

**FY 2024 and FY 2025**

**UNIFIED PLANNING WORK PROGRAM (UPWP)**

**ALAMO AREA METROPOLITAN PLANNING ORGANIZATION**



***Transportation Management Area (TMA)***  
**AIR QUALITY STATUS: *Nonattainment***

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**Adopted by Transportation Policy Board: June 26, 2023 Federal Approval: September 28, 2023**  
**Transportation Policy Board Amendment 1: January 22, 2024 Federal Approval: August 20, 2024**  
**Transportation Policy Board Amendment 2: April 22, 2024 Federal Approval: September 20, 2024**  
**Transportation Policy Board Amendment 3: September 23, 2024 Federal Approval: November 8, 2024**  
**Transportation Policy Board Amendment 4: January 27, 2025 Federal Approval: PENDING**  
**Transportation Policy Board Amendment 5: January 27, 2025 Federal Approval: PENDING**

#### 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 TxDOT approval.

#### Subtask 1.1.5: Equipment/Software<sup>1</sup>

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.

Responsible Agency: Alamo Area Metropolitan Planning Organization

Funding Requirement: ~~\$2,389,160~~ \$ 2,151,368.42<sup>2</sup> (~~\$1,188,970 budgeted~~ 951,178.42 expended in FY 2024; \$1,200,190 budgeted for FY 2025)

Product(s): Certified planning process; reports on fiscal expenditures and work completed, as required; forum for cooperative decision-making by principal elected officials of general-purpose local governments; and effective coordination of transportation planning activities.

#### **E. SUBTASK 1.2: Legal and Professional Costs<sup>3</sup> Amendment 4**

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

Responsible Agency: Alamo Area Metropolitan Planning Organization

Funding Requirement: ~~\$80,000~~ 98,516.84<sup>4</sup> (~~\$40,000 budgeted~~ 8,516.84 expended in FY 2024 → balances are not carried over; \$40,000 budgeted for FY 2025 with \$50,000 added for professional services related to human resources activities only.)

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1 Amended by the AAMPO Transportation Policy Board on April 22, 2024

2 Amended by the AAMPO Transportation Policy Board on January 27, 2025

3 Amended by the AAMPO Transportation Policy Board on January 27, 2025

4 Amended by the AAMPO Transportation Policy Board on January 27, 2025

**F. FUNDING SUMMARY**

Task 1.0 – 2-Year Funding Summary Table

FY 2024 and FY 2025<sup>5</sup>

Subtask	Responsible Agency	Transportation Planning Funds (TPF) <sup>1</sup>		FTA Section 5307 Funds		Local Funds		Total Funds	
		FY 2024	FY 2025	FY 2024	FY 2025	FY 2024	FY 2025	FY 2024	FY 2025
1.1	AAMPO	<del>\$1,188,970</del> <u>951,178.42</u>	\$1,200,190					<del>\$1,188,970</del> <u>951,178.42</u>	\$1,200,190
1.2	AAMPO	<del>\$40,000</del> <u>8,516.84</u>	<del>\$40,000</del> <u>90,000</u>					<del>\$40,000</del> <u>8,516.84</u>	<del>\$40,000</del> <u>90,000</u>
<b>Total</b>		<del>\$1,228,970</del> <u>959,695.26</u>	<del>\$1,240,190</del> <u>1,290,190</u>					<del>\$1,228,970</del> <u>959,695.26</u>	<del>\$1,240,190</del> <u>1,290,190</u>

<sup>1</sup>TPF – This includes both FHWA PL-112 and FTA Section 5303 Funds. TxDOT will apply transportation development credits sufficient to provide the match for TPF. As the credits reflect neither cash nor work hours, they are not reflected in the funding tables.

### 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, socioeconomics, and technological opportunities within the Alamo Area MPO Study Boundary. An application will be developed by AAMPO staff to show regional equity-related observations.

### Subtask 2.1.7: Regional Lighting Study<sup>6</sup>

AAMPO staff will develop a strategic weighted assessment study to assess transportation-related lighting needs in the Alamo Area MPO 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.

Responsible Agency:	Alamo Area Metropolitan Planning Organization
Funding Requirement:	<del>\$1,230,780</del> <u>1,123,922.57<sup>7</sup></u> ( <del>\$612,500 budgeted</del> <u>505,642.57 expended</u> in FY 2024; \$618,280 budgeted for FY 2025)
Product(s):	Contract procurement materials, billing packages, technical memoranda, final reports, and mappable databases as per specifications

### **E. SUBTASK 2.2: Safety Action Plan<sup>8</sup>**

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.

Responsible Agency:	Alamo Area Metropolitan Planning Organization (consultant)
Funding Requirement:	\$250,000 <sup>9</sup> ( <del>\$175,000-0 budgeted</del> <u>expended</u> in FY 2024; <del>\$75,000</del> <u>250,000</u> budgeted for FY 2025)
Product(s):	Data sets, technical memoranda, and technical report

<sup>6</sup> Amended by the AAMPO Transportation Policy Board on September 23, 2024

<sup>7</sup> Amended by the AAMPO Transportation Policy Board on January 27, 2025.

<sup>8</sup> Amended by the AAMPO Transportation Policy Board on January 22, 2024

<sup>9</sup> Amended by the AAMPO Transportation Policy Board on January 27, 2025.

