VISION 2040 DRAFT PLAN

VIA Board Workshop

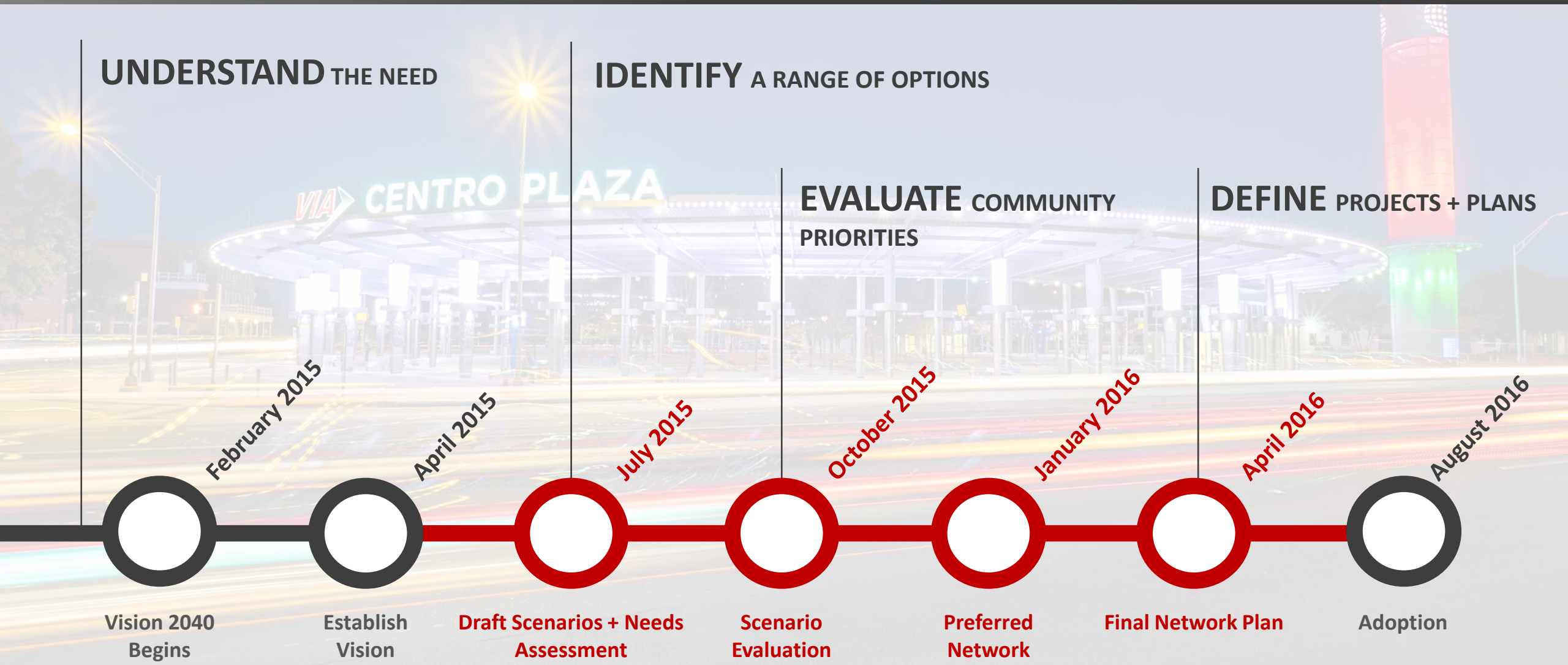
July 14, 2016

123 N. Medina | San Antonio, TX 78207

Draft Plan Review - Overview

- Understanding the Need
- Laying out the Vision
- Implementing the Vision

Vision 2040 Key Milestones



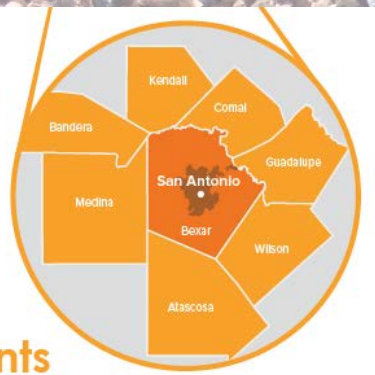
Why we do a Long Range Plan

- Identify and prioritize policy, service and capital needs
- Provide for public participation and dialogue
- Adapt to ever-changing community conditions
- Maintain and improve economic competiveness

Understanding the Need

The region will add

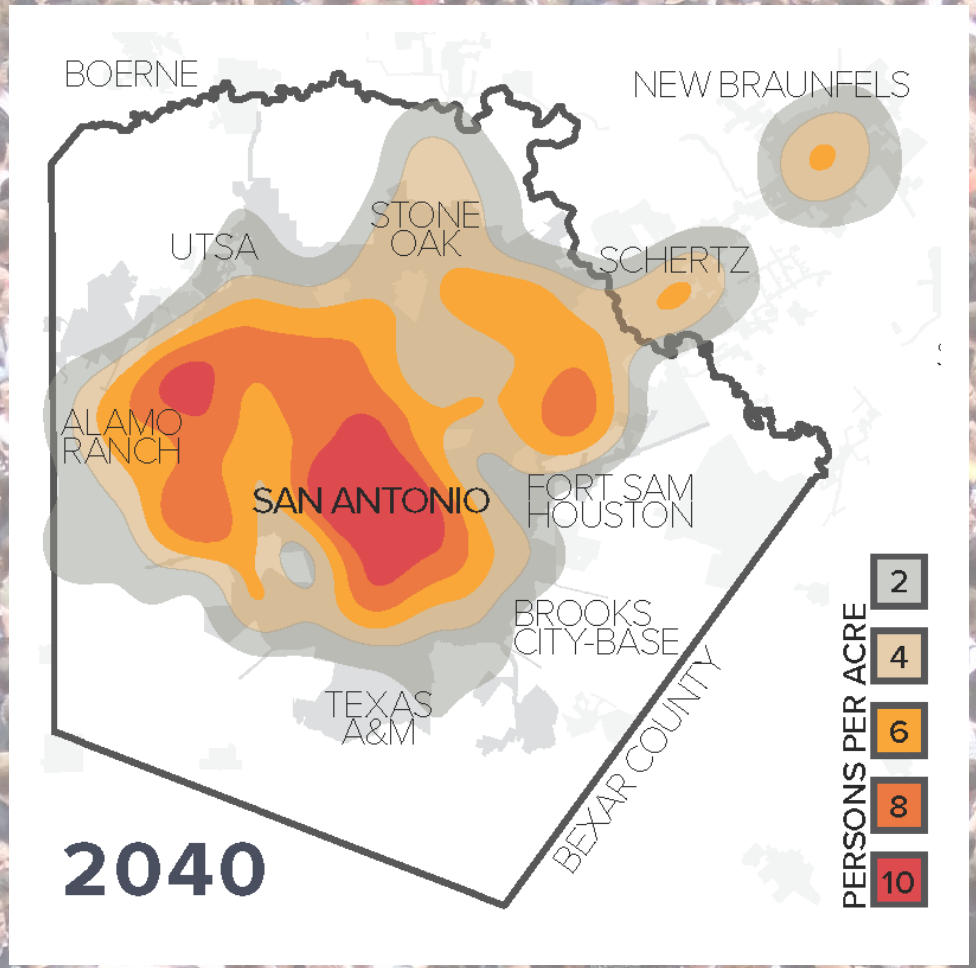
1.6 million new residents



between 2010 and 2040, equivalent to **146 new residents arriving each day.**

838,000+ additional jobs

1.3 million+ additional cars



Source: Alamo Area Metropolitan Planning Organization Model, Texas Department of Transportation Statewide Analysis Model, 2014

