FY 2026 and FY 2027

UNIFIED PLANNING WORK PROGRAM (UPWP)

Alamo Area Metropolitan Planning Organization

TRANSPORTATION MANAGEMENT AREA (TMA) STATUS:

Transportation Management Area (TMA)

AIR QUALITY STATUS:

Nonattainment

The preparation of this report has been financed in part through grant(s) from the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA), U.S. Department of Transportation (USDOT), under the State Planning and Research Program, Section 505 [or Metropolitan Planning, Section 104(d)] of Title 23, U.S. Code. The contents of this report do not necessarily reflect the official views or policy of the U.S. Department of Transportation.

This UPWP complies with federal and state requirements, is true and correct, and is approved by the AAMPO Transportation Policy Board: June 30, 2025
Federal Approval: September 29, 2025

Amendment 1: AAMPO TPB Action February 2, 2026; Pending FHWA Approval
Amendment 2: AAMPO TPB Action March 23, 2026; Pending FHWA Approval
Amendment 3: AAMPO TPB Action August 24, 2026; Pending FHWA Approval

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(210) 227-8651 - https://www.alamoareampo.org

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ABOUT AAMPO

The Federal Highway Act of 1962 created Metropolitan Planning Organizations (MPOs) to provide a **comprehensive, cooperative and continuous (3C)** transportation planning process by local, state and federal officials. In 1963, the City of San Antonio, Bexar County and the Texas Department of Transportation agreed to establish the San Antonio-Bexar County Urban Transportation Study (SABCUTS). In 1977, the Governor of Texas designated SABCUTS as the San Antonio-Bexar County (SA-BC) MPO. Thereafter, due to the results of the 2010 Census and extensive growth in the region, the SA-BCMPO expanded the Study Area to include three counties and a portion of another. At that time, the **Alamo Area MPO (AAMPO)** was created to encompass all of Bexar County, Comal County, Guadalupe County, and a portion of Kendall County, including Boerne. In response to the 2020 Census and regional growth, the boundary was once again expanded to include the entirety of Kendall County, a portion of Medina County, and the City of Lytle. ~~As of June 30, 2025 the expanded study area is pending the Governor's approval.~~

AAMPO's mission is to provide a **3C transportation planning process** for the safe and efficient movement of people and goods, consistent with the region's overall economic, social and environmental goals. The agency develops transportation plans and programs to address the needs of the **greater San Antonio area**. In general, AAMPO is responsible for conducting the urban transportation planning process that allows the planning area to receive over $200 million annually in federal and state transportation funding. This is accomplished primarily through three related activities and documents: the Metropolitan Transportation Plan (MTP), the Transportation Improvement Program (TIP), and the Unified Planning Work Program (UPWP).

The Transportation Policy Board leads AAMPO and decides how federal and state transportation funds will be allocated for the region. The current Policy Board roster can be found in Appendix A. Once approved, the Alamo Area MPO Transportation Policy Board (TPB) will be comprised of ~~25~~ 24 (~~18~~ 16 elected and ~~7~~ 8 appointed) voting members representing the Cities of Boerne, New Braunfels, San Antonio, and Seguin; counties of Bexar, Comal ~~and,~~ Guadalupe, Kendall, and Medina County Geographic Area; ~~the Advanced Transportation District;~~ the Alamo Regional Mobility Authority; the Greater Bexar County Council of Cities; the Northeast Partnership; the Texas Department of Transportation and VIA Metropolitan Transit. There are also ex-officio, non-voting TPB members representing the Federal Highway Administration, Federal Transit Administration, San Antonio Mobility Coalition, Texas Department of Transportation, and the Alamo Area Council of Governments. AAMPO places special emphasis on **effective and meaningful public involvement** throughout the planning process and funding projects to provide universal access to a multimodal transportation network.

AAMPO's offices are located in San Antonio, Texas at the following address:

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EXECUTIVE SUMMARY

The Unified Planning Work Program (UPWP) is a document that outlines the projects, priorities, and tasks that AAMPO will undertake over the course of two fiscal years, as required by the Code of Federal Regulations (CFR 420.101). AAMPO's fiscal year runs from October 1 to September 30. This document includes descriptions of the anticipated planning activities for the period and the allocation of state and federal funds associated with each activity. The UPWP also specifies who will perform each activity (AAMPO staff or consultants), provides a detailed schedule for completing the work, and lists the resulting deliverables and products.

The Federal Highway Administration and Federal Transit Administration jointly mandate the creation of UPWPs in their transportation planning guidelines. UPWPs are necessary because the federal government must approve and authorize activities that use FHWA planning and research funds, and these approvals and authorizations are based on the UPWP (CFR 420.113(a)).

A comprehensive review of AAMPO's existing UPWP has been conducted, analyzing best practices from leading Metropolitan Planning Organizations (MPOs) nationwide. Based on this research, the following enhancements are recommended to strengthen AAMPO's UPWP, organized by each key step in the process.

Regulatory Basis

The following is the regulatory basis for the development of the UPWP.

- 23 CFR 450.308 identifies the requirements for UPWPs to be prepared in TMAs.
- 23 CFR 420.111 governs work programs required for the expenditure of FHWA highway planning and research funds.
- MPOs are required to develop the UPWPs in cooperation with the state and public transit agencies [23 CFR 450.308 (c)].
- 23 CFR 420.111 identifies several requirements for projects receiving FHWA highway planning and research funds, including:
    - Description of the work to be performed;
    - Cost estimate for each activity; and
    - A financial summary indicating the shares of funding to be provided from federal, state, and local sources.

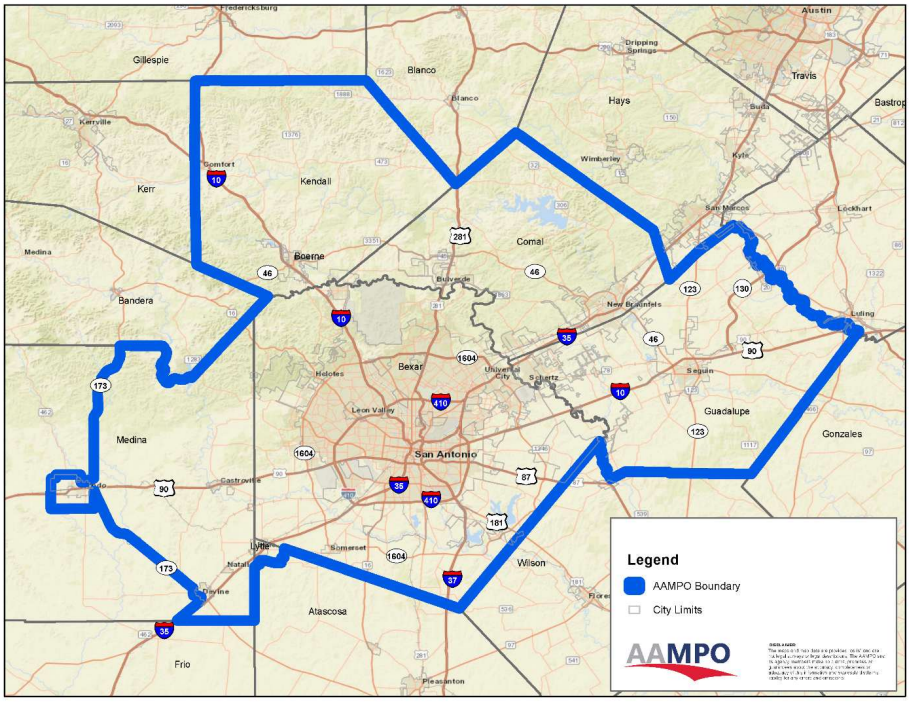
The UPWP has been prepared using the standard format for MPOs provided by TxDOT, with a few modifications. The remaining portion of this section summarizes the overall purpose of the UPWP; the geographic area identified as the Metropolitan Area for Transportation Planning; the organizational structure for conducting regional transportation planning in the San Antonio Metropolitan Area; ongoing activities related to private-sector involvement; and an overview of planning issues and emphasis areas for Fiscal Years 2026 and 2027.

Tasks 1 through 5 include administration and management descriptions, funding summaries, data development and maintenance, short-range planning projects, projects and updates to the MTP, TIP, and other planning studies, as well as regional studies and programs. Work completed during the previous two fiscal years is also highlighted. In addition to planning activities, initiatives being carried

out by AAMPO to implement transportation programs in the region are identified. Section VI summarizes overall funding levels and the funding sources for tasks. Appendix A provides a summary of policy board and technical committee rosters, as well as an AAMPO staff roster; Appendix B has the AAMPO boundary/Study Area map; Appendix C contains the AAMPO Debarment Certification; and Appendix D provides the Lobbying Certification. Appendix E includes the Certification of Contract and Procurement Compliance; Appendix F contains the Certification of Internal Ethics and Compliance Program; Appendix G contains an Amendment Summary.

Funding Sources for the UPWP include Transportation Planning Funds (TPF), FTA Section 5307 Funds, Safe Streets and Roads for All (SS4A) Grant Program Funding, Congressional Community Projects Funding, FHWA Bridge Investment Program Funding, and Transportation Alternatives Program Funding. Total Funds included in the UPWP are approximately $18.79M with $1.5M programmed carryover from FY 2024/2025 UPWP.

~~AAMPO's boundary/Study Area was expanded to include the remainder of (northern part) of Kendall County, the eastern portion of Medina County to include Castroville and Hondo, and the City of Lytle. With the expansion, the AAMPO Study Area now encompasses the aforementioned areas as well as all of Bexar, Comal, and Guadalupe Counties. This expansion was approved by the State of Texas in January 2026. New committee and board members, representing the expanded area, will be seated in March 2026.~~ The AAMPO Study Area map, including the most recent expansion into the remainder of (northern part) of Kendall County, the eastern portion of Medina County to include Castroville and Hondo, and the City of Lytle, is shown below and is included in Appendix B.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San Marcos
Lockhart
281
Comal
Medina
Boerne
46
Bandera
Buyvsde
New Braunfels
Luling
123
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90
Bexar
1604
Helotes
Universal City
Schertz
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Leon Valley
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AAMPO

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. 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. Specific planning needs and issues for the metropolitan region are identified collaboratively and in coordination with representatives from agencies, partners, local governments, and stakeholders. This information is identified and then combined with other planning documents such as the MTP, TIP, Congestion Mitigation Process (CMP), and others by AAMPO after allocating appropriate available funds. AAMPO prepares this UPWP every two years in accordance with federal regulations, current legislative bodies and policies, and the Infrastructure Investment and Jobs Act (IIJA), as adopted by Congress and signed by the President on November 15, 2021. The Transportation Policy Board approved this UPWP on June 30, 2025.

A. PURPOSE

This document presents the FY 2026-2027 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, 2025, through September 30, 2027, 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 and planning issues. The second section details the FY 2026-2027 UPWP work elements 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 Contract and Procurement Compliance
Appendix F: Certification of Internal Ethics and Compliance Program
Appendix G: Amendment Summary

Infrastructure Investment and Jobs Act Planning Factors

The Infrastructure Investment and Jobs Act (IIJA) was signed into law on November 15, 2021. The IIJA 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 a five (5) year period, 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 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. Under federal law (23 USC 134 and 49 USC 5303, as amended), the MPO is designated to carry out a "continuing, cooperative, and comprehensive planning process [3C] and provide consideration and implementation of projects, strategies, and services" addressing the following 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 2026-2027 UPWP serves as a vital implementation tool to achieve the goals outlined in the agency's long-range metropolitan transportation plan, *Mobility 2050*.

IIJA Performance Management

The IIJA maintains the FAST Act and Moving Ahead for Progress in the 21st Century (MAP-21 – signed into effect in 2012) 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 toward 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 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.

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. In addition to working cooperatively to develop the UPWP, the Alamo Area MPO and the Transportation Policy Board (TPB) work with the Texas Department of Transportation (TxDOT) and transportation operators to carry out the metropolitan planning process within the region.

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 and digital engagement. AAMPO offers several ongoing programs to serve the public, including Street Skills bicycle safety classes, an Active Transportation 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 Bike to School 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 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 interactive mapping and commenting applications.

AAMPO also offers many digital and in-person resources in Spanish, including social media posts, web pages, periodic e-newsletters, 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 accommodation during public meetings.

