

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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Alamo Area Metropolitan Planning Organization

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I. INTRODUCTION

Transportation is a dominant factor in every person's life. The ability to travel and move around the region influences the economic status, social status, and overall quality of life for people.

Transportation is important and without its continued growth and improvement, our economy and standard of living may be drastically altered. The basic reason and purpose behind transportation planning is to ensure the transportation system will meet the future needs of people and goods and provide for continued growth and development.

A. PURPOSE

Overview

This document presents the FY 2024-2025 Unified Planning Work Program (UPWP) for the Alamo Area Metropolitan Planning Organization (AAMPO) Study Area. It delineates the activities to be accomplished from October 1, 2023, through September 30, 2025, the funding requirements, and the agency responsible for accomplishing the tasks.

This document is organized into three sections. The first section describes the background of transportation planning in the area and the physical planning area within which planning activities will be concentrated. It also includes the organizational structure of the transportation planning process, the functional responsibilities of the planning agencies, and an overview of private sector involvement, planning issues, and National Emphasis areas. The second section details the work elements of the FY 2024-2025 UPWP by task area. The third section includes the appendices with supporting documentation.

The appendices contain the following:

Appendix A: Transportation Policy Board and Technical Advisory Committee Membership

Appendix B: Metropolitan Area Boundary Map

Appendix C: Debarment Certification

Appendix D: Lobbying Certification

Appendix E: Certification of Compliance Program

Appendix F: Certification of Internal Ethics and Compliance Program

Appendix G: Amendment Summary

Infrastructure Investment and Jobs Act Planning Factors

The bipartisan Infrastructure Investment and Jobs Act (IIJA) was signed into law on November 15, 2021. The IIJA, also known as the Bipartisan Infrastructure Law, is the first long-term surface transportation act since the Fixing America's Surface Transportation (FAST) Act in 2015 and includes a large investment in transportation over the next five (5) years, from federal fiscal years 2022 through 2026. Current requirements call for MPOs to conduct planning that explicitly considers and analyzes, as appropriate, the ten planning factors as defined in federal legislation. The prior authorization, the FAST Act, added two additional planning factors: 1) improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation and 2) enhance travel and tourism. The following outlines all ten (10) planning factors.

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

AAMPO's FY 2024-2025 UPWP serves as a vital implementation tool to achieve the goals outlined in the agency's long-range planning document, *Mobility 2050*, and the ten planning factors.

IIJA Performance Management

The IIJA maintains the FAST Act and Moving Ahead for Progress in the 21st Century (MAP-21) focus on safety and efforts to streamline project delivery. It continues the established structure of various highway-related programs and adds several new federally funded grant programs.

Performance-based planning and programming includes using transportation performance measures, setting targets, reporting performance, and programming transportation investments towards achieving transportation system performance outcomes. MAP-21 instituted performance management to provide greater accountability and transparency and to help achieve the most efficient and effective investment of transportation resources. The FAST Act then continued MAP-21's overall performance management approach, within which states invested resources in projects that collectively made progress toward national goals. IIJA continues these efforts and increases funding available to already existing programs while creating new funding opportunities for jurisdictions to take advantage of to meet targets. AAMPO works with regional partners to set targets and integrate performance-based planning into regional planning efforts.

AAMPO believes in the proactive involvement of individuals, affected public agencies, representatives of public transportation employees, public ports, freight shippers, providers of freight transportation services, private providers of transportation, representatives of users of public transportation, representatives of users of pedestrian walkways and bicycle transportation facilities, representatives of people living with disabilities, and other interested parties in the development and amendment of transportation plans and programs. This document outlines programs and studies funded through the IIJA to help achieve these national goals.

Justice40

Executive Order 14008 created the Justice40 initiative, which aims to provide 40 percent of the benefits of relevant federal investments to disadvantaged communities. Programs under this

umbrella include investment programs focusing on climate change, clean energy and energy efficiency, sustainable transit, affordable and sustainable housing, training and workforce development, remediation and reduction in pollution, and development of clean water and wastewater infrastructure. Meeting and supporting Justice40 is now a significant consideration for numerous funding programs offered by the United States Department of Transportation (USDOT), many of which are utilized by jurisdictions within AAMPO, to receive funding.

Public Involvement Efforts and Goals

AAMPO recognizes public involvement as one of the cornerstones of transportation planning. At AAMPO, our goal is to inform, involve, and engage with people in a two-way conversation about transportation needs, challenges, and most importantly, solutions.

AAMPO's public participation goals and strategies are outlined in its Public Participation Plan (PPP). In pursuit of public participation, AAMPO employs a two-pronged approach focusing on in-person interactions, as well as digital engagement. AAMPO offers several on-going programs to serve the public, including Street Skills bicycle safety classes, a Walkable Community Program, bike rodeos, and commute consultations through the Alamo Commutes Program. AAMPO also frequently attends public events hosted by agency and community partners, including health fairs, Earth Day events, and community events oriented towards school-age children, such as GIS Day.

AAMPO's digital engagement strategy includes a bi-monthly e-newsletter, social media updates, agency and plan-specific webpages, and livestreamed meetings of the Transportation Policy Board (TPB). For concerted public involvement efforts related to the Transportation Improvement Plan (TIP) or Metropolitan Transportation Plan (MTP), AAMPO also utilizes virtual public meeting tools such as surveys, digital story maps, and budget games.

AAMPO also offers many digital and in-person resources in Spanish, including social media posts, web pages, informational videos, agency publications, Street Skills classes, community presentations, the Alamo Commutes program, and Spanish-speaking staff at all events. Additionally, residents with visual or auditory impairments can receive pre-arranged accommodations during public meetings.