Understanding the Need

As the region grows, moving vehicles will become **more challenging.**

By 2040, the average person will spend **more time driving.**

2010 **50 minutes** per day

2040 **91 minutes** per day

By 2040, average **travel speed** will **decrease.**

2010 **29 mph**

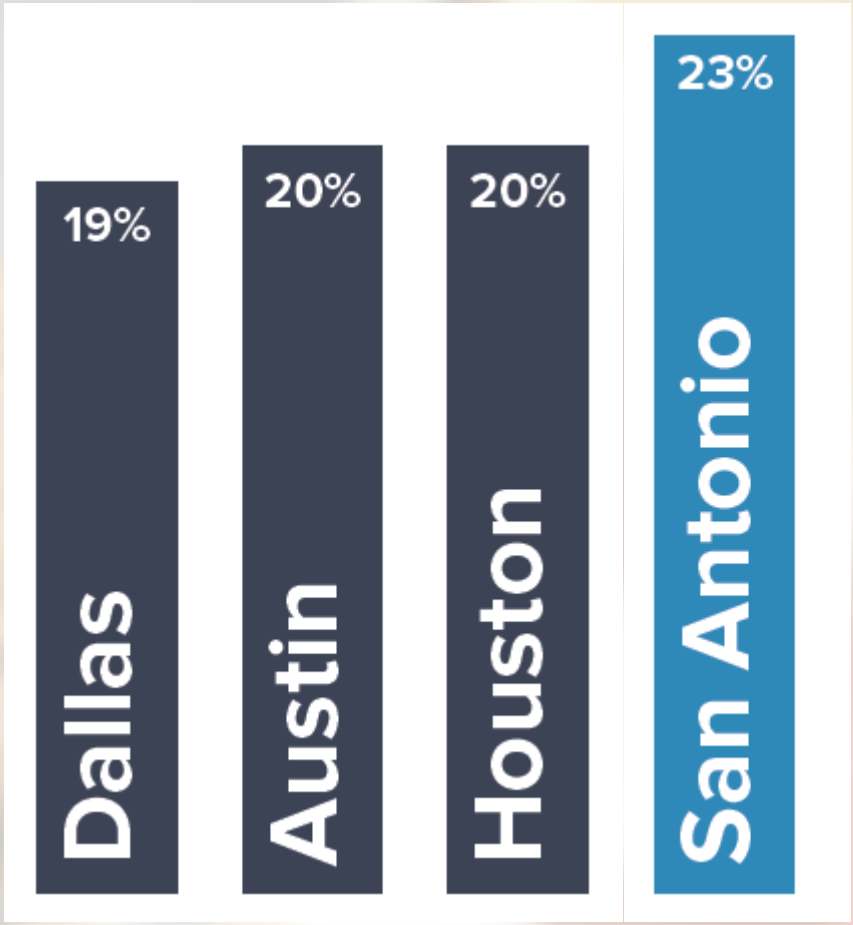
2040 **19 mph**

This will affect the ability of residents to reach **key destinations.**

Source: Alamo Area Metropolitan Planning Organization Model, 2014

Understanding the Need

In comparison to other Texas cities,
San Antonio Residents
spend a **higher percentage**
of household income on transportation



Source: Center for Neighborhood Technology's House and Transportation (H+T®) Affordability Index, 2013

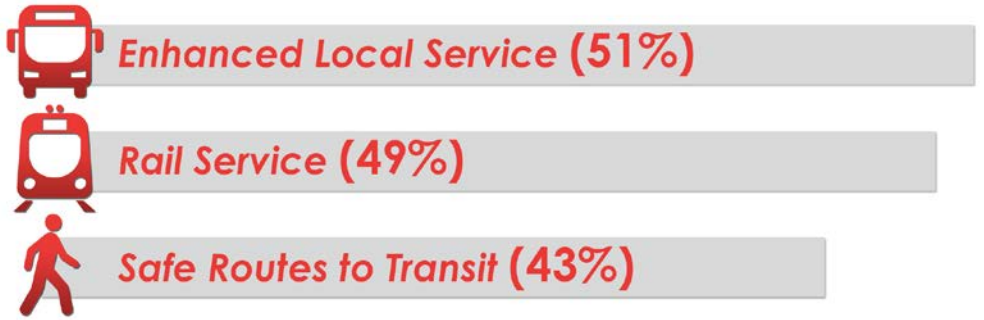
Understanding the Need

Frequency and Reliability

are the **most important** features of VIA service regardless of respondent demographics.

Transportation Choices (n=3,705)

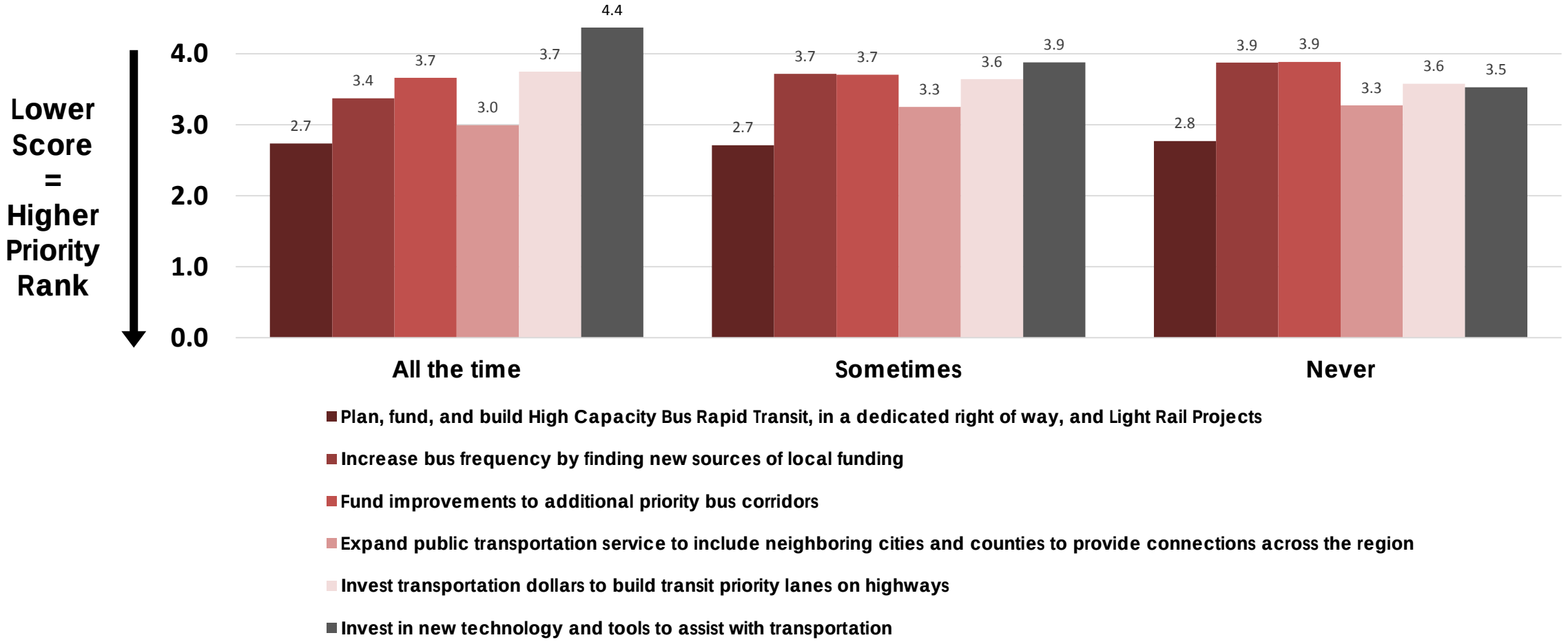
What do you think will most improve public transportation in the San Antonio region? *(% of those who answered the question choosing as top three)*



As we look to **enhance our region's future transit system**, please rate the following activities in terms of importance that you feel should be undertaken.

	←Higher Priority					Lower Priority→
Plan, fund, and build High Capacity **Bus Rapid Transit**, in a dedicated right of way, and **Light Rail** Projects	**39%**	17%	11%	9%	10%	13%
Expand public transportation service to include neighboring cities and counties to provide **connections across the region**	18%	26%	16%	14%	12%	14%
Invest transportation dollars to build **transit priority lanes** on highways	11%	15%	24%	18%	16%	16%
Increase bus frequency by finding new sources of local funding	13%	16%	15%	16%	26%	14%
Fund improvements to **additional priority bus corridors**	7%	14%	19%	29%	20%	11%
Invest in **new technology and tools** to assist with transportation	14%	13%	16%	13%	15%	29%

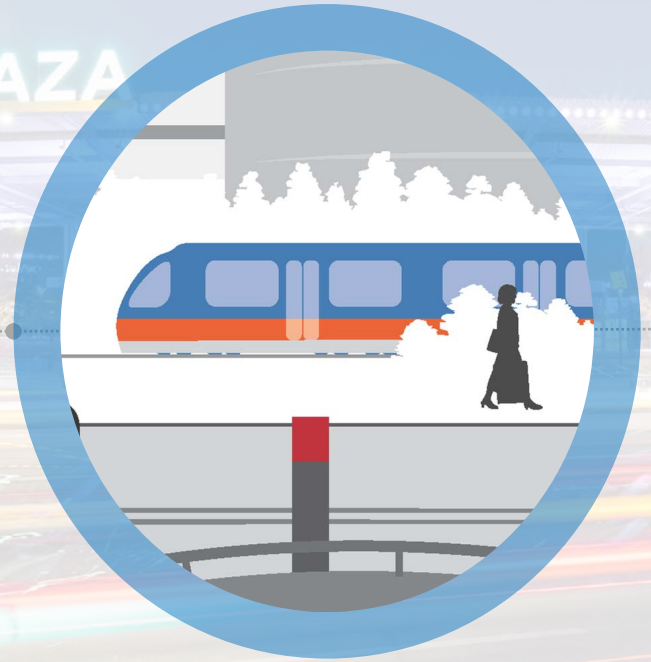
Strategy Prioritization by how Frequently Respondents Ride VIA Transit