B. DEFINITION OF AREA

Appendix B shows the current AAMPO Study Area, which encompasses over 3,792 square miles and includes all of Bexar, Comal, Guadalupe, and Kendall counties and a portion of Medina County and the City of Lytle. San Antonio is the region's major population and employment center and Texas' second-largest city and third-largest metropolitan area. Like many large urban areas, rapid growth and development have contributed to ever-increasing transportation needs. By federal definition, 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 Seguin. These newly designated urban areas were identified 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. As 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 Boerne, New Braunfels, San Antonio, and Seguin; the counties of Bexar, Comal, Guadalupe, Kendall, and Medina County Geographic Area; as well as 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 (UPWP), Congestion Management Process (CMP), Transportation Improvement Program (TIP), and Metropolitan Transportation Plan (MTP);
- 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 (UPWP) and subsequent amendments;
- Review and submit a technical recommendation on the Transportation Improvement Program (TIP), the Metropolitan Transportation Plan (MTP), 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 TAC membership 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 cycling and pedestrian mobility issues. The ATAC membership includes representation from the same transportation partners as the TPB and TAC and 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.

The Regional Freight Advisory Committee (RFAC) advises and makes recommendations to AAMPO's Technical Advisory Committee (TAC) on freight-related transportation issues. The role of the RFAC is to provide coordinated, comprehensive, and continuous participation in the regional freight transportation planning process. RFAC membership includes representatives from public agencies, private industry, and other stakeholders with an interest in freight transportation, including freight carriers, shippers, logistics providers, trade associations, rail and pipeline operators, economic development organizations, academic institutions, and community representatives. RFAC's responsibilities include:

- Consider technical, policy, and operational issues affecting freight mobility, including safety, system performance, infrastructure needs, supply chain efficiency, and emerging trends across all freight modes.

- Advise AAMPO staff and the TAC on freight-related plans, policies, programs, and investment strategies that support regional mobility, economic competitiveness, and safety. Items on which TAC and the RFAC take different actions may still be brought forward for consideration.
- Explore funding opportunities and priorities for freight-related projects and programs and provide input on project development and implementation.
- Recommend or advise the development of freight-related planning studies, programs, and initiatives to be conducted by AAMPO or regional transportation partners.
- Serve as a forum for collaboration and information exchange among public agencies, private industry, and other stakeholders involved in the movement of freight throughout the region.
- Support the implementation and periodic update of AAMPO's Regional Freight Study and provide input into freight-related components of the Metropolitan Transportation Plan (MTP), Transportation Improvement Program (TIP), and Unified Planning Work Program (UPWP).

Ad hoc committees under TAC include the Land Use and Regional Thoroughfare Planning Committee, ~~the Freight Advisory 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

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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:
    - Unified Planning Work Program (UPWP);
    - Transportation Improvement Program (TIP);
    - Metropolitan Transportation Plan (MTP);
    - Transportation Conformity Determination (TCD); and
    - 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 (APER) and Annual Listing of Projects (ALOP);
- 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 Title VI Civil Rights Evaluation and historically underserved communities; 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, Kendall, and Medina are primarily responsible for planning all roads and active transportation infrastructure outside incorporated areas that are not on the state system.

Cities

All cities within the planning area are responsible for planning 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. The NEP area 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 (GBCCC) 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 (ATD), the Alamo Regional Mobility Authority (ARMA), and the San Antonio Mobility Coalition (SAMCo).

D. NON-MPO INVOLVEMENT

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

- TAC: One member representing local private transportation providers;
- ATAC: Two cycling 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 two representatives of multimodal organizations.
- RFAC: one member representing Union Pacific Railroad, three members representing local and national private trucking providers, one member representing a local economic development organization, and another member representing a local academic institution.

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 and professional services related to human resources to assisting with the Metropolitan Transportation Plan development.

E. AAMPO Regional Vision and Goals

AAMPO seeks to enhance and promote a safe, sustainable, and connected multimodal transportation system that maintains a regional focus. To accomplish this, AAMPO has identified the following Vision and Goals in its *Mobility 2050* Metropolitan Transportation Plan.

Vision

To meet the growing needs of residents, visitors, and commerce by:

- Focusing on the development of a transportation system that is easy to navigate;
- Advancing alternative modes of transportation;
- Increasing equitable accessibility for all users

- Fostering appropriate land use patterns while prioritizing public safety for all forms of transportation;
- Mitigating the region's environmental air quality issues; and
- Ensuring impacts to the natural environment are minimized

Goals

To further realize this vision, AAMPO identified the following 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 to 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 investments;
- Increase the involvement and participation of communities, agencies, organizations and the general public in the transportation planning process.

AAMPO promotes and supports planning initiatives that will further this vision and associated goals. This includes supporting multimodal planning efforts, providing a variety of avenues to participate in public engagement surrounding AAMPO planning activities, and promoting improved coordination between agencies. AAMPO initiatives that promote the MPO's vision and goals include:

AAMPO supports and endorses the design and development of multimodal planning initiatives. 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. AAMPO supports and endorses Vision Zero and TxDOT's Road to Zero initiatives.

Additionally, AAMPO's Alamo Commutes Program (UPWP 5.2) encourages participants to reduce single-occupancy vehicle trips and increase transit use. It is available to anyone in the Alamo Area planning region.

AAMPO continually seeks ways to improve community and stakeholder engagement. The use of Virtual Public Involvement (VPI) has increased and improved and will continue to be deployed and evaluated for improvements.

I. TASK 1 – ADMINISTRATION AND MANAGEMENT

A. OBJECTIVE

To continue delivering 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 (AAMPO).

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. SUBTASKS

Subtask 1.1: Program Support

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. This task includes all personnel functions including 1) recruiting and staffing (e.g., advertising position vacancies, contracting an executive search firm, and providing relocation assistance), 2) compensation and benefits (e.g., paid sick and vacation leave), 3) organizational development, 4) employee engagement, and 5) general human resources management (e.g., maintaining personnel records and coordinating employee evaluations).

Subtask 1.1.2: Public Participation

This activity supports AAMPO staff's implementation of the Public Participation Plan (PPP) to include the execution of community outreach and public meetings/hearings, as needed, 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 deployment of website updates; and creation of bilingual materials as appropriate. Use educational materials that emphasize the benefits and seek engagement in the 3C planning process.

Subtask 1.1.3: Title VI Civil Rights

This activity supports monitoring, evaluating, and implementing Title VI compliance, guidance, and requirements for plans and programs; continuing to collect and analyze data related to community demographics and the effect of the transportation programs and system on vulnerable populations;

identifying ways to mitigate impacts of the system and programs on these populations; expanding the database of residents and businesses in historically underserved 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 general/special purpose equipment or other capital expenditures, such as computer hardware and software, to ensure organizational needs. In accordance with 2 CFR § 200, a description of any equipment or software purchases with a unit cost of $10,000 or more will have the prior written approval of the Federal agency or pass-through entity.

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 of moving office locations.

Responsible Agency:	Alamo Area Metropolitan Planning Organization
Funding Requirement:	$2,651,368 ($1,325,684 Budgeted in FY 2026; $1,325,684 budgeted for FY 2027)
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 • Effective coordination of transportation planning activities

Subtask 1.2: Legal Costs

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

Responsible Agency:	Alamo Area Metropolitan Planning Organization
Funding Requirement:	$95,000 ($55,000 Budgeted in FY 2026; $40,000 budgeted for FY 2027)

E. FUNDING SUMMARY

Table 1a: Task 1 – FY 2026 Funding Summary Table

Subtask	Responsible Agency	Transportation Planning Funds (TPF)[1]	FTA Section 5307 Funds	Other Federal Funds	Local Funds	Total Funds	Amount of 2.5% Safety/Complete Streets Set-Aside Funding[2]
1.1	AAMPO	$1,325,684				$1,325,684	
1.2	AAMPO	$55,000				$55,000	
Total		**$1,380,684**				**$1,380,684**	

Table 1b: Task 1 – FY 2027 Funding Summary Table

Subtask	Responsible Agency	Transportation Planning Funds (TPF)[3]	FTA Section 5307 Funds	Other Federal Funds	Local Funds	Total Funds	Amount of 2.5% Safety/Complete Streets Set-Aside Funding[4]
1.1	AAMPO	$1,325,684				$1,325,684	
1.2	AAMPO	$40,000				$40,000	
Total		**$1,365,684**				**$1,365,684**	

[1] TPF – This includes both FHWA PL-112 (including the 2.5% Safety/Complete Streets Set-Aside) 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.
[2] 2.5% Safety/Complete Streets Set-Aside – This funding must come from the PL funds within TPF.
[3] TPF – This includes both FHWA PL-112 (including the 2.5% Safety/Complete Streets Set-Aside) 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.
[4] 2.5% Safety/Complete Streets Set-Aside – This funding must come from the PL funds within TPF.

II. TASK 2 - DATA DEVELOPMENT AND MAINTENANCE

A. OBJECTIVE

Advancing the Performance Based Planning Process with updating and maintaining data for Travel Demand Modeling, Geographic Information Systems (GIS), and analysis performance by AAMPO Staff 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. Historically Underserved Areas Analysis
5. Safety Action Plan
6. Coordination of target selection and tracking for performance measures identified in the IIJA.
7. City of Seguin Comprehensive Safety Action Plan
8. City of Boerne Safe Streets for All Planning Study
9. City of New Braunfels ADA Transition Plan
10. Bexar County Safety Action Plan
~~10.~~11. VIA Metropolitan Transit Origin and Destination Study

C. PREVIOUS WORK

The subtasks associated with this task are a combination of 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

Non-Routine Work Efforts:

1. Historically Underserved Areas Analysis
2. Safety Action Plan
3. Coordination of target selection and tracking for performance measures identified in the FAST Act

D. SUBTASKS

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 AAMO 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 and mapping planned and programmed transportation projects and services; 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 (the public and agency staff) can query, view, download, and disseminate data. Data updates to the iMap online viewer are an ongoing task.

Subtask 2.1.4: Performance Measures and Targets

Performance measures are key metrics selected to understand the current, anticipated, and desired level of performance and to 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 analysis of safety issues related to planning activities. These activities range from collecting crash data to sponsoring 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.

Subtask 2.1.6: Historically Underserved Areas Analysis

This subtask will examine low-income communities, historically underserved areas, and Title VI requirements. AAMPO staff will develop a regional analysis of historically underserved area 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 historically underserved area related observations.

Responsible Agency:	Alamo Area Metropolitan Planning Organization
Funding Requirement:	$1,623,922 ($811,961 budgeted in FY 2026; $811,961 budgeted for FY 2027)
Product(s):	Contract procurement materials, billing packages, technical memoranda, final reports, and mappable databases as per specifications

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, collision patterns, and countermeasures. AAMPO will analyze rural areas and counties within the AAMPO Study Area 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, within the AAMPO region, that do not already have grant awards or applications dedicated to them for planning or implementation projects. AAMPO staff will also develop a strategic weighted assessment of transportation-related lighting needs in the Alamo Area MPO study boundary. 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. The multimodal safety planning efforts under the Safety Action Plan will contribute to the 2.5% Set-Aside required by the Infrastructure Investment and Jobs Act (IIJA). The ability for jurisdictions to reference this plan to access SS4A funding will increase funding accessibility and, in turn, support safe and accessible options for multiple travel modes for people of all ages and abilities.

Responsible Agency:	Alamo Area Metropolitan Planning Organization
Funding Requirement:	$350,000 ($50,000 budgeted in FY 2026; $300,000 budgeted for FY 2027)
Product(s):	Data sets, technical memoranda, and technical report

Subtask 2.3: City of San Antonio Safe Streets for All Planning and Demonstration Grant

This award will be used by the City of San Antonio to 1) Develop a Preliminary Quick Build Guide; 2) construct and observe five (5) demonstration projects at various locations around the city; and 3) finalize the Quick Build Guide with replicable designs and performance data, crash modification factors, cost estimates and construction time frame based on the evaluation of the demonstration projects. $250,000 budgeted in FY 2027 to initiate the study with $400,000 anticipated for FY 2028.

