

FY 2025-28 TIP Project Calls: CMAQ and TA

Active Transportation Advisory Committee (ATAC)
February 8, 2023



MPO Plans and Documents



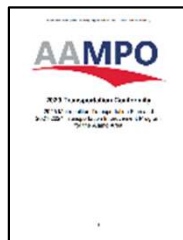
Transportation Improvement Program (TIP):

Funded transportation projects within a four year timeframe; adoption of FY 2025-2028 TIP is scheduled for **May 2024**



Metropolitan Transportation Plan (MTP):

Future goals, strategies and transportation projects for 25 years; adoption of next MTP is scheduled for **May 2026**



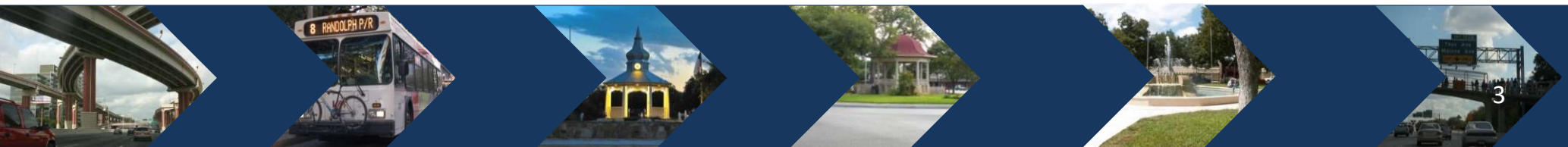
Transportation Conformity Document (TCD):

Evaluates future transportation projects to ensure they cause no further harm to air quality; approved through a significant interagency consultation process; adoption is scheduled for **May 2024**



Transportation Improvement Program (TIP)

- Covers a time period of four years
- Formally updated every two years
- Financially constrained
- Developed cooperatively among the partner agencies
- Must be consistent with the Metropolitan Transportation Plan
- Approval process occurs in two steps with presentation one month and action the next month
- Approved TIP is tentatively due to TxDOT in June 2024





Types of Projects in the TIP

Additional
Vehicle Travel
Lanes

Air Quality
Improvement
Projects and
Programs

Alamo Commutes
Program

Bicycle
Projects

Major Planning
Studies

Transportation
Systems Mgmt
and Operations

Pedestrian
Projects

Safety
Improvements

Transit Bus and
Van Purchases

Transit Passenger
Facilities

State and Federal Funding Categories in the TIP

CATEGORY 1

Preventive Maintenance and Rehabilitation

CATEGORY 2

Metropolitan Area Corridor

CATEGORY 3

Non-Traditional Funding Sources (local contribution)

CATEGORY 4

Connectivity

CATEGORY 5

Congestion Mitigation and Air Quality Improvement (CMAQ)

CATEGORY 7

Surface Transportation Block Grant (STBG)

CATEGORY 9

Transportation Alternatives (TA)

CATEGORY 11

District Discretionary

CATEGORY 12

Strategic Priority

TRANSIT

Project Funding



Call for Projects: Overview

- Congestion Mitigation and Air Quality (CMAQ)
 - Bexar County projects only
 - focus on emissions benefits
- ~~Surface Transportation Block Grant (STBG)~~
 - ~~most flexible of the funding sources~~
- Transportation Alternatives (TA)
 - bicycle and pedestrian projects only
 - projects must be in areas open to the public

Project Type	CMAQ (Bexar County only)	STBG	TA
Bicycle/Pedestrian	✓	✓	✓
Add travel lanes		✓	
Transportation Systems Mgmt & Operations	✓	✓	
Transit	✓	✓	
Planning Studies		✓	



Project Call Schedule

Date	Milestone
February/March 2023	ATAC Information/Action
March/April 2023	TAC and TPB Information/Action
May 1, 2023	Project Call Begins
May 2023 (TBD)	Information Workshops (CMAQ, TA)
May-June 2023	Development and Local Match
August 1, 2023	Project Submittal Due to AAMPO
September 2023 (TBD)	TAC/ATAC Project Scoring Workshops
October 2023	Public Involvement
December 2023	Selection and Approval of TA and CMAQ Funded Project Lists
May 2024	Action to Approve FY2025-2028 TIP

- Re-prioritize list based on CMAQ performance measures
 - Both new and existing projects
 - Avoid losing CMAQ (and TA funds)

- Re-program Bike/Ped projects to **TA** funding
 - More CMAQ benefits with project types other than bike/ped
 - more available TA funding available through BIL

- Emissions Reduction (NO_x, VOCs) Total Emissions Reduction
 - Emissions reductions are estimated for every CMAQ project via TTI or FHWA calculators
 - Total Emissions Reduction of Both NO_x and VOC
 - Cost-weighted (“BCA”) emissions reduction

- Traffic Congestion Performance Measures
 - non-SOV travel: how does this increase non-SOV travel?
 - Peak Hour Excessive Delay: how does this reduce congestion during the peak-period?