B. DEFINITION OF AREA

Appendix B shows the current AAMPO Study Area which encompasses over 2,770 square miles and includes all of Bexar, Comal, and Guadalupe counties and a portion of Kendall County (Boerne area). San Antonio is the major population and employment center in the region and Texas' second largest city and third largest metropolitan area. Like many large urban areas, rapid growth and development have contributed to ever-increasing needs in transportation. By federal definition, the AAMPO's planning area must at least include the urbanized area (as defined by the U.S. Census Bureau) and the contiguous area that may reasonably be expected to become urbanized in the next 20 years. In 2020, the Census Bureau identified four new urban areas in the AAMPO region: Boerne, Canyon Lake, New Braunfels, and Sequin. These newly designated urban areas were identified as such according to the new Census guidelines for urban area designation.

C. ORGANIZATION

AAMPO's transportation planning process has two basic organizational units: policy and technical. Described below, both utilize a committee structure to provide a cooperative process for planning.

Policy Organization

The policy organizational unit, as outlined in the Federal designation agreement, is the Transportation Policy Board. The Transportation Policy Board (TPB) is composed of elected and appointed officials representing the cities of New Braunfels, San Antonio, and Seguin; the counties of Bexar, Comal, and Guadalupe and the Kendall County Geographic Area (city or county elected official, as determined by the City of Boerne Mayor); as well as the Advanced Transportation District, the Alamo Regional Mobility Authority, Greater Bexar County Council of Cities, Northeast Partnership, Texas Department of Transportation (TxDOT), and VIA Metropolitan Transit. Its responsibilities, based on the TPB's bylaws, are as follows:

- Provide a forum for cooperative decision-making by principal elected officials of general-purpose local government;
- Carry out the urban transportation planning process as required by law for urbanized areas in conformity with applicable federal regulations and guidelines; this includes, but is not limited to, performance measurement, congestion management process, and transportation conformity;
- Provide routine guidance to the planning process;
- Designate responsibility for the development of the Unified Planning Work Program, Congestion Management Process, Transportation Improvement Program, and Metropolitan Transportation Plan;
- Establish and approve policy procedures for transportation planning;
- Examine the adequacy of the continuing planning process;
- Review the limits of the Study Area and, if necessary, make revisions;
- Review and approve an annual budget for transportation planning activities as outlined in the Unified Planning Work Program;
- Designate such technical committees or task forces as necessary to carry out the planning process; and
- Approve the National Highway System map, the functional classification system map, the urban area boundary map, and the metropolitan area boundary map.

The present membership of the TPB is shown in [Appendix A](#).

Technical Organization

The Technical Advisory Committee (TAC), which reports directly to the TPB roles and responsibilities, along with membership, elections, and subcommittees is codified in AAMPO's Policy 5. The TAC has the following responsibilities:

- Provide routine guidance on the technical procedures employed in the transportation planning process;
- Review the technical accuracy of transportation plans and documents resulting from the transportation planning process and either take action on the work completed or make a recommendation to the TPB;
- Review any item requested by the TPB and report its findings to the TPB;
- Review and submit a recommendation on the Unified Planning Work Program and subsequent amendments;

- Review and submit a technical recommendation on the Transportation Improvement Program, the Metropolitan Transportation Plan, and subsequent amendments to each;
- Establish or approve any technical procedures necessary to carry out the transportation planning process. These will be sent to the TPB for their review and, as necessary, the Board will take appropriate action; and
- Review recommendations from TAC subcommittees and, if appropriate, forward them to the TPB for their assessment.

The present membership of the TAC is shown in [Appendix A](#).

Other Advisory Committees

Additional advisory committees have been established to advise the TAC on specific elements of the transportation planning process.

The Active Transportation Advisory Committee (ATAC) advises and makes recommendations to AAMPO's TAC. The role of the ATAC is to provide coordinated, comprehensive, and continuous participation in the active transportation planning process, focusing on bicycle and pedestrian mobility issues. The ATAC membership includes representation from the same transportation partners as the TPB and TAC, as well as organizations representing people with disabilities, walking organizations, professional organizations, the San Antonio River Authority, and shared micromobility providers. ATAC's responsibilities include:

- Consider technical, policy, and user experience issues related to active transportation mobility during regular presentations of information on subjects including but not limited to urban design, design and construction standards, maintenance, access, connectivity, and safety.
- Advise AAMPO's TAC and TPB on items that affect the region's safety, programs, investments, and user experience in active transportation. Items on which TAC and the ATAC take different actions may still be brought to the TPB for consideration.
- Explore funding options and opportunities for active transportation-related projects/programs and recommend projects/programs submitted to AAMPO during project calls for funding.
- Recommend or advise the development of active transportation-related planning studies to be conducted by AAMPO or transportation partners.

Ad hoc committees under TAC include the Land Use and Regional Thoroughfare Planning Committee, the Freight, Rail and Transit Committee, the Transportation Demand Management (TDM) Committee, and the Transportation Systems Management and Operations/Traffic Incident Management (TSMO/TIM) Committee. AAMPO also creates multi-agency study oversight committees for certain UPWP planning studies and projects.

Functional Responsibilities of Planning Agencies

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

The following descriptions of functional responsibilities for each agency are not intended to limit the

participation of any agency or local government in the planning process. Rather, they are brief descriptions of primary responsibilities.

Metropolitan Planning Organization

AAMPO, in cooperation with the Texas Department of Transportation (TxDOT), mass transit operators, planning agencies, and local governments:

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

AAMPO staff has the following general responsibilities:

- Provide staff support to the TPB, the TAC, the ATAC, and other committees as necessary;
- Review and report on items on the agenda(s) for the TPB, TAC, and ATAC;
- Coordinate and perform the activities contained in the UPWP;
- Prepare and submit an annual budget for work outlined in the UPWP for approval;
- Receive and review all bills from agencies and consultants that AAMPO has contracted with to perform work outlined in the UPWP;
- Submit requests for reimbursement to the appropriate Federal and State agencies for work performed according to the UPWP;
- Prepare and submit grant applications for federal assistance in transportation planning;
- Prepare and submit the Annual Performance and Expenditure Report and Annual Project Listing;
- Coordinate the activities for the development and maintenance of the UPWP, the MTP, and the TIP;
- Refine and maintain a process for obtaining public input and participation in the transportation planning process, with special emphasis on Environmental Justice/Title VI Civil Rights Evaluation; and
- Perform any other administrative duties as required by the Transportation Policy Board.

