

INTRODUCTION

MOVING PEOPLE
CONNECTING PLACES



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Transportation is one of the most important factors to maintaining and enhancing both individual and regional quality of life. It is a core facet of the region’s economic success, essential for accessing jobs and services, and impactful on safety and environmental quality.

The Alamo Area Metropolitan Planning Organization’s (MPO) study area is currently home to over 2 million residents and 10,000 lane miles, with over 50 million miles traveled daily. Over the next 25 years, our region will add around 760,000 new jobs and welcome around 1.5 million new residents, increasing the estimated population to 3.7 million. This continued growth requires planning for a transportation system that supports the movement of people and goods while enhancing quality of life.

Our region developed this Metropolitan Transportation Plan (MTP), with the horizon year of 2045, to plan for the movement of people and goods in one of the nation’s fastest growing regions. This plan builds on the national vision set forth by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) to create a locally-appropriate, regional transportation system that improves quality of life and promotes sustainability by facilitating multimodal transportation, system connectivity, and preservation of existing transportation infrastructure. This plan looks to provide a wide range of transportation options including transit routes, high occupancy vehicle lanes, and a network of bicycle lanes, sidewalks, and shared-use paths. Moving people throughout our region means making connections between the places where people live and where they go to work, to school, to shop, and to play.

CONTINUOUS

Ongoing planning to address short and long-term needs

The *Mobility 2045: Metropolitan Transportation Plan* (MTP), also known as the long-range transportation plan, was developed in collaboration with the region’s transportation partners and the public. It reflects the ongoing planning and project development efforts for implementation of transportation policies, programs and projects. The MTP sets the framework for the MPO’s **continuous, comprehensive, and coordinated** regional transportation planning efforts for the next 25 years. The plan provides for the efficient, safe and convenient transportation of people and goods while helping to achieve the metropolitan area's overall economic, social, energy and environmental goals.

COMPREHENSIVE

Encompassing all transportation modes

Purpose of the Plan

This document represents the planning efforts of numerous transportation agency staff working with technical and public involvement consultant teams, elected and appointed governmental officials, community-based organizations, and private citizens over a three-year period. The planning process has been continuous, comprehensive, cooperative, and inclusive. *Mobility 2045* aims to improve the transportation system through new and efficient connections, as well as exploring opportunities to move more people. The document will be reviewed and formally updated every four years as required by federal regulations.

