

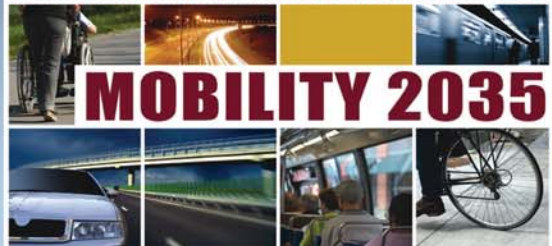


MOBILITY

2035

San Antonio *★* Bexar County
MPO
Metropolitan Planning Organization

SAN ANTONIO - BEXAR COUNTY
METROPOLITAN PLANNING ORGANIZATION



MOBILITY 2035

We Plan to Keep You Moving

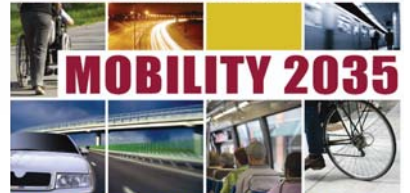


MPO Study Area



San Antonio Bexar County
MPO
Metropolitan Planning Organization

SAN ANTONIO-BEXAR COUNTY
METROPOLITAN PLANNING ORGANIZATION



MOBILITY 2035
We Plan to Keep You Moving



Dear Citizens:

This brochure is a summary of the development and outcome of the Metropolitan Transportation Plan known as “Mobility 2035.” The Plan functions as a “living” document, evolving over time as specific policies, programs and projects are advanced. “Mobility 2035” was locally adopted by the Transportation Policy Board on December 7, 2009, but will be updated as necessary. A comprehensive and formal update is required every 5 years.

“Mobility 2035” is a financially constrained, multi-modal transportation plan that identifies roadway, transit, and other transportation projects needed for the region. Transportation infrastructure, increasing congestion, funding issues, environmental concerns, and bicycle and pedestrian needs are key topics throughout this document. “Mobility 2035” varies from the previous Plans by incorporating Scenario Planning. Scenario Planning enhances the traditional transportation planning process by raising awareness of the factors that affect population and employment growth which impact our transportation system.

Decision makers will continue to develop policies that address the region’s transportation needs in ways that best serve the traveling public. Citizen input is an important and key part of the transportation planning process and has played a valuable role in the decisions and development of “Mobility 2035.” We hope you continue to help us shape the way the transportation system is planned for the future. The San Antonio-Bexar County MPO welcomes your ideas into this dynamic and vital process.

Transportation Policy Board

San Antonio-Bexar County
Metropolitan Planning Organization



We plan to keep you moving!

Metropolitan Transportation Plan

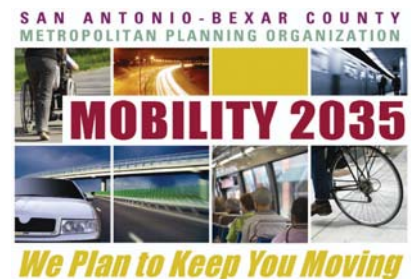
Mission Statement

The San Antonio metropolitan area is served by an environmentally friendly transportation system where everyone is able to walk, ride, drive or wheel in a safe, convenient, and affordable manner to their desired destinations.



Metropolitan Transportation Plan Goals

- Invest in a safe and effective regional transportation system
- Encourage cost-effective expansion of the regional transportation system
- Support systematic and coordinated maintenance programs
- Increase the efficiency of the existing transportation system
- Invest in a public transit system that meets existing and projected needs
- Incorporate the spirit and intent of the Americans with Disabilities Act
- Address the social, economic and environmental issues of the region
- Improve opportunities for alternative means of transportation
- Respect the unique characteristics of the San Antonio-Bexar County area
- Enhance economic activity
- Facilitate the participation of citizens and all stakeholders



Planning Process

1. Transportation Policy Board adopted population and employment control totals for the MPO study area in five year increments out to year 2035.

2. Local transportation agencies worked together to produce three very different future growth scenarios for the region.

3. MPO staff held public meetings for citizens to help develop a vision for the future.

4. Based on the demographic projection, future travel was forecasted for the three scenarios.

5. Five public meetings were held to gather input from the public on the three growth scenarios. The Transportation Policy Board selected a preferred growth scenario.

6. Potential roadway and transit improvements were defined and incorporated into the area's model for predicting future year travel.

7. MPO staff held an Open House to inform and receive input from citizens on the recommended Plan.

8. Citizens' comments were presented to the Transportation Policy Board and taken into consideration when the Board adopted the Plan.

The process restarts to prepare for the next federally required plan update.

Public Involvement



The MPO sought to proactively involve a broad cross section of citizens, affected public agencies, private transportation providers, traditionally underserved groups and other interested parties in the update of “Mobility 2035.” Public involvement was a key part of the development of the Plan and the MPO provided convenient and meaningful opportunities for citizens to communicate their values, issues, goals and objectives for the long range transportation plan for the region.

An important element of public outreach is the significant involvement of potentially impacted minority and low-income populations (Environmental Justice areas) in the decision making process. The MPO and partner agencies recognize the need and benefits of participation of all communities in the region and seek to effectively engage all citizens.