Alamo Area Council of Governments

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

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

Texas Department of Transportation

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

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

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

Counties

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

Cities

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

VIA Metropolitan Transit

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

Northeast Partnership

The Northeast Partnership provides coordinated input to the planning process for the northeast portion of the Study Area along the I-35 corridor, which includes portions of Bexar, Comal and Guadalupe counties. For a listing of current associate members, visit https://satx-northeastpartnership.com/associate_members

Suburban Cities

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

Public/Private Partnerships

AAMPO actively pursues various partnerships with entities established to advance and improve the area's transportation infrastructure. This includes partnerships with the area's Advanced Transportation District, the Alamo Regional Mobility Authority and the San Antonio Mobility Coalition.

D. PRIVATE SECTOR INVOLVEMENT

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

- TAC: One member representing local private transportation providers;
- ATAC: Two bicycling organizations, one organization representing people with disabilities, two pedestrian or walking organizations (with at least one from a group representing vulnerable road users), one professional organization, and one shared micromobility provider; and
- TDM: Two representatives from local chambers of commerce and one private employer.

In addition, consultants have been and will continue to be used on an as-needed basis for certain plans and programs. AAMPO has used private consultants for various services ranging from legal services to assisting with the Metropolitan Transportation Plan development.

E. PLANNING ISSUES AND EMPHASIS

The Federal Highway Administration and Federal Transit Administration have jointly issued Planning Emphasis Areas (PEAs). The PEAs are planning topics for metropolitan planning organizations and state DOTs to develop, identify, and ultimately support associated work tasks. The PEAs include:

Tackling the Climate Crisis – Transition to a Clean Energy, Resilient Future

Federal Highway Administration (FHWA) divisions and Federal Transit Administration (FTA) regional offices should work with metropolitan planning organizations (MPO) to ensure transportation plans and infrastructure investments help achieve the national greenhouse gas reduction goals of 50-52 percent below 2005 levels by 2030, and net-zero emissions by 2050, and increase resilience to extreme weather events and other disasters resulting from the increasing effects of climate change. MPOs are encouraged to use the transportation planning process to accelerate the transition toward electric and other alternative-fueled vehicles, plan for a sustainable infrastructure system that works for all users, and undertake actions to prepare for and adapt to the impacts of climate change. Appropriate Unified Planning Work Program work tasks could include identifying the barriers to and opportunities for deployment of fueling and charging infrastructure; evaluating opportunities to reduce greenhouse gas emissions by reducing single-occupancy vehicle trips and increasing access to public transportation, shifting to lower emission modes of transportation; and identifying transportation system vulnerabilities to climate change impacts and evaluating potential solutions.

AAMPO's Alamo Commutes Program (UPWP 5.4) encourages participants to reduce single-occupancy vehicle trips and increase transit use. AAMPO's Resiliency Study (UPWP 4.4) will assess transportation system vulnerabilities to climate change (and other threats) and recommend solutions or mitigation measures. AAMPO's partnership with AACOG on the Truck Idling Emission Inventory (UPWP 3.2) will identify strategies to help reduce emissions through electrification and emerging technologies.

Equity and Justice40 in Transportation Planning

FHWA Division and FTA regional offices should work with MPOs to advance racial equity and support for underserved and disadvantaged communities. This will help ensure public involvement in the planning process and that plans and strategies reflect various perspectives, concerns, and priorities from impacted areas. We encourage the use of strategies that: (1) improve infrastructure for non-motorized travel, public transportation access, and increased public transportation service in underserved communities; (2) plan for the safety of all road users, particularly those on arterials, through infrastructure improvements and advanced speed management; (3) reduce single-occupancy vehicle travel and associated air pollution in communities near high-volume corridors; (4) offer reduced public transportation fares as appropriate; (5) target demand-response service towards communities with higher concentrations of older adults and those with poor access to essential services; and (6) consider equitable and sustainable practices while developing transit-oriented development including affordable housing strategies and consideration of environmental justice populations. Guiding rules and regulations include Executive Order 13985 (*Advancing Racial Equity and Support for Underserved Communities*) Executive Order 14008 (Tackling the Climate Crisis At Home and Abroad) and M-21-28 (Justice40 Initiative). M-21-28 (Justice40 Initiative) provides a whole-of-government approach to advancing environmental justice by stating that 40 percent of Federal investments flow in disadvantaged communities. FHWA Division and FTA regional offices should work with MPOs to review current and new metropolitan transportation plans to advance Federal investments to disadvantaged communities. To accomplish both initiatives, joint planning processes should support MPO goals for economic opportunity in disadvantaged communities that have been historically marginalized and overburdened by pollution and underinvestment in housing, transportation, water and wastewater infrastructure, recreation, and health care.

AAMPO's Alamo Commutes programs (UPWP 5.4), available to anyone in the Alamo Area planning region, seeks to encourage participants to reduce single-occupancy vehicles and increase transit use. AAMPO supports and endorses Vision Zero and TxDOT's Road to Zero initiatives. The AAMPO Equity Analysis (UPWP 2.1.6) further explores Environmental Justice, Justice40 and Title VI requirements and expands on the data available to transportation planners. The analysis will include challenges related to socioeconomic and technological opportunities.

Complete Streets

FHWA Division and FTA regional offices should work with MPOs to review current policies, rules, and procedures to determine their impact on safety for all road users. This effort should work to include provisions for safety in future transportation infrastructure, particularly those outside automobiles. A complete street is safe, and feels safe, for everyone using the street. FHWA and FTA seek to help Federal aid recipients plan, develop, and operate streets (with an emphasis on arterials roadways) and networks that prioritize safety, comfort, and access to destinations for people who use the street network, including pedestrians, bicyclists, transit riders, micro-mobility users, freight delivery services, and motorists. The goal is to provide an equitable and safe transportation network for travelers of all ages and abilities, including those from marginalized communities facing historic disinvestment.