**J. FUNDING SUMMARY**

Task 2.0 - 2-Year Funding Summary Table

FY 2024 and FY 2025<sup>19</sup>

Subtask	Responsible Agency	Transportation Planning Funds (TPF) <sup>1</sup>		FTA Section 5307 Funds		Local Funds		Other (SS4A*)		Total Funds	
		FY 2024	FY 2025	FY 2024	FY 2025	FY 2024	FY 2025	FY 2024	FY 2025	FY 2024	FY 2025
2.1	AAMPO	\$612,500 <u>505,642.57</u>	\$618,280							\$612,500 <u>505,642.57</u>	\$618,280
2.2	AAMPO	\$175,000 <u>0</u>	\$75,000 <u>250,000</u>							\$175,000 <u>0</u>	\$75,000 <u>250,000</u>
2.3 <sup>14</sup>	Seguin						\$66,300		\$265,200		\$331,500
2.4 <sup>15</sup>	Boerne						\$60,000		\$240,000		\$300,000
2.5 <sup>16</sup>	New Braunfels						\$125,000		\$700,000		\$825,000
2.6 <sup>17</sup>	Bexar County						\$100,000		\$300,000		\$400,000
<b>Total<sup>18</sup></b>		\$787,500 <u>505,642.57</u>	\$693,280 <u>868,280</u>				\$351,300		\$1,505,200	\$787,500 <u>505,642.57</u>	\$2,549,780 <u>2,724,780</u>

<sup>1</sup> TPF – This includes both FHWA PL-112 and FTA Section 5303 Funds. TxDOT will apply transportation development credits sufficient to provide the match for TPF. As the credits reflect neither cash nor work hours, they are not reflected in the funding tables.

\* SS4A is Safe Streets for All, a grant program federally funded through the Bipartisan Infrastructure Law.

14 Amended by the AAMPO Transportation Policy Board on September 23, 2024

15 Amended by the AAMPO Transportation Policy Board on September 23, 2024

16 Amended by the AAMPO Transportation Policy Board on September 23, 2024

17 Amended by the AAMPO Transportation Policy Board on September 23, 2024

18 Amended by the AAMPO Transportation Policy Board on September 23, 2024

[19 Amended by the AAMPO Transportation Policy Board on January 27, 2025.](#)

## IV. TASK 3.0 - SHORT RANGE PLANNING

### A. OBJECTIVE

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

### B. EXPECTED PRODUCTS

The expected products from this task include:

1. Transportation Improvement Program
2. Transportation Conformity Determination documentation
3. Regional bicycle and pedestrian planning data and presentations
4. Walkable Community Workshop reports
5. Multimodal Planning Study
6. Transit Asset Management Study
7. Transit Oriented Development planning products
8. Transit Route Restoration Analysis
9. Truck Idling Emission Inventory

### C. PREVIOUS WORK

The subtasks associated with this task combine routine and non-routine activities.

#### **Routine Work Efforts:**

1. Transportation Conformity Determination documentation
2. Transportation Improvement Program
3. Regional bicycle and pedestrian planning data and presentations

#### **Non-Routine Work Efforts:**

1. Walkable Community Workshop reports
2. School Bus Fleet Inventory
3. Multimodal Planning Study
4. Transit Oriented Development planning products
5. Transit Asset Management Study

### D. SUBTASK 3.1: MPO Staff Support for Task 3

#### 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.

Responsible Agency:	Alamo Area Metropolitan Planning Organization
Funding Requirement:	<del>\$1,954,770</del> <u>1,709,834.28</u> <sup>20</sup> ( <del>\$972,795 budgeted</del> <u>727,859.28 expended</u> in FY 2024; \$981,975 budgeted for FY 2025)
Product(s):	Contract procurement materials and billing packages, ATAC meeting packages and materials, Walkable Communities and Safe Routes to Schools reports, and Transportation Conformity documentation

### E. SUBTASK 3.2: Air Quality Planning

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.

Responsible Agency:	Alamo Area Council of Governments
Funding Requirement:	\$140,000 ( <del>\$70,000</del> <u>\$85,806.99 expended</u> <del>budgeted</del> in FY 2024; <del>\$70,000</del> <u>54,193.01</u> budgeted for FY 2025 <sup>21</sup> )
Product(s):	Technical Memoranda, status reports, data layers, and technical report(s)

### F. SUBTASK 3.3: Transit Asset Management (TAM) Study

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

<sup>20</sup> Amended by the AAMPO Transportation Policy Board on January 27, 2025.

<sup>21</sup> Amended by the AAMPO Transportation Policy Board on January 27, 2025.

assessment and replacement study will focus on the oldest structures (approximately 1,000 in quantity).

Responsible Agency:	Alamo Area Metropolitan Planning Organization (Consultant) <sup>22</sup>
Funding Requirement:	\$250,000 ( <del>\$100,000</del> <u>0 expended budgeted</u> in FY 2024; <u>\$150,000-\$250,000</u> budgeted for FY 2025 <sup>23</sup> )
Product(s):	Data files for geocoding and final written report, including Passenger Amenities Assessment and Replacement Plan

### G. SUBTASK 3.4: Route Restoration Planning Study<sup>24</sup>

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.

Responsible Agency:	VIA Metropolitan Transit
Funding Requirement:	\$701,963.93 (\$78,136.07 expended in FY 2023; <u>\$461,400.67 expended in FY 2024; \$240,563.26 programmed for FY 2025<sup>25</sup></u> ; 100% FTA funds - no local match required.)
Product(s):	Technical memoranda, status reports, data layers, and technical report(s)

### H. SUBTASK 3.5: City of San Antonio Multimodal Planning Study<sup>26</sup>

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.

Responsible Agency:	City of San Antonio
Funding Requirement:	\$3,000,000 (budgeted in FY 2025.) (Initial funding of \$3,000,000 in STBG funds)

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22 Amended by the AAMPO Transportation Policy Board on April 22, 2024

[23 Amended by the AAMPO Transportation Policy Board on January 27, 2025.](#)

24 Amended by the AAMPO Transportation Policy Board on January 22, 2024

[25 Amended by the AAMPO Transportation Policy Board on January 27, 2025.](#)

26 Amended by the AAMPO Transportation Policy Board on January 22, 2024



Product(s): Technical memoranda, status reports, data layers, and technical report(s)

**I. SUBTASK 3.6.1: Pilot Program for Transit Oriented Development Planning (North-South Corridor)<sup>2728</sup>**

VIA Metropolitan Transit has received \$825,000 in FTA 5307 funding, and contributed \$250,000 in transit funds, 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.