Mobility 2035 Public Involvement Process

PHASE I: VISIONING WORKSHOP

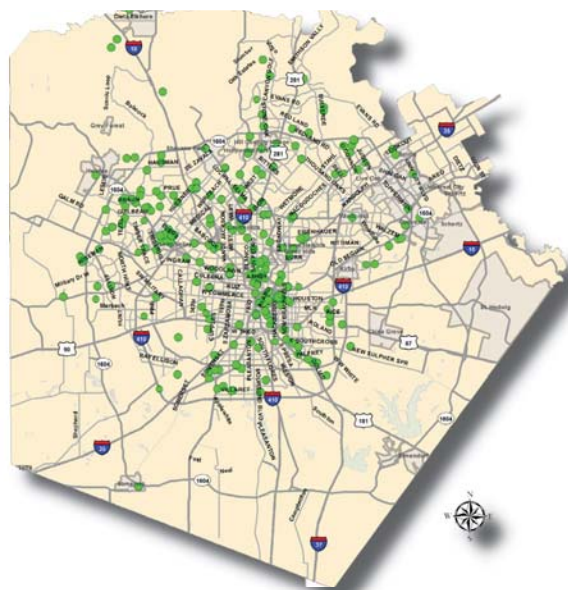
PHASE II: REGIONAL TRANSPORTATION ATTITUDE SURVEY

PHASE III: GROWTH SCENARIO WORKSHOP

PHASE IV: OPEN HOUSE



Locations of Participants in Phase I, Phase III and Phase IV



Public involvement strategies, programs and people that helped develop “Mobility 2035”

Outreach Activities and Events

Facebook	“Spotlight on Mobility”
MySpace	(quarterly newsletter)
MPO website	Newspaper ads
“Mobility 2035” website	Kick-off press conference
Spanish language videos	GIS Day
“Fast Track”	Walkable Community
(biweekly newsletter)	Workshops

MPO Committee Support

- Transportation Policy Board
- Technical Advisory Committee
- Bicycle Mobility Advisory Committee
- Pedestrian Mobility Advisory Committee
- “Mobility 2035” Oversight Committee
- Demographic Working Group

Congestion Management Process

A Congestion Management Process (CMP) is required by federal law in all large metropolitan areas. The CMP is a continuing program of identifying congested corridors and applicable strategies and assessing the effectiveness of those selected strategies. Through the CMP the objective is to prevent the projected congestion identified in the 2035 Congested Roadways Map as seen below.

A Congestion Management Process includes strategies for alleviating congestion and enhancing the mobility of persons and goods.

Congestion Management Process Goals

- Increase the efficiency of the existing transportation system and decrease traffic congestion through coordination of traffic operations and development of strategies to reduce travel demand at the regional and corridor levels.
- Reduce congestion through a project implementation process that encourages the use of other modes of transportation.

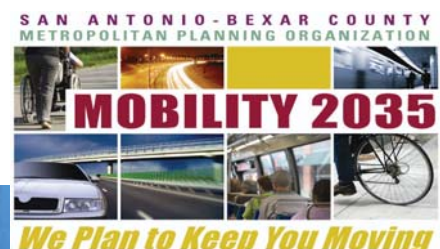
Congestion Management Strategies

- **Intelligent Transportation System:** providing real time travel information (TransGuide) and managing emergency situations
- **Policy Management:** preserving green space and neighborhood character, developing land use policies and managing parking
- **Corridor Improvements:** adding more travel lanes, constructing sidewalks and bicycle facilities, and rehabilitating roadways
- **Advanced Transportation Systems:** including Commuter Rail, Managed Lanes, High Capacity Transit services
- **Operational Management:** implementing traffic signal coordination and traffic flow improvements, coordinating construction, clearing crashes, and minimizing conflict points
- **Community Campaigns:** including Rideshare Programs, telecommuting, and conducting Walkable Community or Safe Routes to School Workshops
- **Public Transportation Improvements:** improving transit service and facilities and offering ridership incentives

Year 2015 Congested Roadways



Year 2035 Congested Roadways



Demographics Development



The process for forecasting future growth is not an exact science. Over a 20-30 year time span, there are many upturns and downturns in the economy that tend to balance each other out. The tendency when forecasting growth is to be most comfortable with recent trends. Being too conservative with forecasts creates the risk of falling behind in planning for needed infrastructure. In addition, being too optimistic could result in unneeded or premature justification for transportation projects.

The basis of an effective planning effort rests primarily on a determination of the area's base year demographics (population, household size, employment, household income and land use) and the projections of these demographics. The MPO used 2005 as the base year and forecasted future growth in population and employment to the year 2035.

For the first time, three demographic scenarios (Current Trends Development, Infill Development and Transit Oriented Development) were produced and tested for their impacts on the transportation system. The selected growth scenario was a combination of Infill and Transit Oriented Development.

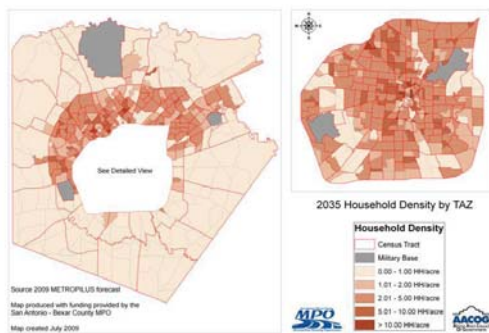
Population, Households and Employment Totals for the MPO Study Area (in millions)

	2005	2010	2015	2020	2025	2030	2035
Population	1.55	1.67	1.79	1.91	2.02	2.13	2.22
Households	0.55	.059	0.64	0.68	0.73	0.78	0.83
Employment	0.75	0.86	0.93	0.98	1.05	1.11	1.20

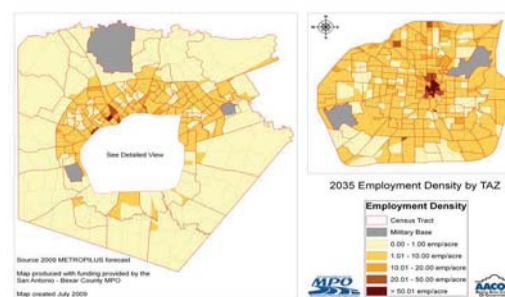
Population and Employment Forecast Observations

- Under the selected growth scenario, areas inside of Loop 1604 are proposed to become more dense than development under the Current Trends Scenario
- Growth is expected to continue in the northern and western portions of the planning area

Year 2035 Household Density



Year 2035 Employment Density



Above is the forecasted growth for population and employment for the year 2035 in the region. The darker the color the more people live or work in that area.

