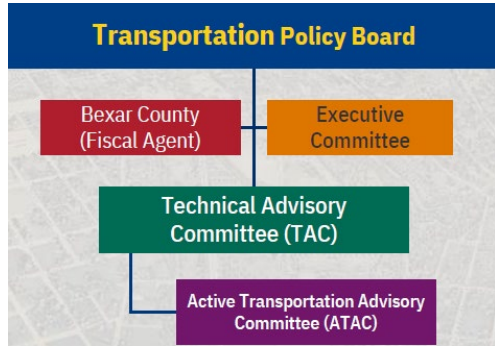


UPDATE ON NEW AAMPO VISION & GOALS

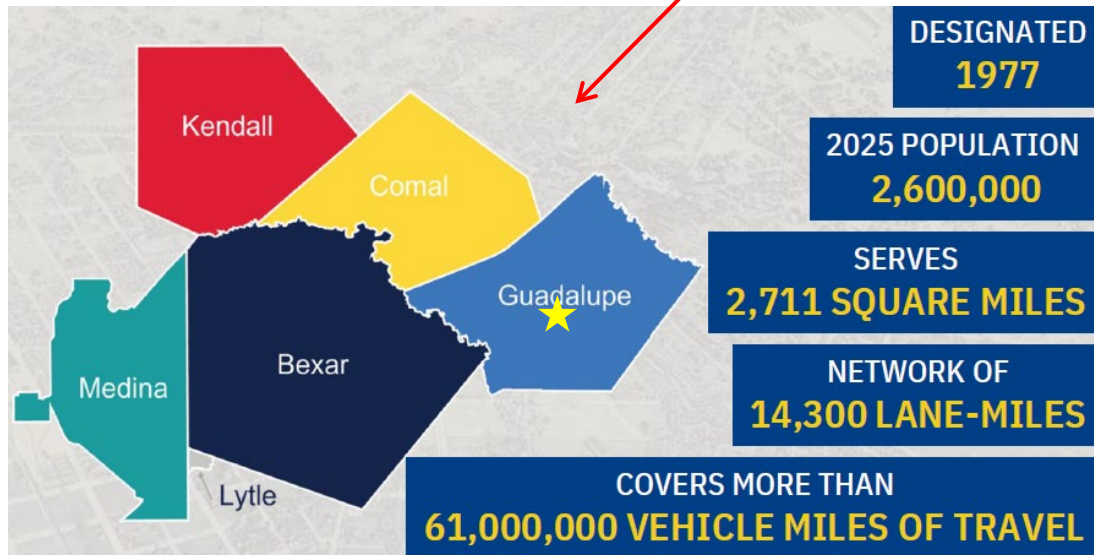
With new Executive Leadership and changing funding availability and needs, recent training with AAMPO allowed for an inside look at what's to come.



MPO 101 – WHAT IS AN MPO?



- The **policy board** of an agency created and designated to carry out the metropolitan transportation planning process for **urbanized areas with populations greater than 50,000** and designated by local officials and the Governor of the State.
- Membership also defines an MPO.



Alamo Area Metropolitan Planning Organization

What is the relationships between the MPO, TxDOT, and other agencies in their transportation planning process?

Transportation planning must be cooperative.

23 U.S.C. § 134 and 43 T.A.C. § 16

No single agency has responsibility for the entire system within an MPO's planning area.

CONSIDER:

State DOTs typically operate and maintain the highest volume roadways.

Cities and Counties, the MPO's member agencies, operate and maintain other principal roadways.

Transit Operators provide public transportation services in the planning area.

MPOs are responsible for actively seeking participation of ALL agencies and stakeholders in the metro transportation planning process.

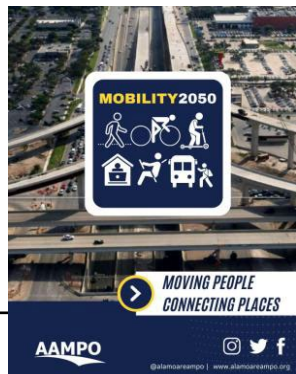
TxDOT works within an MPO's planning process to advise on the state system with policy board representation.