Source: Vision 2040 Community Outreach Survey Results, 2016

Long Range Plan

VIA VISION 2040



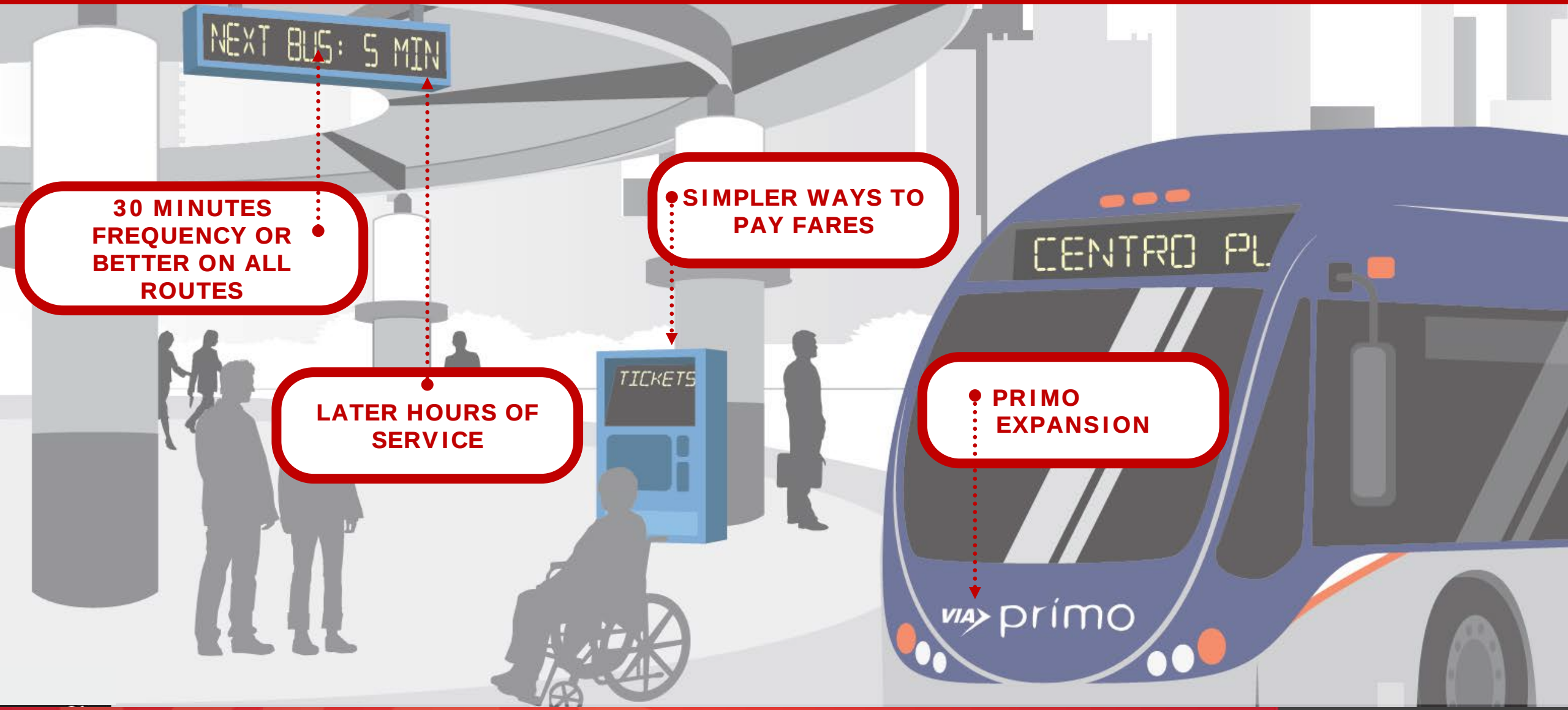
01 BETTER BUS SYSTEM

02 RAPID TRANSIT NETWORK

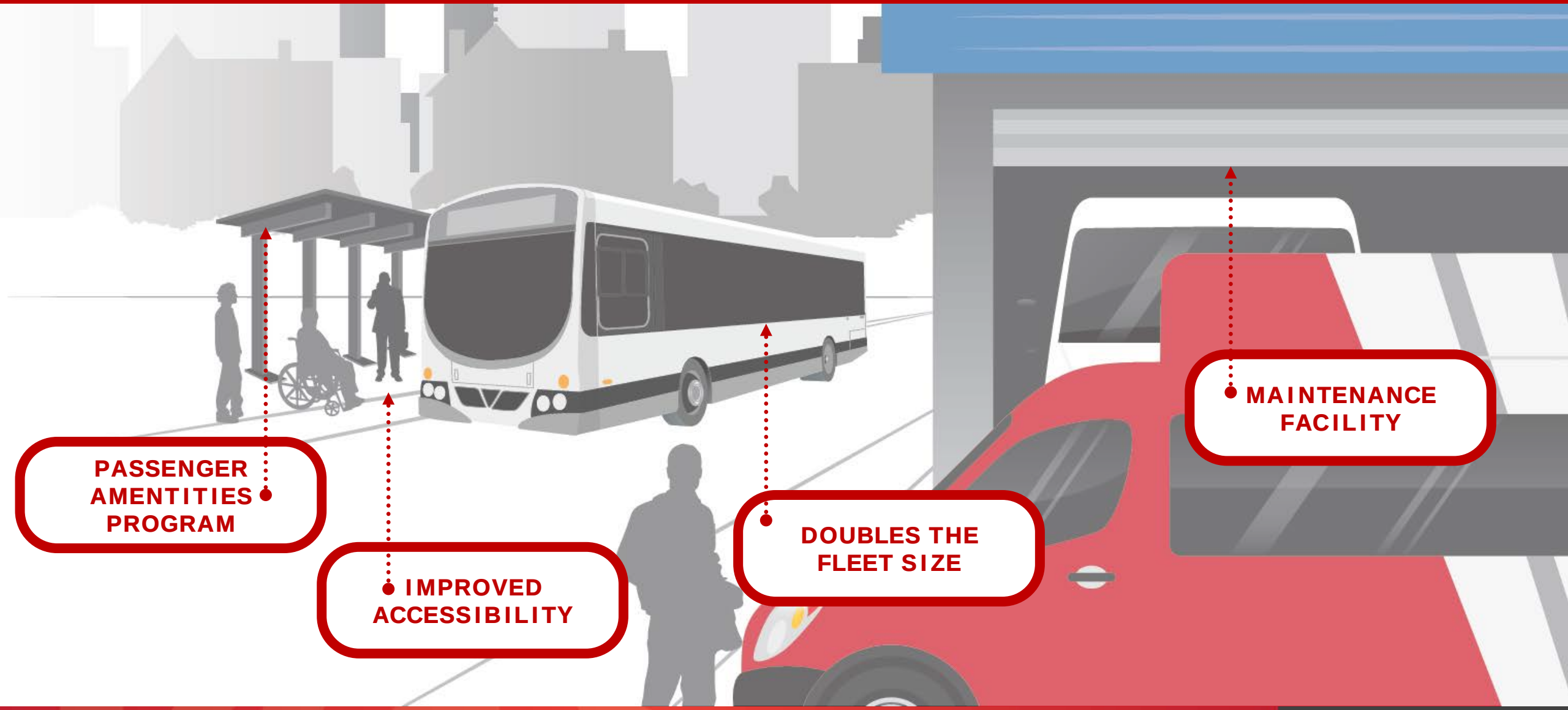
03 INNOVATIVE SOLUTIONS

Connecting the community with frequent and reliable transit service, enhanced passenger amenities