Scenario Planning



Scenario planning was a new effort and major accomplishment for the San Antonio - Bexar County MPO region. This type of planning was initiated to engage residents and policy makers in a discussion of the region's future growth and development patterns. Scenario planning enhances the traditional transportation planning process by raising the awareness of citizens and policy makers of factors that affect how we grow as a region and how that growth impacts our transportation system. Factors include an aging population, land use policies, economics, and environmental concerns.

Scenario planning allows the consideration of various possibilities and the identification of policies that can adapt to changing circumstances. Scenarios do not describe a forecasted end but are stories about future conditions that convey a range of possible outcomes.

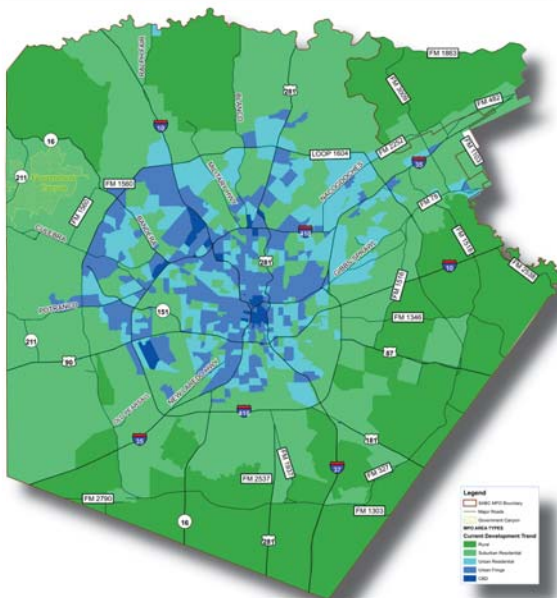
With scenario planning, citizens and policy makers were asked to consider alternative approaches, or "scenarios" to shape the future growth of our region and understand the differences between each approach. The goal with this type of planning is to create a sustained quality of life for citizens and visitors in our region.

The question asked of citizens was: **How would you like to see our community grow?**

Three development scenarios were presented to the public and the MPO gathered input on the land use growth scenario that the community believed would best meet their needs. For all three scenarios, the total population remained the same at 2.2 million people.

Current Development Trend Scenario

1



Current Trend Development:
The majority of new growth occurs outside of Loop 1604.

2035 Population Distribution

- 728,000 people living inside IH 410 (33%)
- 877,000 people living between IH 410 and Loop 1604 (39%)
- 617,000 people living outside of Loop 1604 (28%)

Travel Statistics

- 2.1 million total hours of travel delay each weekday
- Associated cost in excess of \$24 million per day in lost productivity
- Estimated cost of needed transit and highway improvements to reduce congestion is \$4.6 billion

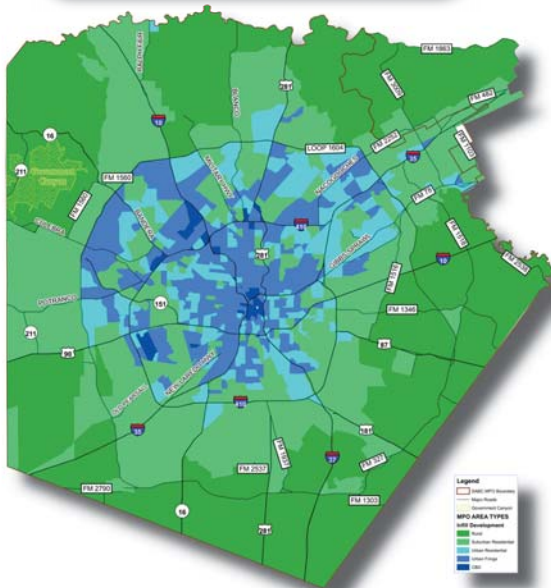
Scenario Planning



Infill Development: By year 2020, new policies and incentives result in all new growth occurring inside Loop 1604.