TxDOT also ensures an MPO meets federal and state requirements in their transportation planning process.

DISCLAIMER: Information in this presentation is based on the author's observations and may not necessarily represent those expressed by the Texas Department of Transportation, Texas A&M Transportation Institute, or its affiliates.

MPO 101 – WHAT & WHY

- **MPOs allocate**, but typically do not independently raise or directly manage, **transportation funds**.
- Funding typically originates from federal/state sources requiring adherence to specific guidelines.



Who develops? Who Approves? What's the Content? When are the updates?

	Who Develops?	Who Approves?	Planning Horizon	Content	Update Requirements
SPR Work Program	State DOT	FHWA	1 or 2 Years	Planning Studies and Tasks	At Least Once Every 2 Years
LRSTP	State DOT	State DOT	20 Years	Future Goals, Strategies, and can include Projects	Periodic review and Update
STIP	State DOT	FHWA/FTA	4 Years	Transportation Investments	Every 4 Years
UTP	Texas DOT	TTC	10 Years	Transportation Investments	Annually
PIP	State DOT	State DOT	Not Specified	Public Engagement Strategies and Goals, Incorporating Input, Responding to Comments	Periodic Review and Update
UPWP	MPO	MPO/FHWA/FTA	1 or 2 Years	Planning Studies and Tasks	At Least Once Every 2 Years
MTP	MPO	MPO	20 Years (interim 10 Year horizon required in Texas)	Future Goals, Strategies, and Projects	Every 5 Years (4 years for nonattainment and maintenance areas)
TIP	MPO	MPO	4 Years	Transportation Investments	Every 4 Years
PPP	MPO	MPO	Not Specified	Public Engagement Strategies and Goals, Incorporating Input, Responding to Comments	Periodic Review and Update

AAMPO Planning Framework

Key Planning Documents



Metropolitan Transportation Plan (MTP)

Fiscally constrained long-range plan that identifies transportation needs and sets the vision for the region. *Mobility 2050 Update* coming this fall. *Major updates every 4 years, minor updates every 2 years.*



Transportation Improvement Program (TIP)

Programs funds for transportation projects over next 4 years. *Major updates every 2 years, minor modifications once a quarter.*



Transportation Conformity Determination

Ensures federal investments in transportation projects meet air quality standards. Paired with MTP Updates.