AAMPO supports and endorses the design and development of Complete Streets. AAMPO's Equity Analysis (UPWP 2.1.6) effort provides additional insights on how best to address underserved communities. AAMPO has a continued commitment to promoting safety for all users, see UPWP 2.1.5, UPWP 2.2, and UPWP 3.1.6, and provides programs to convey safety measures and evaluate community conditions for safer access.

Public Involvement

Early, effective, and continuous public involvement brings diverse viewpoints into the decision-making process. FHWA Division and FTA regional offices should encourage MPOs to increase meaningful public involvement in transportation planning by integrating Virtual Public Involvement (VPI) tools into the overall public involvement approach while ensuring continued public participation by individuals without access to computers and mobile devices.

AAMPO continually seeks ways to improve community and stakeholder engagement. The use of VPI, see UPWP Public Involvement Efforts and Goals, has increased and improved and will continue to be deployed and evaluated for improvements. AAMPO's Equity Analysis effort, see UPWP 2.1.6) examines challenges to technological opportunities for underserved communities. The resulting data will inform additional outreach efforts and engagement opportunities.

Strategic Highway Network (STRAHNET)/U.S. Department of Defense (DOD) Coordination

FHWA Division and FTA encourage MPOs to coordinate with representatives from DOD in the transportation planning and project programming process on infrastructure and connectivity needs for STRAHNET routes and other public roads that connect to DOD facilities. According to the Declaration of Policy in 23 U.S.C. 101(b)(1), it is in the national interest to accelerate construction of the Federal-aid highway system, including the Dwight D. Eisenhower National System of Interstate and Defense Highways, because many of the highways (or portions of the highways) are inadequate to meet the needs of national and civil defense. The DOD's facilities include military bases, ports, and depots. The DOD's facilities are also often major employers in a region, generating substantial volumes of commuter and freight traffic on the transportation network and around entry points to the military facilities.

AAMPO's Technical Advisory Committee (TAC) includes representation by Joint-Base San Antonio (JBSA). Additionally, JBSA has been represented and participated on multiple AAMPO studies and plans as a significant stakeholder as well as a representative on study and planning oversight committees.

Federal Land Management Agency (FLMA) Coordination

FHWA Division and FTA encourage MPOs to coordinate with FLMAs in the transportation planning and project programming process on infrastructure and connectivity needs related to access routes and other public roads and transportation services that connect to Federal lands. Through joint coordination, MPOs, Tribal Governments, FLMAs, and local agencies should focus on the integration of their transportation planning activities and develop cross-cutting MPO long-range transportation plans, programs, and corridor studies, as well as the Office of Federal Lands Highway's developed transportation plans and programs. Agencies should explore opportunities to leverage transportation funding to support the access and transportation needs of FLMAs before transportation projects are programmed in the Transportation Improvement Program (TIP). MPOs must appropriately involve FLMAs in the development of the metropolitan transportation plan and the TIP (23 CFR 450.316(d)). Additionally, the Tribal Transportation Program, Federal Lands Transportation Program, and the Federal Lands Access Program TIPs must be included in the STIP, directly or by reference, after FHWA approval in accordance with 23 U.S.C. 201(c) (23 CFR 450.218(e)).

AAMPO coordinates with FLMAs on studies and projects that may connect to Federal lands. While the

AAMPO Study Area has no active Tribal Governments, AAMPO is committed to coordinating with Tribes as needed. AAMPO periodically evaluates the Office of Federal Lands Highways' plans and programs to ensure additional coordinated efforts. AAMPO also works closely with JBSA in planning and programming initiatives that may have direct and indirect impacts to the Federal lands and other federal facilities.

Planning and Environment Linkages (PEL)

FHWA Division and FTA encourage MPOs to implement PEL as part of the transportation planning and environmental review processes. The use of PEL is a collaborative and integrated approach to transportation decision-making that considers environmental, community, and economic goals early in the transportation planning process, and uses the information, analysis, and products developed during planning to inform the environmental review process.

AAMPO will promote and encourage the use of PEL (in part and in whole) to regional transportation partners. AAMPO has a Project Readiness Work Group that examines the project development process and outlines the planning efforts to make projects viable candidates for federal funding.

Data in Transportation Planning

To address the emerging topic areas of data sharing, needs, and analytics, the FHWA Division and FTA encourage MPOs to incorporate data sharing and consideration into the transportation planning process, because data assets have value across multiple programs. Data sharing principles and data management can be used for a variety of issues, such as freight, bike and pedestrian planning, equity analyses, managing curb space, performance management, travel time reliability, connected and autonomous vehicles, mobility services, and safety. Developing and advancing data sharing principles allows for efficient use of resources and improved policy and decision-making for all parties.

AAMPO is consistently looking for data sources to compliment, enhance, and improve the GIS, travel demand modeling and planning efforts. AAMPO will continue to work closely with TxDOT to secure databases that monitor safety, demographics, freight movements, and other programs. AAMPO's Regional Information Technology System (ITS) and Traffic Management and Operations (TSMO) Plan (UPWP 5.2), Curb Management Study (UPWP 5.4), Safety Action Plan (UPWP 2.1.5), Freight Study (UPWP 5.3), and the associated staff efforts will tap into these data sources to make informed recommendations and provide local partners with these resources.

II. TASK 1.0 – ADMINISTRATION AND MANAGEMENT

A. OBJECTIVE

To deliver, continually, the plans and programs necessary to administer Federal transportation planning grants and maintain the cooperative, comprehensive, and continuous (3C) planning process in and for the Alamo Area Metropolitan Planning Organization.

B. EXPECTED PRODUCTS

Products from this task include the day-to-day activities of AAMPO's operations to accomplish the certified transportation planning process and deliver appropriate documents and reports.

C. PREVIOUS WORK

Previous work included ongoing efforts to accomplish the certified transportation planning process and delivery of other appropriate documents and reports.

