff. This task is approximately 50% complete.
- Continued preparing guidance on MPO requirements as related to Justice 40. This task is approximately 95% complete.
- Completing the preparation of informative material on potential impacts of a Boundary Adjustment to the AAMPO boundary. This included reviewing the financial impacts of TxDOT Category 2 funding when adding Kendall and Medina County to the AAMPO boundary. The project team worked through replicating TxDOT's analysis to understand any discrepancies in results. This task is complete.
- Providing conformity support and assist with the development of CMAQ Performance Plan. This task is complete.
- Coordinating and facilitating project readiness meetings with partner agencies. This task is ongoing.
- Reviewing and providing recommendations for AAMPO branding guidelines. This task is complete.
- Developing CMP in coordination with AAMPO staff. This task was initiated in November 2024 and approximately 10% complete

This subtask expended 136% of the budgeted amount for FY 2024 and FY 2025. A budget amendment adding more funds to this contract was approved by FHWA on November 15, 2024.

Subtask 4.6 – Travel Demand Model Update On-Call (AAMPO Consultant)

This subtask is a third-party contract for an on-call consultant to assist with calibration of the travel demand model master network and observed travel patterns in the base year, while updating other travel mode inputs such as, household travel survey, commercial survey, TAZ structure, zonal parking inventories and costs, and land use formats, as needed. The on-call consultant will assist with the following tasks: 1) demographic development for Mobility 2055; 2) calibration of the Alamo Area Metropolitan Planning Organization model based on the latest travel surveys and 2022 census data as appropriate; 3) development of a master travel demand model network system; 4) integration of the AAMPO and CAMPO travel demand models and networks for an integrated approach to regional travel; 5) collection of parking usage and cost data to update the travel demand model; and 6) ongoing modeling support.

Work Performed and Status

This contract was awarded to the Cambridge Systematics team by the TPB on October 13, 2023. The Notice to Proceed was issued on December 29, 2023. The contract expires on December 31, 2025.

The Travel Demand Model Update On-Call project is focused on implementing updates to individual model components as well as updating the base year of the San Antonio Multimodal Model (SAMM5) to year 2025. This effort will entail developing 2025 base year socio-economic and demographic data as well as new forecast socio-economic and demographic data for years 2030, 2035, 2040, 2045, and 2050.

Along with updates to the demographics, this effort will expand the modeling area boundary to include Medina County and parts of Atascosa County, requiring updates to the highway and transit networks and potentially some model parameters. On expanding the modeling area boundary, the Cambridge Systematics team has put together a run that includes traffic analysis zones within Medina County and parts of Atascosa County, updating the locations of some of the external stations. This is an important step in gearing up to calibrate the model across the expanded model area.

In FY 2024, the Cambridge Systematics team worked on applying the travel demand model in support of air quality conformity analyses. The team continued to refine the SAMM5 model, now on version 5.2, to calibrate the mode choice model to represent 2020 pre-pandemic transit ridership as well as split external trips in single occupancy vehicles (SOVs) and high occupancy vehicles (HOVs) which would be subjected to different restrictions along HOV lanes. The team has also made improvements to the summary reporting tool as well as the underlying model code to automate some of the calculations AAMPO staff do with the model generated outputs.

This subtask expended 37% of the budgeted amount for FY 2024. This underrun is a result of a delay in getting the subtask initiated. The consultants invoices were for the last quarter of FY 2024 only.

Subtask 4.7 – Regional Thoroughfare Study Update (AAMPO Consultant)

This subtask will identify a comprehensive regional thoroughfare plan that will correspond with local jurisdictions plans and development ordinance requirements for right-of-way. The study will also focus on connections between jurisdiction and related challenges to create a regionally coordinated network to serve the public's present and future mobility and access needs. The study will be updated every five years.

Work Performed and Status

This contract was not procured in FY 2024 and is slated for procurement in FY 2025 Q2.

This subtask expended 0% of the budgeted amount for FY 2024.

Subtask 4.8 – New Braunfels Transit Connection Study (AAMPO Consultant)

This study will establish a regional vision for transit and a path to implement it. The study will identify high demand and critical destinations and gaps in transit access. Connectivity to and from the City of New Braunfels, the City of San Antonio, the City of Seguin, the City of San Marcos (as it relates to the regional aspect of the study) and the areas in between these cities will be the focus of this study. Possible transit connections will be identified to implement the vision and fill these gaps. This study will function as a living document that is updated over time and will inform the 2055 MTP and future MTPs.

Work Performed and Status

During FY 2024, the Request for Proposals was posted and distributed in April 2024 and awarded to AECOM in August 2024. The Notice to Proceed was issued on November 15, 2024. The contract expires on May 15, 2026.