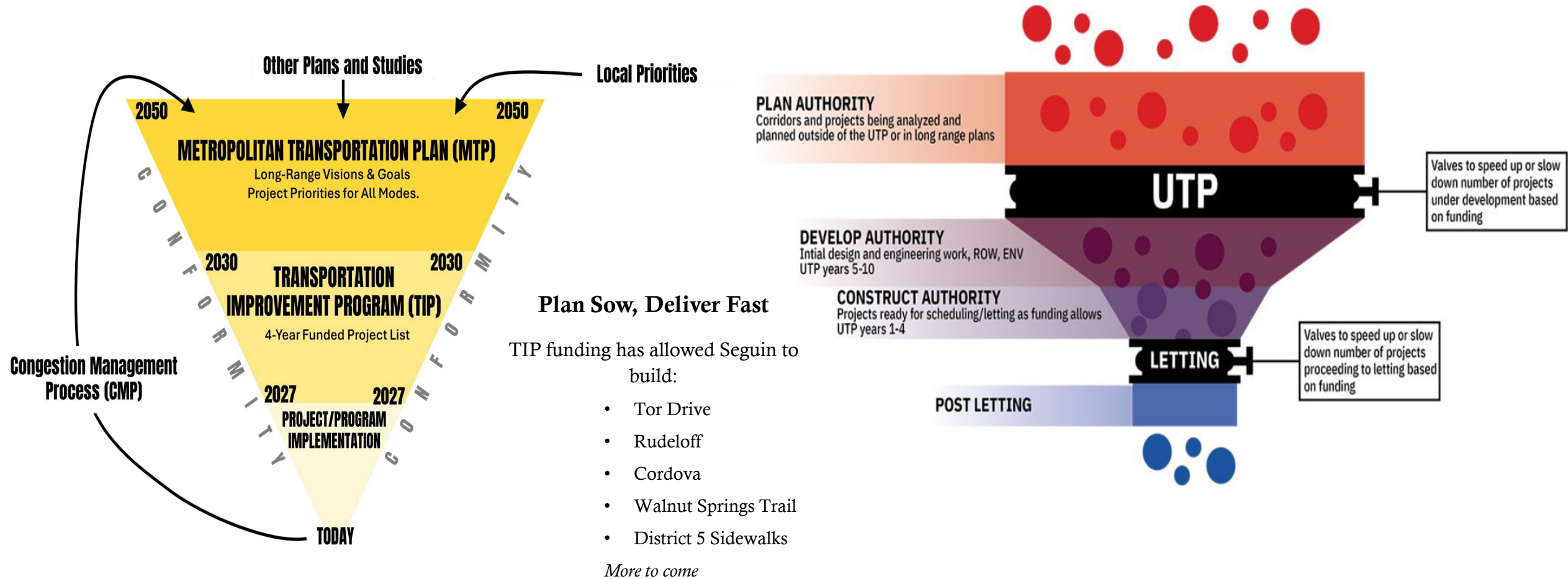
The Unified Planning Work Program

Outlines and Budgets activities and studies AAMPO will conduct over a 2-year period.