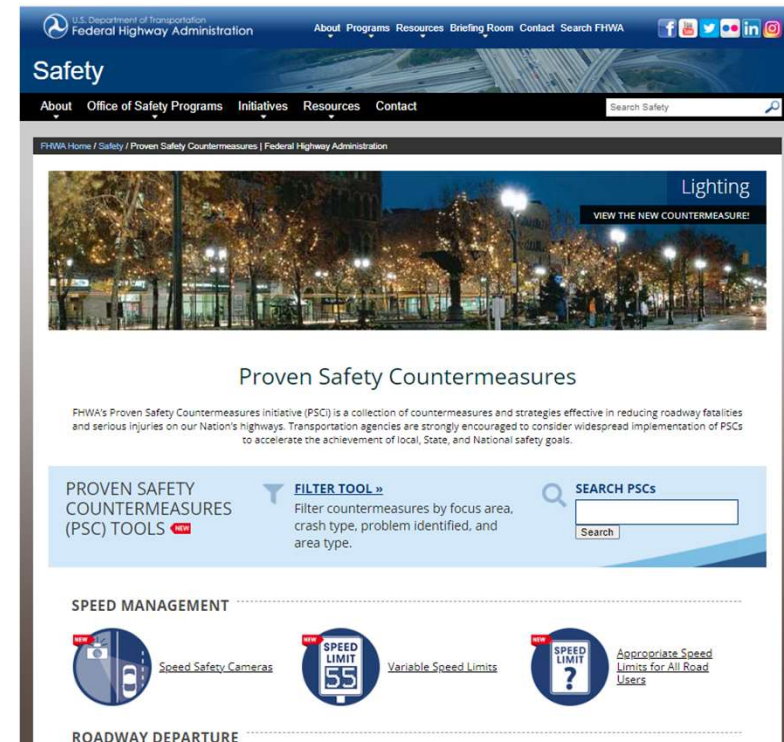
CMAQ Scoring Recommendation

- Emissions Reduction (NO_x, VOCs) – 70%
 - Total Emissions Reduction – 35-55%
 - Cost-weighted Reduction – 15-35%
 - Was done “50/50” in previous project call

- Traffic Congestion – 30%
 - non-SOV travel – 15%
 - Peak Hour Excessive Delay – 15%
 - Will be new scoring criteria

- CMAQ PMS required by BIL to be used in project selection and programming process

- Separate scoring by roadway classification type and off-street facility types
- Depending on the roadway classification, appropriate FHWA proven safety countermeasures will be considered for increase or decrease in project score



- Other considerations:
 - Bicycle infrastructure reliability (i.e. bike signals, signal priority)
 - Pedestrian infrastructure reliability (i.e. pedestrian signals, leading pedestrian intervals)
 - FHWA *Bikeway Selection Guide* will be used for criteria on best-fit infrastructure
 - Increase safety and comfort towards a Complete Streets Goal



