

AAAMPO

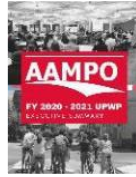


FY 2024 – 2025

**Unified Planning Work Program
(UPWP)**

Technical Advisory Committee
June 2, 2023

AAMPO Plans and Documents



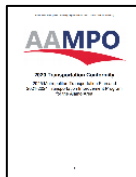
Unified Planning Work Program (UPWP)



Metropolitan Transportation Plan (MTP)



Transportation Improvement Program (TIP)



Transportation Conformity Determination (TCD)



Unified Planning Work Program (UPWP)

- Covers two fiscal years – FY 2024 and FY 2025
- Development is guided by AAMPO [Policy 1](#)
- Funded with FHWA Planning (PL) and FTA §5303 formula distribution
- Lays out scope, schedule, and cost for transportation planning activities
- Includes regionally significant planning studies

MPO Staff Work: PL-112 Funds

Planning Staff Work

TPB, TAC, BMAC, PMAC committee support

Public involvement/outreach (meetings, publications, videos, infographics)

GIS data and iMap data layer development/EJ data analysis

TIP and MTP development and maintenance

Travel Demand Modeling

Air quality planning

Bicycle and pedestrian planning

Freight planning

Congestion management process

Alamo Area Commute Solutions program

Administration/grant management

... and more

ELEMENTS TO CONSIDER

- **Metropolitan Transportation Plan Goals**
- **Performance Measures**
- **Federal Emphasis Areas and Bipartisan Infrastructure Law**

Metropolitan Transportation Plan Goals

Improve and enhance the regional transportation system by **encouraging innovative partnerships, exploring emerging transportation technologies, and being stewards for the effective and efficient use of existing and future funding sources.**

Invest in the existing transportation system and preserve right of way for future system improvements.

Increase the efficiency and reliability of the transportation system, **encourage alternative modes of transportation and transit** to reduce the use of single occupancy vehicles , and continue to **manage traffic congestion.**

Enhance the quality of life for all communities in the region by **celebrating the unique aspects of each community's culture, promoting healthy communities, and encouraging the use of context sensitive solutions.**

Maintain a **focus on safety, especially for the most vulnerable users,** to reduce the number of fatalities and serious injuries.

Foster the region's competitive advantage by continuing to develop a regional transportation system that **promotes economic development, fosters financial sustainability, and encourages the highest return on financial investments.**

Increase the involvement and participation of communities, agencies, organizations and the general public in the transportation planning process.

Performance Measures

AAMPO ADOPTED PERFORMANCE MEASURES	
PM 1: Safety - Reviewed every year, based on 2% reduction of five-year average for all public roads	
	Traffic Related Fatalities
	Traffic Fatalities Rate per 100 million vehicle miles traveled (VMT)
	Traffic Related Serious Injuries
	Traffic Related Serious Injuries per 100 million VMT
	Non-motorized Fatalities and Serious Injuries
PM 2: Bridge and Pavement Condition – Reviewed every two years	
	Interstate Pavements - Good Condition
	Interstate Pavements - Poor Condition
	Non-interstate National Highway System (NHS) Pavements – Good Condition
	Non-interstate NHS Pavements – Poor Condition
	NHS Bridges – Good Condition
	NHS Bridges – Poor Condition
PM 3: Roadway System Performance – Reviewed every two years	
	Interstate Reliability*
	Non-interstate NHS Roadways Reliability
	Freight Truck Travel Time Reliability (TTTR) Index**
Transit Asset Management – Reviewed every year	
	Equipment (% non-revenue vehicles that have either met or exceeded useful life benchmark)
	Automobiles
	Trucks and Other Rubber Tire Vehicles
	Rolling Stock (% revenue generating vehicles that have either met or exceeded useful life benchmark)
	Articulated Bus
	Bus
	Paratransit Vans/Cutaways
	Passenger Rail Infrastructure
	Facilities (% rated below adequate condition on the Transit Economic Requirements Model (TERM) analysis scale)
	Administrative
	Maintenance
	Passenger/Parking
*Reliability: the predictability and consistency in travel times regardless of congestion. Percent is based on person-miles traveled.	
**TTTR Index: 95th percentile truck travel time/50th percentile truck travel time	

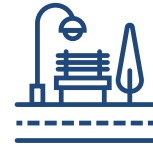
Planning Emphasis Areas and Bipartisan Infrastructure Law



**Tackling the Climate
Crisis**



Equity & Justice40



Complete Streets



Public Involvement



**DOD Coordination
(STRAHNET)**



FLMA Coordination



**Planning &
Environmental
Linkages**



**Data in
Transportation
Planning**

FY 24 and FY 25 Recommendations

FY 24 and FY 25 Recommendations

1. **AAMPO** – Regional Thoroughfare Study Update
2. **AAMPO** – Regional Information Technology System (ITS) and Traffic Systems Management and Operations (TSMO) Plan
3. **AAMPO** – Safety Action Plan
4. **AAMPO** – Travel Demand Modeling Services
5. **AACOG** - Truck Idling Emission Inventory (EI) Update
6. **Comal County** – Railroad Crossing Study
7. **New Braunfels** – Transit Connection Study
8. **VIA** – Transit Asset Management Study

AAMPO – Regional Thoroughfare Study

Study Description

- Comprehensive regional thoroughfare study that will correspond with requirements for right-of-way.
- Coordinated effort with regional partners who have/are developing individual thoroughfare plans
- Focus on creating a regional coordinated network to serve both present and future mobility and access needs.
- Update from the 2018 study and potentially updated every five years.