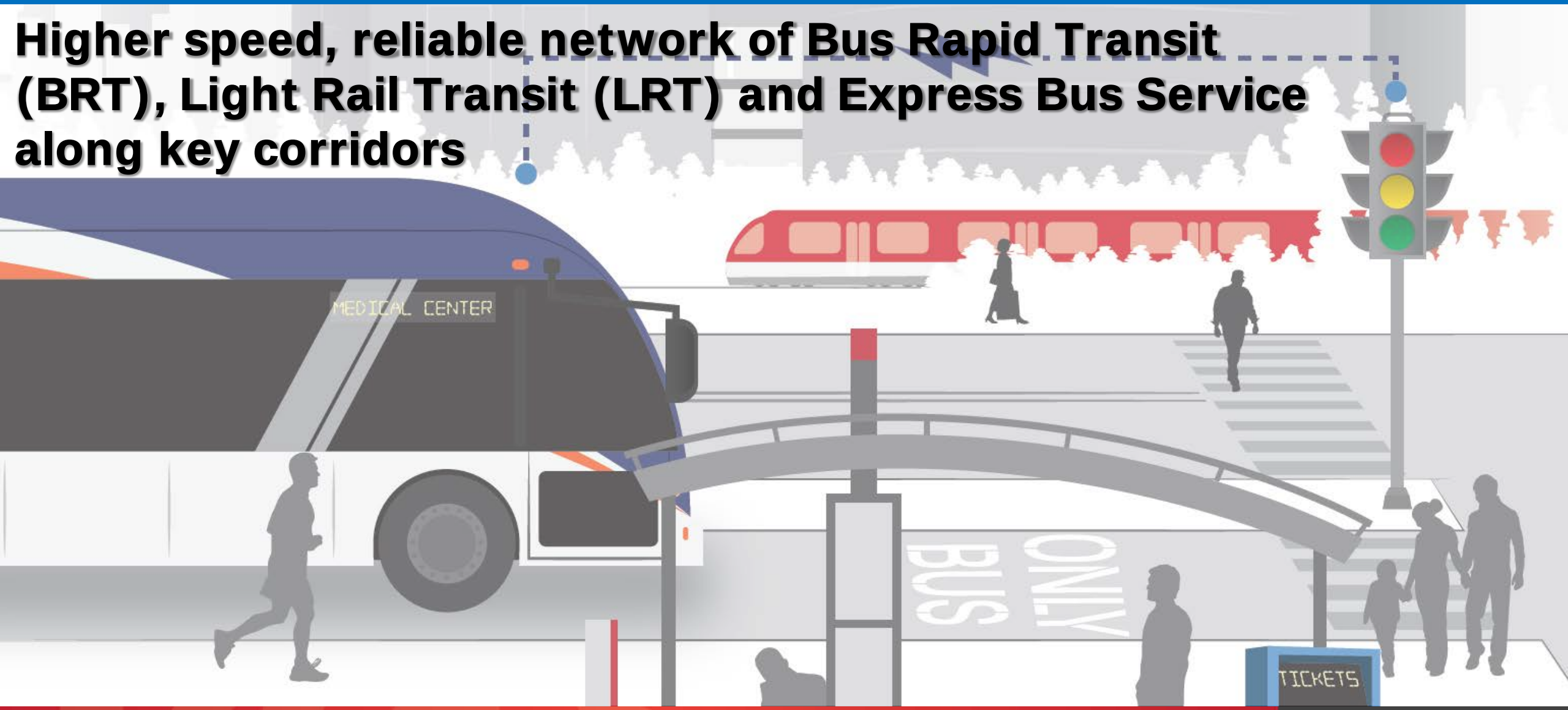
Better Bus System



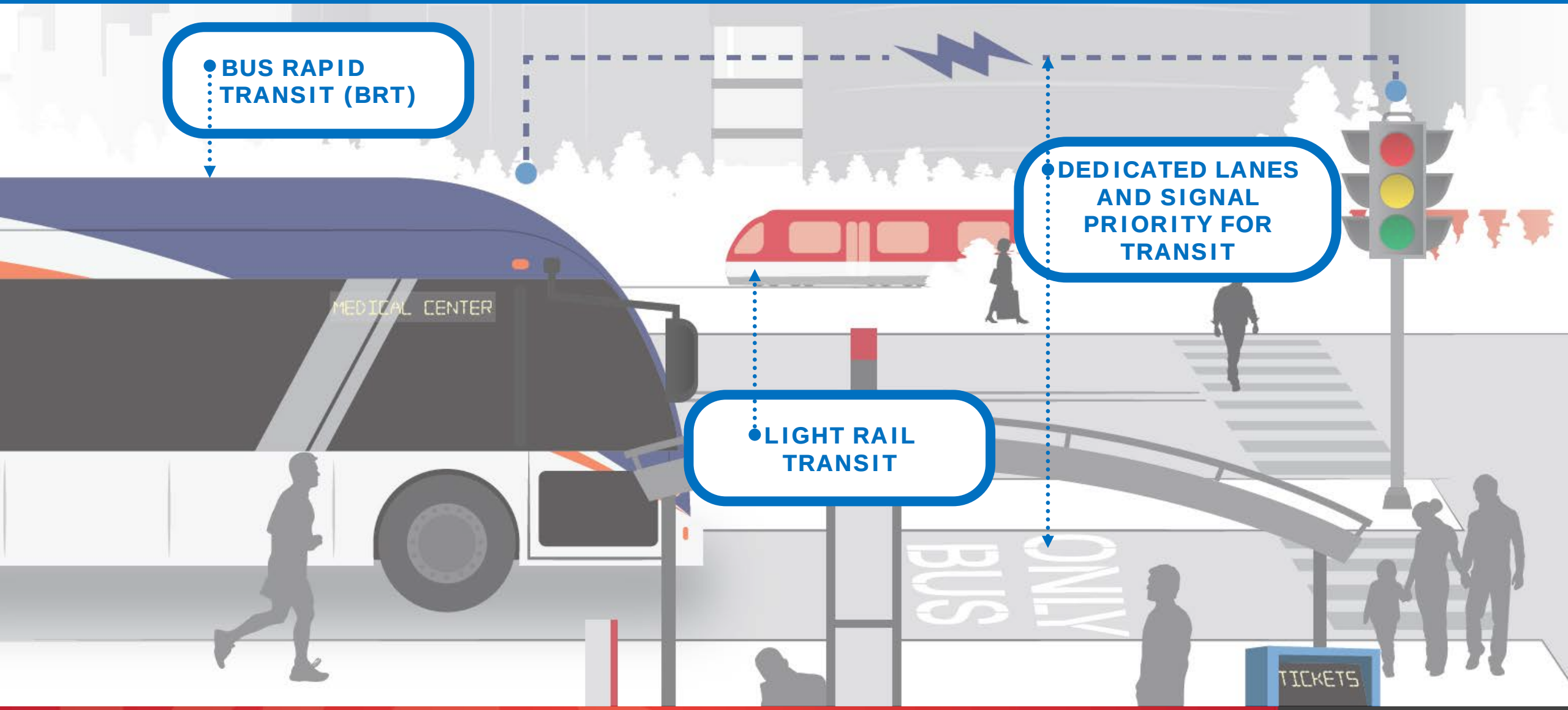
Better Bus System



Higher speed, reliable network of Bus Rapid Transit (BRT), Light Rail Transit (LRT) and Express Bus Service along key corridors



Rapid Transit Network



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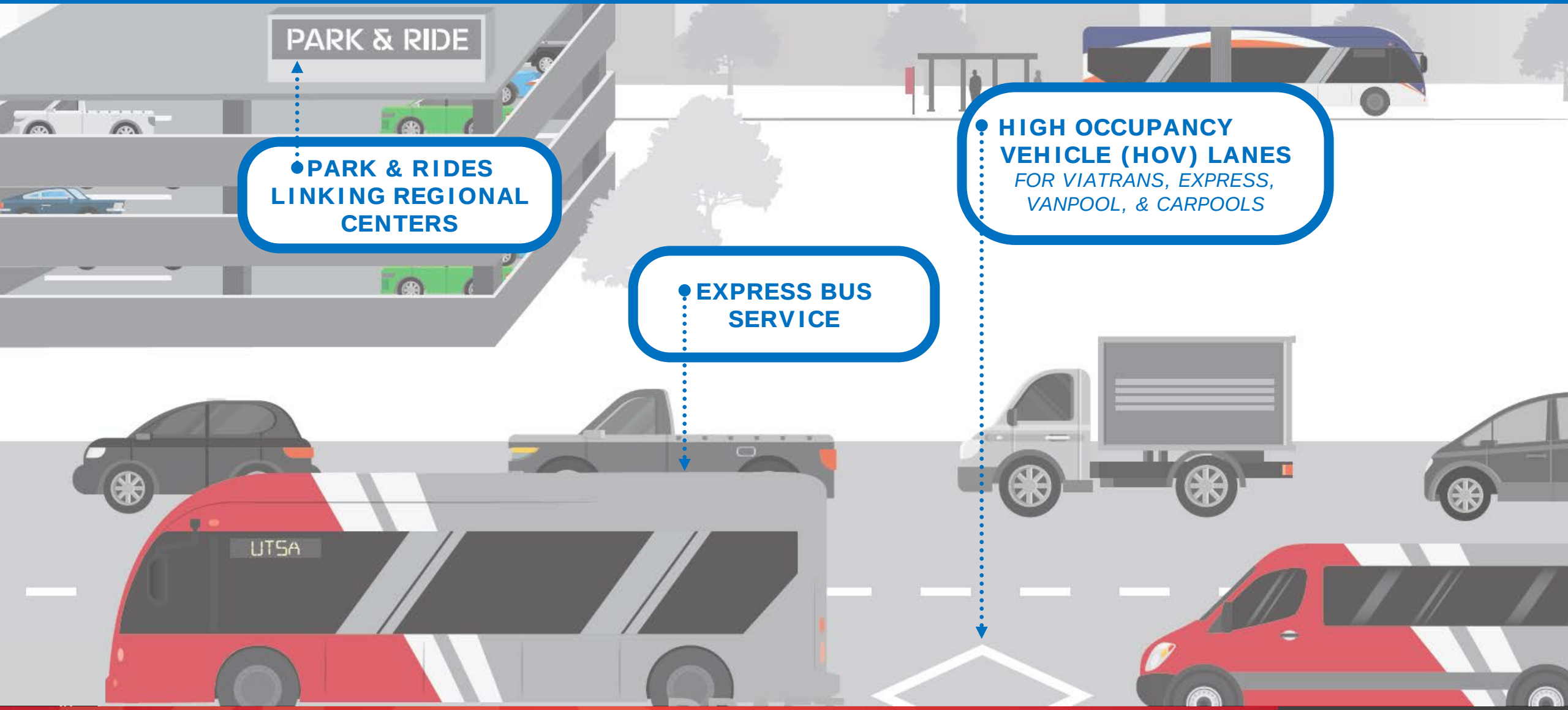