Infill Development Scenario

2



2035 Population Distribution

- 828,000 people living inside IH 410 (37%)
- 1,022,000 people living between IH 410 and Loop 1604 (46%)
- 372,000 people living outside of Loop 1604 (17%)

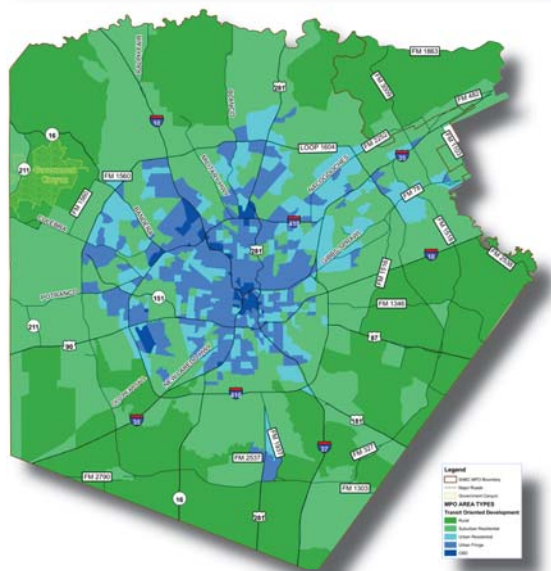
2035 Travel Statistics

- 707,500 total hours of delay each weekday
- Associated cost in excess of \$8.6 million per day in lost productivity
- Estimated cost of needed transit and highway improvements to reduce congestion is \$3.6 billion

Transit Oriented Development: Beyond year 2015, several high-capacity transit corridors are defined throughout the region and the majority of new, higher density growth is attracted to station locations in these corridors.

Transit Oriented Development Scenario

3



2035 Population Distribution

- 931,000 people living inside IH 410 (42%)
- 937,000 people living between IH 410 and Loop 1604 (42%)
- 354,000 people living outside of Loop 1604 (16%)

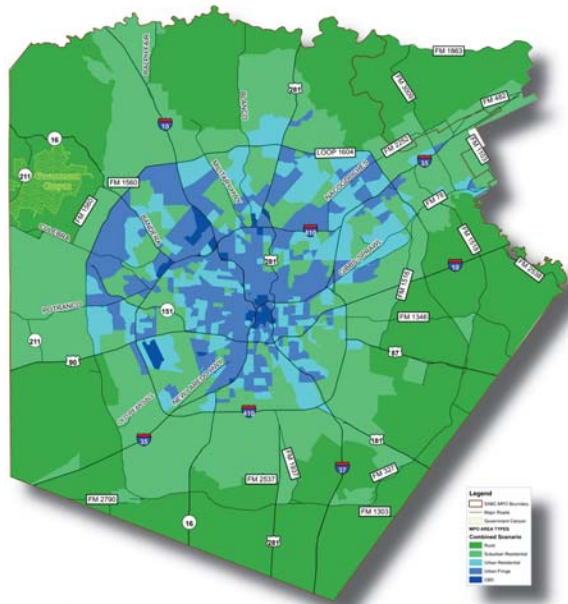
2035 Travel Statistics

- 721,300 total hours of travel delay each weekday
- Associated cost in excess of \$8.7 million per day in lost productivity
- Estimated cost of needed and transit and highway improvements to reduce congestion is \$4.1 billion

Scenario Planning

Participants in the Growth Scenario Workshops overwhelmingly believed that the future growth in our region should include a combination of Infill Development and Transit Oriented Development (TOD). In March 2009, the MPO Transportation Policy Board selected a combination of Infill Development and Transit Oriented Development growth scenario for use in the development of the long range transportation plan.

Combined TOD/Infill Growth Scenario



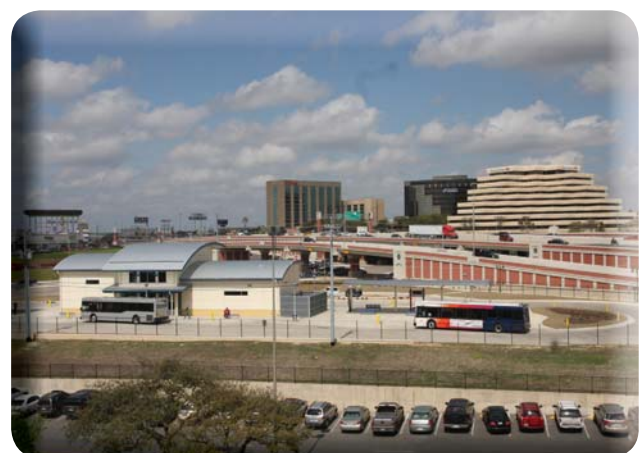
2035 Population Distribution

- 840,000 people living inside IH 410 (38%)
- 1,015,000 people living between IH 410 and Loop 1604 (46%)
- 367,000 people living outside of Loop 1604 (16%)

2035 Travel Statistics

- 663,000 total hours of travel delay each weekday
- Associated cost in excess of \$8.1 million per day in lost productivity
- Estimated cost of needed and transit and highway improvements to reduce congestion is \$3.7 billion

An important part of the adoption of the Combined Growth Scenario is to carefully monitor its implementation progress. Scenario Planning is an on-going process for a region. As the future unfolds, reality needs to be assessed and compared to the selected scenario, new scenarios developed and new decisions or policies made to address changing conditions.



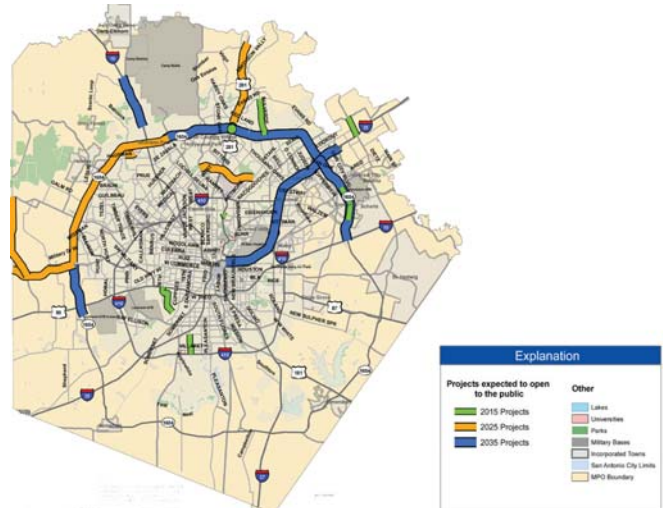
Roadway Needs

As population and employment continue to grow in the San Antonio metropolitan area, a higher burden will be placed on the transportation system. To accommodate traffic increases on the roadway system, new roads, additional lanes and operational improvements are needed.