Responsible Agency: VIA Metropolitan Transit

Funding Requirement: ~~\$139,336.32~~ 489,264.32<sup>29</sup> (\$524,167.35 expended in FY 2022 and \$61,568.33 expended in FY 2023. ~~\$69,668.16~~ budgeted \$155,074.32 expended in FY 2024; ~~\$69,668.16~~ \$334,190 budgeted for FY 2025) (Initial funding of \$825,000 in FTA funds (77%) and \$250,000 (23%) in local funds)

Product(s): Technical memoranda, status reports, data layers, and technical report(s)

**J. 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.

Responsible Agency: VIA Metropolitan Transit

Funding Requirement: \$950,000<sup>30</sup> (~~\$475,000~~ budgeted 0 expended in FY 2024; \$475,950,000 budgeted for FY 2025) (\$760,000 in FTA funds (80%) and \$190,000 in Local Funds (20% - VIA))

Product(s): Technical memoranda, status reports, data layers, and technical report(s)

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27 Amended by the AAMPO Transportation Policy Board on January 22, 2024  
[28 Amended by the AAMPO Transportation Policy Board on January 27, 2025.](#)  
[29 Amended by the AAMPO Transportation Policy Board on January 27, 2025.](#)  
[30 Amended by the AAMPO Transportation Policy Board on January 27, 2025.](#)

**K. FUNDING SUMMARY**

Task 3.0 – 2-Year Funding Summary Table

FY 2024 and FY 2025<sup>31</sup>

Subtask	Responsible Agency	Transportation Planning Funds (TPF) <sup>1</sup>		FTA Section 5307 Funds		Local Funds		Other (STBG)		Total Funds	
		FY 2024	FY 2025	FY 2024	FY 2025	FY 2024	FY 2025	FY 2024	FY 2025	FY 2024	FY 2025
3.1	AAMPO	<del>\$972,795</del> 727,859.28	\$981,975							<del>\$972,795</del> 727,859.28	\$981,975
3.2	AACOG	<del>\$70,000</del> 85,806.99	<del>\$70,000</del> 54,193.01							<del>\$70,000</del> 85,806.99	<del>\$70,000</del> 54,193.01
3.3 <sup>32</sup>	AAMPO	<del>\$100,000</del> 0	<del>\$150,000</del> 250,000							<del>\$100,000</del> 0	<del>\$150,000</del> 250,000
3.4 <sup>33</sup>	VIA			<del>\$701,963.93</del> 461,400.67	\$0 240,563.26					<del>\$701,963.93</del> 461,400.67	\$0 240,563.26
3.5	COSA							\$0	\$3,000,000	\$0	\$3,000,000
3.6.1 <sup>34</sup>	VIA			<del>\$53,644.48</del> 119,407.23	<del>\$53,644.48</del> 267,352.00	<del>\$16,023.68</del> 35,667.09	<del>\$16,023.68</del> 66,838.00			<del>\$69,668.16</del> 155,074.32	<del>\$69,668.16</del> 334,190.00
3.6.2	VIA			<del>\$380,000</del> 0	<del>\$380,000</del> 760,000.00	<del>\$95,000</del> 0	<del>\$95,000</del> 190,000			<del>\$475,000</del> 0	<del>\$475,000</del> 950,000
<b>Total<sup>35</sup></b>		<del>\$1,142,795</del> 813,666.27	<del>\$1,201,975</del> 1,286,168.01	<del>\$1,135,608.4</del> ± 580,807.90	<del>\$433,644.48</del> 1,267,915.26	<del>\$111,023.68</del> 35,667.09	<del>\$111,023.68</del> 256,838.00	\$0	\$3,000,000	<del>\$2,389,427.09</del> \$ 1,430,141.26	<del>\$4,746,643.16</del> 5,810,921.27

<sup>1</sup> TPF – This includes both FHWA PL-112 and FTA Section 5303 Funds. TxDOT will apply transportation development credits sufficient to provide the match for TPF. As the credits reflect neither cash nor work hours, they are not reflected in the funding tables.

<sup>31</sup> Amended by the AAMPO Transportation Policy Board on January 27, 2025.

<sup>32</sup> Amended by the AAMPO Transportation Policy Board on April 22, 2024

<sup>33</sup> Amended by the AAMPO Transportation Policy Board on January 22, 2024

<sup>34</sup> Amended by the AAMPO Transportation Policy Board on January 22, 2024

<sup>35</sup> Amended by the AAMPO Transportation Policy Board on January 22, 2024

## V. TASK 4.0 - METROPOLITAN TRANSPORTATION PLAN

### A. OBJECTIVE

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.

### B. EXPECTED PRODUCTS

The expected products from this task include:

1. Maintenance and update of *Mobility 2050*
2. Travel demand model update
3. Regional Thoroughfare Study Update
4. Resiliency Study
5. Rapid Transit Corridor
6. New Braunfels Transit Connection Study

### C. PREVIOUS WORK

The previous work associated with this task include:

1. Metropolitan Transportation Plan Updates (most currently *Mobility 2050*)
2. Travel demand model update and maintenance of a master travel demand model network system

### D. SUBTASKS 4.1: MPO Staff Support for Task 4

#### 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.

Responsible Agency: Alamo Area Metropolitan Planning Organization

Funding Requirement: [\\$1,085,985,958,976.34<sup>36</sup>](#) (~~\$540,445 budgeted~~ [413,436.34 expended](#) in FY 2024; \$545,540 budgeted for FY 2025)

Product(s): Planning documents, data sets, contract procurement materials and billing packages, and travel demand model networks

**E. SUBTASK 4.2: Mobility 2050 Demographics and Travel Demand Model Update<sup>37</sup>**

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.