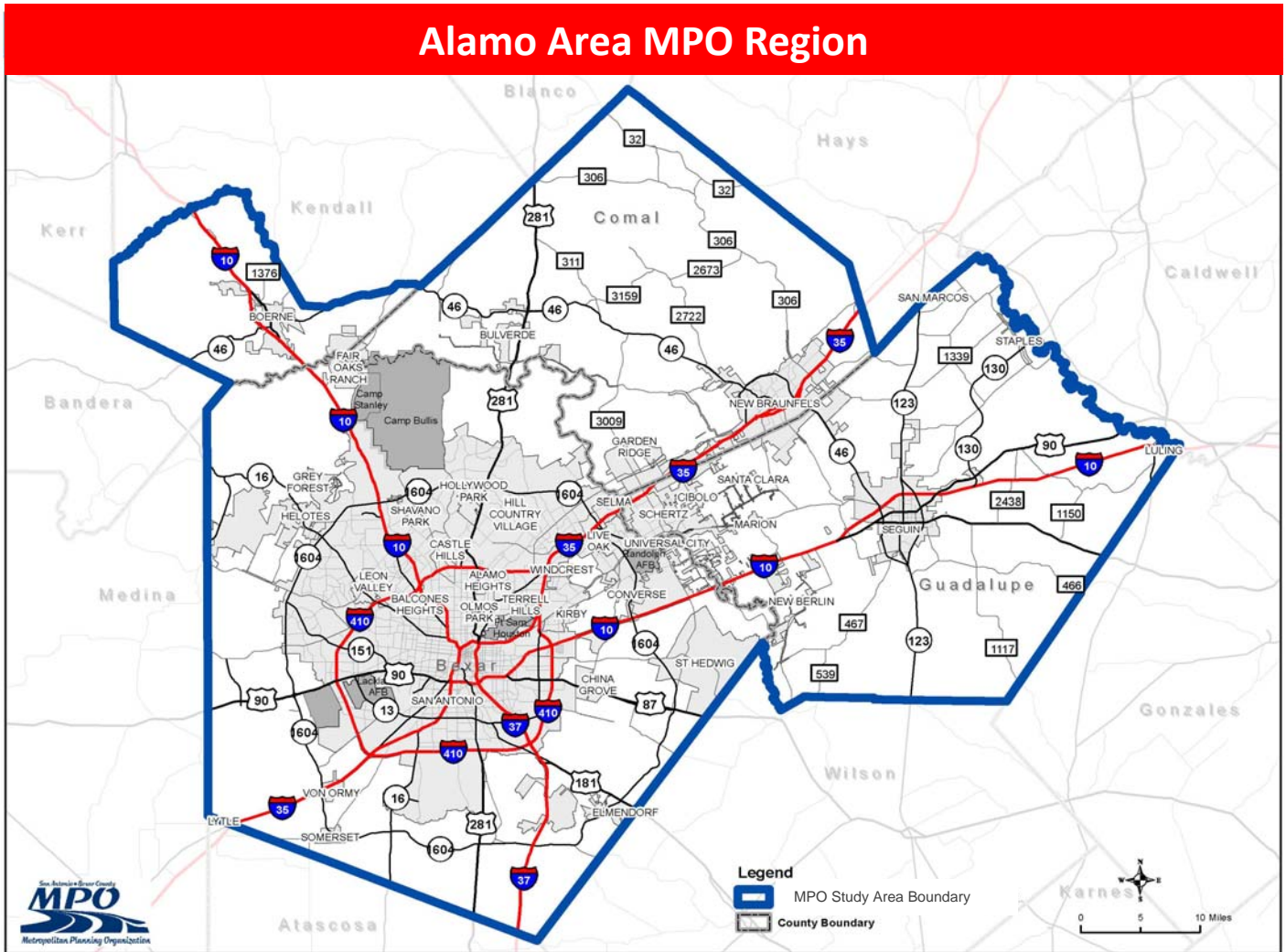
COORDINATED

No single agency is responsible for the entire system

Legislative Background for the Plan

Transportation planning by MPOs dates to the passage of the Federal Highway Act of 1962, which required urbanized areas with populations of 50,000 or more to develop and maintain a comprehensive, cooperative and continuing regional transportation planning process undertaken by states and local governments. Accordingly, in 1963, San Antonio, Bexar County and the Texas Department of Highways (now the Texas Department of Transportation, or TxDOT) established the San Antonio - Bexar County Urban Transportation Study (SABCUTS). In August 1977, the Governor of Texas designated the SABCUTS Steering Committee as the Metropolitan Planning Organization for the San Antonio and Bexar County area. In 2013, the MPO expanded its boundaries to include all of Bexar, Comal, and Guadalupe Counties and a portion of Kendall County as shown in Figure 1.1 and was renamed the “Alamo Area Metropolitan Planning Organization (MPO). The MPO serves as the forum for cooperative and regional transportation planning and decision-making by officials of the area's local governments and transportation agencies.

Figure 1.1, Alamo Area MPO Study Area Boundary



In addition to the Federal Highway Act of 1962, several transportation bills have been passed by the United States Congress to guide the transportation planning process. Bills authorize government spending for transportation and also provide federal policy directives. The table below lists each recent federal transportation bill and summarizes the significance of each.

Table 1-1. Transportation Bills

Bill, Year Passed	Significance
Intermodal Surface Transportation Efficiency Act (ISTEA), 1991	Marked a significant change in the roles for MPOs and the Metropolitan Transportation Plan. The role of planning by the MPO was strengthened to serve as a centralized decision-making process for the development of metropolitan transportation systems. A major focus of ISTEA was financial constraint of adopted plans.
Transportation Equity Act for the 21st Century (TEA-21), 1998	Affirmed key priorities such as improving safety, protecting public health and the environment. Authorized federal surface transportation funding programs for highways, highway safety, and transit for the 6-year period from 1998 to 2003.
Safe, Accountable, Flexible, and Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), 2005	Contained a host of provisions intended to improve and maintain the surface transportation infrastructure, including the Interstate Highway System, transit systems, bicycling and pedestrian facilities and freight rail operations. It expired in 2009 and was renewed ten times after its expiration date until it was replaced by MAP-21.
Moving Ahead for Progress in the 21st Century Act (MAP-21), 2012	Focused on a streamlined and performance-based surface transportation program. Enhanced many of the highway, transit, bike, and pedestrian programs and policies established in 1991. MAP-21 also instituted performance management to provide greater accountability and transparency and help achieve the most efficient and effective investment of transportation resources.

Current Transportation Bill

The current transportation bill is the **Fixing America’s Surface Transportation (FAST) Act**. The FAST Act authorizes \$305 billion nationwide over fiscal years 2016 through 2020 for highway construction, highway and motor vehicle safety, public transportation, motor carrier safety, hazardous materials safety, rail, research, and technology programs.