Responsible Agency:	City of San Antonio (consultant)
Funding Requirement:	$2650,000 ($~~50,000~~0 budgeted for FY 2026; $250,~~600,000~~00 budgeted for FY 2027)
Product(s):	Preliminary Quick Build Guide, Temporary Infrastructure, Final Quick Build Guide.

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

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

Responsible Agency:	City of Boerne (consultant)
Funding Requirement:	$190,000 ($190,000 budgeted for FY 2026; $0 for FY 2027)
Product(s):	Data sets, technical memoranda, technical reports, and final plan.

Subtask 2.5: City of New Braunfels ADA Transition Plan Completion

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

Responsible Agency:	City of New Braunfels (consultant)
Funding Requirement:	$825,000 ($370,000 budgeted for FY 2026; $455,000 budgeted for FY 2027)
Product(s):	Technical memoranda, status reports, data layers, technical report(s), and final report.

Subtask 2.6: City of Seguin SS4A Demonstration Projects

This award will be used by City of Seguin to conduct demonstration activities and supplemental planning activities to test driveway consolidation and high-visibility crosswalks, monitor crash and behavior outcomes, and update the Comprehensive Safety Action Plan. Deliverables include three temporary corridor and crosswalk demonstrations in Seguin, a Safe Routes to Schools plan, and a Bike Route Plan to inform Action Plan revisions and future implementation.

Responsible Agency:	City of Seguin (Consultant)
Funding Requirement:	$133,088 ($133,088 budgeted for FY 2026; $0 budgeted for FY 2027)
Product(s):	Temporary infrastructure demonstrations, technical memoranda, and planning documents.

Subtask 2.7: VIA Metropolitan Transit Origin and Destination Study

The primary purpose of the on-board origin and destination survey is to obtain accurate information on the fixed-route bus travel patterns of VIA bus riders, both system-wide and at route level. Information will be gathered at the linked trip level, which makes this research more useful than VIA's various routine, continuous methods of data collection which are at the unlinked trip level. A

secondary purpose is to obtain matching information on riders' demographics. VIA completed a similar survey in 2023 and will use those results as a baseline for comparison to the 2027 data. This project provides both information needed for modeling transportation demand and provides information required for Title VI reporting to the FTA. $300,000 of TPF funds budgeted in FY 2027 to initiate the study with $400,000 of local funds anticipated for FY 2028.

Responsible Agency:	VIA Metropolitan Transit
Funding Requirement:	$300,000 ($0 budgeted for FY 2026; $300,000 budgeted for FY 2027)
Product(s):	Data files with Geocoding, and Final Written Report Including Demographics

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E. FUNDING SUMMARY

Table 2a: Task 2 – FY 2026 Funding Summary Table

Subtask	Responsible Agency	Transportation Planning Funds (TPF)[5]	FTA Section 5307 Funds	Other Federal Funds	Local Funds	Total Funds	Amount of 2.5% Safety/Complete Streets Set-Aside Funding[6]
2.1	AAMPO	$811,961				$811,961	$121,795
2.2	AAMPO	$50,000				$50,000	$50,000
2.3	City of San Antonio			~~$40,000~~	~~$10,000~~	~~$50,000~~	
2.4	City of Boerne			$152,000	$38,000	$190,000	
2.5	City of New Braunfels			$296,000	$74,000	$370,000	
2.6	City of Seguin			$106,470	$26,618	$133,088	
2.7	VIA Metropolitan Transit						
Total		**$861,961**		**$5594,470**	**$1348,618**	**$1,5560,049**	**$171,795**

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[5] TPF – This includes both FHWA PL-112 (including the 2.5% Safety/Complete Streets Set-Aside) 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.

[6] 2.5% Safety/Complete Streets Set-Aside – This funding must come from the PL funds within TPF.

Table 2b: Task 2 – FY 2027 Funding Summary Table

Subtask	Responsible Agency	Transportation Planning Funds (TPF)[7]	FTA Section 5307 Funds	Other Federal Funds	Local Funds	Total Funds	Amount of 2.5% Safety/Complete Streets Set-Aside Funding[8]
2.1	AAMPO	$811,961				$811,961	$121,795
2.2	AAMPO	$300,000				$300,000	$300,000
2.3	City of San Antonio			$20480,000	$5120,000	$250,000~~600,000~~	
2.4	City of Boerne						
2.5	City of New Braunfels			$364,000	$91,000	$455,000	
2.6	City of Seguin						
2.7	VIA Metropolitan Transit	$300,000				$300,000	
Total		**$1,~~41~~111~~1~~,961**	**$0**	**$5684~~0~~4,000**	**$142~~1~~1,000**	**$2,~~166~~116,961**	**$421,795**

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[7] TPF – This includes both FHWA PL-112 (including the 2.5% Safety/Complete Streets Set-Aside) 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.

[8] 2.5% Safety/Complete Streets Set-Aside – This funding must come from the PL funds within TPF.

III. TASK 3 - SHORT RANGE PLANNING

A. OBJECTIVE

To provide the information and basis for investigating 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

C. PREVIOUS WORK

The subtasks associated with this task are a combination of routine and non-routine activities.

Routine Work Efforts:

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

Non-Routine Work Efforts:

1. Walkable Community Workshop reports
2. Subregional planning study
3. School bus fleet inventory
4. Multimodal arterial planning study
5. Transit Oriented Development planning products
6. Transit Asset Management Study

D. SUBTASKS

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 2025-2028 Transportation Improvement Program, development of the FY 2027-2030 Transportation Improvement Program, maintenance of the FY 2026-2027 Unified Planning Work Program, and development of the FY 2028-2029 Unified Planning Work Program.

Subtask 3.1.3: Public Involvement

This subtask includes AAMPO staff participation in public outreach activities, including video production, developing website information, writing newsletter articles, developing other printed materials, staffing public events, and public meeting facilitation as needed. Use of printed educational materials that emphasize the benefits and areas of opportunity for bicycle/pedestrian efforts and general engagement of the general public in short-ranging planning.

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 Transportation Policy Board and AAMPO continue to monitor and implement projects in the TIP. AAMPO staff will also assist implementing agencies, elected officials, and the public regarding funded transportation projects, including developing and implementing 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, providing technical assistance to local governments and other transportation agencies to identify bicycle and pedestrian issues, opportunities, needs and barriers, and assistance in preliminary project planning (short of conceptual design); collaboration with local governments and other transportation agencies to improve the accuracy of existing pedestrian and bicycle mapping tools; support and participate in the region's National Bike Month efforts, 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 and participate in the region's Walk to School Day events that educate community members about safe walking habits; conducting AAMPO's Active Transportation Program, which consists of 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, and/or helping community partners identify bicycle and pedestrian issues, opportunities, needs, and barriers for the identification of potential projects. 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:	$2,309,834 ($1,154,917 budgeted in FY 2026; $1,154,917 budgeted for FY 2027)
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.

Subtask 3.2: Air Quality Planning

The purpose of this Subtask, as a subaward, 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 school bus fleet inventories and the introduction of a smoking vehicle outreach program.

Should the region require a photochemical model, AACOG desires to conduct the work under the oversight of the Texas Commission on Environmental Quality (TCEQ). Local and state agencies will guide the work, and it 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 or 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:	$150,000.00 ($75,000.00 budgeted in FY 2026; $75,000.00 budgeted for FY 2027)
Product(s):	Technical Memoranda, Status Reports, Data Layers, and Technical Report(s)

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 was initiated in FY 2025.

Responsible Agency:	Alamo Area Metropolitan Planning Organization
Funding Requirement:	$63,361 ($~~62~~63,361 budgeted for FY 2026; $0 budgeted for FY 2027)

Product(s):	Data files for geocoding and final written report, including Passenger Amenities Assessment and Replacement Plan

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 a community outreach and public engagement effort, ensuring a community-driven plan. This study is under the management of VIA, and the timeline for completion may be more than two years. This effort has been ongoing since FY 2023. The amounts shown below reflect the estimated balances going into FY 2026.

Responsible Agency:	Via Metropolitan Transit
Funding Requirement:	$11,162 ($11,162 budgeted for FY 2026; $0 budgeted for 2027; 100% FTA funds – no local match required.)
Product(s):	Technical memoranda, status reports, data layers, and technical report(s)

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. 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 that will require the transformation of arterial corridors to better accommodate multimodal transportation. One of the studies is currently underway (FY2026 – Marbach Road), Harry Wurzbach is scheduled for completion in FY 2027, and West Avenue will follow in FY 2028 with a cost of $1,000,000 each.~~and the other two are scheduled for FY 2026 – Harry Wurzbach Road – and FY 2027 – West Avenue.~~

Responsible Agency:	City of San Antonio
Funding Requirement:	$~~2~~3,000,000 ($1~~2~~,000,000 budgeted in FY 2026; $1,000,000 budgeted for FY 2027; funded with STBG)
Product(s):	Technical memoranda, status reports, data layers, and technical report(s)

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 and contributed $250,000 in transit funds to work with the City of San Antonio to plan for Transit Oriented Development along the North-South/Central Rapid Transit Corridor Project, a 27-mile fixed guideway alignment between the Stone Oak and Brooks areas of the city. The effort aims to enable Transit Oriented Development through the City of San Antonio Zoning and Development Code Amendments. This pilot program is under the management of VIA, and the timeline for completion may be more than two years. This effort has been ongoing since FY 2023. The amounts shown below reflect the estimated balances going into FY 2026.

Responsible Agency:	VIA Metropolitan Transit
Funding Requirement:	$159,575 ($159,575 budgeted in FY 2026; $0 budgeted for FY 2027)
Product(s):	Technical Memoranda, Status Reports, Data Layers, and Technical Report(s)

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

VIA Metropolitan Transit has received $760,000 in FTA funding, and contributed $190,000 in their own funds, 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.

Responsible Agency:	VIA Metropolitan Transit
Funding Requirement:	$950,000 ($760,000 budgeted in FY 2026; $190,000 budgeted for FY 2027)
Product(s):	Technical Memoranda, Status Reports, Data Layers, and Technical Report(s)

E. FUNDING SUMMARY

Table 3a: Task 3 – FY 2026 Funding Summary Table

Subtask	Responsible Agency	Transportation Planning Funds (TPF)[9]	FTA Section 5307 Funds	Other Federal Funds	Local Funds	Total Funds	Amount of 2.5% Safety/Complete Streets Set-Aside Funding[10]
3.1	AAMPO	$1,154,917				$1,154,917	$288,730
3.2	AACOG	$75,000				$75,000	
3.3	AAMPO	$63,361				$63,361	
3.4	VIA		$11,162			$11,162	
3.5	City of San Antonio			$~~12,08~~00,000	$200,000	$12,000,000	
3.6.1	VIA		$127,660		$31,915	$159,575	
3.6.2	VIA		$608,000		$152,000	$760,000	
Total		**$1,293,278**	**$746,822**	**$~~12,08~~00,000**	**$~~13~~83,915~~22 8,864~~**	**$34,224,015**	**$288,730**

[9] TPF – This includes both FHWA PL-112 (including the 2.5% Safety/Complete Streets Set-Aside) 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.

[10] 2.5% Safety/Complete Streets Set-Aside – This funding must come from the PL funds within TPF.

Table 3b: Task 3 – FY 2027 Funding Summary Table

Subtask	Responsible Agency	Transportation Planning Funds (TPF)[11]	FTA Section 5307 Funds	Other Federal Funds	Local Funds	Total Funds	Amount of 2.5% Safety/Complete Streets Set-Aside Funding[12]
3.1	AAMPO	$1,154,917				$1,154,917	$288,730
3.2	AACOG	$75,000				$75,000	
3.3	AAMPO						
3.4	VIA						
3.5	City of San Antonio			$~~1,08~~800,000	$200,000	$1,000,000	
3.6.1	VIA						
3.6.2	VIA		$152,000		$38,000	$190,000	
Total		**$1,229,917**	**$152,000**	**$~~1,08~~800,000**	**$238,000**	**$2,419,917**	**$288,~~.~~730**

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[11] TPF – This includes both FHWA PL-112 (including the 2.5% Safety/Complete Streets Set-Aside) 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.

[12] 2.5% Safety/Complete Streets Set-Aside – This funding must come from the PL funds within TPF.