D. SUBTASK 1.1 Program Support

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

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 TIP, 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 TxDOT approval.

Subtask 1.1.5: Equipment/Software

This activity is for the upgrade/addition of equipment, such as computer hardware, and software to ensure suitability for data usage and analysis. 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 (\$1,188,970 budgeted 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 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.

Responsible Agency: Alamo Area Metropolitan Planning Organization
Funding Requirement: \$80,000 (\$40,000 budgeted in FY 2024; \$40,000 budgeted for FY 2025)

F. FUNDING SUMMARY

Task 1.0 – 2-Year Funding Summary Table

FY 2024 and FY 2025

Subtask	Responsible Agency	Transportation Planning Funds (TPF) ¹		FTA Section 5307 Funds		Local Funds		Total Funds SPLIT into 2 years	
		FY 2024	FY 2025	FY 2024	FY 2025	FY 2024	FY 2025	FY 2024	FY 2025
1.1	AAMPO	\$1,188,970	\$1,200,190					\$1,188,970	\$1,200,190
1.2	AAMPO	\$40,000	\$40,000					\$40,000	\$40,000
Total:		\$1,228,970	\$1,240,190					\$1,228,970	\$1,240,190

¹TPF – 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.

III. TASK 2.0 - DATA DEVELOPMENT AND MAINTENANCE

A. OBJECTIVE

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.

B. EXPECTED PRODUCTS

The expected products from this task include:

1. Series of technical reports documenting the continuing demographic data updating process
2. Updates to the interactive map online mapping application (iMap)
3. Updated data tables and GIS layers
4. Regional Equity Analysis
5. Regional Lighting Study (as part of the Safety Action Plan)
6. Safety Action Plan
7. Coordination of target selection and tracking for performance measures identified in the IJJA

C. PREVIOUS WORK

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

Routine Work Efforts:

1. Series of technical reports documenting the continuing demographic data updating process
2. Updates to the interactive map online mapping application (iMap)
3. Updated data tables and GIS layers
4. Coordination of target selection and tracking for performance measures identified in the federal transportation act, Fixing America's Surface Transportation (FAST).
5. Regional Equity Analysis

Non-Routine Work Efforts:

1. Regional Lighting Study/Safety Action Plan
2. VIA Metropolitan Transit's Origin and Destination Survey

D. SUBTASK 2.1: MPO Staff Support for Task 2

The primary activities which will take place under Program 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, 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

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.

Responsible Agency: Alamo Area Metropolitan Planning Organization
Funding Requirement: \$1,230,780 (\$612,500 budgeted 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

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 as other jurisdictions continue to focus on urban areas within the study area. 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 applications dedicated to them when pursuing funding for planning or implementation projects.

Responsible Agency: Alamo Area Metropolitan Planning Organization
Funding Requirement: \$250,000 (\$175,000 budgeted in FY 2024; \$75,000 budgeted for FY 2025)
Product(s): Data sets, technical memoranda, and technical report

F. FUNDING SUMMARY

Task 2.0 - 2-Year Funding Summary Table
 FY 2024 and FY 2025

Subtask	Responsible Agency	Transportation Planning Funds (TPF) ¹		FTA Section 5307 Funds		Local Funds		Total Funds SPLIT into 2 years	
		FY 2024	FY 2025	FY 2024	FY 2025	FY 2024	FY 2025	FY 2024	FY 2025
2.1	AAMPO	\$612,500	\$618,280					\$612,500	\$618,280
2.2	AAMPO	\$175,000	\$75,000					\$175,000	\$75,000
Total:		\$787,500	\$693,280					\$787,500	\$693,280

¹TPF – 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.

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.

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).

Responsible Agency: Alamo Area Metropolitan Planning Organization

Funding Requirement: \$1,954,770 (\$972,795 budgeted 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 region. 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.

Responsible Agency: Alamo Area Council of Governments

Funding Requirement: \$140,000 (\$70,000 budgeted in FY 2024; \$70,000 budgeted for FY 2025)

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 assessment and replacement study will focus on the oldest structures (approximately 1,000 in quantity). This study is under the management of VIA and the timeline for completion may be more than two years.

Responsible Agency: VIA Metropolitan Transit

Funding Requirement: \$250,000 (\$100,000 budgeted in FY 2024; \$150,000 budgeted for FY 2025)

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

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.

Responsible Agency:	VIA Metropolitan Transit
Funding Requirement:	\$780,100 (\$390,050 budgeted in FY 2024; \$390,050 Budgeted in FY 2025 (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

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 within the City of San Antonio (CoSA) to better prepare for a future, large-scale multimodal project within each of the to-be-determined 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. One of the studies, that will transition into a large-scale multimodal project, is slated for procurement in early 2024 and the other two are pending corridor identification. These studies are programmed in the TIP to be initiated in FY 24, FY 25, and FY 26.

Responsible Agency:	City of San Antonio
Funding Requirement:	\$3,000,000 (\$1,000,000 budgeted in FY 2024; \$2,000,000 budgeted for FY 2025) (Initial funding of \$3,000,000 in STBG funds)
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)

VIA Metropolitan Transit has 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.

Responsible Agency:	VIA Metropolitan Transit
Funding Requirement:	\$200,905 (\$100,453 budgeted in FY 2024; \$100,452 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 (\$475,000 budgeted in FY 2024; \$475,000 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)

K. FUNDING SUMMARY

Task 3.0 – 2-Year Funding Summary Table
 FY 2024 and FY 2025

Subtask	Responsible Agency	Transportation Planning Funds (TPF) ¹		FTA Section 5307 Funds		Local Funds		Other (STBG)		Total Funds SPLIT into 2 years	
		FY 2024	FY 2025	FY 2024	FY 2025	FY 2024	FY 2025	FY 2024	FY 2025	FY 2024	FY 2025
3.1	AAMPO	\$972,795	\$981,975							\$972,795	\$981,975
3.2	AACOG	\$70,000	\$70,000							\$70,000	\$70,000
3.3	VIA	\$100,000	\$150,000							\$100,000	\$150,000
3.7	VIA			\$390,050	\$390,050					\$390,050	\$390,050
3.5	COSA							\$1,000,000	\$2,000,000	\$1,000,000	\$2,000,000
3.6.1	VIA			\$77,349	\$77,348	\$23,104	\$23,104			\$100,453	\$100,452
3.6.2	VIA			\$380,000	\$380,000	\$95,000	\$95,000			\$475,000	\$475,000
Total:		\$1,142,795	\$1,201,975	\$847,399	\$847,398	\$118,104	\$118,104	\$1,000,000	\$2,000,000	\$3,108,298	\$4,167,477

¹ 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.

