

PAVING THE WAY

BOND FINANCING

Toll revenue bond financing is a new topic in Bexar County, but what does it really mean? Are these toll revenue bonds backed by the tax base? Are these toll revenue bonds new and different than anything else we have seen in south Texas? The answers to these two questions are the same: no. No, revenue bonds are not backed by the tax base; they are backed by the pledge of future revenues to cover the debt. Users who drive the toll lanes pay the fees to pay back the debt. And no, revenue bonds aren't new to Bexar County. A number of entities already make use of them to build needed infrastructure today instead of using the traditional and slow moving pay as you go system. The Alamo RMA will be issuing toll revenue bonds, and leveraging Texas Mobility Funds, in order to build the needed infrastructure today to provide congestion relief for our community, instead of waiting years and decades for the traditional "pay-as-you-go" financing system.

NO SLOWING DOWN ALL ELECTRONIC SYSTEM

The road ahead gives all drivers the choice to ride the toll lanes or ride the non toll lanes to reach the same destination. If you choose to ride the toll system, one small sticker will get you on and off the road. To reduce costs and make use of advanced technology, the Alamo RMA will use an all-electronic toll system. Toll booths will not be used, which means no stopping and waiting to throw loose coins into a bucket or pay a toll collector.

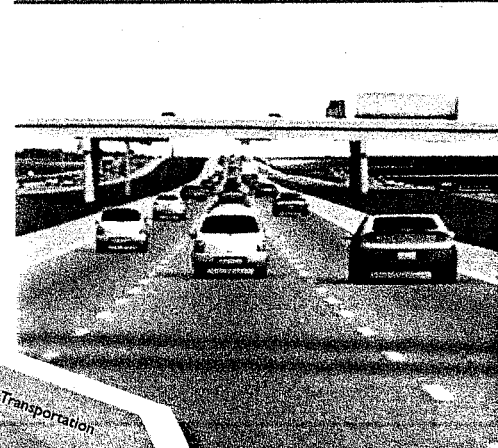
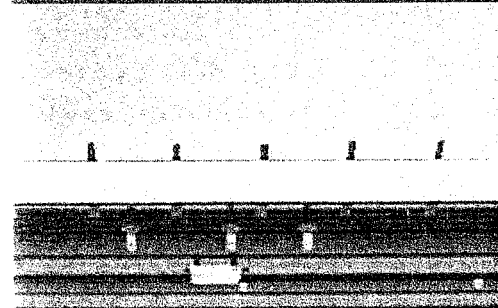
The Alamo RMA's electronic tag will be a small sticker and placed on your front windshield. The tag is linked to a credit card or bank account of your choice, and tolls will be automatically deducted as you enter and exit a toll road.

The benefits of using an all-electronic system are:

- Keeps vehicles moving
- No toll booths
- No stopping or slowing down
- An itemized statement will be mailed to you or you may manage your account online
- Reduces overhead costs
- Helps air quality by limiting the number of vehicles stopped and idling by not having toll booths



VIDEO ANIMATED TOLL GANTRY



2007 YEAR IN REVIEW



If 2006 was the year in which the Alamo RMA geared up for the future, 2007 was definitely the year in which we embraced the road ahead. It was not always an easy road to travel and had its share of curves and hills, but, the destination never changed. The Alamo RMA stayed focused on providing necessary relief for the congestion that impacts our community, while opening new routes to solutions.

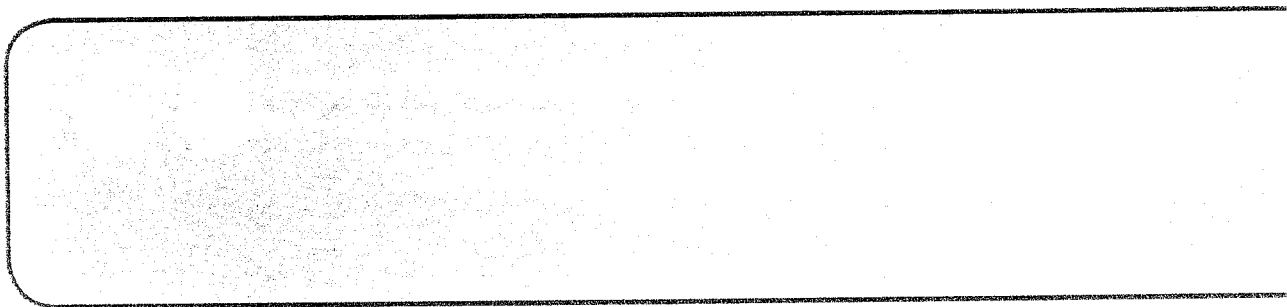
- In January 2007, the first Community Open House was hosted for the Wurzbach Parkway project. The public had the opportunity to learn about the project from staff and board members and through exhibits and were encouraged to make comments on the future of the project. The Alamo RMA also announced at this meeting that the Wurzbach Parkway project would not be a toll road, and that the RMA would work to identify funding and leveraging to help complete this east-west connector across the north side of San Antonio.
- In April 2007, the Federal Highway Administration (FHWA) notified the Alamo RMA that the Bandera Road project would require an Environmental Impact Statement (EIS) before any long term improvements could be made to the corridor. While this results in a longer, more in-depth study on the possible improvements to Bandera Road, an EIS also provides more time for community involvement and input. Currently, the EIS is anticipated to be complete in 2012.