IV. TASK 4 - METROPOLITAN TRANSPORTATION PLAN

A. OBJECTIVE

To develop, maintain, and update a multimodal Metropolitan Transportation Plan for the Alamo Area Metropolitan Planning Organization for a 20-year+ horizon that meets federal, state, and regional air quality goals.

B. EXPECTED PRODUCTS

The expected products from this task include:

1. Maintenance of *Mobility 2050 to include Mobility 2050 Update in 2026*
2. Travel demand model update
3. Multimodal Regional Thoroughfare study
4. Rapid Transit Corridor Study
5. New Braunfels Transit Connection study
6. VIA Metropolitan Transit Mobility Hub Facilities Planning Study
7. VIA Metropolitan Transit Second Operations and Maintenance Facility Planning

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

Subtask 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 studies listed in Task 4; review and processing of monthly billings for work related to Task 4; participation in study oversight committee meetings; maintenance of an update to the Metropolitan Transportation Plan (*Mobility 2050 Update*).

Subtask 4.1.2: Public Involvement

AAMPO staff participation in public outreach activities includes, but is not limited to, public meeting facilitation, developing website information, developing and distributing printed and digital materials, and conducting media interviews. Design and print educational materials that support and encourage engagement in the long-range planning process.

Subtask 4.1.3: MPO Modeling Activities

AAMPO staff will actively conduct transportation modeling activities to forecast future regional transportation system demand. This includes thoroughfare planning, possible updates to the transportation needs assessment, updating and coding the region's roadway, transit, and bicycle networks (as appropriate), and integrating regional travel survey information (including freight data) into the regional travel demand model. Work will also include participation in the review of demographic forecasts and modeling output.

Responsible Agency:	Alamo Area Metropolitan Planning Organization
Funding Requirement:	$1,458,976 ($729,488 budgeted in FY 2026; $729,488 budgeted for FY 2027)
Product(s):	Planning documents, data sets, contract procurement materials and billing packages, and travel demand model networks

SUBTASK 4.2: Safeguarding the Alamo Area Transportation Network

AAMPO was awarded the PROTECT grant to develop a Transportation Resiliency Improvement Plan. This planning grant will continue the effort initiated under the Resiliency Improvement Study. The plan will examine the transportation network assets most affected by adverse weather conditions (extreme heat, flooding, draught, etc). The main deliverable will be a prioritized list of projects that mitigate for extreme weather conditions to allow the transportation network to recover faster than if no improvements are made.

Responsible Agency:	Alamo Area Metropolitan Planning Organization
Funding Requirement:	$485,000 ($10,000 budgeted in FY 2026; $475,000 budgeted for FY 2027)
Product(s):	Planning documents, data sets, contract procurement materials and billing packages, and travel demand model networks

SUBTASK 4.3: Resiliency Study *was completed under a previous UPWP. The listing is included to maintain subtask numbers for administrative purposes.*

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 work required includes conceptual plan development, traffic impacts analysis, operations and maintenance plan development, environmental

constraints identification, and fatal flaw analysis. The advanced project definition for 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. Initial funding for this effort was $10,000,000 of STBG funds in 2021 with annual STBG fund expenditures for years 2022, 2023, 2024, and 2025.

Responsible Agency:	VIA Metropolitan Transit
Funding Requirement:	$1,574,781 ($1,000,000 budgeted in FY 2026; $574,781 budgeted for FY 2027; funded with STBG.)
Product(s):	Technical Memoranda, Status Reports, Data Layers, Technical Report(s), and Final Report

Subtask 4.5: General Planning Consultant

This task involves utilizing a general planning consultant contract to assist with the following tasks in support of AAMPO's transportation planning requirements: 1) Development and maintenance of AAMPO's long and short-range transportation plans 2) development and maintenance of AAMPO's Unified Planning Work Program and Annual Performance and Expenditure Report (APER); 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 Infrastructure Investment and Jobs Act (IIJA); and 8) general transportation planning support.

Responsible Agency:	Alamo Area Metropolitan Planning Organization
Funding Requirement:	$518,820 ($351,320 budgeted in FY 2026; $167,500 budgeted for FY 2027)
Product(s):	Data sets, technical memoranda, and technical reports

Subtask 4.6: Travel Demand Model Update On-Call

This subtask is a third-party contract for an on-call consultant to assist with the 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, traffic analysis zone (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 the *Mobility 2050* update; 2) calibration of the AAMPO model based on the latest travel surveys and 2022 census data as appropriate; 3) development of a master travel demand model network system; 4) potential 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. This on-call effort is concluded on December 31, 2026, and is largely continued under the following Subtask 4.11: Travel Demand Model Support On-Call into 2027.

Responsible Agency:	Alamo Area Metropolitan Planning Organization
Funding Requirement:	$~~198~~248,587 ($198,587 budgeted in FY 2026; $50,000~~0~~ budgeted for FY 2027)
Product(s):	Data sets, technical memoranda, and technical report

Subtask 4.7: Multimodal Regional Thoroughfare Study Update

The study will identify a comprehensive multimodal 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 jurisdictions 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:	$550,000 ($375,000 budgeted in FY 2026; $175,000 budgeted for FY 2027)
Product(s):	Data sets, technical memoranda, and technical report

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. Connectivity to and from the City of New Braunfels, the City of San Antonio, the City of Seguin, the City of San Marcos (as it relates to the regional aspect of the study) and the areas in between these cities will be the focus of this study. Possible transit connections will be identified to implement the vision and fill these gaps. This study will function as a living document that is updated over time and will inform the 2050 MTP update and future MTPs. This study was initiated in FY 2025.

Responsible Agency:	Alamo Area Metropolitan Planning Organization (Consultant)
Funding Requirement:	$183,758 ($183,758 budgeted in FY 2026; $0 budgeted for FY 2027)
Product(s):	Data sets, technical memoranda, and technical report

Subtask 4.9: VIA Metropolitan Transit Mobility Hub Facilities Planning Study

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

Responsible Agency:	VIA Metropolitan Transit
Funding Requirement:	$178,238 ($178,238 budgeted in FY 2026; $0 budgeted for FY 2027; funded with FTA funds.)
Product(s):	Data sets, technical memoranda, and technical report

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

This effort is made possible through the federally funded FY 24 Congressional Community Projects Funds initiative. The funds will be for project development, National Environmental Protection Act

studies, and conceptual design. The results of the planning effort will allow VIA to position the facility project for real estate acquisition and final design.

Responsible Agency:	VIA Metropolitan Transit
Funding Requirement:	$936,791 ($936,791 budgeted for FY 2026; $0 budgeted for FY 2027) (Congressional Community Projects)
Product(s):	Data sets, technical memoranda, and technical report

Subtask 4.11: Travel Demand Model Support On-Call

This subtask is a third-party contract for an on-call consultant, as a continuation of Subtask 4.6: Travel Demand Model Update On-Call, to assist with the ongoing support needs of the regional travel demand model. The on-call consultant may assist with the following tasks:

- Demographic development for future Metropolitan Transportation Plans;
- 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, traffic analysis zone (TAZ) structure, zonal parking inventories and costs, and land use formats, as needed;
- Ongoing modeling support for applications due to regional conformity analysis requests and/or testing regional and project-level alternatives;
- Potential integration of the AAMPO and CAMPO travel demand models and networks for an integrated approach to regional travel; and,
- Integration and testing of innovative modeling techniques to incorporate new/updated modes such as remote work, on-demand services, etc.

Responsible Agency:	Alamo Area Metropolitan Planning Organization
Funding Requirement:	$150,000 ($0 budgeted in FY 2026; $150,000 budgeted for FY 2027)
Product(s):	Data sets, technical memoranda, and technical report

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E. FUNDING SUMMARY

Table 4a: Task 4 – FY 2026 Funding Summary Table

Subtask	Responsible Agency	Transportation Planning Funds (TPF)[13]	FTA Section 5307 Funds	Other Federal Funds	Local Funds	Total Funds	Amount of 2.5% Safety/Complete Streets Set-Aside Funding[14]
4.1	AAMPO	$729,488				$729,488	
4.2	AAMPO			$10,000		$10,000	
4.4	VIA			$800,000	$200,000	$1,000,000	
4.5	AAMPO	$351,320				$351,320	
4.6	AAMPO	$198,587				$198,587	
4.7	AAMPO	$375,000				$375,000	
4.8	AAMPO	$183,758				$183,758	
4.9	VIA		$142,590		$35,648	$178,238	
4.10	VIA			$749,433	$187,358	$936,791	
4.11	AAMPO						
Total		**$1,838,153**	**$142,590**	**$1,559,433~~$749,433~~**	**$423,006~~$223,006~~**	**$3,963,182**	

*Note: Subtask~~s 4.2 and~~ 4.3 ~~have~~ has been completed in a previous UPWP but ~~are~~ is shown as a placeholder~~s~~. Due to the lack of programmed funds, ~~these~~ this subtask~~s are~~ is not included in this FY 2026 Funding Summary Table.

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[13] TPF – This includes both FHWA PL-112 (including the 2.5% Safety/Complete Streets Set-Aside) 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.

[14] 2.5% Safety/Complete Streets Set-Aside – This funding must come from the PL funds within TPF.

Table 4b: Task 4 – FY 2027 Funding Summary Table

Subtask	Responsible Agency	Transportation Planning Funds (TPF)[15]	FTA Section 5307 Funds	Other Federal Funds	Local Funds	Total Funds	Amount of 2.5% Safety/Complete Streets Set-Aside Funding[16]
4.1	AAMPO	$729,488				$729,488	
4.2	AAMPO			$475,000		$475,000	
4.4	VIA			$459,825	$114,956	$574,781	
4.5	AAMPO	$167,500				$167,500	
4.6	AAMPO	$50,000				$50,000	
4.7	AAMPO	$175,000				$175,000	
4.8	AAMPO						
4.9	VIA						
4.10	VIA						
4.11	AAMPO	$150,000				$150,000	
Total		**$1,2071,988**	**$0**	**$934,825**	**$114,956**	**$2,3121,769**	

*Note: Subtasks 4.2 and 4.3 have has been completed in a previous UPWP but are is shown as a placeholders. Due to the lack of programmed funds, these this subtasks are is not included in this FY 2027 Funding Summary Table.

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[15] TPF – This includes both FHWA PL-112 (including the 2.5% Safety/Complete Streets Set-Aside) 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.

[16] 2.5% Safety/Complete Streets Set-Aside – This funding must come from the PL funds within TPF.

V. TASK 5 - 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), Traffic Incident Management (TIM), and Traffic Systems Management and Operations (TSMO) Plan
3. Regional freight planning and stakeholder involvement (subcommittee of TAC)
4. Curb Management Plan
5. Alamo Commutes Program
6. Comal County Railroad Crossing Plan
7. Regional Asset Inventory for Traffic Equipment
8. AAMPO Regional Sidewalk Inventory and Accessibility Study – Various Locations
9. Regional Bottleneck Study
10. Best Practices for Data Sharing
11. Best Practices for Coordinating Transportation Construction Activities
12. Regional Truck Parking Study
13. Castle Hills Pedestrian and Bike Plan
14. City of Boerne Citywide Bridge Planning Project
15. City of Boerne Regional Sidewalk Study
16. Guadalupe River Crossing Study – City of New Braunfels
17. Great Springs FM 1102 Active Transportation Feasibility Study
18. Great Springs Beitel Creek Greenway – North Planning Study
19. Great Springs FM 482 Shared Use Path Feasibility Study
20. UTSA Nueva Nueva Planning Study
21. VIA's Transit/Pedestrian Intersection Improvement Study
22. San Antonio for Growth of the Eastside Reconnecting Communities
23. Great Springs Project Rail to Trail Study
24. UTSA Active Transportation Plan
25. Leon Valley Hike and Bike Plan
26. Medina County Safe Streets for All Safety Action Plan
27. ~~21.~~ South Bexar County Subregional Study

C. PREVIOUS WORK

The subtasks associated with this task are a combination of routine and non-routine activities.

Routine Work Efforts:

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

D. SUBTASKS

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 and/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:	$993,524 ($496,762 budgeted in FY 2026; $496,762 budgeted for FY 2027)
Product(s):	Contract Procurement Materials, Billing Packages, and Technical Report(s)

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 more sustainable modes of transportation, including carpooling, vanpooling, public transit, walking, biking and alternative scheduling. Alamo Commutes works with employers and the community to provide the tools, resources, and information needed to encourage smart commuting habits. Essential Alamo Commutes services include a carpool matching and trip tracking mobile app, Emergency Ride Home, and consultations with area employers and the public. The funding is secured for FY 2026, 2027, and 2028 at approximately $100,000 per fiscal year.