The FAST Act is the first law enacted in over ten years that provides long-term funding certainty for surface transportation, meaning States and local governments can better plan for

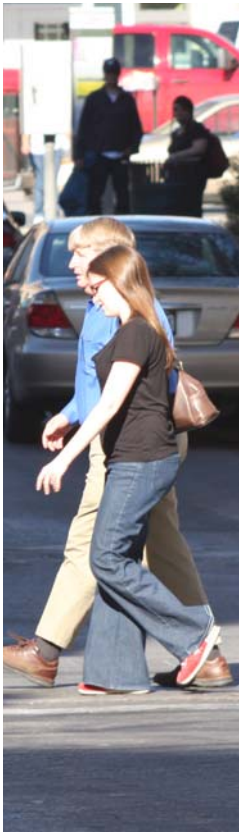
critical transportation projects, including larger projects such as highways and transit infrastructure.

The FAST Act mostly maintains the current funding structures and funding shares between highways and transit. However, some of the key differences in this transportation bill are outlined below.

- **Reduces institutional barriers that can stall and delay critical transportation projects.** The FAST Act adopted several proposals to expedite the permitting process while still protecting the environment.
- **Provides a dedicated source of federal dollars for freight projects.** The FAST Act establishes both formula and discretionary grant programs to fund transportation projects that directly benefit the movement of freight.
- **Supports an outcome-oriented, performance-based approach to the evaluation of proposed transportation projects.** The FAST Act continues the performance management approach adopted by MAP-21 and requires the US Department of Transportation (DOT) to begin developing new tools (and improve existing tools) to better manage project performance within one year of enactment.

Under the FAST Act, MPOs are required to address ten planning factors. This includes eight planning factors in place under MAP-21 and two that were added by the FAST Act. The ten planning factors used in the development of this plan are shown below.

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 for 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, 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.
10. Enhance travel and tourism.