Responsible Agency: Alamo Area Metropolitan Planning Organization (consultant)

Funding Requirement: ~~\$114,640.13~~ [\\$49,842.63<sup>38</sup>](#) (\$108,578.16 expended in FY 2023; [\\$49,842.63 expended in FY 2024](#); \$0 for FY 2025)

Product(s): Data sets, technical memoranda, and technical report

**F. SUBTASK 4.3: Resiliency Study<sup>39</sup>**

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.

Responsible Agency: Alamo Area Metropolitan Planning Organization (consultant)

Funding Requirement: \$158,149.87<sup>40</sup> (\$428,017.31 expended in FY 2023; \$108,000 added to contract for FY 2024 [with \\$158,149.87 expended in FY 2024](#); and \$0 budgeted for FY 2025.) (Original contract amount was \$500,000 in FY 2022.)

Product(s): Data sets, technical memoranda, and technical report

[36 Amended by the AAMPO Transportation Policy Board on January 27, 2025.](#)

37 Amended by the AAMPO Transportation Policy Board on January 22, 2024

[38 Amended by the AAMPO Transportation Policy Board on January 27, 2025.](#)

39 Amended by the AAMPO Transportation Policy Board on January 22, 2024

[40 Amended by the AAMPO Transportation Policy Board on January 27, 2025.](#)

#### G. SUBTASK 4.4: Rapid Transit Corridor Study<sup>41</sup>

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.

Responsible Agency:	VIA Metropolitan Transit
Funding Requirement:	\$3,710,640.24 <sup>42</sup> ( <del>\$2,369,816.16</del> expended in FY 2023; <del>\$2,597,448.17</del> Budgeted <del>1,881,729</del> expended in FY 2024; <del>\$1,113,192.07</del> <u>1,828,911.24</u> budgeted for FY 2025) (Initial funding: \$10,000,000 in STBG - <del>\$1,931,691</del> (FY 2021) <u>\$1,987,852.60</u> (FY 2022), and <del>\$2,369,816.16</del> (FY 2023))
Product(s):	Technical memoranda, status reports, data layers, technical report(s), and final report

#### H. SUBTASK 4.5: General Planning Consultant<sup>4344</sup>

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 has a four-year term and expires in 2026.

Responsible Agency:	Alamo Area Metropolitan Planning Organization (consultant)
Funding Requirement:	\$881,347.13 <sup>45</sup> (\$218,652.87 expended in FY 2023; <del>\$390,000</del> Budgeted <u>531,347.13</u> expended in FY 2024 and <del>\$491,347.13</del> <u>\$350,000</u> budgeted for FY 2025)
Product(s):	Data sets, technical memoranda, and technical reports

41 Amended by the AAMPO Transportation Policy Board on January 22, 2024

[42 Amended by the AAMPO Transportation Policy Board on January 27, 2025.](#)

43 Amended by the AAMPO Transportation Policy Board on January 22, 2024

44 Amended by the AAMPO Transportation Policy Board on September 23, 2024

[45 Amended by the AAMPO Transportation Policy Board on January 27, 2025.](#)

#### I. SUBTASK 4.6: Travel Demand Model Update On-Call

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.

Responsible Agency: Alamo Area Metropolitan Planning Organization (consultant)  
Funding Requirement: \$450,000<sup>46</sup> (~~\$225,000 Budgeted~~\$83,840.93 expended in FY 2024; ~~\$225,000~~\$366,159.07 budgeted for FY 2025)  
Product(s): Data sets, technical memoranda, and technical report

#### J. SUBTASK 4.7: Regional Thoroughfare Study Update

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.

Responsible Agency: Alamo Area Metropolitan Planning Organization (consultant)  
Funding Requirement: \$450,000<sup>47</sup> (~~\$50,000 Budgeted~~0 expended in FY 2024; ~~\$400,000~~450,000 budgeted for FY 2025)  
Product(s): Data sets, technical memoranda, and technical report

#### K. SUBTASK 4.8: New Braunfels Transit Connection Study<sup>48</sup>

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.

Responsible Agency: Alamo Area Metropolitan Planning Organization (consultant)  
Funding Requirement: \$350,000<sup>49</sup> (~~\$200,000 budgeted~~0 expended in FY 2024; ~~\$150,000~~350,000 budgeted for FY 2025)  
Product(s): Data sets, technical memoranda, and technical reports

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[46 Amended by the AAMPO Transportation Policy Board on January 27, 2025.](#)

[47 Amended by the AAMPO Transportation Policy Board on January 27, 2025.](#)

48 Amended by the AAMPO Transportation Policy Board on April 22, 2024

[49 Amended by the AAMPO Transportation Policy Board on January 27, 2025.](#)

**L. 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.

Responsible Agency:	VIA Metropolitan Transit
Funding Requirement:	\$445,000 <sup>50</sup> ( <del>\$200,000 budgeted</del> <u>114,450 expended</u> in FY 2024; <del>\$245,000</del> <u>330,550</u> budgeted for FY 2025) (Federal portion \$356,000 with local <u>contribution-match</u> of \$89,000)
Product(s):	Data sets, technical memoranda, and technical reports

**M. SUBTASK 4.10: VIA Metropolitan Transit Second Operations and Maintenance Facility Planning<sup>51</sup>**

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.