Responsible Agency:	Alamo Area Metropolitan Planning Organization
Funding Requirement:	$300,000 ($100,000 budgeted in FY 2026; $200,000 budgeted for FY 2027; funded with STBG funds (one TxDOT CSJ).)
Product(s):	Monthly progress reports and final annual report documenting activities

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 and/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 guide and oversee the study and lead plan implementation efforts. This effort is expected to conclude in November 2025.

Responsible Agency:	Alamo Area Metropolitan Planning Organization
Funding Requirement:	$35,000 ($35,000 budgeted in FY 2026; $0 budgeted for FY 2027)
Product(s):	Data sets, technical memoranda, and technical report

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.

Responsible Agency:	Alamo Area Metropolitan Planning Organization
Funding Requirement:	$150,000 ($0 budgeted in FY 2026; $150,000 budgeted for FY 2027)
Product(s):	Technical Memoranda, Status Reports, Data Layers, and Technical Report(s)

Subtask 5.5: Regional Information Technology System (ITS) and Traffic Incident Management (TIM), and Traffic Systems Management and Operations (TSMO) Plan

The purpose of this task is to develop a multimodal master plan for ITS, TIM and TSMO in the AAMPO region to improve mobility across all modes of transportation. The plan will identify how to integrate the best 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. $200,000 budgeted in FY 2027 to initiate the study with $250,000 anticipated for FY 2028.

Responsible Agency:	Alamo Area Metropolitan Planning Organization
Funding Requirement:	$2405~~27~~0,000 ($~~275,00~~0 budgeted in FY 2026; $~~217~~005,000 budgeted for FY 2027)
Product(s):	Data sets, technical memoranda, and technical report

Subtask 5.6: Comal County Railroad Crossing Study

The study would include evaluating railroad crossings 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. This effort was initiated in FY 2025 and is expected to conclude in March 2026.

Responsible Agency:	Alamo Area Metropolitan Planning Organization
Funding Requirement:	$184,225 ($184,225 budgeted in FY 2026; $0 budgeted for FY 2027)
Product(s):	Data Files for Geocoding and Final Written Report Including Railroad Crossing Evaluations

Subtask 5.7: City of Boerne Citywide Bridge Planning Project

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

Responsible Agency:	City of Boerne
Funding Requirement:	$600,000 ($300,000 budgeted in FY 2026; $300,000 budgeted in FY 2027; FHWA Bridge Investment Program)
Product(s):	Technical memorandum, technical reports, and final report

Subtask 5.8: Great Springs Project Corridor Planning Study

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

Responsible Agency:	Great Springs Project (Consultant)
Funding Requirement:	$2,231,000 ($1,081,000 budgeted for FY 2026; $1,150,000 budgeted for FY 2027) (TxDOT Category 9 Funds)
Product(s):	Technical reports, a public engagement plan, and an alternatives assessment and prioritization document

SUBTASK 5.9: Project Development Planning Activities (ART East-West Corridor) *was removed as part of UPWP amendment #3. The listing is included to maintain subtask numbers for*

administrative purposes. ~~***Subtask 5.9: Project Development Planning Activities (ART East-West Corridor)***~~

~~The approximately 7.3-mile Advanced Rapid Transit East/West (ART E/W) Corridor project will be a bus rapid transit line operating in curbside business access transit lanes, potentially with center dedicated lanes. It will operate in mixed traffic with transit signal priority (TSP) improvements at intersections to prioritize transit and improve travel times and reliability along the corridor. The Project entered the FTA Capital Investment Grants (CIG) Program in 2022 as a Small Starts Project and is currently in the Project Development Phase.~~

~~Responsible Agency:~~	~~VIA Metropolitan Transit~~
~~Funding Requirement:~~	~~$10,168,250 ($5,084,125 budgeted for FY 2026; $5,084,125 budgeted for FY 2027) ($8,134,600 FTA and $2,033,650 local contribution)~~
~~Product(s):~~	~~Technical memoranda, status reports, presentations, engagement materials, deliverable packages, and technical reports.~~

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Subtask 5.10: UTSA Nueva Nueva Planning Study

This subtask, as a subaward, seeks to examine the potential to transform Nueva Street (from HemisFair to the UTSA Downtown Campus) into a pedestrian-friendly corridor using nature-based solutions and active cooling to address extreme heat—a major barrier to promoting walkability. Ultimately, the project will provide safer, connected pathways with scalable solutions that promote community health and micromobility, while fostering significant innovation. The project further promotes improved infrastructure, habitat restoration, connectivity, and economic development. UTSA is partnering with the City of San Antonio This project is a step toward a regional strategy for heat-resilient, connected communities.

Responsible Agency:	UTSA (Consultant)
Funding Requirement:	$1,210,000 ($216,250~~605,000~~ budgeted for FY 2026 and $993,750~~605,000~~ budgeted for FY 2027)
Product(s):	Technical memoranda, status reports, presentations, engagement materials, deliverable packages, and technical reports.

Subtask 5.11: AAMPO Regional Sidewalk Inventory and Accessibility Study

The undertaking will be phased based on geographies in the AAMPO region and will assess the existence and condition of pedestrian facilities (including ADA compliance) throughout the AAMPO Area. The result of the study will list maintenance needs, physical barriers, outline methods to remove those barriers, and develop a high-level schedule for needs to be addressed. $300,000 budgeted in FY 2027 to initiate the study with $800,000 anticipated for FY 2028.

Responsible Agency:	Alamo Area Metropolitan Planning Organization
Funding Requirement:	$300,000 ($0 budgeted in FY 2026 and $300,000 budgeted for FY 2027)

Product(s):	Technical memoranda, status reports, presentations, engagement materials, deliverable packages, and technical reports.

Subtask 5.12: Regional Bottleneck Study

This study is an update to a previous TxDOT effort. It is a regional study that will determine the progress made since the last study. It will investigate and analyze the available data, published plans and reports, and other resources to identify additional bottleneck locations. Locations exhibiting substandard performance or other congestion hotspots experiencing peak period deficiencies in level-of-service delivery due to capacity, operational or crash issues will be the focus. $200,000 budgeted for FY 2027 to initiate the study with $400,000 anticipated for FY 2028.

Responsible Agency:	Alamo Area Metropolitan Planning Organization
Funding Requirement:	$200,000 ($0 budgeted in FY 2026; $200,000 budgeted for FY 2027)
Product(s):	Data sets, technical memoranda, and technical report

Subtask 5.13: Best Practices for Data Sharing

This study aims to identify and evaluate best practices for agencies in the AAMPO planning area to share data effectively across jurisdictions, agencies, and stakeholders. By examining existing frameworks, technologies, and governance structures, the study will provide recommendations for enhancing data accessibility, interoperability, and security while supporting informed decision-making and policy development. $75,000 budgeted for FY 2027 to initiate the study with $50,000 anticipated in FY 2028.

Responsible Agency:	Alamo Area Metropolitan Planning Organization
Funding Requirement:	$75,000 ($0 budgeted in FY 2026; $75,000 budgeted for FY 2027)
Product(s):	Data sets, technical memoranda, and technical report

Subtask 5.14: Best Practices for Coordinating Transportation Construction Activities

The study determines the most effective ways of coordinating construction activities and how to minimize disruptions, enhance safety, and optimize resources in the AAMPO region. It will evaluate existing coordination methods, major challenges, success stories, technology solutions, and potential policy improvements. The study proposes recommendations based on stakeholder engagement, data analysis, and case studies, such as enhancing project scheduling processes, inter-agency communication, and coordination through digital platforms. $100,000 budgeted for FY 2027 to initiate the study with $250,000 anticipated in FY 2028.

Responsible Agency:	Alamo Area Metropolitan Planning Organization
Funding Requirement:	$100,000 ($0 budgeted in FY 2026; $100,000 budgeted for FY 2027)
Product(s):	Data sets, technical memoranda, and technical report

Subtask 5.15: Regional Truck Parking Study

The study aims to assess current and future needs for commercial vehicle parking across the regional freight network. This study will perform a gap analysis of the existing supply of truck parking facilities, including the safety and operational impacts, while also evaluating opportunities for better safety, infrastructure, and facility design. Through data analytics, stakeholder interactions, and collaboration with numerous public and private partners, the study will develop clear and feasible solutions to increase the scarcity of available truck parking. Truck parking will be evaluated for long-haul and local freight trucks. $200,000 budgeted for FY 2026 and FY 2027 to initiate the study with $250,000 anticipated for FY 2028.

Responsible Agency:	Alamo Area Metropolitan Planning Organization
Funding Requirement:	$200,000 ($50,000 budgeted in FY 2026; $150,000 budgeted for FY 2027)
Product(s):	Data sets, technical memoranda, and technical report

Subtask 5.16: Regional Railroad Crossing Study

The study will evaluate railroad crossings in Bexar, Guadalupe, Kendall, and Medina Counties. The scope will include 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. The study will also synthesize the outcomes from the Comal County Railroad Crossing Study (FY 25) into the results of this effort. $200,000 budgeted for FY 2026 and FY 2027 to initiate the study with $800,000 anticipated for FY 2028

Responsible Agency:	Alamo Area Metropolitan Planning Organization
Funding Requirement:	$200,000 ($50,000 budgeted for FY 2026 and $150,000 budgeted for FY 2027)
Product(s):	Technical memoranda, status reports, presentations, engagement materials, deliverable packages, and technical reports.

SUBTASK 5.17: COSA South Texas Parkway *was removed as part of UPWP amendment #3. The listing is included to maintain subtask numbers for administrative purposes.* ~~***Subtask 5.17: COSA South Texas Parkway Feasibility Study***~~

~~This study, as a subaward, will explore the feasibility of developing approximately 15 miles of South Texas Parkway (I-35 to I-37 between I-410 and Loop 1604 as shown on the City of San Antonio Major Thoroughfare Plan). The study will include planning associated with goals and objectives and preliminary screening of alignment alternatives to support economic development, managing traffic congestion, and safety for all users. $500,000 budgeted for FY 2027 to initiate the study with $500,000 anticipated for FY 2028.~~

~~Responsible Agency:~~	~~City of San Antonio~~
~~Funding Requirement:~~	~~$500,000 ($0 budgeted for FY 2026 and $500,000 budgeted for FY 2027)~~

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~~Product(s):~~	~~Technical memoranda, status reports, presentations, engagement materials, deliverable packages, and technical reports.~~

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Subtask 5.18: East Bexar County Subregional Study

This study will review existing and projected development growth patterns and develop a prioritized menu of multimodal projects to improve regional and subregional connectivity. The limits of the study encompass the unincorporated areas of east Bexar County bounded by IH 10 to the north and US181 to the south. Included in the study limits are emerging growth areas near Abbott Road and Graytown Road, as well as areas south near Calaveras Lake. $~~250~~500,000 budgeted ~~for~~ across FY 2026 and FY 2027 to ~~initiate~~ conduct the study ~~with $250,000 anticipated for FY 2028~~.

Responsible Agency:	Alamo Area Metropolitan Planning Organization
Funding Requirement:	$~~250~~500,000 ($100,000 budgeted for FY 2026 and $~~150~~400,000 budgeted for FY 2027)
Product(s):	Technical memoranda, status reports, presentations, engagement materials, deliverable packages, and technical reports.

Subtask 5.19: West Bexar County Subregional Study

This study will review existing and projected development growth patterns and develop a prioritized menu of multimodal projects to improve regional and subregional connectivity. The limits of the study encompass unincorporated areas of west Bexar County bounded by Culebra Road/FM 471 to the north and ~~Macdona Lacoste~~IH 35 to the south. Included in the study limits are the Alamo Ranch area and emerging growth areas near US 90. $~~250~~500,000 budgeted ~~for~~ across FY 2026 and FY 2027 to ~~initiate~~ conduct the study ~~with $250,000 anticipated for FY 2028~~.