This subtask expended 0% of the budgeted amount for FY 2024.

Subtask 4.9 – VIA Metropolitan Transit Mobility Hub Facilities Planning Study

The overall intent of this study is to 1) create guidelines through a set of documents which VIA, the City of San Antonio, non-governmental entities, and others can use in planning and implementation for and around Mobility Hubs; and 2) identify three sites for mobility hubs to serve areas where traditional fixed-route transit service is a less viable option or can benefit from first/last mile connections within VIA's Mobility on Demand zones. The study shall incorporate short and long-term elements to support VIA's Keep SA Moving Plan and Vision 2040 goals. This effort is funded with STBG funds that will be flexed to FTA in FY 2024 and is listed in the AAMPO Transportation Improvement Program.

Work Performed and Status

During FY 2024, The Mobility Hub Facilities Planning Study convened a Steering Committee to develop guiding goals and objectives for the study. VIA staff also developed a mobility hub definition and review of best practices, typology, and functional understanding of mobility hubs, a matrix of associated mobility hub amenities, and began the methodology and criteria to develop site selection modeling in concert with the technical expertise of the study's Technical Advisory Committee.

This subtask expended 57% of the programmed budget in FY 2024. The underrun is a result of AAMPO's estimated programmed expenditures being too low.

Subtask 4.10 – VIA Metropolitan Transit Second Operations and Maintenance Facility Planning

This effort is made possible through the federally funded FY 24 Congressional Community Projects Funds initiative. The funds will be for project development, National Environmental Protection Act studies, and conceptual design. The results of the planning effort will allow VIA to position the facility project for real estate acquisition and final design.

Work Performed and Status

This subtask was added to the FY 2024-2025 UPWP in September 2024.

This subtask was not programmed for FY 2024. It is budgeted and programmed for FY 2025.

Task 4 - Funding Summary

Funding Source	Amount Budgeted	Amount Expended	Balance	% Expended
Transportation Planning Funds (PL 112 & FTA 5303)	\$ 1,678,235	\$ 1,236,616.90	\$ 441,618.10	74%
STP MM	\$ 2,797,448.17	\$ 1,996,179	\$ 801,269.17	71%
TOTAL	\$ 4,475,683.17	\$ 3,232,795.90	\$ 1,242,887.27	72%

TASK 5 - SPECIAL STUDIES

Task 5 – Overall Description

To undertake studies of specific aspects of the transportation system to provide the specialized information required to adequately develop an efficient, multimodal mobility system for the Alamo Area Metropolitan Planning Organization Study Area.

Subtask 5.1 – MPO Staff Support

Subtask 5.1.1: General Administration

This subtask allows for AAMPO staff support for activities related to special transportation planning studies. Specific activities will include, but not be limited to, leading the Alamo Commutes Program; maintaining AAMPO's Congestion Management Process (CMP) activities, including integrating CMP information into all short- and long-range planning efforts and documents; participating in regional Transportation Systems Management and Operations (TSMO) planning and coordination efforts; leading or participating in freight and passenger rail studies; procuring, developing, and managing consultant contracts for projects in Task 5; and reviewing and processing of monthly billings for work related to Task 5. Public involvement activities will be conducted as needed.

Work Performed and Status

During FY 2024, the Alamo Commutes program outreach was extensive. The program was promoted at every event AAMPO participated in and hosted. See Subtask 3.1 for more details. The planner who previously held this position, and separated AAMPO in July 2024, initiated contact with Solar Edge Pros and The Pearl (mixed retail development in San Antonio). These leads have yet to materialize as both companies had turnover and the new contacts have put the efforts on hold. The new hire for this position, currently interviewing candidates, will follow-up in FY 2025. Of note, this position is now being geared to a marketing and outreach specialist vs. a planner. The outreach specialist will have support from AAMPO's Multimodal Planner as well as the other sections to complete technical tasks. Please see Subtask 5.2 for additional efforts coordinated by staff with support from the consultant.

This subtask expended 70% of the budgeted amount for FY 2024. The Commute Solutions Planner separated in July. Hiring is in process for outreach specialist to replace the planner position.

Subtask 5.2 – Alamo Commutes Program

The purpose of the Alamo Commutes program is to encourage the public to reduce the frequency of single occupancy vehicle trips to improve regional air quality. This includes promoting of more sustainable modes of transportation including carpooling, vanpooling, riding public transit, walking, biking, and alternative scheduling. Alamo Commutes works with employers and the community to provide the tools, resources, and information needed to encourage smart commuting habits. Essential Alamo Commutes services include a carpool matching and trip tracking mobile app, Emergency Ride Home, and consultations with area employers and the public. The funding for this program will expire in August 2024, if not renewed or extended.