Each of these documents plays a role in **planning**, **funding**, and **delivering** transportation projects.

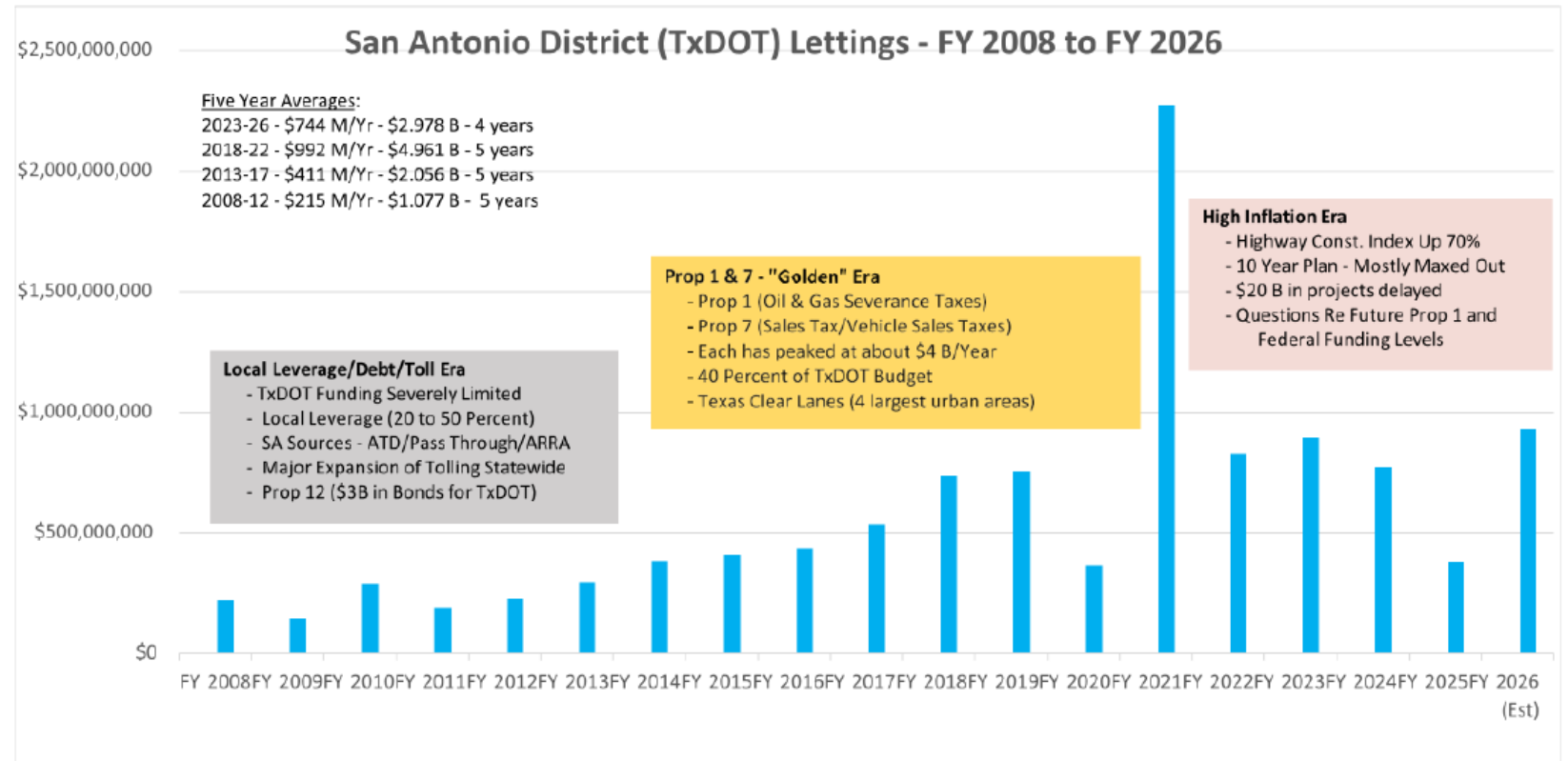
WHAT DOES THIS ALL MEAN?