Responsible Agency:	Alamo Area Metropolitan Planning Organization
Funding Requirement:	$~~250~~500,000 ($~~105~~0,000 budgeted for FY 2026 and $~~42~~00,000 budgeted for FY 2027)
Product(s):	Technical memoranda, status reports, presentations, engagement materials, deliverable packages, and technical reports.

Subtask 5.20: Guadalupe River Crossing Study

The study will evaluate transportation needs, engage stakeholders, analyze existing conditions, assess transportation needs, and evaluate alternatives to ensure that future projects align with regional goals while focusing on factors such as water flow, riverbed conditions, environmental considerations, and the needs of the surrounding community, particularly in areas where the river presents a barrier to

transportation or access. $400,000 budgeted in FY 2027 to initiate the study with $200,000 anticipated for FY 2028.

Responsible Agency:	Alamo Area Metropolitan Planning Organization
Funding Requirement:	$4600,000 ($300,000 budgeted for FY 2026 and $4300,000 budgeted for FY 2027)
Product(s):	Technical memoranda, status reports, presentations, engagement materials, deliverable packages, and technical reports.

Subtask 5.21: Castle Hills Pedestrian and Bike Plan

Develop a pedestrian and bike plan to improve safety and connectivity in Castle Hills. This study will create a detailed strategy ~~to~~ for an active transportation and connectivity study, aiming to identify missing sidewalk gaps, off-street bikeways, and pedestrian bridges to mitigate local traffic congestion. The funds are awarded through TxDOT's TA program with Transportation Development Credits which allow for no local match.~~optimize walking and cycling routes, focusing on safety practices. The effort will include gathering feedback from residents to ensure the routes meet community needs and will provide education on different types of facilities and safety measures. The study will also include an evaluation of preferred routes, safety measures, probable costs, and the creation of an implementation plan.~~

Responsible Agency:	~~Alamo Area Metropolitan Planning Organization~~ City of Castle Hills
Funding Requirement:	$20110,000 ($55,000 budgeted for FY 2026 and $20055,000 budgeted for FY 2027) (TxDOT Category 9)
Product(s):	Technical memoranda, status reports, presentations, engagement materials, deliverable packages, and technical reports.

Subtask 5.22 Great Springs Project FM 1102 Active Transportation Feasibility Study

This subtask, as a subaward, is to conduct a feasibility study, including planning associated with goals and objectives, preliminary identification of environmental impacts and associated mitigations, and other associated planning information and data for ~~4.75 miles of~~ shared-use path along Hunter Road/FM 1102 generally between intersection of FM 1102 and FM 2439 intersection near the Hays County line and Conrads Lane along FM 1102 / Hunter Road to establish safe active transportation access between San Marcos and New Braunfels via the Great Springs Trail which has been recently ~~designated~~designated as ~~teh~~the Bicentennial Trail. This effort will complement a study along this corridor connecting to the north within the Capital Area Metropolitan Planning Organization.

Responsible Agency:	Great Springs Project
Funding Requirement:	$600,000 ($250,000 budgeted in FY 2026; $350,000 budgeted for FY 2027)
Product(s):	Data sets, technical memoranda, and technical reports.

Subtask 5.23: Great Springs Project Beitel Creek Greenway - North Planning Study

This subtask, as a subaward, is for a planning study to determine feasibility, including planning associated with goals and objectives, preliminary identification of environmental impacts and associated mitigations, and other associated planning information and data ~~for approximately 6 miles segment from~~ the planned extension of the Howard Peak Greenway trailhead at Leonhardt and Weidner Road to the existing shared use path on Evans Road in a corridor roughly following Beitel Creek. This will create a vital connection between Bexar County and Comal County for the Great Springs Project and the recently designate Bicentennial Trail.

Responsible Agency:	Great Springs Project
Funding Requirement:	$627,000 ($227,000 budgeted in FY 2026; $400,000 budgeted for FY 2027)
Product(s):	Data sets, technical memoranda, and technical report

Subtask 5.24: Great Springs Project FM 482 Shared Use Path Feasibility Study

The study, as a subaward, will involve the planning and feasibility of a ~~1.95 mi~~ shared-use path along FM 482 to enhance connectivity, promote active transportation, and improve safety for pedestrians, cyclists, and other users~~.~~ between the planned Dry Comal Creek Nature Park at Bunker St to Solms Park at Kruger Canyon~~between Schwab Road and the planned Dry Comal Creek Greenway~~, to establish safe active transportation access and connectivity for Great Springs Trail and the recently designated Texas Bicentennial Trail.

Responsible Agency:	Great Springs Project
Funding Requirement:	$365,000 ($50,000 budgeted in FY 2026; $315,000 budgeted for FY 2027)
Product(s):	Data sets, technical memoranda, and technical report

Subtask 5.25: Regional Asset Inventory for Traffic Equipment

The Regional Asset Inventory study aims to establish a framework to complete and modernize traffic control assets within the region, including signals, signage, detection systems, and communication infrastructure. The inventory will provide all agencies with a comprehensive understanding of the asset's condition and location, which will aid in regional coordination, maintenance planning, and capital improvement strategies. $500,000 budgeted for ~~FY 2026 and~~ FY 2027 with an additional $500,000 anticipated in FY 2028.

Responsible Agency:	Alamo Area Metropolitan Planning Organization
Funding Requirement:	$500,000 ($~~100,00~~0 budgeted in FY 2026; $5400,000 budgeted for FY 2027)
Product(s):	Data sets, technical memoranda, and technical report

Subtask 5.26: Transit/Pedestrian Intersection Improvement Study

The study will identify 20 key intersections and the infrastructure improvements needed to support transit operations and pedestrian mobility. The study will complement VIA's existing efforts to identify potential changes that could improve the transit system and create more mobility options. $150,000 budgeted in FY 2027 to initiate the study with $250,000 anticipated for FY 2028.

Responsible Agency:	Alamo Area Metropolitan Planning Organization
Funding Requirement:	$1540~~0~~,000 ($~~150,00~~0 budgeted for FY 2026 and $1~~2~~50,000 budgeted for FY 2027)
Product(s):	Technical memoranda, status reports, presentations, engagement materials, deliverable packages, and technical reports.

Subtask 5.27: SAGE Reconnecting Communities Project

In January 2025, San Antonio for Growth on the Eastside, Inc. (SAGE) was awarded a US Department of Transportation ("USDOT") Reconnecting Communities Pilot ("RCP") planning grant to develop and implement a community-informed envisioning and planning study to explore the potential burial, capping, and stitching of four areas along three major highways—IH 10, IH 35, and IH 37—on San Antonio's Eastside (the "Project"). The Project aims to undo long-standing barriers to economic development, improve connectivity, and restore cohesion among historically divided neighborhoods. By engaging residents, stakeholders, and urban planners, the study will develop a vision for retrofitting interstate highways as green spaces where people can gain greater access to housing, work, and play, while moving freely and safely across the Eastside.

Responsible Agency:	San Antonio for Growth on the Eastside, Inc. (SAGE)
Funding Requirement:	$2,000,000 ($500,000 budgeted for FY 2026 and $1,500,000 budgeted for FY 2027)
Product(s):	Technical memoranda, status reports, presentations, engagement materials, deliverable packages, and technical reports.

Subtask 5.28: Great Springs Project Alamo to the Capitol Rail-Trail Compatibility and Safety Study

The Study will explore existing conditions and solutions at locations where GSP trail construction interacts with and/or crosses railroad right of way. The study uses qualitative and quantitative methods to evaluate each interaction location, identifying priority opportunities for designing safe rail-trail interactions, including grade-separated rail crossings, with multi-modal benefits. Additionally, the project iteratively develops 30% design packages for at least 10 of the highest priority rail-trail interactions.

Responsible Agency:	Great Springs Project (Consultant)
Funding Requirement:	$1,057,000 ($300,000 budgeted for FY 2026, $757,000 budgeted for FY 2027) (TxDOT Category 9)
Product(s):	Feasibility Study, Priority Rail Trail Interactions Evaluation, Concept Design, and Implementation Strategy

Subtask 5.29: UTSA Active Transportation Plan

The UTSA Active Transportation Plan will integrate its regional properties through transportation modeling and planning efforts, into a cohesive, safe, and accessible campus fabric that aligns with broader city and regional active transportation and transit initiatives. The project centers on the 700-acre Main Campus and the non-adjacent Park West site, which together serve over 85% of the university's 43,000 students and approximately 17,000 faculty and staff. Planning efforts will additionally evaluate the rapidly expanding Downtown Academic Campus, Buena Vista District, the San Pedro District, and the Southwest District, which is projected to add 10,000 additional students in the downtown area within the next two years, and the UT Health Campus.

Responsible Agency:	University of Texas San Antonio
Funding Requirement:	$3,050,000 ($0 budgeted for FY 2026 and $3,050,000 budgeted for FY 2027) (TxDOT Category 9)
Product(s):	Technical memoranda, status reports, presentations, engagement materials, deliverable packages, and technical reports.

Subtask 5.30: City of Leon Valley Hike and Bike Connectivity Plan

Leon Valley Hike and Bike Connectivity Plan will identify opportunities to enhance, augment, and construct existing and future trails and add infrastructure in a comprehensive manner to provide comfortable and safe access. This plan will provide recommendations for alternate methods of transportation to areas of employment, commerce, retail, and education.

Responsible Agency:	City of Leon Valley
Funding Requirement:	$230,000 ($0 budgeted for FY 2026 and $230,000 budgeted for FY 2027) (TxDOT Category 9)
Product(s):	Technical memoranda, status reports, presentations, engagement materials, deliverable packages, and technical reports.

Subtask 5.31: Medina County Safe Streets and Roads For All

This award will be used by Medina County, Texas to develop a countywide Comprehensive Safety Action Plan and pilot targeted demonstration countermeasures at identified intersections and corridors.

Tasks include crash analysis and a GIS-based high-injury network, community engagement, countermeasure evaluation, a prioritized project list, performance measures, and pilot tests of Advanced Warning of End-of-Green systems, overhead flashing beacons, temporary medians, and speed studies to inform future implementation.

Responsible Agency:	Medina County
Funding Requirement:	$415,000 ($0 budgeted for FY 2026 and $415,000 budgeted for FY 2027) (TxDOT Category 9)
Product(s):	Technical memoranda, status reports, presentations, engagement materials, deliverable packages, and technical reports.

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Subtask 5.32: South Bexar County Subregional Study

This study will review existing and projected development growth patterns and develop a prioritized menu of multimodal projects to improve regional and subregional connectivity in southern San Antonio/Bexar County surrounding the proposed South Texas Parkway. The study will include areas both within the City of San Antonio and the unincorporated areas of Bexar County, generally bounded by IH 410 to the north, IH 35 to the west, US 181 to the east, and the Bexar County line to the south. For this $1,000,000 subregional study, $500,000 is budgeted for FY 2027 to initiate the study with $500,000 anticipated for FY 2028.

Responsible Agency:	Alamo Area Metropolitan Planning Organization
Funding Requirement:	$500,000 ($0 budgeted for FY 2026 and $500,000 budgeted for FY 2027)
Product(s):	Technical memoranda, status reports, presentations, engagement materials, deliverable packages, and technical reports.

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E. FUNDING SUMMARY

Table 5a: Task 5 – FY 2026 Funding Summary Table

Subtask	Responsible Agency	Transportation Planning Funds (TPF)[17]	FTA Section 5307 Funds	Other Federal Funds	Local Funds	Total Funds	Amount of 2.5% Safety/Complete Streets Set-Aside Funding[18]
5.1	AAMPO	$496,762				$496,762	
5.2	AAMPO			$100,000		$100,000	
5.3	AAMPO	$35,000				$35,000	$35,000
5.4	AAMPO						
5.5	AAMPO	~~$275,000~~				~~$275,000~~	
5.6	AAMPO	$184,225				$184,225	$25,000
5.7	City of Boerne			$240,000	$60,000	$300,000	
5.8	Great Springs Project			$864,800	$216,200	$1,081,000	
5.9	VIA		~~$4,067,300~~		~~$1,016,825~~	~~$5,084,125~~	
5.10	UTSA	$216,250~~605,000~~				$216,250~~605,000~~	$108,125~~302,500~~
5.11	AAMPO						
5.12	AAMPO						
5.13	AAMPO						
5.14	AAMPO						

[17] TPF – This includes both FHWA PL-112 (including the 2.5% Safety/Complete Streets Set-Aside) 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.