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 (\$540,445 budgeted 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

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: Metropolitan Planning Organization (consultant)
Funding Requirement: \$120,000 Estimate (\$120,000 for FY 2024; \$0 for FY 2025)
Product(s): Data sets, technical memoranda, and technical report

F. SUBTASK 4.3: Resiliency Study

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. This effort is slated for completion in July 2024.

Responsible Agency: Alamo Area Metropolitan Planning Organization (consultant)
Funding Requirement: \$184,000 Estimate (\$184,000 Budgeted in FY 2024; \$0 budgeted for FY 2025)
Product(s): Data sets, technical memoranda, and technical report

G. SUBTASK 4.4: Rapid Transit Corridor Study

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: \$6,080,456 Estimate (\$3,040,228 Budgeted in FY 2024; \$3,040,228 budgeted for FY 2025) (Initial funding: \$10,000,000 in STBG)
Product(s): Technical memoranda, status reports, data layers, technical report(s), and final report

H. 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 has a four-year term and expires in 2026.

Responsible Agency: Alamo Area Metropolitan Planning Organization (consultant)
Funding Requirement: \$510,000 Estimate (\$390,000 Budgeted in FY 2024; \$120,000 budgeted for FY 2025)
Product(s): Data sets, technical memoranda, and technical reports

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 (\$225,000 Budgeted in FY 2024; \$225,000 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 (\$50,000 Budgeted in FY 2024; \$400,000 budgeted for FY 2025)
 Product(s): Data sets, technical memoranda, and technical report

K. SUBTASK 4.8: New Braunfels Transit Connection Study

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 to these locations. 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 (\$200,000 Budgeted in FY 2024; \$150,000 budgeted for FY 2025)
 Product(s): Data sets, technical memoranda, and technical report

L. FUNDING SUMMARY

Task 4.0 – 2-Year Funding Summary Table
 FY 2024 and FY 2025

Subtask	Responsible Agency	Transportation Planning Funds (TPF) ¹		FTA Section 5307 Funds		Local Funds		Other (STBG)		Total Funds SPLIT into 2 years	
		FY 2024	FY 2025	FY 2024	FY 2025	FY 2024	FY 2025	FY 2024	FY 2025	FY 2024	FY 2025
4.1	AAMPO	\$540,445	\$545,540							\$540,445	\$545,540
4.2	AAMPO	\$120,000	\$0							\$120,000	\$0
4.3	AAMPO	\$184,000	\$0							\$184,000	\$0
4.4	VIA							\$3,040,228	\$3,040,228	\$3,040,228	\$3,040,228
4.5	AAMPO	\$390,000	\$120,000							\$390,000	\$120,000
4.6	AAMPO	\$225,000	\$225,000							\$225,000	\$225,000
4.7	AAMPO	\$50,000	\$400,000							\$50,000	\$400,000
4.8	AAMPO	\$200,000	\$150,000							\$200,000	\$150,000
Total:		\$1,709,445	\$1,440,540					\$3,040,228	\$3,040,228	\$4,749,673	\$4,480,768

¹ 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.

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:	\$579,190 (\$288,235 Budgeted in FY 2024; \$290,955 budgeted for FY 2025)
Product(s):	Contract procurement materials, billing packages, and technical report(s)

E. 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.

Responsible Agency:	Alamo Area Metropolitan Planning Organization
Funding Requirement:	\$200,000 Estimated (\$100,000 budgeted in FY 2024; \$100,000 budgeted for FY 2025) (\$200,000 in STBG funding)
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:	\$350,000 (\$200,000 Budgeted in FY 2024; \$150,000 budgeted for FY 2025)
Product(s):	Data sets, technical memoranda, and technical report

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 (\$150,000 Budgeted in FY 2024; \$0 budgeted for FY 2025)
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 (\$200,000 Budgeted in FY 2024; \$250,000 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 (\$200,000 budgeted in FY 2024; \$50,000 budgeted for FY 2025)
Product(s): Data Files for geocoding, and final written report Including railroad crossing evaluations

J. FUNDING SUMMARY

Task 5.0 – 2-Year Funding Summary Table
FY 2024 and FY 2025

Subtask	Responsible Agency	Transportation Planning Funds (TPF) ¹		FTA Section 5307 Funds		Local Funds		Other (STBG)		Total Funds SPLIT into 2 years	
		FY 2024	FY 2025	FY 2024	FY 2025	FY 2024	FY 2025	FY 2024	FY 2025	FY 2024	FY 2025
5.1	AAMPO	\$288,235	\$290,955							\$288,235	\$290,955
5.2	AAMPO							\$100,000	\$100,000	\$100,000	\$100,000
5.3	AAMPO	\$200,000	\$150,000							\$200,000	\$150,000
5.4	AAMPO	\$150,000								\$150,000	
5.5	AAMPO	\$200,000	\$250,000							\$200,000	\$250,000
5.6	AAMPO	\$200,000	\$50,000							\$200,000	\$50,000
Total:		\$1,038,235	\$740,955					\$100,000	\$100,000	\$1,138,235	\$840,955

¹TPF – 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.