FUNDING – WHERE'S IT GOING?

Due to expiring funding Federally and at State level – Expect a significant decrease in federal funds to TxDOT, MPOs, transit, rail, etc.

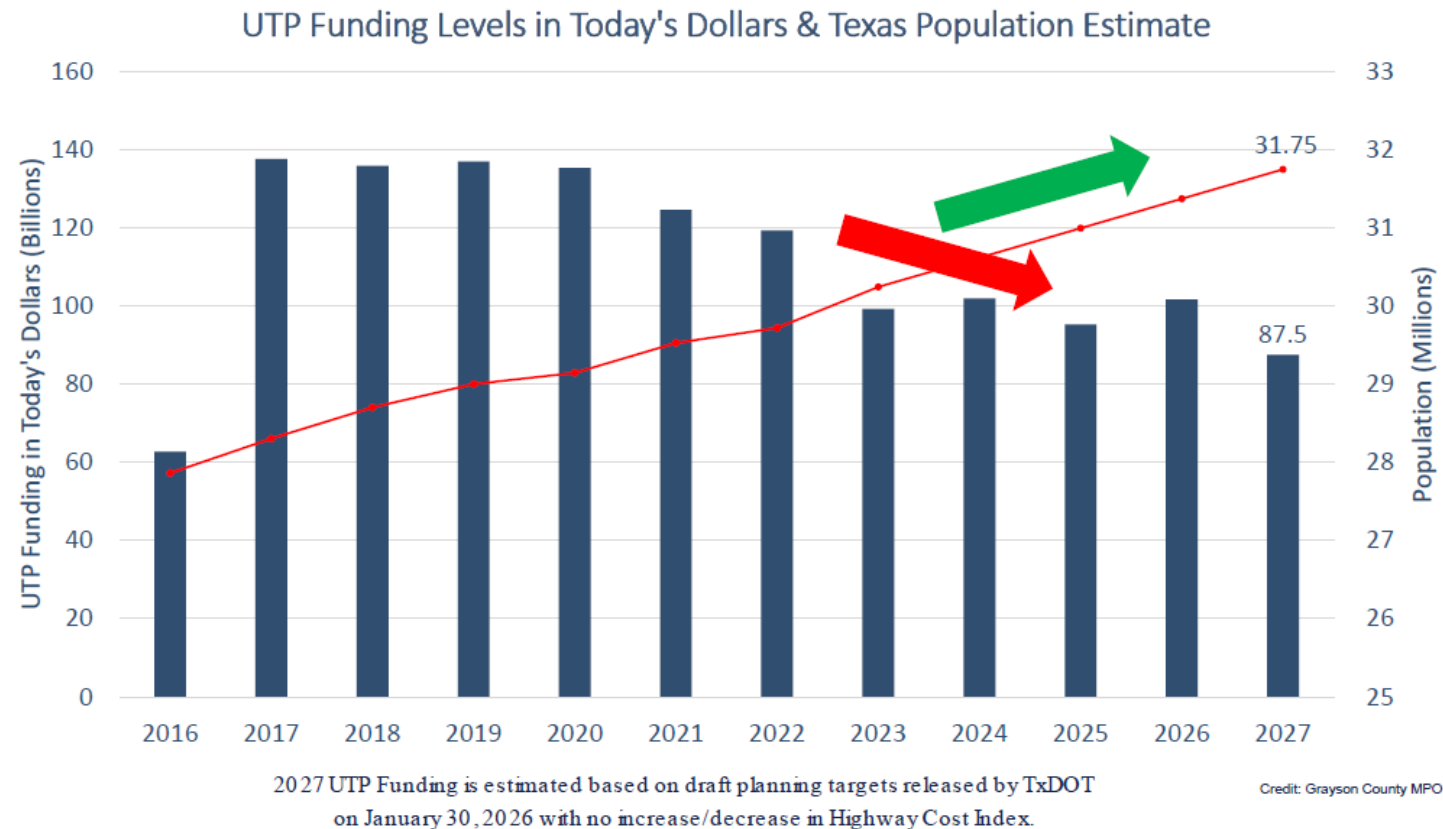
- 60% Increase in the Highway Cost Index
- Uncertainty about future federal funding
- Limited funding for new projects; professional engineering and ROW budgets also limited