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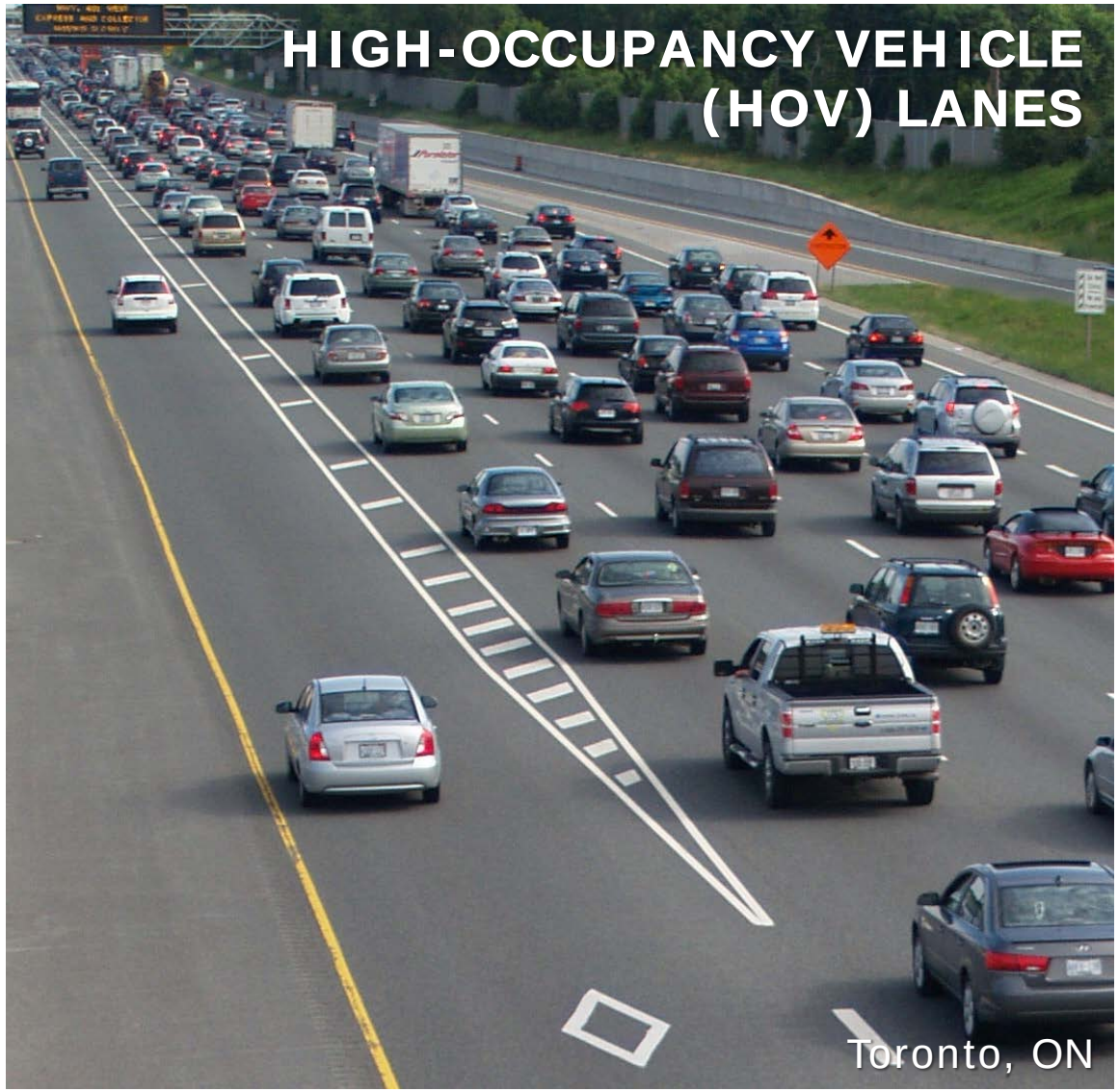
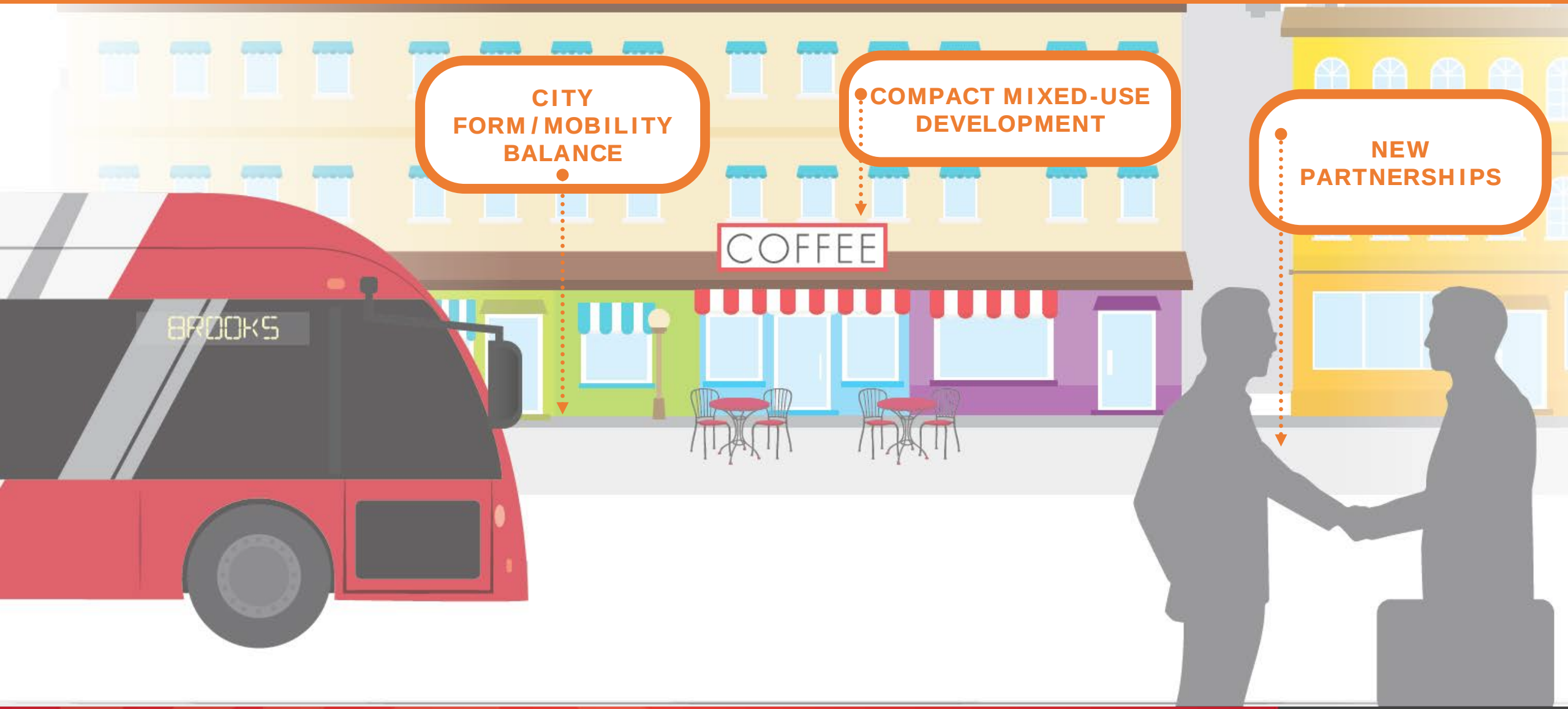