VII. BUDGET SUMMARY

2-Year Funding Summary - FY 2024 and FY 2025

UPWP Task	Description	Transportation Planning Funds (TPF) ¹		FTA Section 5307 Funds		Local Funds		Other (STBG)		Total Funds SPLIT into 2 years	
		FY 2024	FY 2025	FY 2024	FY 2025	FY 2024	FY 2025	FY 2024	FY 2025	FY 2024	FY 2025
1.0	Administration – Management	\$1,228,970	\$1,240,190							\$1,228,970	\$1,240,190
2.0	Data Development and Maintenance	\$787,500	\$693,280							\$787,500	\$693,280
3.0	Short Range Planning	\$1,142,795	\$1,201,975	\$847,399	\$847,398	\$118,104	\$118,104	\$1,000,000	\$2,000,000	\$3,108,298	\$4,167,477
4.0	Metropolitan Transportation Plan	\$1,709,445	\$1,440,540					\$3,040,228	\$3,040,228	\$4,749,673	\$4,480,768
5.0	Special Studies	\$1,038,235	\$740,955					\$100,000	\$100,000	\$1,138,235	\$840,955
Total:		\$5,906,945	\$5,316,940	\$847,399	\$847,398	\$118,104	\$118,104	\$4,140,228	\$5,140,228	\$11,012,676	\$11,422,670

¹TPF – 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 ²	\$ 7,917,928
Estimated Unexpended Carryover	\$ 6,813,847
TOTAL TPF:	\$ 14,731,775

² Estimate based on prior years' authorizations

A. Budget Summary by Funding Source

Transportation Planning Funds (TPF)	
FHWA (PL-112 + Section 5303) (FY 2024)	\$ 3,958,964
FHWA (PL-112 + Section 5303) (FY 2025)	\$ 3,958,964
Programmed Carryover	\$ 814,000
Estimated Unexpended Carryover	\$ 6,693,847
Total TPF Available to Program	\$15,425,775
Total TPF Programmed¹	\$11,223,885
FY 2024 ¹	\$5,906,945
FY 2025 ¹	\$5,316,940
TPF Liability ¹	\$176,000
<p>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.</p>	
Other Funds	
STP-MM/STBG: Federal + local match (Subtask 3.3)	\$3,000,000
FTA: Federal + \$46,208 local match (Subtask 3.4)	\$200,905
FTA: Federal + \$190,000 local match (Subtask 3.5)	\$950,000
FTA: Federal (Subtask 3.6) (no local match required)	\$780,100
STP-MM/STBG: Federal + local match (Subtask 4.6)	\$6,080,456
STP-MM/STBG: Federal portion only (Subtask 5.5)	\$200,000
Other	
Total Other Funds Programmed	\$11,211,461
Total Funds Programmed¹	\$22,435,346

APPENDIX A – BOARD AND COMMITTEE MEMBERSHIP

TRANSPORTATION POLICY BOARD MEMBERSHIP

as of May 15, 2023

MEMBER	ALTERNATE	REPRESENTING
Mr. Kevin Wolff (Past Chair)	Mayor Louis Cooper	Advanced Transportation District
Mr. Michael J. Lynd, Jr.	Vacant	Alamo Regional Mobility Authority
Commissioner Tommy Calvert	Commissioner Justin Rodriguez	Bexar County
Commissioner Rebecca Clay-Flores (First-Vice Chair)	Commissioner Justin Rodriguez	Bexar County
Commissioner Grant Moody	Commissioner Justin Rodriguez	Bexar County
Ms. Renee Green, P.E.	Commissioner Justin Rodriguez	Bexar County
Councilmember Andrés Campos	Councilmember Christopher Willis	City of New Braunfels
Councilmember Melissa Cabello Havrda (Chair Elect)	Vacant	City of San Antonio
Councilmember Teri Castillo	Vacant	City of San Antonio
Councilmember John Courage	Vacant	City of San Antonio
Councilmember Phyllis Viagran	Vacant	City of San Antonio
Mr. Razi Hosseini, P.E.	David McBeth, P.E.	City of San Antonio
Ms. Bridgett White	Rudy Niño	City of San Antonio
Mayor Donna Dodgen	Mayor Don Keil	City of Seguin
Commissioner Kevin Webb (Chair)	Commissioner Scott Haag	Comal County
Mayor Chris Riley [Leon Valley]	Mayor Cheryl Landman	Greater Bexar County Council of Cities
Judge Kyle Kutscher	Commissioner Jim Wolverson	Guadalupe County
Councilmember Bryce Boddie [Boerne]	Jeff Haberstroh	Kendall County Geographic Area
Councilmember Kevin Hadas [Selma]	Mayor Mary Dennis	Northeast Partnership
Ms. Gina Gallegos, P.E.	Charles Benavidez, P.E.	Texas Department of Transportation
Javier Paredes	Kristi Villanueva	VIA Metropolitan Transit
EX-OFFICIO (NON-VOTING) MEMBER		REPRESENTING
Diane Rath	Vacant	Alamo Area Council of Governments
Barbara Maley	Vacant	Federal Highway Administration
Vic Boyer	Vacant	San Antonio Mobility Coalition
Brigida Gonzalez	Vacant	Texas Department of Transportation
Jeff Arndt	Vacant	VIA Metropolitan Transit