Work Performed and Status

In FY 2024, the consultant, Agile Mile, made significant strides with the sustainable transportation modes trip tracking application. Specifically, improvements include a newly designed app, web dark mode function, enhanced search options for volunteer providers, implementation of Spanish language

feature, CRM (customer relationship management) module, passive tracking for automatically recording trips, and security audit and penetration testing. The application had 6,125 trip planner queries, tracked 620 new members with 1,366 registered members and 451 who actively participated. There were 52,680 trips recorded. These trips translate to approximately 715,609 reductions in vehicle miles traveled (VMT), 320 tons of CO₂ emission reductions, and 32,607 gallons of gas saved. The program rewards participants for taking part and awarded 2,542 awards (paid for by consultant).

The Alamo Commutes program promoted three challenges throughout FY 2024. Challenges are offered to promote various themes and encourage smart commuting. Each challenge offers rewards for top participants. The three challenges were WALKtober Step Up Your Stride (October 2023), Multimodal Madness Challenge (March 2024), and Bike Month Challenge (May 2024).

The effort is funded with STBG and the funding was approved for another three years (2025-2028).

This subtask expended 38% of the budgeted amount for FY 2024. The consultant contract is the only effort charged to this subtask and no expenditures were utilized for marketing and promotion of the program. FY 2025 has a few marketing and promotion activities already scheduled and should bring the balance down significantly.

Subtask 5.3 – Regional Freight Study

The purpose of this subtask is to conduct a region-wide freight study and plan encompassing the entire Alamo Area MPO Study Area, taking into account current and projected freight trends in the region and across the state. The study will build off previous regional and statewide planning efforts including, but not limited to, the Texas Freight Mobility Plan (2018), Statewide Truck Parking Study (2020), Texas Freight Network Technology and Operations Plan (2020), and San Antonio Region Freight Study (2008).

The study will include, but not be limited to, an overview of previous plans, studies, legislation, and their recommendations; an economic and logistical analysis of freight flow in the region; an inventory of existing and planned assets including highway and rail as well as their condition and performance; a needs analysis of high demand areas, hotspots, and other deficiencies; and recommendations including, but not limited to, policies and programs, freight performance measures, ITS and operational project listings, capital improvements, a constrained or unconstrained list of projects, and development of a regional freight system leveraging Critical Freight Corridors, Truck Lane Restrictions, and NHS Intermodal Connectors. Staff will support a regional freight working/stakeholder group of TAC/TPB members, and industry, manufacturing, transportation, and logistics professionals to provide guidance and oversight of the study and lead implementation efforts of the plan.

Work Performed and Status

In FY 2024, AAMPO staff procured the consultant for this effort. The RFP was advertised in FY 2023 with the TPB approving Cambridge Systematics to perform the work. The notice to proceed was issued in March 2024. The effort was slow to start and began in earnest in August 2024. The consultant has two months of effort invoiced in FY 2024.

This subtask expended 30% of the budgeted amount for FY 2024.

Subtask 5.4 – Curb Management Study

The purpose of this subtask is to conduct a study on the competing uses of curb space in the planning area, including recommendations to partner agencies on curb management policies. This study may

include a review of peer cities' curb management policies, as well as municipalities within the AAMPO Study Area; an overview of competing demands for curb space, currently and in the future, by public and private sector users; and recommendations for partner agencies to manage curb space, including identifying locations where curb space is heavily utilized. Work will also include stakeholder outreach and mapping. This data will be used in coordination with municipalities and transit agencies, such as when they need to put their ramps down. when they need to put their ramps down.

Work Performed and Status

This effort has yet to be procured for consultant award.

This subtask expended 0% of the budgeted amount for FY 2024.

Subtask 5.5 – Regional Information Technology System (ITS) and Traffic Systems Management and Operations (TSMO) Plan

The purpose of this subtask is to develop a multimodal master plan for ITS and TSMO in the AAMPO region to improve mobility across all modes of transportation. The plan will identify how to best integrate planning, design, technology, operations, and management to increase the safety and efficiency of the existing transportation network. The effort will be executed to complement TXDOT's TSMO Strategic Plan and to avoid redundancies.

Work Performed and Status

This effort has yet to be procured for consultant award.

This subtask expended 0% of the budgeted amount for FY 2024.