Responsible Agency:	VIA Metropolitan Transit
Funding Requirement:	\$1,062,500 (Congressional Community Projects)
Product(s):	Data sets, technical memoranda, status and technical reports

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[50 Amended by the AAMPO Transportation Policy Board on January 27, 2025.](#)

51 Amended by the AAMPO Transportation Policy Board on September 23, 2024  
FY 2024 & 2025 UPWP

## N. FUNDING SUMMARY

Task 4.0 – 2-Year Funding Summary Table  
 FY 2024 and FY 2025<sup>52</sup>

Subtask	Responsible Agency	Transportation Planning Funds (TPF) <sup>1</sup>		FTA Section 5307 Funds		Local Funds		Other (Various Sources)		Total Funds	
		FY 2024	FY 2025	FY 2024	FY 2025	FY 2024	FY 2025	FY 2024	FY 2025	FY 2024	FY 2025
4.1	AAMPO	<del>\$540,445.00</del> 413,436.34	\$545,540.00							<del>\$540,445.00</del> 413,436.34	\$545,540.00
4.2 <sup>53</sup>	AAMPO	<del>\$114,640.13</del> 49,842.63	\$0							<del>\$114,640.13</del> 49,842.63	\$0
4.3 <sup>54</sup>	AAMPO	\$158,149.87	\$0							\$158,149.87	\$0
4.4 <sup>55</sup>	VIA							<del>\$2,597,448.17</del> 1,881,729.00	<del>\$1,113,192.07</del> 1,828,911.24	<del>\$2,597,448.17</del> 1,881,729.00	<del>\$1,113,192.07</del> 1,828,911.24
4.5 <sup>56</sup>	AAMPO	<del>\$390,000.00</del> 531,347.13	<del>\$491,347.13</del> 350,000.00							<del>\$390,000</del> 531,347.13	<del>\$491,347.13</del> 350,000.00
4.6	AAMPO	<del>\$225,000.00</del> 83,840.93	<del>\$225,000.00</del> 366,159.07							<del>\$225,000.00</del> 83,840.93	<del>\$225,000.00</del> 366,159.07
4.7	AAMPO	<del>\$50,000.00</del> 0	<del>\$400,000.00</del> 450,000.00							<del>\$50,000.00</del> 0	<del>\$400,000.00</del> 450,000.00
4.8	AAMPO	<del>\$200,000.00</del> 0	<del>\$150,000.00</del> 350,000.00							<del>\$200,000.00</del> 0	<del>\$150,000.00</del> 350,000.00
4.9 <sup>58</sup>	VIA							<del>\$200,000.00</del> 114,450.00	<del>\$245,000.00</del> 330,550.00	<del>\$200,000.00</del> 114,450.00	<del>\$245,000.00</del> 330,550.00
4.10 <sup>59</sup>	VIA					\$212,500			\$850,000.00		\$1,062,500
<b>Total</b> <sup>60</sup>		<del>\$1,678,235.00</del> 1,236,616.90	<del>\$1,811,887.13</del> 2,061,699.07				\$212,500	<del>\$2,797,448.17</del> 1,996,179.00	<del>2,208,192.07</del> 3,009,461.24	<del>\$4,475,683.17</del> 3,232,795.90	<del>\$4,232,579.20</del> 5,283,660.31

<sup>1</sup> TPF – This includes both FHWA PL-112 and FTA Section 5303 Funds. TxDOT will apply transportation development credits sufficient to provide the match for TPF. As the credits reflect neither cash nor work hours, they are not reflected in the funding tables.

<sup>52</sup> Amended by the AAMPO Transportation Policy Board on January 27, 2025.

<sup>53</sup> Amended by the AAMPO Transportation Policy Board on January 22, 2024

<sup>54</sup> Amended by the AAMPO Transportation Policy Board on January 22, 2024

<sup>55</sup> Amended by the AAMPO Transportation Policy Board on January 22, 2024

<sup>56</sup> Amended by the AAMPO Transportation Policy Board on January 22, 2024

<sup>57</sup> Amended by the AAMPO Transportation Policy Board on September 23, 2024

<sup>58</sup> Amended by the AAMPO Transportation Policy Board on January 22, 2024

<sup>59</sup> Amended by the AAMPO Transportation Policy Board on September 23, 2024

<sup>60</sup> Amended by the AAMPO Transportation Policy Board on January 22, 2024

<sup>61</sup> Amended by the AAMPO Transportation Policy Board on September 23, 2024



## VI. TASK 5.0 - SPECIAL STUDIES

### A. OBJECTIVE

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.

### B. EXPECTED PRODUCTS

Expected products include a variety of technical reports and documentation summarizing the findings of various transportation planning efforts conducted as part of this task.

1. Congestion Management Process Update
2. Regional Information Technology System (ITS) and Traffic Systems Management and Operations (TSMO) Plan
3. Regional Freight Plan
4. Curb Management Plan
5. Alamo Commutes Program
6. Comal County Railroad Crossing Study

### C. PREVIOUS WORK

The previous work associated with this task include:

1. Alamo Commutes Program (2018 – ongoing)
2. Congestion Management Process (2002-ongoing)

### D. SUBTASK 5.1 MPO Staff Support for Task 5

#### 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.

Responsible Agency:	Alamo Area Metropolitan Planning Organization
Funding Requirement:	<del>\$579,190</del> <u>493,522.89<sup>62</sup></u> ( <del>\$288,235 Budgeted</del> <u>202,567.89 expended</u> in FY 2024; \$290,955 budgeted for FY 2025)
Product(s):	Contract procurement materials, billing packages, and technical report(s)

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[62 Amended by the AAMPO Transportation Policy Board on January 27, 2025.](#)

### E. SUBTASK 5.2: Alamo Commutes Program<sup>63</sup>

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~~2025, ~~if not renewed or extended.~~

Responsible Agency:	Alamo Area Metropolitan Planning Organization
Funding Requirement:	<del>\$165,902.77<sup>64</sup> (\$77,073.25 expended in FY 2023, \$63,535.11 expended in FY 2024; \$102,367.66 budgeted for FY 2025.)</del> <u>\$165,902.77<sup>64</sup> (\$77,073.25 expended in FY 2023, \$63,535.11 expended in FY 2024; \$102,367.66 budgeted for FY 2025.)</u> (\$300,000 in STBG funding originally programmed in FY 2022 <u>with three control numbers (CSJs); \$57,023.98 expended in FY 2022 and \$77,073.25 expended in FY 2023.</u> )
Product(s):	Monthly progress reports and final annual report documenting activities