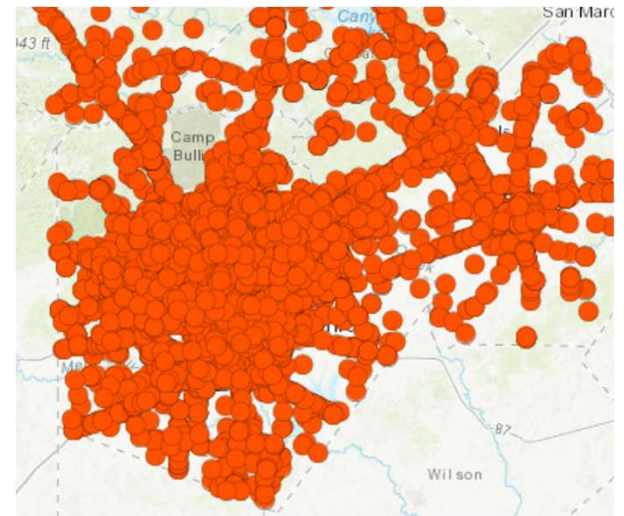
TA Scoring Recommendations

TA Project Scoring Categories	Facility Classification			
	Principal Arterial	Minor Arterial	Collector	Off-Street
Addresses Safety & Comfort	50%	40%	30%	30%
Service of High Activity Generators / Congestion Reduction	15%	20%	20%	20%
Improves System Connectivity and Reduce Barriers	25%	30%	30%	30%
Addresses Access for EJ Populations	10%	10%	20%	20%

Table represents staff proposed scoring weights to evaluate TA project improvements based on functional class of existing facility.

TA Project Scoring Categories

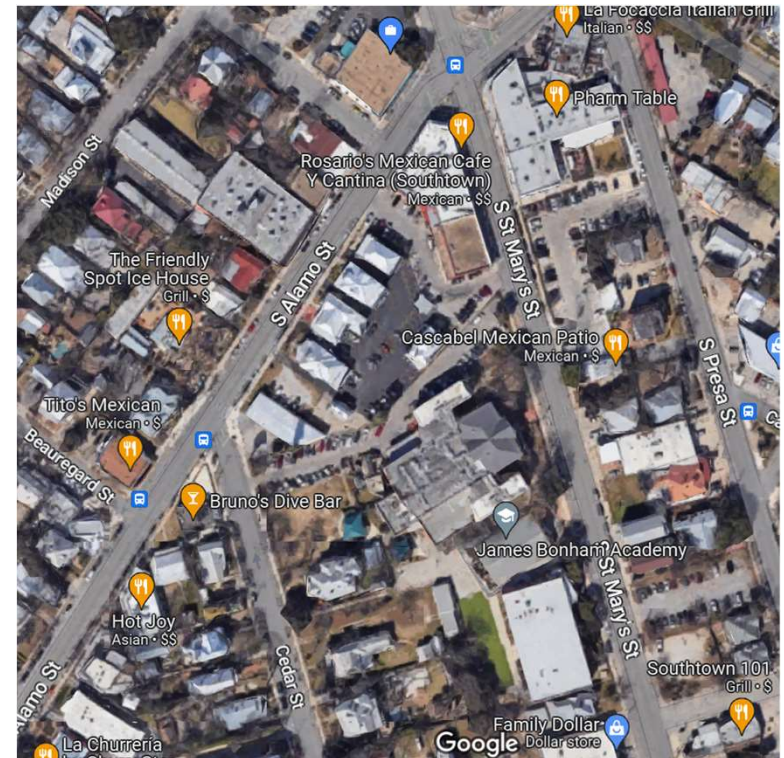
- Safety & Comfort
 - Facility Type (Ex: protected bike lane, buffered bike lane, bike lane)
 - Averaged Crash Rate of Fatal and Severe Injury



Source: South Texas Medical Center; AAMPO iMap
Transportation Crash Data

TA Project Scoring Categories

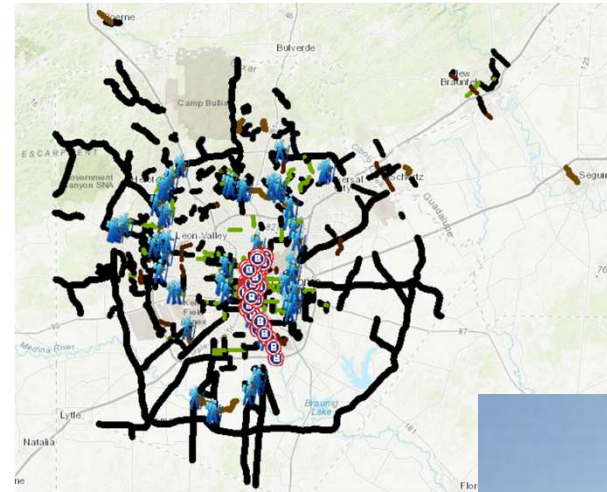
- Service of High Activity Generators / Congestion Reduction
 - Higher density residential, schools, and/or transit hubs
 - Lower density residential, regional retail, parks, and/or bus stops
 - Neighborhood retail