The proposed roadway system improvements included in “Mobility 2035” are limited by the amount of funding available or those revenues that can be reasonably expected over the 25-year scope of the Plan. While more improvements are necessary than funding is available, the adopted policies below help develop the best transportation system for the area:

- Develop a roadway system that is compatible with the needs of other modes such as bicycles, pedestrians, public transportation and truck and rail freight
- Consider safety in the project selection process
- Require land developers to preserve the necessary rights-of-way in future travel corridors
- Require private developer contributions in roadway construction in undeveloped areas through the development process
- Ensure that internal, connecting and adjacent streets are able to handle the expected type and intensity of development that is proposed when approving new land development,
- Implement access management strategies to improve safety and traffic flow
- Ensure sufficient funding exists for roadway maintenance
- Use all available funding tools for the area
- Continue to ensure coordination between the transportation partners



The map shows the roadway projects approved in the Plan and the table below shows statistics associated with the roadway system for each of the analysis years of the Plan.

Statistic	2005	2015	2025	2035
Roadway Lane Miles	7,745	8,200	8,407	8,853
Daily Vehicle Miles of Travel	39,010,893	47,700,139	56,148,581	65,941,709
Daily Vehicle Hours of Travel	1,209,809	1,509,497	1,772,119	2,333,693
Average Speed	32.2 mph	31.6 mph	31.7 mph	28.3 mph



Public Transportation

Public transportation benefits all persons who live, work, or travel in the service area, even if not used by everyone. VIA Metropolitan Transit is the largest public transportation provider in our region and has long been recognized as one of the most efficient transit systems in the country. But its financial constraints, local land development patterns, inconsistent pedestrian system, and the relatively low cost of owning and operating a vehicle, somewhat limit the impact transit can have on the transportation system.

In the last few years, however, regional leaders have shown an increasing interest in addressing high capacity transit for the San Antonio area. With the support of the MPO, VIA is evaluating potential high capacity corridors and additional transit solutions through its "SmartWay SA" initiative. VIA has two planning efforts currently underway: the Long Range Comprehensive Transportation Plan and, at a focused level, the Intercity Circulator Streetcar Study. Recommendations from these efforts will be considered for adoption when the planning process is complete.



Legend

- P Park & Rides
- Bus Transit Centers
- Fixed Bus Routes
- Roads



- VIA's service area is 1,213 square miles or 97% of Bexar County
- VIA operates 93 fixed bus routes, 7,117 bus stops, 11 transit & park & ride facilities
- VIA has installed over 600 new passenger shelters in the past five years

Future scenarios for public transportation service indicate that, by the year 2035, increases in population and employment will affect an increase in demand for public transportation services. Financial projections through 2035 show that current revenue sources are insufficient to meet any public transportation demand beyond what is currently experienced. New, creative and non-traditional revenue sources are needed to guarantee that public transportation will continue to play a vital role in the region's economy.

In addition to VIA, the Alamo Regional Transit System, a rural transit district operated through the Alamo Area Council of Governments, serves the public residing in rural areas on a demand-response basis. The Lone Star Rail District is another existing public transportation entity charged with developing commuter rail passenger service between Austin and San Antonio. The District is still in the planning phases of service.



Bicycle System

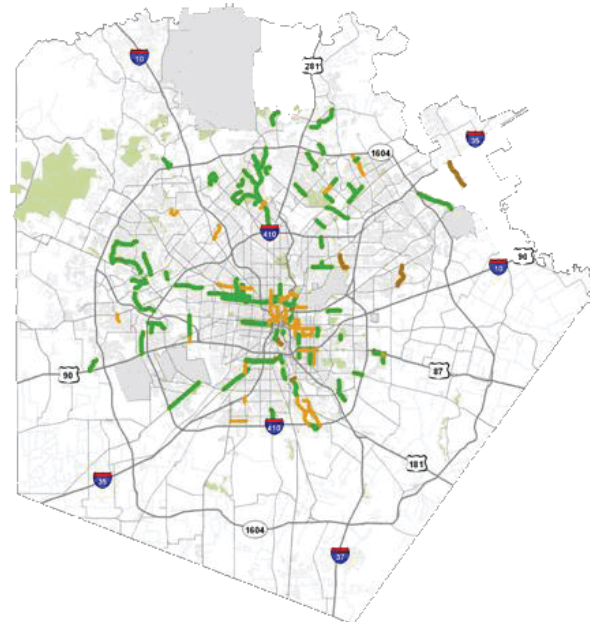
Planning for bicycle facilities is an important part of the long range transportation plan for the region. The number of cyclists in our region continues to grow, including the number of people who now use cycling as a primary means of transportation. "Mobility 2035" provides guidelines for implementation of bicycle facilities on all functionally classified roads except where bicycles are specifically not allowed.



The MPO has several regional programs and projects to increase the focus on pedestrian and cycling issues. The Walk & Roll Program encourages walking, cycling, transit or car/vanpooling instead of driving alone. The Walkable Community Program is available to groups or associations throughout the region who are interested in planning workshops, safety classes, bicycle helmet distribution and bicycle rodeos.