Note: 2021 FY = Initial Lettings for IH 35 NEX and Loop 1604 N

FUNDING CHALLENGES

Supply and Demand



TxDOT's Highway Cost Index reports unprecedented 55% cost escalation in 5 years

Transportation funding is not indexed to demand

TIP led MPO process leads to:

- ill-prepared projects,
- limited funding flexibility,
- large carryover balances year to year,
- and risks future funding allocations going somewhere else.

SAMCo RECOMMENDATION TO ADVANCE PROJECTS:



Have projects **“ready to go”** or **“shovel ready”** for when new funding emerges or when projects in other regions are delayed.



Be prepared to **offer significant local leverage, match, or “skin in the game”**



Support efforts to expand/enhance TxDOT’s primary funding streams.



Support TxDOT’s legislative initiatives and develop positive relationships with TxDOT’s leadership (Commissioners, staff).



Partner with other mobility groups statewide to increase the funding pie.



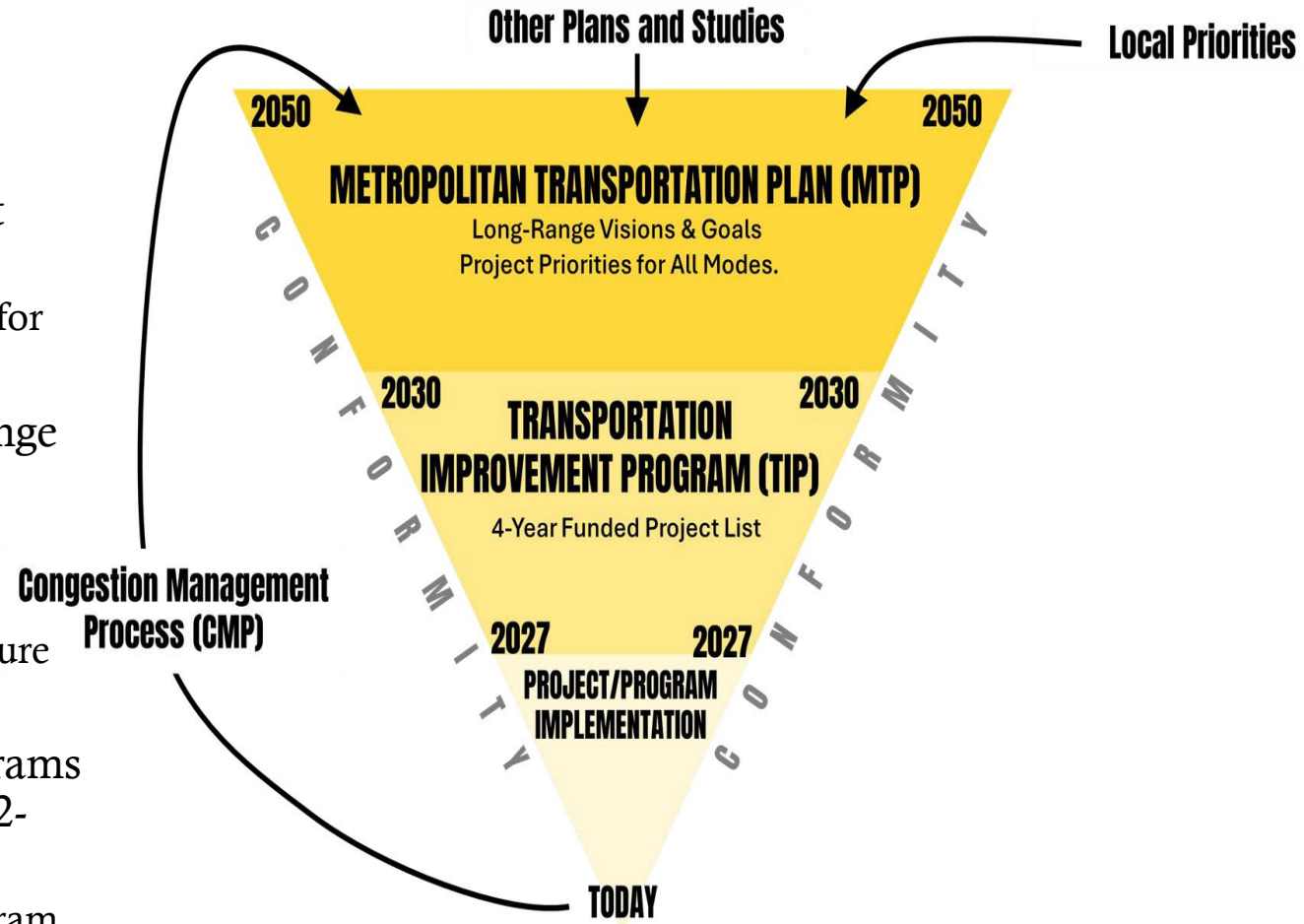
Realize we are in a competition with other Districts with populations 2.5 to 3.0 times as much as the 12-County San Antonio District – outnumbering us in the legislature also.



We need to **think out of the box to address a competitive disadvantage** v. other regions that can use their toll revenue as match for TxDOT funding. As TxDOT funds diminish this becomes a greater concern.

CURRENT PROCESS

- **Unified Planning Work Program (UPWP)** – Current “budget” for 2-year period
 - Funds plans and studies – intended to create projects for MTP, not currently necessarily used as such
- **Metropolitan Transportation Plan (MTP)** – Long range transportation plan, major updates every 4-years
 - Extends vision to 2050 (minimum 30-year outlook)
 - Not Funded
 - Intended to identify projects “in development” for future funding
- **Transportation Improvement Program (TIP)** – Programs projects for funds over 4-years, major updates every 2-years
 - Call for projects every 2-years, treated as a grant program
 - Projects routinely adjusted for proposed letting date, sometimes for years.