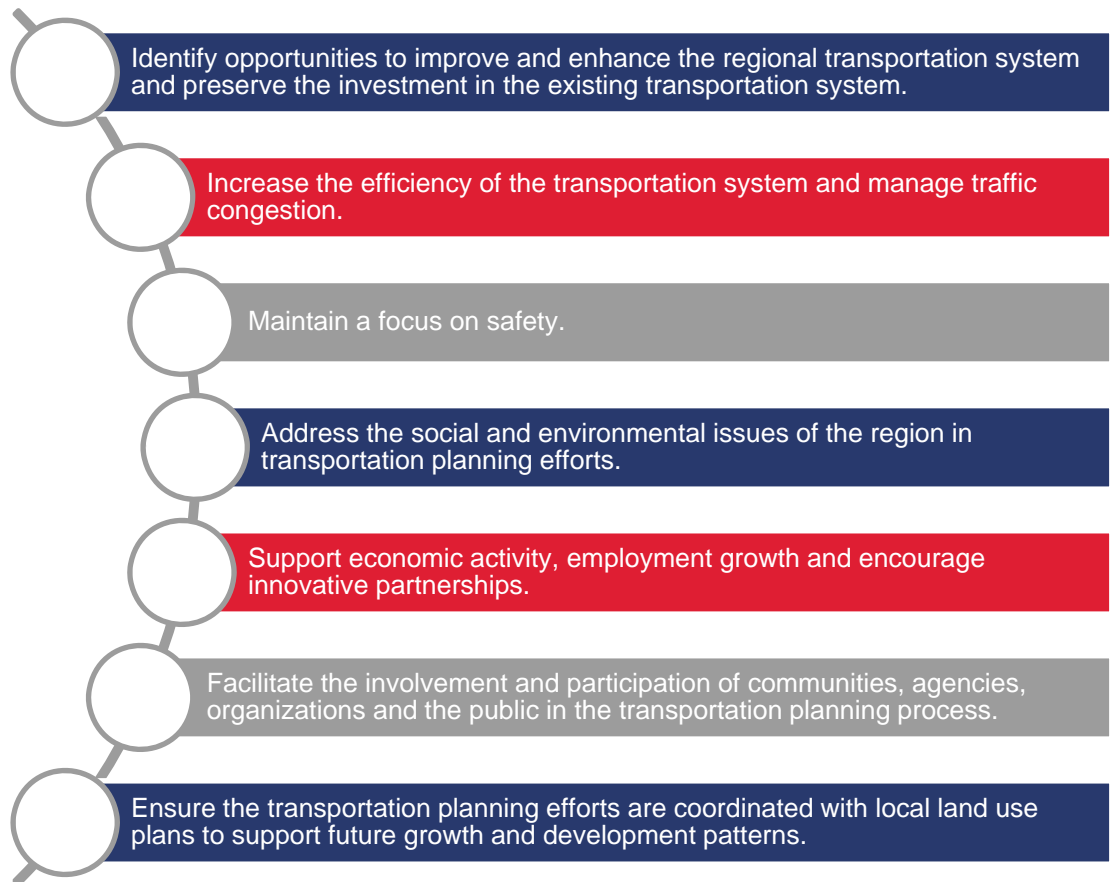
Mobility 2045 Vision

Mobility 2045 will meet growing transportation needs while:

- Ensuring environmental quality;
- Enhancing the safety of the traveling public;
- Fostering appropriate land use patterns;
- Advancing sustainable modes of transportation; and,
- Increasing accessibility of all users.

Metropolitan Transportation Plan Goals

The following goals reflect the values of citizens and stakeholders and guide the development of the long-range transportation plan for the region:



Planning Process

The MPO is charged with coordinating transportation planning and programming for the region. The MPO is led by the Transportation Policy Board (TPB), and tasked with development of the long-range transportation plan, the Metropolitan Transportation Plan, or MTP. The TPB provides coordination with regional stakeholders therefore making the MTP a collaborative effort between the MPO, technical staff, city and county governments, local transportation partners, community-based organizations, interest groups and stakeholders, and citizens.

MPOs' long-range plans are updated every four to five years. This is the first plan the MPO has updated following the designation on July 18, 2018 (effective designation date of September 24, 2018) by the Environmental Protection Agency (EPA) that Bexar County is in "non-attainment" of (or not meeting) National Ambient Air Quality Standards (NAAQS) standards for ground level ozone (O₃). Going forward, the MPO will formally update this long-range plan every four years, until Bexar County again meets, and maintains for two decades, clean air standards.

To develop this plan, the MPO used the same growth scenario adopted for our last long-range plan, *Mobility 2040*. This scenario maintained recent growth trends in Bexar County of rising infill development that is primarily medium- to higher-density and supports increased use of active modes of transportation. Several major planning efforts in the region – the City of San Antonio's SA Tomorrow and VIA Metropolitan Transit's Vision 2040 are supportive of this demographic scenario. For Comal, Guadalupe, and Kendall Counties, preferred growth followed the Counties' 15-year trend. Demographic assumptions for *Mobility 2045* were interpolated and extrapolated from *Mobility 2040* for our new milestone years of 2015, 2025, 2035, and 2045.

Mobility 2045 recognizes that growth and change will continue and reflects the desired growth and transportation goals and values for the region. An important element of the plan is to determine how billions of dollars in federal and state transportation funds should be spent over the next 25 years.

Performance Management

MAP-21 instituted performance management to provide greater accountability and transparency and help achieve the most efficient and effective investment of transportation resources. The FAST Act continued performance management with the establishment of national goals for safety, infrastructure condition, congestion reduction, system reliability, freight movement and economic vitality, environmental sustainability, and reduced project delivery delays. To date, the AAMPO has adopted performance measures associated with Safety (PM1), Bridge/Pavement Condition (PM2) and Roadway System Performance (PM3),

and Transit Asset Management. The MPO will continue to work with the state and transportation partners to adopt additional goals and targets by the required deadlines.

Consistency with Other Local Plans and Programs

Numerous plans and studies were reviewed as part of the development of this plan to ensure consistency with planning efforts throughout the region. A list of these plans is shown below:

City of San Antonio Bicycle Master Plan + Implementation, 2011	SA Climate Action Plan, 2019	VIA Vision 2040, 2016	Regional Thoroughfare Plan Study, 2019
SA Tomorrow Multimodal Transportation Plan, 2016	SA Tomorrow Comprehensive Plan, 2016	SA Tomorrow Sustainability Plan 2016	AAMPO Regional Bicycle & Pedestrian Study, 2016
City of Seguin Comprehensive Master Plan, 2017	Joint Base San Antonio Joint Land Use Study, 2015	Bike Share Master Plan Study, 2019	• Planning for Growth in Comal County, 2017
City of Bulverde Transportation Master Plan, 2015	• City of New Braunfels Stormwater Management Program, 2014	• New Braunfels EDC Demographic Profile, 2016	• Envision New Braunfels, Comp Plan, 2018

The MPO will continue to work with partners as they develop transportation related plans and programs in the region.