The number of miles of on-road bicycle facilities has increased from 34 miles in 2000 to 136 miles in 2009.

With the growing demand for cycling information the MPO has produced a bike suitability map for on-road cyclists. The map also shows the region's off-road facilities. The third edition bike map was published in Fall 2009. Bicycle facility information will be continually updated on the MPO's website at www.sametroplan.org.



Bicycle Facilities in 2009

Vision Statement

San Antonio and Bexar County recognize bicycling as a clean, healthy and affordable form of transportation and recreation. A comprehensive on-road and off-road bicycle network will make our community a place where bicycling will be desirable for trips of all kinds by all segments of the population.

Goals:

- ***Institutionalize bicycling:*** recognize and incorporate bicycling as a significant and required element for all transportation, land use, and economic development planning.
- ***Build the network to increase ridership:*** develop a comprehensive on-road and off-road bicycle network throughout the region.
- ***Find the funding:*** identify and secure local, state, federal, private and grant funding to expand and improve bicycle facilities and programs in the region.
- ***Make bicycling safer through education and enforcement:*** develop a program to educate elected officials and the general public concerning the opportunities, benefits, and safety aspects of bicycling in the region.



Pedestrian System

Walking is a viable, active, alternative mode of transportation. Nearly every trip begins and ends with walking, including trips that involve the use of an automobile. A comprehensive and inclusive approach to transportation planning identifies pedestrian needs including accommodating people with disabilities.



A continuous and safe sidewalk system can enrich the livability of a community and reduce congestion, improve mobility, as well as improve the overall quality of life for residents. Pedestrian travel does not stop where the sidewalk ends, as seen by the worn pathways throughout the study area, especially along transit routes. Poor street connectivity and low-density development patterns create longer, indirect distances between destinations, making it difficult to conveniently be accessed by walking. However, narrow streets with wide sidewalks, pedestrian islands or medians, buildings close to the street with shade, and parking areas behind buildings, provide safer environments and are incentives for pedestrian use.

The MPO has several regional programs and projects to increase the focus on pedestrian and cycling issues. The Walk & Roll Program encourages walking, cycling, transit or car/vanpooling instead of driving alone. The Walkable Community Program is available to groups or associations throughout the region who are interested in workshops, safety classes, bicycle helmet distribution and bicycle rodeos.

Pedestrian Facility Goals for the Region

- Develop a regional pedestrian system
- Provide a safe pedestrian system
- Employ accessible, barrier-free, state-of-the-art design
- Engage the public in the transportation planning process
- Identify and efficiently use available funding

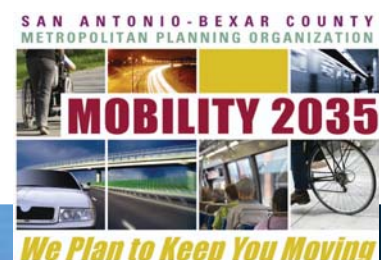
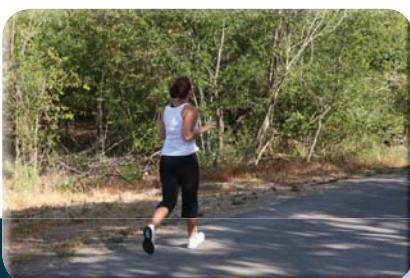


Photo courtesy of City of San Antonio

At this time the need for pedestrian facilities is still great. The region has achieved a great deal in the last five years, especially in the way of identifying needs and planning for improvements. Funding continues to be a barrier to a complete pedestrian system.

In support of pedestrian planning and implementation in the region, the Transportation Policy Board unanimously approved a “Complete Streets” resolution. “Complete Streets” are roadways that enable safe and convenient access for all users including pedestrians, bicyclists, transit riders and drivers (of all ages) and are conducive to the efficient movement of people.

A successful pedestrian transportation system depends on the regional partners’ ability to work together to enhance the pedestrian environment. Expanding on the “Complete Streets” concept and developing policies and programs that support walkable communities is a key step for a successful future.



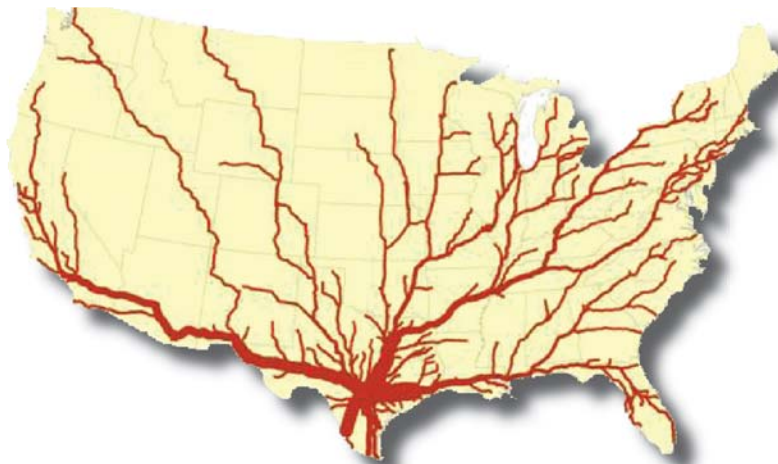
Freight Movement

The movement of goods by truck, rail and air is a vital component of trade and an essential part of economic strength in our region.

San Antonio provides a strategic location for distribution, transshipment and international trade processing activities, and has key logistical assets that support the delivery of products to both domestic and international customers, especially since the enactment of the North American Free Trade Agreement (NAFTA).