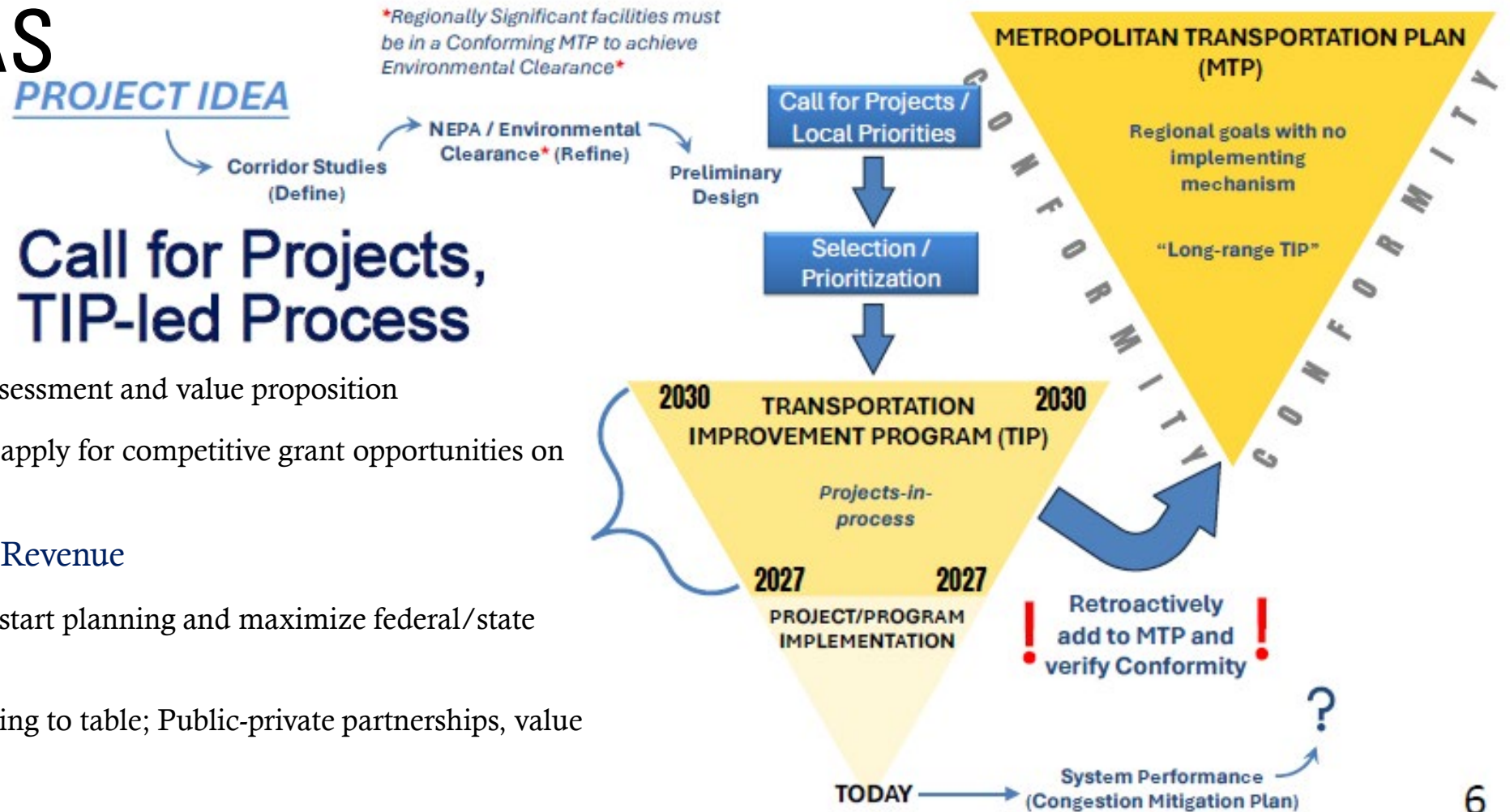
NEW IDEAS

Federal and State Funds

- Develop data-driven needs assessment and value proposition
- Position MPO to successfully apply for competitive grant opportunities on behalf of region

Local and System-generated Revenue

- Leverage local dollars to kick-start planning and maximize federal/state funding
- Innovate to bring private funding to table; Public-private partnerships, value capture, system revenue



PROJECT IDEA

System Performance
(Congestion Mitigation Plan)