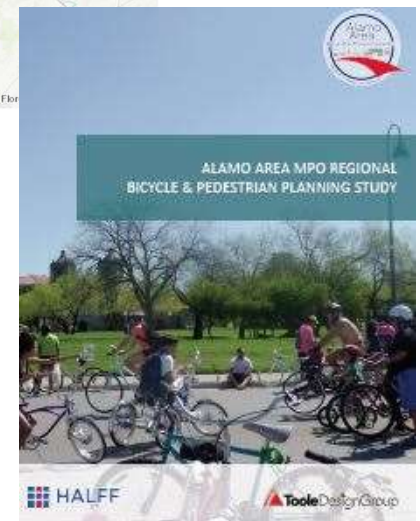
Source: Google Maps

TA Project Scoring Categories

- Improves System Connectivity and Reduce Barriers
 - Makes a new connection or upgrades an existing facility
 - Part of an existing plan

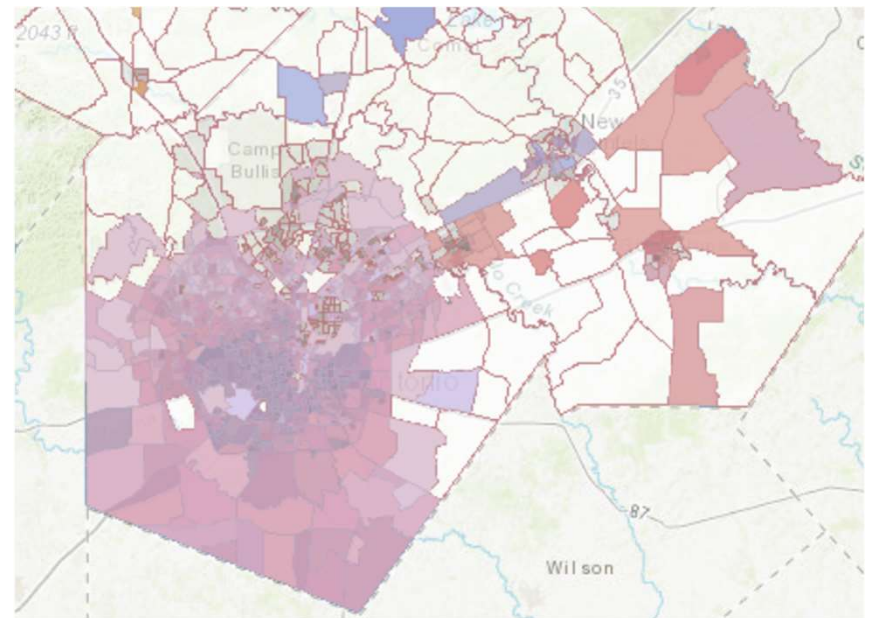


Source: AAMPO iMap
Transportation Bicycle Data;
AAMPO Regional Bicycle &
Pedestrian Planning Study



TA Project Scoring Categories

- Addresses Access for EJ Populations
 - Project is in or connected to both/either a Minority and/or a Low Income EJ area



Source: AAMPO iMap Transportation Equity Data



Questions?

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Functional Classification System Description

Table 8-1. Functional Classification System Description

Functional Classification	Level of Mobility	System Access	Level of Accessibility
Freeway	Connects all urban subregions together; connects urban and rural service areas with metro major activity centers; connects to other cities.	To other freeways, principal arterials, and selected arterials; no direct land access.	Long trips at high speed within and through the metro area; express transit trips.
Principal Arterial	Connects two or more subregions; provides secondary connections outside cities; complements freeways in high volume corridors.	To freeways, other principal arterials, and high-volume collectors; no direct land access except major traffic generators.	Medium distance to long trips at high to moderate speeds within the urban area; express transit trips.
Arterial	Connects adjacent subregions and activity centers within subregions.	To freeways, principal arterials, other arterials, and collectors; restricted direct land access.	Medium to short trips at moderate to low speeds; local transit trips.
Collector	Connects neighborhoods within and between subregions.	To arterial, other collectors, and local streets; direct land access.	Primarily serves collection and distribution function for the arterial system at low speeds; local transit trips.

Source: AAMPO Mobility2045, Chapter 8

https://www.alamoareampo.org/Plans/MTP/docs/Mobility2045/Mobility2045_document.pdf