### F. 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.

Responsible Agency:	Alamo Area Metropolitan Planning Organization (consultant)
Funding Requirement:	<del>\$350,000<sup>65</sup> (\$200,000 Budgeted, \$9,518.60 expended in FY 2024; \$150,000- 290,481.40 budgeted for FY 2025)</del> <u>\$350,000<sup>65</sup> (\$200,000 Budgeted, \$9,518.60 expended in FY 2024; \$150,000- 290,481.40 budgeted for FY 2025)</u>
Product(s):	Data sets, technical memoranda, and technical report

63 Amended by the AAMPO Transportation Policy Board on January 22, 2024

[64 Amended by the AAMPO Transportation Policy Board on January 27, 2025.](#)

[65 Amended by the AAMPO Transportation Policy Board on January 27, 2025.](#)

### G. 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.

Responsible Agency:	Alamo Area Metropolitan Planning Organization (consultant)
Funding Requirement:	\$150,000 ( <del>\$150,000 Budgeted</del> <u>expended</u> in FY 2024; <u>\$150,000</u> budgeted for FY 2025 <sup>66</sup> )
Product(s):	Technical memoranda, status reports, data layers, and technical report(s)

### H. SUBTASK 5.5: Regional Information Technology System (ITS) and Traffic Systems Management and Operations (TSMO) Plan

The purpose of this task 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.

Responsible Agency:	Alamo Area Metropolitan Planning Organization (consultant)
Funding Requirement:	\$450,000 <sup>67</sup> ( <del>\$200,000 Budgeted</del> <u>0 expended</u> in FY 2024; <del>\$250,000</del> <u>\$450,000</u> budgeted for FY 2025)
Product(s):	Data sets, technical memoranda, and technical report

### I. SUBTASK 5.6: Comal County Railroad Crossing Study

The study would 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.

Responsible Agency:	Alamo Area Metropolitan Planning Organization (consultant)
Funding Requirement:	\$250,000 <sup>68</sup> ( <del>\$200,000 budgeted</del> <u>0 expended</u> in FY 2024; <del>\$50,000</del> <u>250,000</u> budgeted for FY 2025)
Product(s):	Data Files for geocoding, and final written report including railroad crossing evaluations

[66 Amended by the AAMPO Transportation Policy Board on January 27, 2025.](#)

[67 Amended by the AAMPO Transportation Policy Board on January 27, 2025.](#)

[68 Amended by the AAMPO Transportation Policy Board on January 27, 2025.](#)

**J. SUBTASK 5.7: City of Boerne Citywide Bridge Planning Project<sup>69</sup>**

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.

Responsible Agency: City of Boerne (Consultant)  
Funding Requirement: \$600,000 (FHWA Bridge Investment Program)  
Product(s): Technical memorandum, technical reports, and final report

**K. SUBTASK 5.8: Great Springs Project Corridor Planning Study<sup>70</sup>**

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.

Responsible Agency: Great Springs Project (Consultant)  
Funding Requirement: \$2,300,000 (TxDOT Transportation Alternatives)  
Product(s): Technical reports, a public engagement plan, and an alternatives assessment and prioritization document.

**L. SUBTASK 5.9: Project Development Planning Activities (ART East-West Corridor)<sup>71</sup>**

The approximately 7.3-mile Advanced Rapid Transit East/West (ART E/W) Corridor project will be a bus rapid transit line operating in curbside business access transit lanes, potentially with center dedicated lanes. It will operate in mixed traffic with TSP improvements at intersections to prioritize transit and improve travel times and reliability along the corridor. The Project entered the FTA Capital Investment Grants (CIG) Program in 2022 as a Small Starts Project and is currently in the Project Development Phase. No federal funds were expended in FY-24.

Responsible Agency: VIA Metropolitan Transit  
Funding Requirement: \$10,168,250 (\$8,134,600 FTA and \$2,033,650 local contribution)  
Product(s): Technical memoranda, status reports, presentations, engagement materials, deliverable packages, and technical reports.

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69 Amended by the AAMPO Transportation Policy Board on September 23, 2024

70 Amended by the AAMPO Transportation Policy Board on September 23, 2024

[71 Amended by the AAMPO Transportation Policy Board on September 23, 2024](#)

**L.M. FUNDING SUMMARY**

**Task 5.0 – 2-Year Funding Summary Table**

**FY 2024 and FY 2025<sup>72</sup>**

Subtask	Responsible Agency	Transportation Planning Funds (TPF) <sup>1</sup>		FTA Section 5307 Funds		Local Funds		Other (Various Sources)		Total Funds	
		FY 2024	FY 2025	FY 2024	FY 2025	FY 2024	FY 2025	FY 2024	FY 2025	FY 2024	FY 2025
5.1	AAMPO	<del>\$288,235</del> <u>202,567.89</u>	\$290,955							<del>\$288,235</del> <u>202,567.89</u>	\$290,955
5.2	AAMPO							<del>\$165,902.77</del> <u>63,535.11</u>	<u>\$102,367.66</u>	<del>\$165,902.77</del> <u>63,535.11</u>	<u>\$102,367.66</u>
5.3	AAMPO	<del>\$200,000</del> <u>59,518.60</u>	<del>\$150,000</del> <u>\$290,481.40</u>							<del>\$200,000</del> <u>59,518.60</u>	<del>\$150,000</del> <u>290,481.40</u>
5.4	AAMPO	<del>\$150,000</del> <u>0</u>	<u>\$150,000</u>							<del>\$150,000</del> <u>0</u>	<u>\$150,000</u>
5.5	AAMPO	<del>\$200,000</del> <u>0</u>	<del>\$250,000</del> <u>450,000</u>							<del>\$200,000</del> <u>0</u>	<del>\$250,000</del> <u>450,000</u>
5.6	AAMPO	<del>\$200,000</del> <u>0</u>	<del>\$50,000</del> <u>250,000</u>							<del>\$200,000</del> <u>0</u>	<del>\$50,000</del> <u>\$250,000</u>
5.7 <sup>73</sup>	Boerne						\$120,000		\$480,000		\$600,000
5.8 <sup>74</sup>	Great Springs Project						\$460,000		\$1,840,000		\$2,300,000
<u>5.9<sup>75</sup></u>	<u>VIA</u>				<u>\$8,134,600</u>		<u>\$2,033,650</u>				<u>\$10,168,250</u>
<b>Total<sup>7677</sup></b>		<del>\$1,038,235</del> <u>262,086.49</u>	<del>\$740,955</del> <u>1,431,436.40</u>		<u>\$8,134,600</u>		<del>\$520,000</del> <u>\$2,613,650</u>	<del>\$165,902.77</del> <u>63,535.11</u>	<del>\$2,180,000</del> <u>2,422,367.66</u>	<del>\$1,204,137.77</del> <u>325,621.60</u>	<del>\$3,521,747</del> <u>14,602,054.06</u>