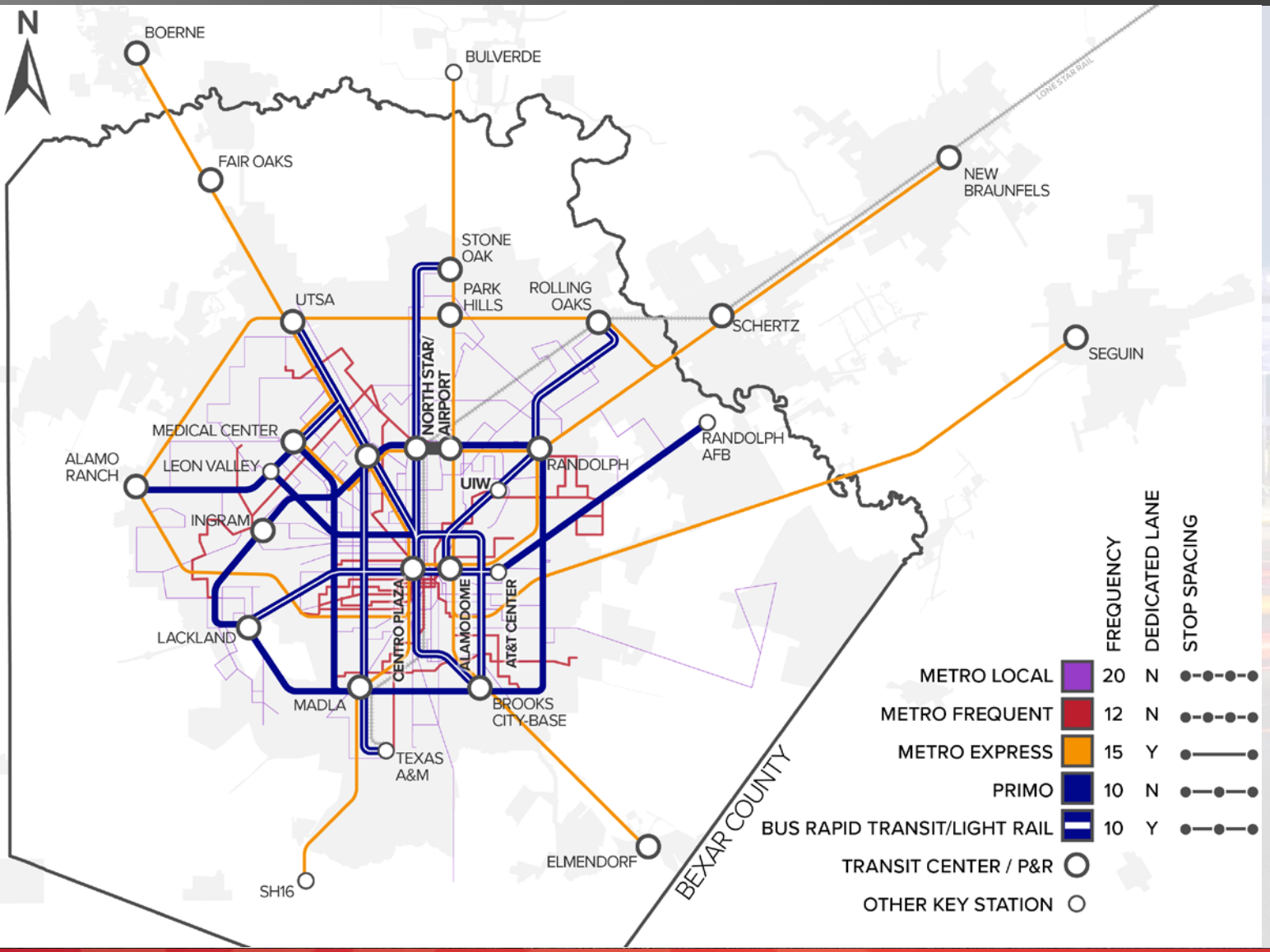
Bringing together technology, development and strategic partnerships to build a stronger region

Innovative Solutions

Innovative Solutions



Draft System Plan



By the Numbers:

- 1.76 Million people within ½ mile of frequent service
- 7 Bus Rapid Transit/Light Rail Transit Corridors
- 5 Primo Routes
- 11 Express Routes

Evaluation Criteria:

- Ridership
  - Total daily boardings with double weight given to low income station areas
- Congestion Effect
  - Index of corridor congestion and daily boardings
- Productivity
  - Boardings per vehicle revenue hour
- Site Potential
  - Index of development potential and urban form
- Access
  - Number of jobs and residents near station areas

Corridor Evaluation

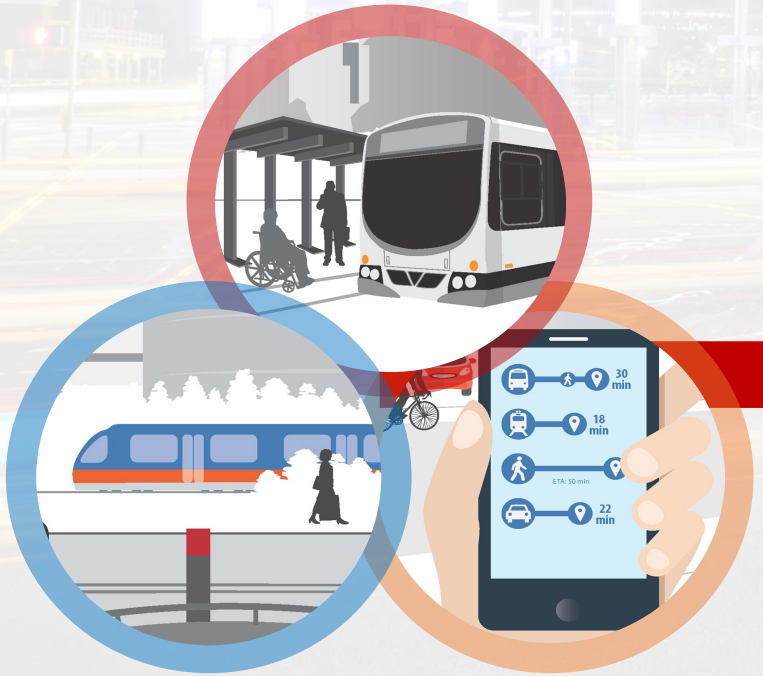
Higher ● ● ○ ● Lower

Corridor	Ridership	Congestion Effect	Productivity	Site Potential	Access	Overall
Fredericksburg	●	●	●	●	●	●
Zarzamora	●	●	●	●	○	●
Commerce-Houston	●	●	●	●	○	●
San Pedro	●	●	●	●	●	●
New Braunfels Ave	●	●	●	●	○	●
Looper Premium (incl. SW Mil.)	●	●	●	●	●	●
Austin Highway	○	○	●	●	○	○
General McMullen-Babcock	○	○	○	●	●	○
Rockport/Roosevelt	○	○	●	○	●	○
Bandera	●	○	○	●	●	○
Huebner-Grissom	●	●	●	●	●	●
FM 78	●	●	●	○	●	●

← Lower Rank | Higher Rank →

Implementing the Vision

VIA VISION 2040



BETTER BUS SYSTEM
- Expand Primo and Implement Efficiency Improvements
- Maintenance Facility Needs Assessment
- Upgraded Passenger Amenities

RAPID TRANSIT NETWORK
- Express Service and Park & Ride Program
- Determine HOV Lane Network & Start Rapid Corridor Analysis

INNOVATIVE SOLUTIONS
- Real-Time Arrival Signs
- Bikeshare/Ride-Hailing Integration
- Implement Transit-Oriented Development Policies

CURRENT
(Current – 2020)

Implementing the Vision

NEAR-TERM (2021 – 2025)

BETTER BUS SYSTEM
- Expand Primo Program and Frequent Bus Service
- Address Maintenance Facility Needs
- Upgraded Passenger Amenities

RAPID TRANSIT NETWORK
- Begin to Operate Bus Rapid Transit Projects
- Begin to Operate HOV Lane Network

INNOVATIVE SOLUTIONS
- Implement Multimodal Applications
- Implement Transit-Oriented Development in Key Corridors

MID-TERM (2026 – 2030)

BETTER BUS SYSTEM
- Continue Expansion of Primo Program and Frequent Bus Service
- Address Maintenance Facility Needs
- Upgraded Passenger Amenities

RAPID TRANSIT NETWORK
- Begin to Operate Light Rail Transit Projects
- Continue to Implement HOV Lane Network

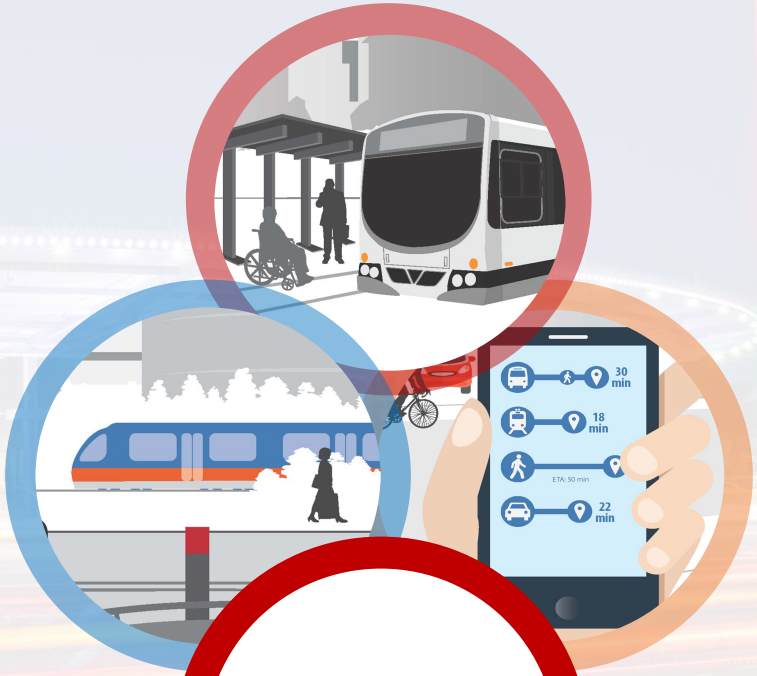
INNOVATIVE SOLUTIONS
- Initiate Automated/Connected Vehicle Pilot Program
- Continue Transit-Oriented Development in Key Corridors