In 2009, Union Pacific Railroad opened an intermodal rail terminal in southwest Bexar County and Port San Antonio has become home to a number of large aerospace companies and has been designated as the South Texas Region's Emergency Evacuation Center. In addition, the San Antonio International Airport continues to offer state-of-the-art cargo facilities and has space reserved for airport related industrial use.



The map depicts the national truck traffic network flow through the region, showing how the San Antonio area serves as a hub for cargo traveling to and from important ports of entry as well as other states throughout the country.

Through truck traffic comprises 60% of total truck traffic in the area and continues to grow. By 2035, total truck traffic in the region is expected to increase by 85% demonstrating the need for additional freight transport capacity.

Truck Mode & Type of Freight Movement	Actual 2007 Tonnage	Percent of Total	Projected 2035	Percent of Total
Truck Freight Originating in San Antonio Region	28,766,000	12.8%	39,292,000	9.4%
Truck Freight Terminating in San Antonio Region	48,895,000	21.7%	67,258,000	16.1%
Truck Freight Through San Antonio Region	133,463,000	59.4%	297,639,000	71.4%
Truck Freight Local in San Antonio Region	13,655,000	6.1%	12,937,000	3.1%
Total	224,779,000		417,126,000	

Source: IHS Global Insight



Environmental Concerns

Environmental issues, such as air quality and the protection of natural resources in transportation planning continue to be a priority. Passage of the National Environmental Policy Act (NEPA) in 1969 highlighted the significance of such environmental issues and required an environmental assessment for every federally funded project with the potential to impact the environment.

Air Quality

Air pollutants are monitored on a daily basis and include ground-level ozone, carbon monoxide and particulate matter. Currently, the San Antonio region is meeting all federal standards for these pollutants, but continues to be on the cusp of non-attainment of federal standards for ground level ozone. On-road vehicles are the largest single source of ozone precursors; vehicle emissions mix and react with sunlight in the atmosphere to form ground-level ozone.

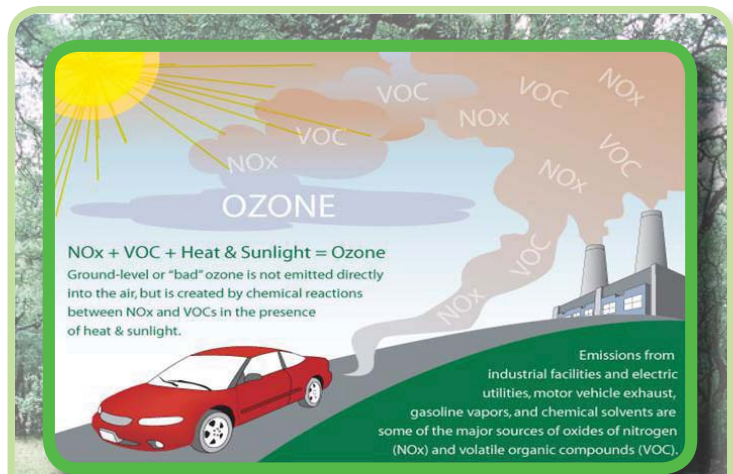
In order to improve air quality, many organizations, citizens and public agencies participate in outreach and awareness programs. One successful program is the Ozone Health Alert Days, where flags and display messages let people know when ground level ozone is high and may affect sensitive populations such as children with asthma and the elderly. In addition, the Alamo Area Commute Solutions and Walk & Roll programs focus on ways to reduce emissions and improve health by implementing strategies that encourage carpooling, teleworking, walking, bicycling and transit use.

In addition, with the rise of Green House Gas (GHG) Emissions across the world, new attention is focusing on coordinating policies, programs and funding related to transportation, land use and climate change to meet the goal of reducing GHG.

Water

With growth of the region, a great deal of development has occurred over the Edwards Aquifer Recharge Zone. As the metropolitan area continues to see growth, the needed transportation projects will impact surface water flow and infiltration, especially during storm or flood conditions. Therefore, several mitigation strategies are recommended to minimize the impact of transportation improvements:

- Erosion control measures and runoff management techniques
- Greater use of permeable surfaces employed to reduce impacts on ground water recharge
- Cost/Pricing strategies to reduce the demand for paved parking or increasing fines for intentional discharge