A growing community is a **testament** to the visionaries who came before us. The challenges before us must be **overcome** for the **next generation**.

– James R. Reed
Planning Committee Chair

WHAT IS AN ENVIRONMENTAL IMPACT STATEMENT?

A full-disclosure, environmental document that is prepared when it is initially determined that a proposed action or project may cause significant impacts to the environment; when environmental studies and early coordination indicate significant impacts; or when review of the Environmental Assessment indicates that a proposed project's impacts may be significant. The EIS requires both a draft statement (DEIS) and final statement (FEIS) and extensive public involvement.



WHAT IS A FONSI?

(FINDING OF NO SIGNIFICANT IMPACT)

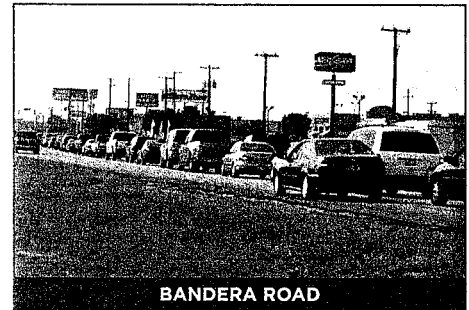
A FONSI is a decisional document issued by the Federal Highway Administration which indicates that an action will not have a significant effect on the quality of the environment. The FONSI follows approval of the environmental assessment and appropriate public involvement.

PROJECT UPDATES

In 2006, the Alamo RMA received development authority for three separate projects in Bexar County, and since that time, we have been working to advance each of these projects to bring relief to our community.

BANDERA ROAD

Bandera Road (State Highway 16) was one of the first projects addressed by the Alamo RMA. The project is approximately 6.5 miles between Loop 410 and Loop 1604. The corridor has experienced rapid growth and will continue to reach high traffic volumes as the years progress. It is estimated that future travel times to get from one end of the segment to the other will increase significantly. Currently, this corridor does not have funding to make long term improvements. Bandera Road will also undergo an Environmental Impact Statement (EIS), which, typically takes four to five years to complete.



WURZBACH PARKWAY

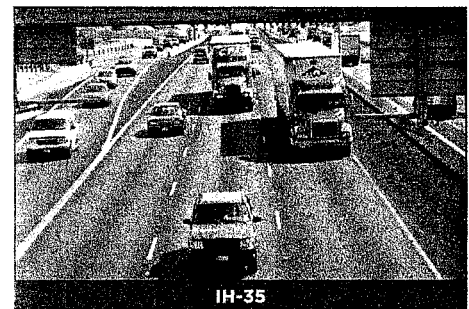
Development of Wurzbach Parkway has occurred piece by piece starting in the 1980s. The Alamo RMA received development authority for the center 1.7 mile segment of Wurzbach Parkway, and has been working with the Texas Department of Transportation (TxDOT) on the two additional segments which still need to be completed in order to finish this project.

After careful evaluation, the Alamo RMA has concluded the 1.7 mile segment of the Wurzbach Parkway, which was considered for possible tolling, is not a toll viable project; therefore, will not be a tolled interchange in the future. In January 2007, a Community Open House for Wurzbach Parkway took place to explore three possible conceptual alternatives for possible improvements to help ease traffic congestion trying to travel east to west.

An ongoing environmental study needs to be completed before any additional improvements to the three remaining segments can be made. Currently, under the Metropolitan Planning Organization funding plans, no funds are allocated to Wurzbach Parkway until 2013.

IH-35

Interstate Highway 35 (IH-35) is one of the heaviest-travelled corridors in Bexar County. The Alamo RMA has development authority for improvements on this corridor starting at the Bexar / Guadalupe County line and extending into the Central Business District (downtown). With the expansion of Fort Sam Houston and Brooke Army Medical Center, as well as other businesses seeking to expand and move along this corridor, traffic volumes will continue to increase above current levels.