Implementing the Vision

BETTER BUS SYSTEM
- Expand Primo Program and Frequent Bus Service
- Continue to Address Maintenance Facility Needs/Fleet Upgrade
- Upgraded Passenger Amenities

RAPID TRANSIT NETWORK
- Continue with Major Transit Capital Projects (BRT/LRT)
- Complete HOV Lane Network

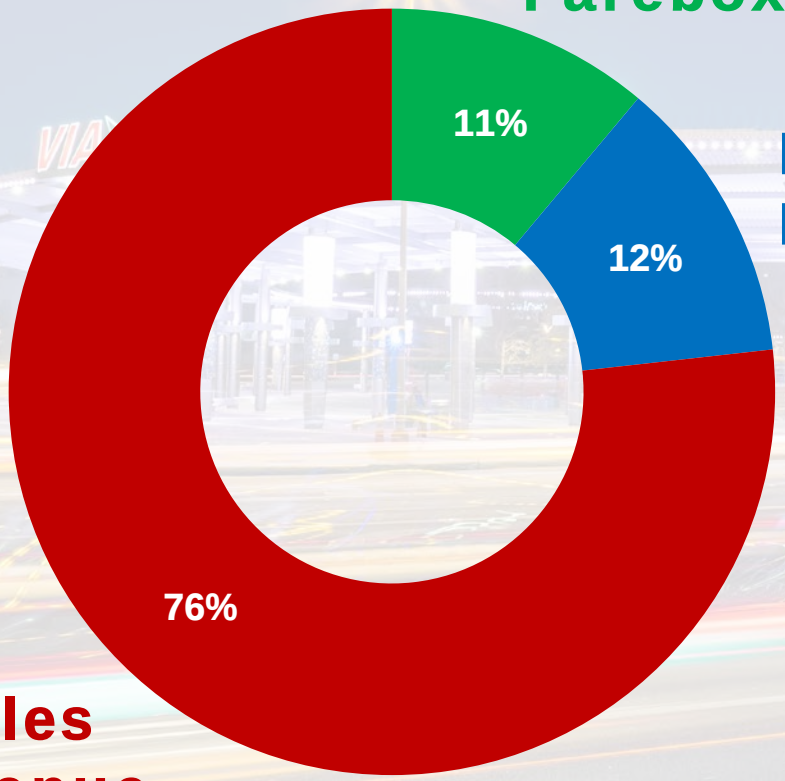
INNOVATIVE SOLUTIONS
- Initiate Automated/Connected Vehicle Pilot Program
- Continue Transit-Oriented Development in Key Corridors



LONG-TERM
(2031 – 2040+)