Graphic Courtesy of AIRNow

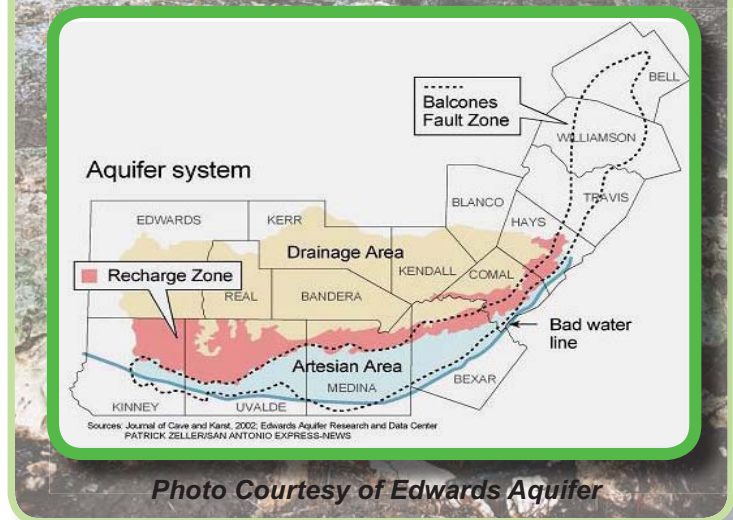


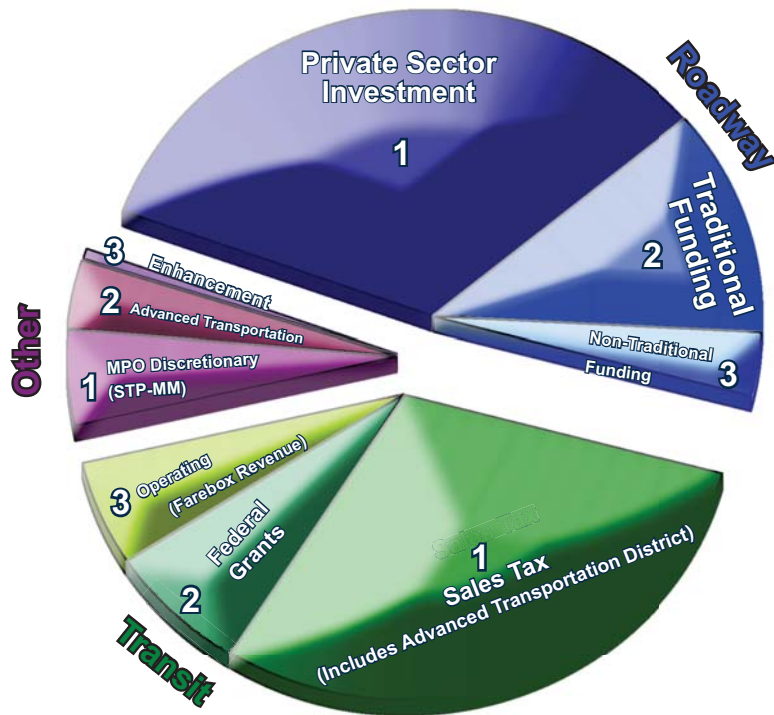
Photo Courtesy of Edwards Aquifer

Transportation Funding Sources

Several financial mechanisms, such as the Advanced Transportation District, Pass - Through Financing, American Recovery and Reinvestment Act, Proposition 12 and Proposition 14 have been used successfully to advance construction projects. Additionally, the MPO participated in the year 2006 statewide update of the Texas Metropolitan Mobility Plan to identify unfunded transportation needs and gap sources of funding. Additional funding for transportation, either through increased federal and/or state taxes, local option taxes or user fees, continues to be a priority for the region.

Roadway			
1	Private Sector Investment	\$3,958,000,000	68%
2	Traditional Funding	\$1,428,000,000	25%
3	Non-Traditional Funding	\$397,000,000	7%
Public/private partnerships have occasionally been used in financing transportation facilities providing matching funds for improvements.		These funds are primarily used for mobility, maintenance, bridge replacement, landscaping, and safety projects.	
		These funds are not a steady revenue source and are available in limited capacity. Funds include federal American Reinvestment and Recovery Act dollars (also referred to as economic stimulus funds), and Proposition 12 and 14 and Pass-Through Financing from the state.	

Other			
1	MPO Discretionary (STP-MM)	\$600,000,000	54%
Flexible funds allocated by the MPO that can be spent on various transportation projects.			
2	Advanced Transportation District (ATD)	\$425,000,000	39%
Authorized by the Texas Legislature, the ATD allows the use of a sales tax for transportation projects. In 2004, Bexar County voters approved the collection of a ¼ - cent sales tax for ATD. Half of the revenue generated from the sales tax is allocated to VIA Metropolitan Transit with the balance divided between the Texas Department of Transportation and the City of San Antonio.			
3	Enhancement Program	\$76,000,000	7%
This program is a statewide competitive program for non-traditional types of transportation-related projects.			



Transit			
1	Sales Tax (Includes Advanced Transportation District)	\$3,606,000,000	71%
2	Federal Grants	\$808,000,000	16%
3	Operating (Farebox Revenue)	\$680,000,000	13%
A sales tax of 1/2 % is collected within the VIA transit service area for operations, maintenance and capital expenditures. Half of one-fourth of one percent is collected from the ATD and funds are used for advanced transportation projects and equipment.		Various grants from the Federal Transit Administration are most often the primary resource for new capital projects.	
		Collected from users of the transit system, these dollars support operations and maintenance.	

Roadway	Transit	Other	Grand Total
Total \$5,783,000,000 48%	Total \$5,094,000,000 43%	Total \$1,101,000,000 9%	\$11,978,000,000



San Antonio - Bexar County Metropolitan Planning Organization
825 South St. Mary's, San Antonio, Texas 78205
(210) 227-8651, Fax (210) 227-9321
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Alamo Area Council of Governments
8700 Tesoro Drive, Ste. 700, San Antonio, Texas 78217
(210) 362-5200, Fax (210) 225-5937
www.aacog.com



Alamo Regional Mobility Authority
1222 N. Main Avenue, Ste. 1000, San Antonio, Texas 78212
(210) 495-5256, Fax (210) 495-5403
www.alamorma.org



Bexar County
233 N. Pecos Ste. 420, San Antonio, Texas 78207
(210) 335-6700, Fax (210) 335-6713
www.bexar.org



City of San Antonio
P. O. Box 839966, San Antonio, Texas 78283-3966
(210) 207-7952, Fax (210) 207-7897
www.sanantonio.gov



San Antonio Mobility Coalition, Inc
13526 George Road, Ste. 107, San Antonio, Texas 78230
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