MTP Goal

Invest in the existing transportation system and preserve right-of-way for future system improvements

Cost Estimate **\$450,000**



AAMPO - Regional Information Technology System (ITS) and Traffic Systems Management and Operations (TSMO) Plan

Study Description

- Develop a multimodal master plan for ITS and TSMO to improve mobility across all modes
- Identify how to best integrate planning, design, technology, and operations and management to increase the safety and efficiency.
- The effort will compliment TXDOT's TSMO Strategic Plan.

MTP Goal

Improve and enhance the regional transportation system by encouraging innovative partnerships, exploring emerging transportation technologies, and being stewards for the effective and efficient use of existing and future funding sources

Cost Estimate **\$450,000**



AAMPO – Safety Action Plan

Study Description

- Conduct a systemic safety analysis for motorists, bicyclists, and pedestrians
- Identify high risk locations and collision patterns and identify countermeasures
- Analyze rural areas and counties
- Coordinate with urban area safety planning areas

MTP Goal

Maintain a focus on safety, especially for the most vulnerable users, to reduce the number of fatalities and serious injuries.

Cost Estimate **\$250,000** (to include the Regional Lighting Study scope)



AAMPO – Travel Demand Modeling Services

Study Description

- 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.
- Regional parking data (inventory and costs) will be new modeling element

MTP Goal

Foster the region’s competitive advantage by continuing to develop a regional transportation system that promotes economic development, fosters financial sustainability, and encourages the highest return on financial investments.

Cost Estimate **\$450,000** (current contract expires December 31, 2023)



AACOG - Truck Idling Emission Inventory Update

Study Description

- Update 2018 effort to include Bexar and Kendall Counties and other MSA counties (Atascosa, Bandera, Medina); Comal and Guadalupe part of an existing coordinated effort with TCEQ.
- Establish an inventory of emissions related to truck-idling during the ozone season
- Results used to develop inputs for photochemical modeling related to air quality planning

MTP Goal

Improve and enhance the regional transportation system by encouraging innovative partnerships, exploring emerging transportation technologies, and being stewards for the effective and efficient use of existing and future funding sources.

Cost Estimate **\$40,000** (as part of Air Quality Planning Subtask)



Comal County – Railroad Crossing Study

Study Description

- Evaluate existing Comal County railroad crossings, identify forecasted crossings, blocking locations, classified uncontrolled systems, and research Union Pacific (UP) standards.
- Identify infrastructure at crossings (gates/stop signs), quiet zones, and proximity of railroads to schools to classify all railroad crossings.
- Develop potential solutions for crossings of concern.

MTP Goal

Maintain a focus on safety, especially for the most vulnerable users, to reduce the number of fatalities and serious injuries

Cost Estimate **\$250,000**



New Braunfels Transit Connection Study

Study Description

- 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 in these gaps.

MTP Goal

Increase the efficiency and reliability of the transportation system, encourage alternative modes of transportation and transit to reduce the use of single occupancy vehicles, and continue to manage traffic congestion.

Cost Estimate **\$350,000**



VIA – Transit Asset Management Study

Study Description

- Assess the condition of VIA’s passenger amenities (shelters and benches) and recommend a replacement plan.
- The age of the shelters vary from 1994 – 2017. The assessment and replacement study will focus on the oldest structures (approximately 1,000 in quantity).

MTP Goal

Improve and enhance the regional transportation system by encouraging innovative partnerships, exploring emerging transportation technologies, and being stewards for the effective and efficient use of existing and future funding sources.

Cost Estimate **\$250,000**



Cost Estimates

Cost Estimate

#	Agency	Study Name	Cost Estimate
1	AAMPO	Regional Thoroughfare Study	\$ 450,000
2	AAMPO	Regional Information Technology System (ITS) and Traffic Systems Management and Operations (TSMO) Plan	\$ 450,000
3	AAMPO	Safety Action Plan	\$ 250,000
4	AAMPO	Travel Demand Model Update On-Call	\$ 450,000
5	AACOG	Truck Idling Emission Inventory (EI) Update	\$ 40,000
6	Comal County	Railroad Crossing Study	\$ 250,000
7	New Braunfels	New Braunfels Transit Connection Study	\$ 350,000
8	VIA	Transit Asset Management Study	\$ 250,000
TOTAL			\$ 2,490,000