The IH-35 corridor still needs to undergo an environmental study, which is required, by law, before any added capacity improvements can be made. The Alamo RMA has started preliminary studies on this 20 mile corridor to refine logical segments for improvements, given the size and scope of the needed improvements in this corridor. The IH-35 project will be one of the most expensive projects the Alamo RMA will be working on in the coming years and currently, there is no funding appropriated to begin any detailed level of work on this project.

GROWING COMMUNITY

Bexar County has seen tremendous growth in the last couple of years, particularly in the north side of the county. This growth is not expected to slow down anytime soon. What was once land with only dirt and grass has been developed into homes, restaurants and shopping centers. Thousands of new homes and subdivisions are appearing every day.

In 2007, Texas lead the nation as the fastest growing state in the country. The U.S. Census Bureau reported from July 2006 to July 2007, an estimated 500,000 new residents moved to Texas. Within the next 25 years, we are expecting at least 300,000 new residents to move to Bexar County, which is equal to the size of Corpus Christi being added to our community.

New residents are moving to our community because of the quality of life we enjoy. With

diversity, education and job growth people see Bexar County as an excellent place to move their families and businesses.

A growing community, creates more drivers, and more drivers creates congestion on our roads. The areas of Loop 1604 from IH-35 to the west, through U.S. 281 and IH-10 to Highway 90 West have seen the most traffic growth within a short amount of time. When traffic is moving, it is the sign of a healthy economy. But when traffic comes to a grinding halt and gridlock starts to take hold, the economy slows to a crawl and the quality of life is reduced. The Alamo RMA refuses to let congestion impair the quality of life for our residents. We are taking action today to ensure a strong economy that is served by a strong transportation network.

No one wants to be **stuck** in traffic. No one wants to be **gridlocked**, so we must provide a way to cover costs that the legislature will not provide; however we must be frugal with our citizen's money and we will do our best to insure that logical and **fair** cost controls and economies are **observed**.

— Jesse F. Jenkins, P.E.
Alamo RMA Board of Directors



COMMUNITY INVOLVEMENT

The road ahead has become a highly talked-about subject for our community. For some people, it is a fairly new topic, and they are learning about the toll road concept from television, print media and radio. The Alamo RMA wants to help educate our community about transportation. We want to help show how important it is to plan for the future and implement long-term solutions to help solve our congestion headaches today.

The Alamo RMA pledges to keep the community informed and engaged today, tomorrow and in the future. Our staff is in constant contact with community leaders, keeping them up-to-date with projects and ideas to keep Bexar County moving. The Alamo RMA staff and board members are actively engaged with the community through presentations to neighborhood groups and other organizations that want to learn how we are making our roads safer and less congested. We invite residents to come to our offices and speak one-on-one with our engineers to gain a better understanding of how our projects might affect their neighborhood or business.

An important communication resource is the Alamo RMA website (www.AlamoRMA.org). The website is updated often to keep the community current with our projects and news about the Alamo RMA. The user friendly website allows the community to sign-up to learn about projects, and the website can also be translated from English to Spanish with the click of a button.



The future economic **growth** of our community will be absolutely linked to viable and efficient transportation systems, for both people and goods. We must design our future to be as efficient and environmental **friendly** as possible. Our **future** starts now!

– Robert S. Thompson
Alamo RMA Board of Directors



ALAMO RMA BOARD OF DIRECTORS



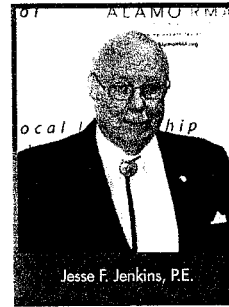
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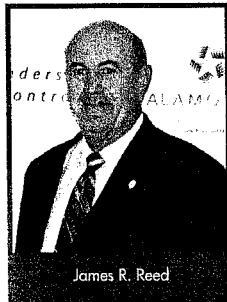
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Robert S. Thompson



Terry Brechtel
Executive Director

The seven members of the board of directors bring local leadership to local issues affecting transportation and oversee the Alamo RMA. The Chairman of the board is appointed by the governor of Texas; two members are appointed by the county judge, one of whom serves as the representative for the city of San Antonio; and four members are appointed by the Bexar County commissioners. The executive director implements the directives of the board and leads the authority in developing transportation infrastructure projects.



ALAMO RMA
COMMITMENT
TO OUR COMMUNITY



- Provide local leadership and control over transportation projects to keep our economy moving
- Accelerate the construction of needed multi-modal transportation projects to address quality of life issues
- Leverage federal, state, regional and local funds through the use of all available funding tolls
- Ensure that motorists will always have a choice between tolled and non-tolled lanes, and work to develop other multi-modal projects to help keep our region moving
- Increase travel safety for our community by decreasing congestion



ALAMO RMA
Regional Council of Governments