TECHNICAL ADVISORY COMMITTEE MEMBERSHIP
As of May 15, 2023

MEMBER	ALTERNATE	REPRESENTING
Abigail Kinnison	Christine Vina	Advanced Transportation District
Sean Scott	Lyle Hufstetler	Alamo Area Council of Governments
Reggie Fountain, P.E.	Dave Wegmann, P.E.	Alamo Regional Mobility Authority
David Wegmann, P.E.	Jesse Garcia, P.E.	Bexar County
Garry Ford, P.E. PTOE*	Scott McClelland, P.E.	City of New Braunfels
Tomika Monterville	Venessa Garza	City of San Antonio
Marc Jacobson, P.E.**	Lilly Banda, P.E.	City of San Antonio
Catherine Hernandez	Joshua Jaeschke	City of San Antonio
Mary Hamann, P.E.	Melissa Reynolds	City of Seguin
Tom Hornseth, P.E.	David Vollbrecht, P.E.	Comal County
David Dimaline	Vacant	Greater Bexar County Council of Cities
Clay Forister, P.E., CFM	Joel Hicks	Guadalupe County
John Anderson	Vacant	Joint Base San Antonio
Jeff Carroll, P.E.	Katherine Schweitzer, P.E.	Kendall County Area
Lauren Simcic, AICP	Carl Bradtmiller	MPO Active Transportation Advisory Committee
Robert Hanley, AIA	Patricia Franco	MPO Active Transportation Advisory Committee
Jesus (Jesse) Valdez, Jr., P.E.	Ken Polasek	Northeast Partnership
Nicholas Wingerter	Vacant	Private Transportation Providers
Clayton Ripps, P.E.	Mark Mosley, P.E.	Texas Department of Transportation
Arturo Herrera	Manjiri Akalkotkar	VIA Metropolitan Transit

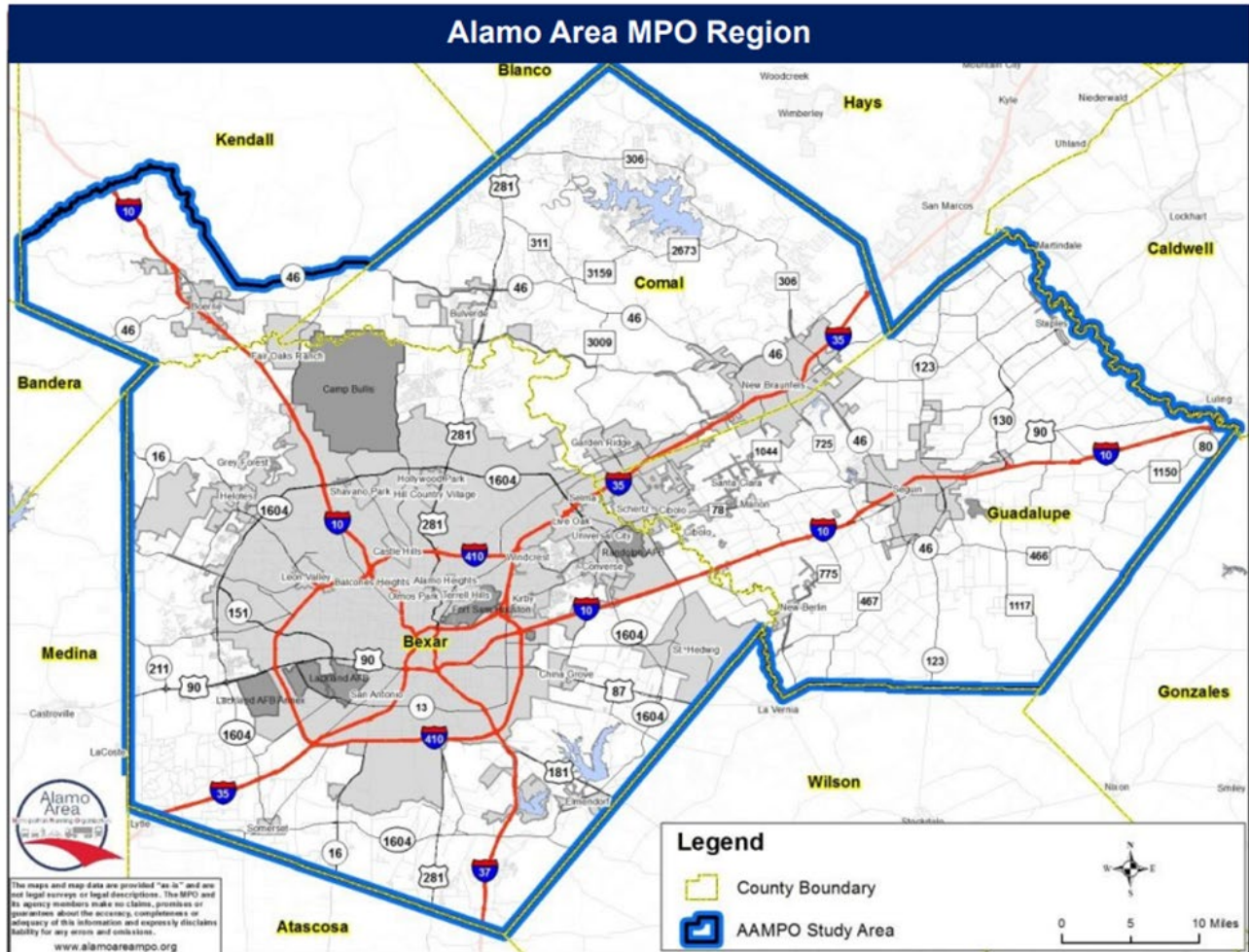
*Chair

**Vice Chair

APPENDIX B - METROPOLITAN AREA BOUNDARY MAP

(GOVERNOR OR GOVERNOR'S DESIGNEE APPROVED)

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



APPENDIX C - DEBARMENT CERTIFICATION
(Negotiated Contracts)

APPENDIX D - LOBBYING CERTIFICATION

APPENDIX E - CERTIFICATION OF COMPLIANCE

APPENDIX F - CERTIFICATION OF INTERNAL ETHICS AND COMPLIANCE PROGRAM

APPENDIX G - AMENDMENT SUMMARY

MPO Name
 FY 20XX (and 20XX) UPWP Amendment Summary
(Optional)

Policy Board Action DATE	Federal Approval DATE	UPWP Amendment Resolution Number	UPWP Page #	CIV Reporting – DBE Goal	UPWP Amendment Summary
<i>10/1/20XX</i>	<i>10/15/20XX</i>	<i>20XX.001</i>	<i>58 of 75</i>	<i>9/9/20XX</i>	<i>Amend FY 20XX funds to Task 5.2 Project Prioritization from \$35,000 to \$100,000</i>