Other Plans
and Studies

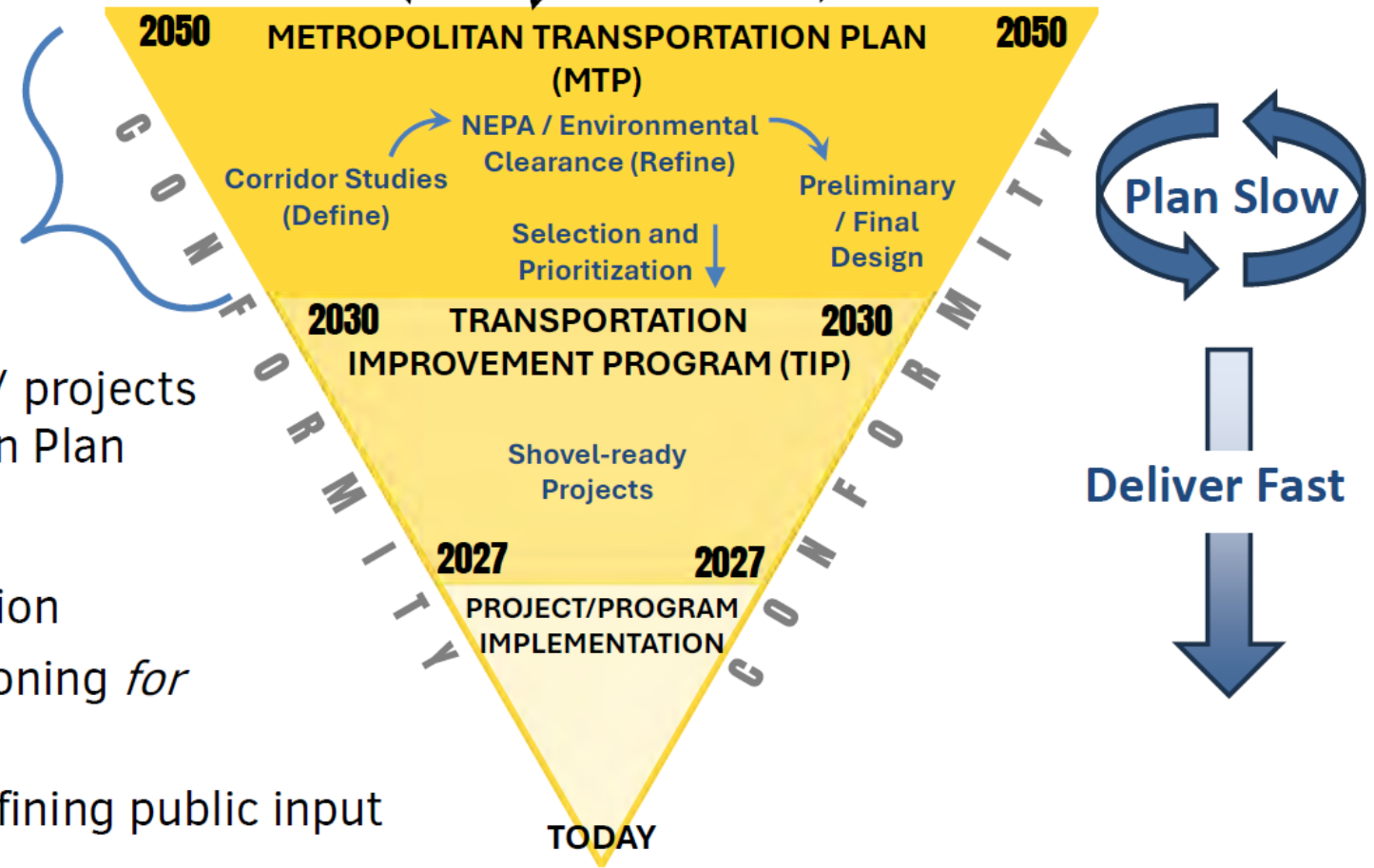
Open Call /
Local Priorities

Needs-Based, MTP-led Process

- Front door of MPO for needs / projects is Metropolitan Transportation Plan
- Allows opportunity for:
 - Partnership and collaboration
 - Identification *of* and positioning *for* funding opportunities
 - Comprehensive, project defining public input



Complies with transportation conformity



PLAN SLOW, DELIVER FAST

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Alamo Area MPO to become the Premier MPO in the nation
best-in-class, innovative leader, benchmark for other MPO's

Key Responsibilities and Guiding Principles:

- Fair share / balanced regional investments
- Innovative funding through **partnerships**
- Technical / policy leadership in evolving transportation sector
- **System** stewardship
- Regulatory process management

MPO Process

- UPWP & MTP: ***Invest in Planning*** (regionally and locally)
- Time-value of money (inflation / political oversight)
 - Do not commit federal dollars until projects are “shovel ready”
- **“Clean”** projects move forward -> TIP

TIP: Maximize timing and flow of on **shovel-ready** projects

Partnerships bring opportunities to develop the right project and fund in **innovative** ways