<sup>1</sup> TPF – This includes both FHWA PL-112 and FTA Section 5303 Funds. TxDOT will apply transportation development credits sufficient to provide the match for TPF. As the credits reflect neither cash nor work hours, they are not reflected in the funding tables.

[72 Amended by the AAMPO Transportation Policy Board on September 23, 2024](#)

<sup>73</sup> Amended by the AAMPO Transportation Policy Board on September 23, 2024

<sup>74</sup> Amended by the AAMPO Transportation Policy Board on September 23, 2024

[75 Amended by the AAMPO Transportation Policy Board on September 23, 2024](#)

<sup>76</sup> Amended by the AAMPO Transportation Policy Board on January 22, 2024

<sup>77</sup> Amended by the AAMPO Transportation Policy Board on September 23, 2024

## VII. BUDGET SUMMARY

### 2-Year Funding Summary - FY 2024 and FY 2025<sup>78</sup>

UPWP Task	Description	Transportation Planning Funds (TPF) <sup>1</sup>		FTA Section 5307 Funds		Local Funds		Other (Various Sources)		Total Funds	
		FY 2024	FY 2025	FY 2024	FY 2025	FY 2024	FY 2025	FY 2024	FY 2025	FY 2024	FY 2025
1.0	Administration – Management	<del>\$1,228,970</del> 959,695.26	<del>\$1,240,190.00</del> 1,290,190.00							<del>\$1,228,970.00</del> 959,695.26	<del>\$1,240,190.00</del> 1,290,190.00
2.0 <sup>79</sup>	Data Development and Maintenance	<del>\$787,500</del> 505,642.57	<del>\$693,280.00</del> 868,280				\$351,300		\$1,505,200	<del>\$787,500.00</del> 505,642.57	<del>\$2,549,780.00</del> 2,724,780.00
3.0 <sup>80</sup>	Short Range Planning	<del>\$1,142,795</del> 813,666.27	<del>\$1,201,975.00</del> 1,286,168.01	<del>\$1,135,608.41</del> 580,807.90	<del>\$433,644.48</del> 1,267,915.26	<del>\$111,023.68</del> 35,667.09	<del>\$111,023.68</del> 256,838.00	\$0	\$3,000,000.00	<del>\$2,389,427.09</del> 1,430,141.26	<del>\$4,746,643.16</del> 5,810,921.27
4.0 <sup>81</sup>	Metropolitan Transportation Plan	<del>\$1,678,235</del> 1,236,616.90	<del>\$1,811,887.13</del> 2,061,699.07				\$212,500.00	<del>\$2,797,448.17</del> 1,996,179.00	<del>\$2,208,192.07</del> 3,009,461.24	<del>\$4,475,683.17</del> 3,232,795.90	<del>\$4,232,579.20</del> 5,288,660.31
5.0 <sup>83</sup>	Special Studies	<del>\$1,038,235</del> 262,086.49	<del>\$740,955.00</del> 1,431,436.40		<del>\$8,134,600</del>		<del>\$520,000.00</del> 2,613,650	<del>\$165,902.77</del> 63,535.11	<del>\$2,180,000.00</del> 2,422,367.66	<del>\$1,204,137.77</del> 325,621.60	<del>\$3,521,747.00</del> 14,602,054.06
<b>Total<sup>85</sup></b>		<del>\$5,875,735</del> 3,777,707.49	<del>\$5,688,287.13</del> 6,937,773.48	<del>\$1,135,608.41</del> 585,460.13	<del>\$433,644.48</del> 9,402,515.26	<del>\$111,023.68</del> 35,667.09	<del>\$1,194,823.68</del> 3,434,288.00	<del>\$2,963,350.94</del> 2,059,714.11	<del>\$8,893,392.07</del> 9,937,028.90	<del>\$11,085,718.03</del> 6,453,896.59	<del>\$16,290,939.36</del> 29,711,605.64

<sup>1</sup> TPF – This includes both FHWA PL-112 and FTA Section 5303 Funds. TxDOT will apply transportation development credits sufficient to provide the match for TPF. As the credits reflect neither cash nor work hours, they are not reflected in the funding tables.