Carryover Efforts from FY 2023



Carryover Efforts from FY 2023

- AAMPO Legal Services – Subtask 1.2
- AAMPO Curb Management Study – Subtask 3.2 (Revised to 5.4)
- AACOG Air Quality Planning – Subtask 3.3 (Revised 3.2)
- City of San Antonio Multimodal Planning Study – Subtask 3.5 (Revised 3.3)
- VIA Metropolitan Transit Pilot for Transit Oriented Development Planning (North-South Corridor) – Subtask 3.6.1 (Revised 3.4)
- VIA Metropolitan Transit Pilot for Transit Oriented Development Planning (East-West Corridor) – Subtask 3.6.2 (Revised 3.5)
- VIA Metropolitan Transit Route Restoration Planning Study – Subtask 3.7 (Revised 3.6)

Carryover Efforts from FY 2023

- Mobility 2050 Demographics and Travel Demand Model Update – Subtask 4.2 (Contract expires December 31, 2023)
- AAMPO Resiliency Study – Subtask 4.3 (Revised 4.4)
- VIA Metropolitan Transit Rapid Transit Corridor Study – Subtask 4.4 (Revised 4.6)
- AAMPO General Planning Consultant – Subtask 4.5
- Alamo Commutes Program – Subtask 5.2 (Revised 5.5)
- AAMPO Regional Freight Study – Subtask 5.3

 **AAMPO staff efforts are Subtask X.1 under each task** 

 **Actual carryover amounts to be determined at end of FY 2023** 

FY 2024-2025 Budget Summary*

*Carryover funds are estimated in document. Actuals will be determined following close of FY 2023

UPWP Task	Description	Transportation Planning Funds (TPF)**		Other (FTA §5307 + Local Match)		Other (STBG)		Total
		FY 2024	FY 2025	FY2024	FY2025	FY2024	FY2025	
1.0	Administration - Management	\$ 1,228,970	\$ 1,240,190					\$ 2,469,160
2.0	Data Development and Maintenance	\$ 787,500	\$ 693,280					\$ 1,480,780
3.0	Short Range Planning	\$ 1,142,795	\$ 1,201,975	\$ 965,503	\$ 965,502	\$ 1,000,000	\$ 2,000,000	\$ 7,275,775
4.0	Metropolitan Transportation Plan	\$ 1,709,445	\$ 1,440,540			\$ 3,040,228	\$ 3,040,228	\$ 9,230,441
5.0	Special Studies	\$ 1,038,235	\$ 740,995			\$ 100,000	\$ 100,000	\$ 1,979,230
Total		\$ 5,906,945	\$ 5,316,980	\$ 965,503	\$ 965,502	\$ 4,140,228	\$ 5,140,228	\$ 22,435,386

**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 staff-hours, they are not reflected in the funding tables.

FY 2024-2025 TPF Budget Summary*

*Carryover funds are estimated in document. Actuals will be determined following close of FY 2023

UPWP Task	Description	Transportation Planning Funds (TPF)**	
		FY 2024	FY 2025
1.0	Administration - Management	\$ 1,228,970	\$ 1,240,190
2.0	Data Development and Maintenance	\$ 787,500	\$ 693,280
3.0	Short Range Planning	\$ 1,142,795	\$ 1,201,975
4.0	Metropolitan Transportation Plan	\$ 1,709,445	\$ 1,440,540
5.0	Special Studies	\$ 1,038,235	\$ 740,995
Total		\$ 5,906,945	\$ 5,316,980

**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 staff-hours, they are not reflected in the funding tables.

**FY 2024-2025 TPF
Total \$ 11,223,925**

Estimated Unexpended Carryover

- \$ 9,685,000
- Funds available to program additional new studies and/or programs

Funds are reconciled annually through the Annual Performance and Expenditures Report (APER)

UPWP can be amended at any time.

UPWP Policy Recommendation

UPWP Policy Recommendation

To avoid federal recession of funds and keep studies moving forward, the UPWP TAC Work Group recommends:

- If a study is not initiated by the end of the UPWP document life (second fiscal year of two), the sponsoring agency will be required to present to AAMPO's Technical Advisory Committee (TAC) or a TAC work group to explain the study status and disposition
- Alternatively, the sponsoring agency shall contact AAMPO to remove it from UPWP efforts

Timeline

UPWP Process / Timeline

MARCH	APRIL	MAY	IMPORTANT DATES
<ul style="list-style-type: none">Establish TAC Work Group	<ul style="list-style-type: none">TAC Work Group MeetsUpdate to TACTPB Directors Report for May notice	<ul style="list-style-type: none">AAMPO staff submits draft FY 2024-2025 UPWP to TxDOTTAC and TPB presentation on draft document	<ul style="list-style-type: none">➤ May 5: TAC Informational Presentation➤ May 22: TPB Informational Presentation
JUNE	JULY	OCTOBER	
<ul style="list-style-type: none">TAC and TPB action on FY 2024-2025 UPWP	<ul style="list-style-type: none">AAMPO staff transmits approved FY 2024-2025 UPWP to TxDOT by July 31	<ul style="list-style-type: none">UPWP effective October 1, 2023	<ul style="list-style-type: none">➤ June 2: TAC Action➤ June 26: TPB Action

**ACTION
Requested**

***Motion to approve, and recommend to
the Transportation Policy Board, adoption
of the proposed AAMPO FY 2024-2025
UPWP.***