[18] 2.5% Safety/Complete Streets Set-Aside – This funding must come from the PL funds within TPF.

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Subtask	Responsible Agency	Transportation Planning Funds (TPF)[17]	FTA Section 5307 Funds	Other Federal Funds	Local Funds	Total Funds	Amount of 2.5% Safety/Complete Streets Set-Aside Funding[18]
5.15	AAMPO	$50,000				$50,000	
5.16	AAMPO	$50,000				$50,000	$5,000
5.17	City of San Antonio						
5.18	AAMPO	$100,000~~$100,000~~				$100,000	
5.19	AAMPO	$100,000~~$50,000~~				$100,000~~$50,000~~	
5.20	AAMPO	~~$300,000~~				~~$300,000~~	
5.21	City of ~~AAMPO~~Castle Hills	~~$55,000~~				~~$55,000~~	
5.22	Great Springs Project	$250,000				$250,000	$250,000
5.23	Great Springs Project	$227,000				$227,000	
5.24	Great Springs Project	$50,000				$50,000	$50,000
5.25	AAMPO	~~$100,000~~				~~$100,000~~	
5.26	~~VIA~~AAMPO	~~$150,000~~				~~$150,000~~	~~$150,000~~
5.27	SAGE			$400,000	$100,000	$500,000	
5.28	Great Springs Project			$240,000	$60,000	$300,000	
5.29	UTSA						
5.30	City of Leon Valley						

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Subtask	Responsible Agency	Transportation Planning Funds (TPF)[17]	FTA Section 5307 Funds	Other Federal Funds	Local Funds	Total Funds	Amount of 2.5% Safety/Complete Streets Set-Aside Funding[18]
5.31	Medina County						
5.32	~~City of San Antonio~~AAMPO						
Total		$~~2,977,987~~1,5759,237	$0~~$4,067,300~~	$~~1,604,800~~1,844,800	$436,200~~1,393,025~~	$~~3,840,237~~4,040,237~~10,043,112~~	$473,125~~817,500~~

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Table 5b: Task 5 – FY 2027 Funding Summary Table

Subtask	Responsible Agency	Transportation Planning Funds (TPF)[19]	FTA Section 5307 Funds	Other Federal Funds	Local Funds	Total Funds	Amount of 2.5% Safety/Complete Streets Set-Aside Funding[20]
5.1	AAMPO	$496,762				$496,762	
5.2	AAMPO			$200,000		$200,000	

[19] TPF – This includes both FHWA PL-112 (including the 2.5% Safety/Complete Streets Set-Aside) 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.
[20] 2.5% Safety/Complete Streets Set-Aside – This funding must come from the PL funds within TPF.

Subtask	Responsible Agency	Transportation Planning Funds (TPF)[19]	FTA Section 5307 Funds	Other Federal Funds	Local Funds	Total Funds	Amount of 2.5% Safety/Complete Streets Set-Aside Funding[20]
5.3	AAMPO						
5.4	AAMPO	$150,000				$150,000	
5.5	AAMPO	$217050,000				$217050,000	
5.6	AAMPO						
5.7	City of Boerne			$240,000	$60,000	$300,000	
5.8	Great Springs Projects			$920,000	$230,000	$1,150,000	
5.9	VIA		~~$4,067,300~~		~~$1,016,825~~	~~$5,084,125~~	
5.10	UTSA	$993,750605,000				$993,750605,000	$108,250
5.11	AAMPO	$300,000				$300,000	$300,000
5.12	AAMPO	$200,000				$200,000	
5.13	AAMPO	$75,000				$75,000	
5.14	AAMPO	$100,000				$100,000	
5.15	AAMPO	$150,000				$150,000	
5.16	AAMPO	$150,000				$150,000	$15,000
5.17	City of San Antonio	~~$500,000~~				~~$500,000~~	
5.18	AAMPO	$14050,000				$14050,000	
5.19	AAMPO	$14200,000				$14200,000	
5.20	AAMPO	$4300,000				$4300,000	
5.21	~~AAMPO~~City of Castle Hills	~~$55,000~~		$2300,000		$230055,000	

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Subtask	Responsible Agency	Transportation Planning Funds (TPF)[19]	FTA Section 5307 Funds	Other Federal Funds	Local Funds	Total Funds	Amount of 2.5% Safety/Complete Streets Set-Aside Funding[20]
5.22	Great Springs Project	$350,000				$350,000	$350,000
5.23	Great Springs Project	$400,000				$400,000	
5.24	Great Springs Project	$315,000				$315,000	$315,000
5.25	AAMPO	$5400,000				$5400,000	
5.26	~~VIA~~AAMPO	$1250,000				$1250,000	$1250,000
5.27	SAGE			$1,200,000	$300,000	$1,500,000	
5.28	Great Springs Project			$605,600	$151,400	$757,000	
5.29	UTSA			$3,050,000		$3,050,000	
5.30	City of Leon Valley			$230,000		$230,000	
5.31	Medina County			$332,000	$83,000	$415,000	
5.32	~~City of San Antonio~~AAMPO	$25500,000				$25500,000	
Total		**$~~5,380,5126~~,230,512~~5,321,762~~**	**~~$4,067,300~~**	**$~~2,560,0006~~,977,600**	**$~~1,606,82582~~4,~~400~~824,400**	**$~~13,182,512~~14,032,512~~13,555,887~~**	**$1,238,250~~230,000~~**

Commented [MM3]: May need to add 5.31 and 5.32 based on confirmations

VI. BUDGET SUMMARY

Table 6a: Funding Summary - FY 2026

UPWP Task	Description	TPF[21]	FTA Sect. 5307 Funds	Other Federal Funds	Local Funds	Total Funds	Amount of 2.5% Safety/Complete Streets Set-Aside Funding[22]
1.0	Administration – Management	$1,380,684				$1,380,684	
2.0	Data Development and Maintenance	$861,961		$5594,470	$1348,618	$1,55605,049	$1791,795
3.0	Short Range Planning	$1,293,278	$746,822	$12,000,000800,000	$228,8641383,915	$34,224,015	$288,730
4.0	Metropolitan Transportation Plan	$1,108,665$1,838,153	$142,590	$1,559,433$749,433	$4223,006	$3,963,182	
5.0	Special Studies	$2,977,9871,559,2371,759,237	$4,067,300	$1,84604,800	$1,393,025436,200	$910,043,1123,840,2374,040,237	$473,125817,500
Total		**$6,933,3137,133,3138,352,063**	**$889,412$4,956,712**	**$4,9758,703 $5,758,703**	**$1,121,7391,381,739$2,148,564**	**$13,963,16714,163,167$21,216,042**	**$933,6501,298,025**

[21] TPF – This includes both FHWA PL-112 (including the 2.5% Safety/Complete Streets Set-Aside) 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.

[22] 2.5% Safety/Complete Streets Set-Aside – This funding must come from the PL funds within TPF.

Table 6b: Funding Summary - FY 2027

UPWP Task	Description	TPF[23]	FTA Sect. 5307 Funds	Other Federal Funds	Local Funds	Total Funds	Amount of 2.5% Safety/Complete Streets Set-Aside Funding[24]
1.0	Administration – Management	$1,365,684				$1,365,684	
2.0	Data Development and Maintenance	$1,411~~1~~11,961	~~$0~~	$5684,000	$1421~~1~~,000	$22,1~~1~~61~~6~~,961	$421,795
3.0	Short Range Planning	$1,229,917	$152,000	$~~1,000,000~~800,000	$238,000	$2,419,917	$288,730
4.0	Metropolitan Transportation Plan	$1,207~~1~~,988	~~$0~~	$934,825	$114,956	$2,3~~1~~21,769	
5.0	Special Studies	$~~5,380,512~~6,230,512~~5~~,~~321,762~~	~~$4,067,300~~	$6,977,600~~2,560~~,000	$824,400~~1,606,~~825	$~~13,182,512~~14,032,512~~13,555,887~~	$1,238,250~~1,230,000~~
Total		**~~$10,101,312~~$11,510,062**	**$152,000~~$4,219,300~~**	**~~$9,42~~76,425~~$5,338,825~~**	**$1,~~1~~318,356~~1,970,781~~**	**~~$21,406,843~~22,256,843~~$21,630,218~~**	**$1,948,775~~940,525~~**

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Combined TPF Allocations (WO 1 and WO 2) for FY 2026 and FY 2027	$9,638,444~~322,092~~
Estimated Unexpended TPF Carryover (WO 3) from Previous FYs	$9,~~258,364~~631,335
TOTAL TPF for FY 2026 and FY 2027	**$~~18,790,356~~19,269,779**
~~Estimated Programmed TPF Carryover from Previous FY 2025~~	~~$4,527,428~~

[23] TPF – This includes both FHWA PL-112 (including the 2.5% Safety/Complete Streets Set-Aside) 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.

[24] 2.5% Safety/Complete Streets Set-Aside – This funding must come from the PL funds within TPF.

VII. APPENDICES

A. BOARD AND COMMITTEE MEMBERSHIP & STAFF

TRANSPORTATION POLICY BOARD MEMBERSHIP

As of ~~March 1~~July 20, 2026

MEMBER	REPRESENTING
Mr. John Asel	Alamo Regional Mobility Authority
Commissioner Tommy Calvert	Bexar County
Commissioner Rebecca Clay-Flores (Chair)	Bexar County
Commissioner Grant Moody	Bexar County
Mr. David Wegmann, P.E.	Bexar County
Mr. Robert Reyna	Bexar County
Councilmember/Mayor Pro Tem Ty Wolosin	City of Boerne
Councilmember D. Lee Edwards	City of New Braunfels
Councilmember Teri Castillo	City of San Antonio
Councilmember Jalen McKee-Rodriguez	City of San Antonio
Councilmember Edward Mungia (First Vice Chair)	City of San Antonio
Councilmember Misty Spears	City of San Antonio
Mr. Michael Shannon, P.E.	City of San Antonio
Ms. Bridgett White	City of San Antonio
~~Vacant~~Ms. Catherine Hernandez	City of San Antonio
Mayor Donna Dodgen	City of Seguin
Commissioner Kevin Webb (Chair Elect)	Comal County
Mayor Chris Riley	Greater Bexar County Council of Cities
Judge Kyle Kutscher	Guadalupe County
~~Judge Shane Stolarczyk~~Commissioner Andra Wisian	Kendall County
Judge Keith Lutz	Medina County
Councilman Kevin Hadas	Northeast Partnership
Mr. Charles Benavidez, P.E.	Texas Department of Transportation
Mr. Leo Gomez	VIA Metropolitan Transit
EX-OFFICIO (NON-VOTING) MEMBER	**REPRESENTING**
Mr. Clifford Herberg	Alamo Area Council of Governments
Mrs. Genevieve Bales	Federal Highway Administration
Mr. Tony Ogboli	Federal Transit Administration
Mr. Vic Boyer	San Antonio Mobility Coalition
Mr. Raymond G. Sanchez, Jr.	Texas Department of Transportation
Mr. Rod Sanchez	VIA Metropolitan Transit

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Technical Advisory Committee (TAC) Membership

As of ~~March 1~~August 11, 2026

MEMBER	REPRESENTING
Abigail Kinnison	Advanced Transportation District
Sean Scott	Alamo Area Council of Governments
Reggie Fountain, P.E.	Alamo Regional Mobility Authority
Jesse Garcia, P.E.	Bexar County
Jeff Carroll, P.E., CFM	City of Boerne
Garry Ford, P.E. PTOE (Chair)	City of New Braunfels
Murray Myers	City of San Antonio
Marc Jacobson, P.E. (Vice Chair)	City of San Antonio
Catherine Hernandez	City of San Antonio
Melissa Reynolds	City of Seguin
Robert Boyd, P.E.	Comal County
David Dimaline	Greater Bexar County Council of Cities
~~Vacant (Alternative – Joel Hicks)~~John Nowak, P.E.	Guadalupe County
Tim Woliver	Joint Base San Antonio
~~Commissioner Andra M. Wisian~~Mary Ellen Schulle, P.E., CFM	Kendall County
Commissioner Jessica Castiglione	Medina County
Joey Pawlik	MPO Active Transportation Advisory Committee
Robert Hanley, AIA	MPO Active Transportation Advisory Committee
Jesus (Jesse) Valdez, Jr., P.E. (license inactive)	Northeast Partnership
Nicholas Wingerter	Private Transportation Providers
Mark Mosley, P.E.	Texas Department of Transportation
Arturo Herrera	VIA Metropolitan Transit