Combined Transportation Planning Funds <sup>2</sup>	\$ <u>7,917,928 9,078,198</u>
Estimated Unexpended Carryover	\$ <u>6,813,847 7,712,388</u>
<b>TOTAL TPF:</b>	<b>\$ <u>14,731,775 16,790,586</u></b>

<sup>2</sup> Estimate based on prior years' authorizations

<sup>78</sup> Amended by the AAMPO Transportation Policy Board on September 23, 2024

<sup>79</sup> Amended by the AAMPO Transportation Policy Board on September 23, 2024

<sup>80</sup> Amended by the AAMPO Transportation Policy Board on January 22, 2024

<sup>81</sup> Amended by the AAMPO Transportation Policy Board on January 22, 2024

<sup>82</sup> Amended by the AAMPO Transportation Policy Board on September 23, 2024

<sup>83</sup> Amended by the AAMPO Transportation Policy Board on January 22, 2024

<sup>84</sup> Amended by the AAMPO Transportation Policy Board on September 23, 2024

<sup>85</sup> Amended by the AAMPO Transportation Policy Board on January 22, 2024

<sup>86</sup> Amended by the AAMPO Transportation Policy Board on September 23, 2024

**A. Budget Summary by Funding Source**

<b>Transportation Planning Funds (TPF)</b>	
FHWA (PL-112 + Section 5303) (FY 2024)	\$ <u>3,958,964</u> <u>4,539,099</u>
FHWA (PL-112 + Section 5303) (FY 2025)	\$ <u>3,958,964</u> <u>4,539,099</u>
Estimated Unexpended Carryover	\$ <u>6,813,847</u> <u>7,712,388</u>
Total TPF Available to Program	\$ <u>14,731,775</u> <u>16,790,586</u>
<b>Total TPF Programmed</b>	<b>\$ <u>11,564,022.13</u></b> <b><u>10,715,489.97</u></b>
FY 2024	\$ <u>5,875,735.00</u> <u>3,777,707.49</u>
FY 2025	\$ <u>5,688,287.13</u> <u>6,937,773.48</u>
TPF Liability	\$ 176,000
Note: Includes the AAMPO non-budgeted compensated absences liability and the unprogrammed portion of five-year contract balances (Legal and Audit Contracts) which are beyond the term of this UPWP.	
<b>Other Funds</b>	
SS4A: Federal + local match (Subtask 2.3 – City of Seguin)	\$ 331,500.00
SS4A: Federal + local match (Subtask 2.4 – City of Boerne)	\$ 300,000.00
SS4A: Federal + local match (Subtask 2.5 – City of New Braunfels)	\$ 825,000.00
SS4A: Federal + local match (Subtask 2.6 – Bexar County)	\$ 400,000.00
FTA: Federal funds only (Subtask 3.4 - VIA)	\$ 701,963.93
STP-MM/STBG: Federal (Subtask 3.5 - CoSA)	\$ 3,000,000.00
FTA: Federal + local match (Subtask 3.6.1 – VIA)	\$ <u>139,336.32</u> <u>489,264.32</u>
FTA: Federal + local match (Subtask 3.6.2 - VIA)	\$ 950,000.00
STBG: Federal (Subtask 4.4 – VIA)	\$ 3,710,640.24
STP-MM/STBG: Federal + local match (Subtask 4.9 - VIA)	\$ 445,000.00
Congressional Community Projects: Federal + local match (Subtask 4.10 VIA)	\$1,062,500.00
STP-MM/STBG: Federal portion only (Subtask 5.2)	\$ 165,902.77
Bridge Investment Program: Federal + local match (Subtask 5.7 City of Boerne)	\$600,000.00
TxDOT TA: Federal + local match (Subtask 5.8 Great Springs Project)	\$2,300,000.00
<a href="#">FTA: Federal + local match (Subtask 5.9 VIA)</a>	<a href="#">10,168,250.00</a>
<b>Total Other Funds Programmed</b>	<b>\$ <u>14,931,843.26</u></b> <b><u>25,450,021.26</u></b>
<b>Total Funds Programmed</b>	<b>\$ <u>26,495,865.39</u></b> <b><u>36,165,511.23</u></b>

## TECHNICAL ADVISORY COMMITTEE MEMBERSHIP<sup>88</sup>

As of ~~March~~ December 31, 2024

MEMBER	ALTERNATE	REPRESENTING
Abigail Kinnison	<del>Christine Vina</del> <a href="#">Robert Terrazas, Jr.</a>	Advanced Transportation District
Sean Scott	Lyle Hufstetler	Alamo Area Council of Governments
Reggie Fountain, P.E.	Vacant	Alamo Regional Mobility Authority
Dave Wegmann, P.E.	Jesse Garcia, P.E.	Bexar County
Garry Ford, P.E. PTOE*	Scott McClelland, P.E.	City of New Braunfels
Murray Myers	Suzanna Marshall	City of San Antonio
Marc Jacobson, P.E.**	Lilly Banda, P.E.	City of San Antonio
Catherine Hernandez	<del>Joshua Jaeschke</del> <a href="#">Channary Gould</a>	City of San Antonio
Melissa Reynolds	Jennifer Shortess	City of Seguin
Tom Hornseth, P.E.	David Vollbrecht, P.E.	Comal County
David Dimaline	Vacant	Greater Bexar County Council of Cities
Vacant	Joel Hicks	Guadalupe County
John Anderson	Sean Greszler	Joint Base San Antonio
Jeff Carroll, P.E.	Katherine Schweitzer, P.E.	Kendall County Area
Joseph Pawlik	<del>Vacant</del> <a href="#">Veronica Escalera-Ibarra</a>	MPO Active Transportation Advisory Cmte.
Robert Hanley, AIA	Maricela Diaz-Wells	MPO Active Transportation Advisory Cmte.
Jesus (Jesse) Valdez, Jr., P.E. (inactive P.E)	Ken Polasek	Northeast Partnership
Nicholas Wingerter	Vacant	Private Transportation Providers
Mark Mosley, P.E.	<del>Vacant</del> <a href="#">Scott Nelson, P.E.</a>	Texas Department of Transportation
Arturo Herrera	<del>Manjiri Akalkotkar</del> <a href="#">Daniel Leal</a>	VIA Metropolitan Transit

\*Chair

\*\*Vice Chair

88 [Amended by the AAMPO Transportation Policy Board on September 23, 2024](#) ~~Amended by the AAMPO Transportation Policy Board on April 22, 2024~~