Subtask 5.6 – Comal County Railroad Crossing Study

This study will include evaluating railroad crossing in all of Comal County, studying current and forecasted crossings, blocking locations, classifying uncontrolled systems, and researching Union Pacific (UP) standards. The study will identify infrastructure at crossings (gates/stop signs), quiet zones, and proximity of railroads to schools to classify all railroad crossings.

Work Performed and Status

This request for proposals for this subtask was issued in August 2024. The contract was awarded to the Consor Engineers in December 2024. The notice to proceed is slated for early 2025 (January).

This subtask expended 0% of the budgeted amount for FY 2024.

Subtask 5.7 – City of Boerne Citywide Bridge Planning Project

This planning effort is funded by the FHWA Bridge Investment Program. The City of Boerne will work with a consultant on this citywide effort. The result will be a comprehensive plan to address significant safety, transportation, and mobility challenges posed by 18 existing bridges located within Boerne.

Work Performed and Status

The City of Boerne was notified of the award in August 2024. The grant agreement is slated for execution in FY 2025.

This subtask was amended into the UPWP in September 2024 with no budget programmed for FY 2024.

Subtask 5.8 – Great Springs Project Corridor Planning Study

This project will fund a third-party contract for a consultant to conduct a review and identify priority areas of the route for enhance planning and design to achieve the recommendations of the Great Spring Project Trails Plan, updated in April 2024. Priority areas in Bexar County, Comal County, Hays County and Travis County (Capital Area MPO) will be identified through the study analysis and public engagement. It is anticipated that targeted areas will include trail crossings, challenging corridors and opportunities to strategically align the trail project with regional ecological restoration objectives including recharge of the Edwards Aquifer. The study will also result in technical reports detailing opportunities, and constraints to implementing the GSP Trail reflected in the adopted Trails Plan, a public engagement plan, an alternatives assessment and prioritization document which will lead to design of priority intersections for future construction.

Work Performed and Status

The Great Springs Project was notified of the award in October 2023. The grant agreement between TxDOT and Great Springs Project is pending. The effort is currently in the procurement phase with notice to proceed expected in FY 2025. The notice to proceed will not be issued until the grant agreement has been fully executed.

This subtask was amended into the UPWP in September 2024 with no budget programmed for FY 2024.

Task 5 - Funding Summary

Funding Source	Amount Budgeted	Amount Expended	Balance	% Expended
Transportation Planning Funds (PL 112 & FTA 5303)	\$ 1,038,235	\$ 262,086.49	\$ 776,148.51	25%
STP MM	\$ 165,902.77	\$ 63,535.11	\$ 102,367.66	38%
TOTAL	\$ 1,204,137.77	\$ 325,621.60	\$ 878,516.17	27%

BUDGET SUMMARY

Total Transportation Planning Funds (TPF) Budgeted and Expended FY 2024

UPWP Task	Amount Budgeted	Amount Expended	Balance	% Expended
1.0	\$ 1,228,970	\$ 959,695.26	\$ 269,274.74	78%
2.0	\$ 787,500	\$ 505,642.57	\$ 281,857.43	64%
3.0	\$ 1,142,795	\$ 813,666.27	\$ 329,128.73	71%
4.0	\$ 1,678,235	\$ 1,236,616.90	\$ 441,618.10	74%
5.0	\$ 1,038,235	\$ 262,086.49	\$ 776,148.51	25%
TOTAL	\$ 5,875,735.00	\$ 3,777,707.49	\$ 2,098,027.51	64%

Local Planning Funds Budgeted and Expended FY 2024

UPWP Task	Amount Budgeted	Amount Expended	Balance	% Expended
1.0				
2.0				
3.0	\$ 111,023.68	\$ 31,041.86	79,981.82	28%
4.0				
5.0				
TOTAL	\$ 111,023.68	\$ 31,041.86	79,981.82	28%

FTA (Sec. 5307) Funds Budgeted and Expended FY 2024

UPWP Task	Amount Budgeted	Amount Expended	Balance	% Expended
1.0				
2.0				
3.0	\$ 1,135,608.41	585,460.13	\$ 550,148.28	52%
4.0				
5.0				
TOTAL	\$ 1,135,608.41	585,460.13	\$ 550,148.28	52%

**STP – MM Funds
Budgeted and Expended FY 2024**

UPWP Task	Amount Budgeted	Amount Expended	Balance	% Expended
1.0				
2.0				
3.0				
4.0	\$ 2,797,448.17	\$ 1,996,179	\$ 801,269.17	71%
5.0	\$ 165,902.77	\$ 63,535.11	\$ 102,367.66	38%
TOTAL	\$ 2,963,350.94	\$ 2,059,714.11	\$ 903,636.83	70%