Regional Freight Advisory Committee (RFAC) Membership

As of July 10, 2026

MEMBER	REPRESENTING
Patrick Cosgrove	Freight Carrier, Shipper, Logistics Provider
Nicholas Wingerter	Freight Carrier, Shipper, Logistics Provider
Isaac Levy	Local Government
Carly Farmer	Local Government
Kara Hill	Rail, Pipeline, Intermodal
Chance Sonzala	Freight Carrier, Shipper, Logistics Provider
Patrick Cosgrove	Freight Carrier, Shipper, Logistics Provider
Melissa Reynolds	Local Government
Brian Rowland	Local Government

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AAMPO Staff

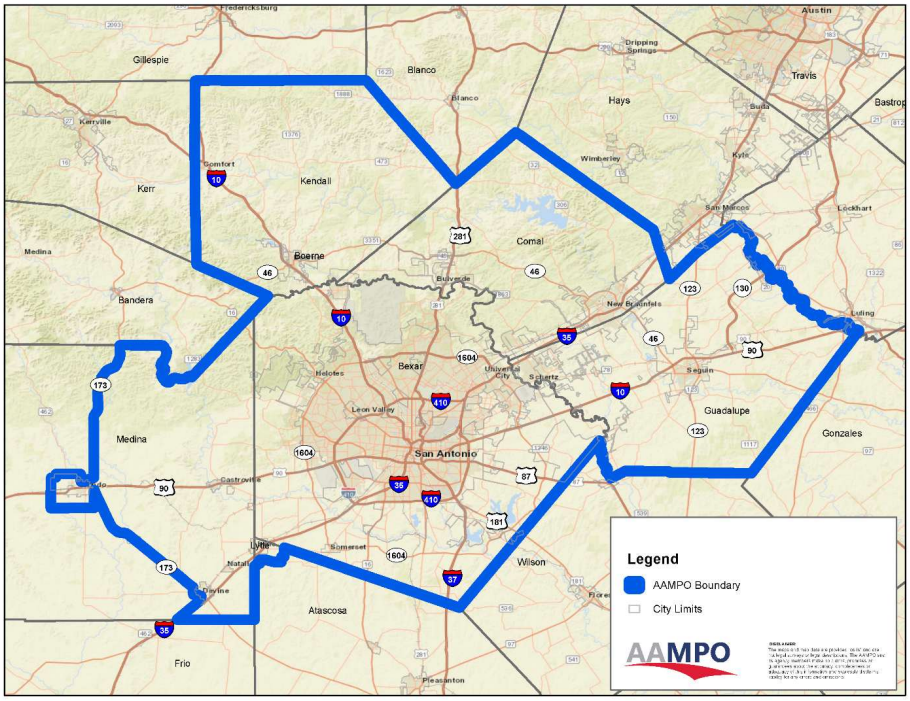
EMPLOYEE	TITLE
Brendon Wheeler, PE, CFM	Executive Director
Sonia Jiménez, JD	Deputy Director
Cecilio Martinez	Transportation Planning Program Manager
Jaclynn Fragoso	Multimedia Specialist
Vacant	Communications and Engagement Manager
Ambar Perez	Bilingual Public Involvement Specialist
Wendy Dodson	GIS Analyst
Clayton Elkins	GIS & Web Analyst

Zachary Graham	Senior Transportation Modeler
Travis Nedrich	Regional Transportation Modeler
Matthew Moreno	Regional Transportation Planner
Ken Lobeck	Short Range Transportation Planner
Salomon Mendoza	Multimodal Transportation Planner
Sandeep Datla	Senior Travel Demand Modeler
Lily Teran	Commute Solutions Outreach Specialist
Felix Escamilla	Office Manager/HR Generalist
Maribel Drew	Administrative and Grants Financial Specialist
Lori Stewart	Administrative and Human Resources Associate
Karla X. Carvajal	Administrative and Grants Accounting Clerk
Javier Sandoval	Administrative Associate

B. METROPOLITAN PLANNING AREA BOUNDARY MAP

(Current Study Area Governor or Governor's Designee Approved – January 2026)

The Alamo Area MPO currently has a Metropolitan Area Boundary encompassing all of Bexar County, Comal County, Guadalupe County, Kendall County, the eastern portion of Medina County and the City of Lytle.



C. DEBARMENT CERTIFICATION

APPENDIX C

Debarment Certification

(Negotiated Contracts)

(1) The **Alamo Area MPO** as **CONTRACTOR** certifies to the best of its knowledge and belief that it and its principals:

(a) Are not presently debarred, suspended, proposed for debarment, declared ineligible or voluntarily excluded from covered transactions by any federal department or agency;

(b) Have not within a three-year period preceding this proposal been convicted of or had a civil judgment rendered against them for commission of fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a public* transaction or contract under a public transaction; violation of federal or state antitrust statutes or commission of embezzlement, theft, forgery, bribery, falsification or destruction of records, making false statements, or receiving stolen property;

(c) Are not presently indicted for or otherwise criminally or civilly charged by a governmental entity* with commission of any of the offenses enumerated in paragraph (1)(b) of this certification; and

(d) Have not within a three-year period preceding this application/proposal had one or more public transactions* terminated for cause or default.

(2) Where the **CONTRACTOR** is unable to certify to any of the statements in this certification, such **CONTRACTOR** shall attach an explanation to this certification.

**federal, state or local*

Rebeca Clay-Flores

Commissioner Rebeca Clay-Flores, Bexar County

9.26.25

Date

AAMPO Transportation Policy Board - Chair

Alamo Area MPO

D. LOBBYING CERTIFICATION

APPENDIX D

Lobbying Certification

The undersigned certifies to the best of their knowledge and belief, that:

No federal appropriated funds have been paid or will be paid by or on behalf of the undersigned, to any person for influencing or attempting to influence an officer or employee of any federal agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with the awarding of any federal contract, the making of any federal grant, the making of any federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any federal contract, grant, loan, or cooperative agreement.

If any funds other than federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this federal contract, grant, loan, or cooperative agreement, the undersigned shall complete and submit Standard Form - LLL, "Disclosure Form to Report Lobbying," in accordance with its instructions.

The undersigned shall require that the language of this certification be included in the award documents for all subawards at all tiers (including subcontracts, subgrants, and contracts under grants, loans, and cooperative agreements) and that all subrecipients shall certify and disclose accordingly.

This certification is a material representation of fact upon which reliance was placed when this transaction was made or entered into. Submission of this certification is a prerequisite for making or entering into this transaction imposed by Section 1352, Title 31, U.S. Code. Any person who fails to file the required certification shall be subject to a civil penalty of not less than $10,000 and not more than $100,000 for each such failure.

Rebeca G-F — 9.26.25

Commissioner Rebeca Clay-Flores, Bexar County — Date

AAMPO Transportation Policy Board – Chair

Alamo Area MPO

E. CONTRACT AND PROCUREMENT PROCEDURES

APPENDIX E

Certification of Contract and Procurement Procedures Compliance

I, Commissioner Rebeca Clay-Flores, a duly authorized officer/representative of Alamo Area Metropolitan Planning Organization do hereby certify that the contract and procurement procedures that are in effect and used by the forenamed MPO are in compliance with 2 CFR §200, "Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards," as it may be revised or superseded.

Rebeca C-F — 9.26.25

Commissioner Rebeca Clay-Flores, Bexar County — Date

AAMPO Transportation Policy Board – Chair

Alamo Area MPO

Attest:

Sonia Jimenez

Name

Interim Executive Director

Title

F. CERTIFICATION OF INTERNAL ETHICS AND COMPLIANCE PROGRAM

APPENDIX F

Certification of Internal Ethics and Compliance Program

I, Commissioner Rebeca Clay-Flores, a duly authorized officer/representative of Alamo Area Metropolitan Planning Organization do hereby certify that the forenamed MPO has adopted and does enforce an internal ethics and compliance program that is designed to detect and prevent violations of law, including regulations and ethical standards applicable to this entity or its officers or employees and that the internal ethics and compliance program satisfies the requirements of 43 TAC § 31.39 "Required Internal Ethics and Compliance Program" and 43 TAC § 10.51 "Internal Ethics and Compliance Program" as it may be revised or superseded.

Rebeca C-F — 9.26.25

Commissioner Rebeca Clay-Flores, Bexar County — Date

AAMPO Transportation Policy Board – Chair

Alamo Area MPO

Attest:

Sonia Jimenez
Name

Interim Executive Director
Title

G. AMENDMENT SUMMARY

AAMPO

FY 2026 and 2027 UPWP Amendment Summary

Policy Board Action DATE	Federal Approval DATE	UPWP Amendment Resolution Number	UPWP Page #(s)	CIV Reporting– DBE Goal	UPWP Amendment Summary
1/26/2026	Pending	N/A	pg. 8		Revise Study Area information and map to reflect approved expansion.
1/26/2026	Pending	N/A	Pg. 18		Subtask 1.2 Legal Services – add $15,000 to FY26 budget and insert "professional services" into the description.
1/26/2026	Pending	N/A	Pg. 22, 23, and 49		Add Subtask 2.3, 2.6. and 5.27 – other grants (non-AAMPO) for City of San Antonio (SS4A), City of Seguin (SS4A), and San Antonio for Growth on the Eastside (Reconnecting Communities).
1/26/2026	Pending	N/A	Pg. 34		Add Subtask 4.2 to reflect AAMPO's PROTECT grant award
1/26/2026	Pending	N/A	Pg. 56, 58, and 63		Revise Appendix A rosters, Appendix B study area, and Appendix G amendment summary.
3/23/2026	Pending	N/A	Pg. 24, 31, 50-53		Revise 2.5% Safety Set-A-Side programmed amounts
3/23/2026	Pending	N/A	Pg. 50		Revise Great Springs program amounts for Subtask 5.22, 5.23, and 5.24

3/23/2026	Pending	N/A	Pg. 54-55		Revise funding tables to account for 2.5% and Great Springs funding amount revisions
3/23/2026	Pending	N/A	Pg. 56-57		Revise TPB, TAC and personnel rosters
8/24/26	Pending	N/A	Pg. 24-25, 32, 46, 48, 50-53~~2~~		Update fiscal years for Subtasks 2.3, 3.5, 5.5, 5.10, 5.18, 5.19, 5.20~~, 5.22~~, 5.25, and 5.26
8/24/26	Pending	N/A	Pg. 47 and 50		Remove Subtasks 5.9: VIA Project Development Planning Activities (ART E/W) and 5.17: COSA South Texas Parkway Feasibility Study
8/24/26	Pending	N/A	Pg. 51		Reprogram Subtask 5.21: Castle Hills Pedestrian and Bike Plan to TxDOT TA funds
8/24/26	Pending	N/A	Pg. 22, 25, 26, 43, 53~~,~~ ~~54~~-55		Add Subtask 2.7: VIA Origin/Destination Study, 5.28: Great Springs Project Rails to Trails Plan, 5.29: UTSA Active Transportation Plan, 5.30: City of Leon Valley Hike and Bike Connectivity Plan, 5.31: Medina County SS4A, and 5.32 South Bexar County Subregional Study
8/24/26	Pending	N/A	Pg. 38 and 40		Extend funding of Subtask 4.6: Transportation Demand Modeling Update On-Call and Added Subtask 4.11 for continuation of support into 2027.
8/24/26	Pending	N/A	Pg. 6, 8, 13-14, 16-17,		Revision related to grammar, revision of summary tables, updates to committee

			27-28, ~~31,~~ 34-35, 41-42, and ~~556-633~~		information, and minor clerical errors.
8/24/26	Pending	N/A	Pg. 51 and 52		Revise descriptions for clarity to Subtasks 5.22, 5.23, and 5.24
~~**8/24/26**~~	~~Pending~~	~~N/A~~	~~Pg. 48~~		~~Update allocations between fiscal years for Subtask 5.10~~

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