VIA VISION 2040

Current Operations & Maintenance Funding Sources

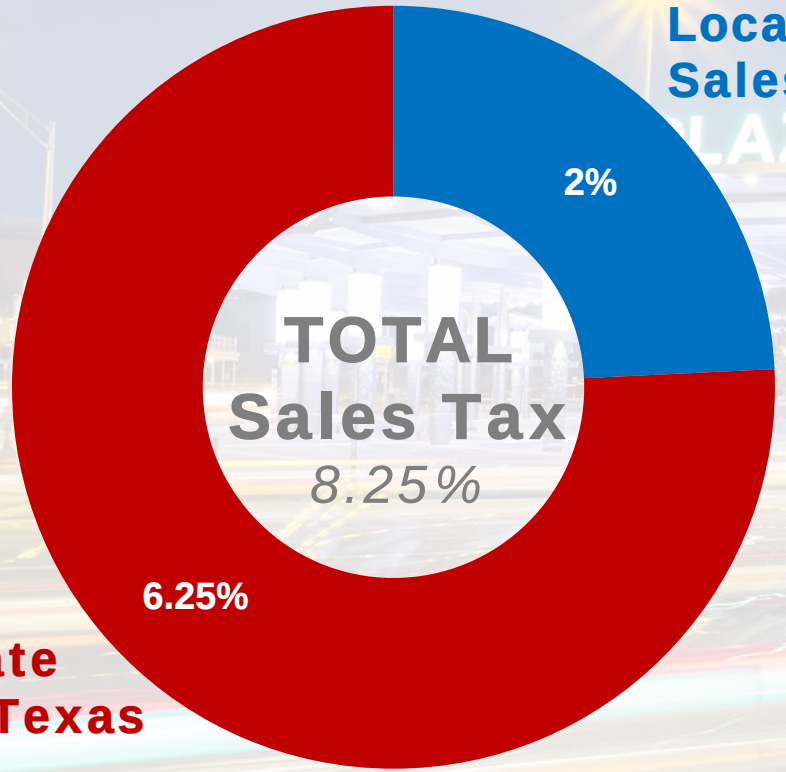


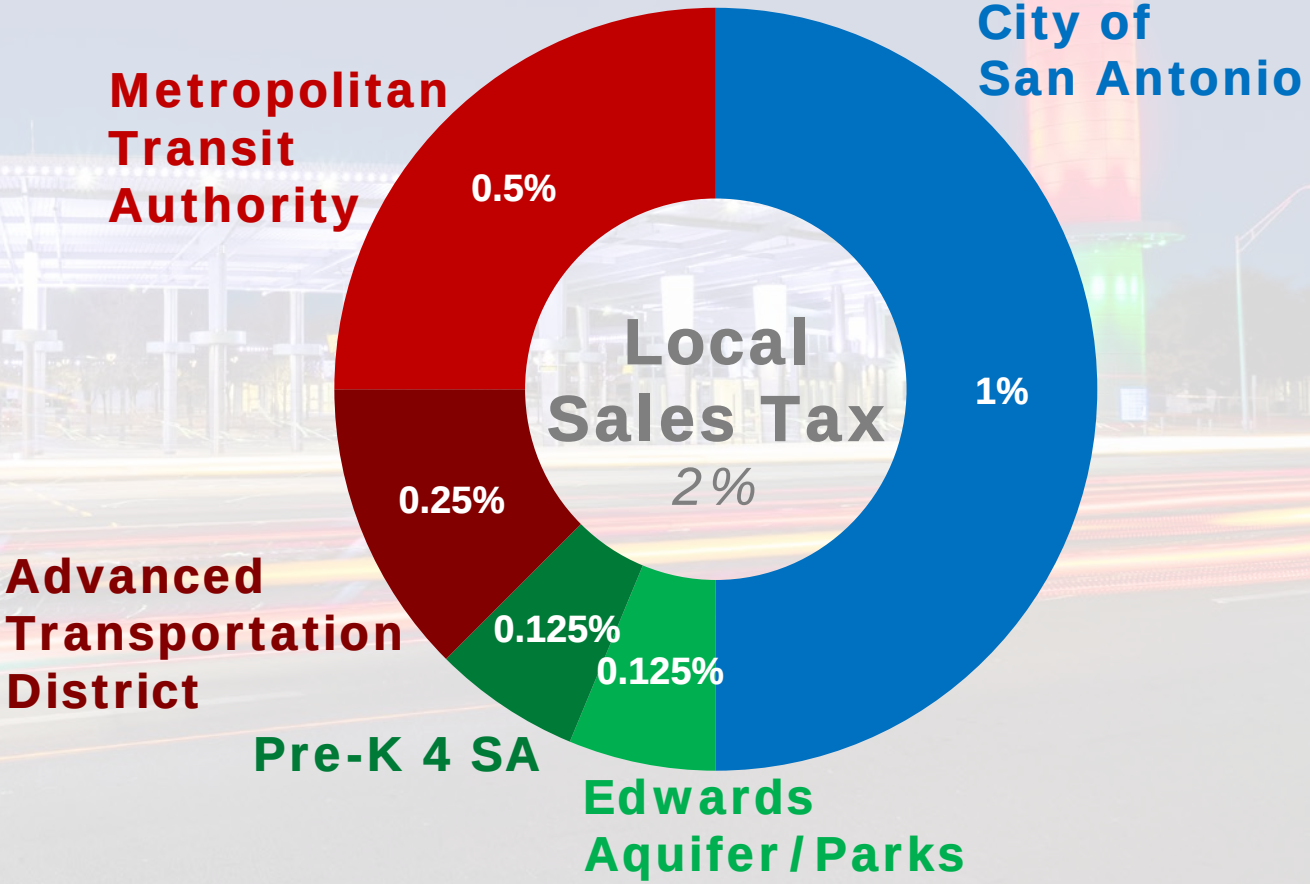
$220 MILLION

ANNUAL OPERATIONS & MAINTENANCE FUNDS

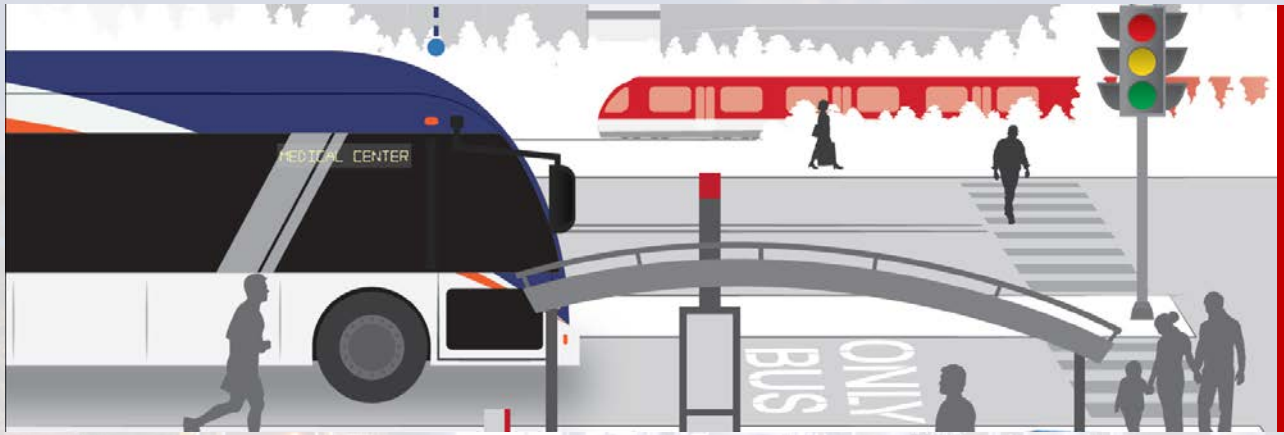
Note: FY 2015 VIA Revenues

Current Allocations of Sales Tax in San Antonio





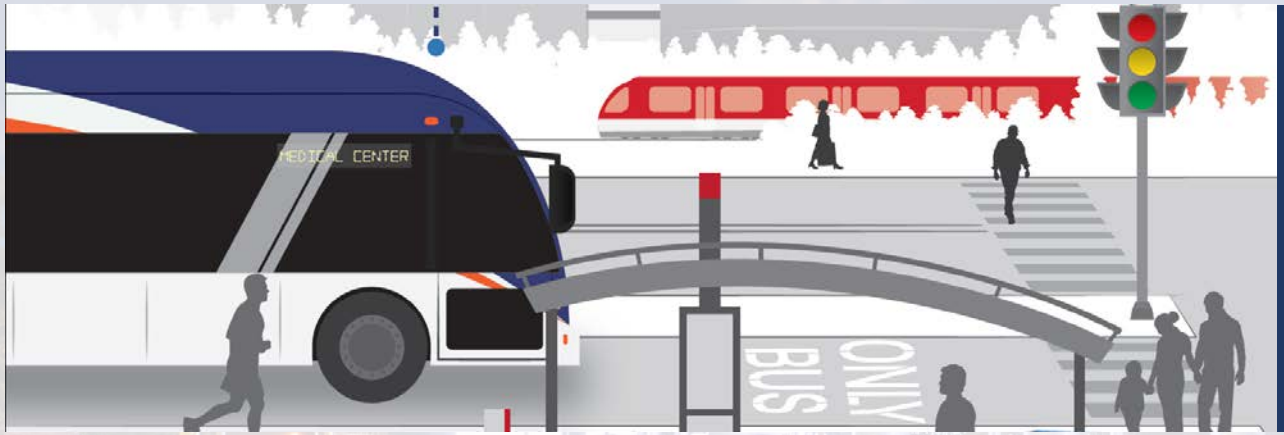
Available Funding Sources



FEDERAL FUNDING

- Section 5307 Urbanized Formula Funds
- Section 5310 Enhanced Mobility of Seniors & Individuals with Disabilities
- Section 5309 Capital Investment Grants (New Starts/Small Starts)
- Section 5339 Bus and Bus Facilities
- FTA Transportation Investment Generating Economy Recovery (TIGER) Grants
- Congestion Mitigation and Air Quality Improvement Program (CMAQ)
- Surface Transportation Program – Metropolitan Mobility (STPMM)
- Transportation Infrastructure Finance and Innovation Act (TIFIA)
- New Discretionary Opportunities Related to Fast Act

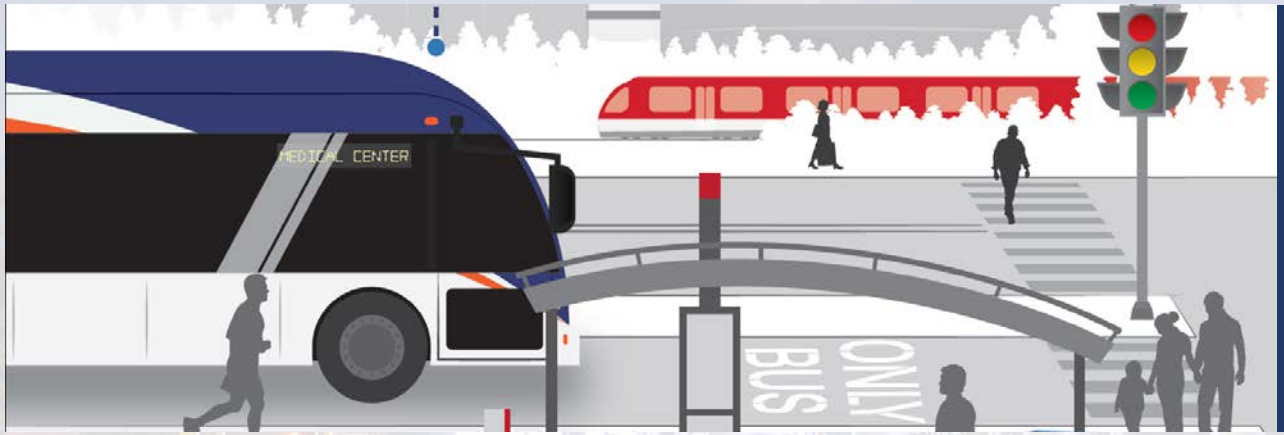
Available Funding Sources



LOCAL FUNDING
(within VIA purview)

- **Sales Tax**
- **Parking Revenue**
- **Fares**
- **Joint Development**
- **Advertising**

Available Funding Sources



LOCAL FUNDING
(requiring partnerships)

- **Value Capture Options**
- **Taxes**
- **Growth Payments**
- **Joint Development**
- **Use Fees**
- **Public/Private Partnerships**

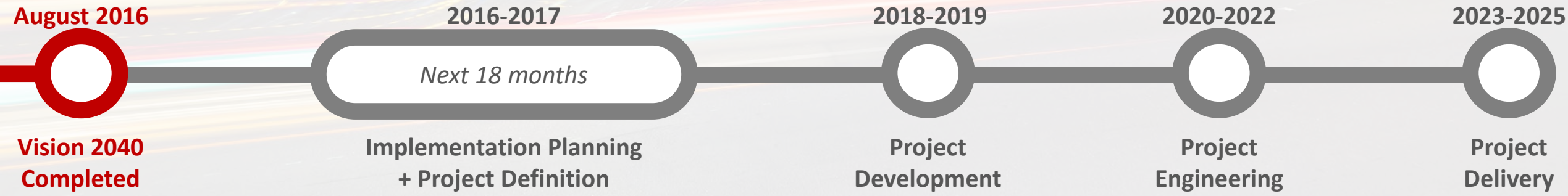
Shifting from Planning to Projects

Planning

- Considers regional needs for all residents
- Establishes policy, goals and objectives
- Builds “big-picture” framework and context for how public transit relates to transportation, land use and economics

Projects

- Focus shifts to development of individual capital improvements
- Continuously relate to “big-picture” and keep public engaged
- Specific design and development clarifies cost and initiates preparation for construction



Shifting from Planning to Projects

August 2016

2016-2017

Implementation Planning

Vision 2040

- Identified and prioritized corridors for further study for capital investment
- Highlighted necessary operational and maintenance needs for the “better bus” component

Policy & Implementation

- City of San Antonio working with VIA to study land use and development potential along each corridor in Vision 2040 in the context of regional growth projections
- Comprehensive Operations Analysis/Short Term Transit Improvement Plan beginning on VIA bus system

Shifting from Planning to Projects

2016-2017

Project Definition

2018-2019

Project Development

Corridor Studies

- Focus on specific corridors
- Identify fatal flaws
- Consider a range of alternatives
- Continued community conversations
- Advance conceptual design
- Initiate environmental process

Environmental + Design

- Work closely with FTA, regional partners and TxDOT
- Continued community conversations
- Prepare Environmental Impact Statement
- Develop project design
- Finalize financial plan

Shifting from Planning to Projects

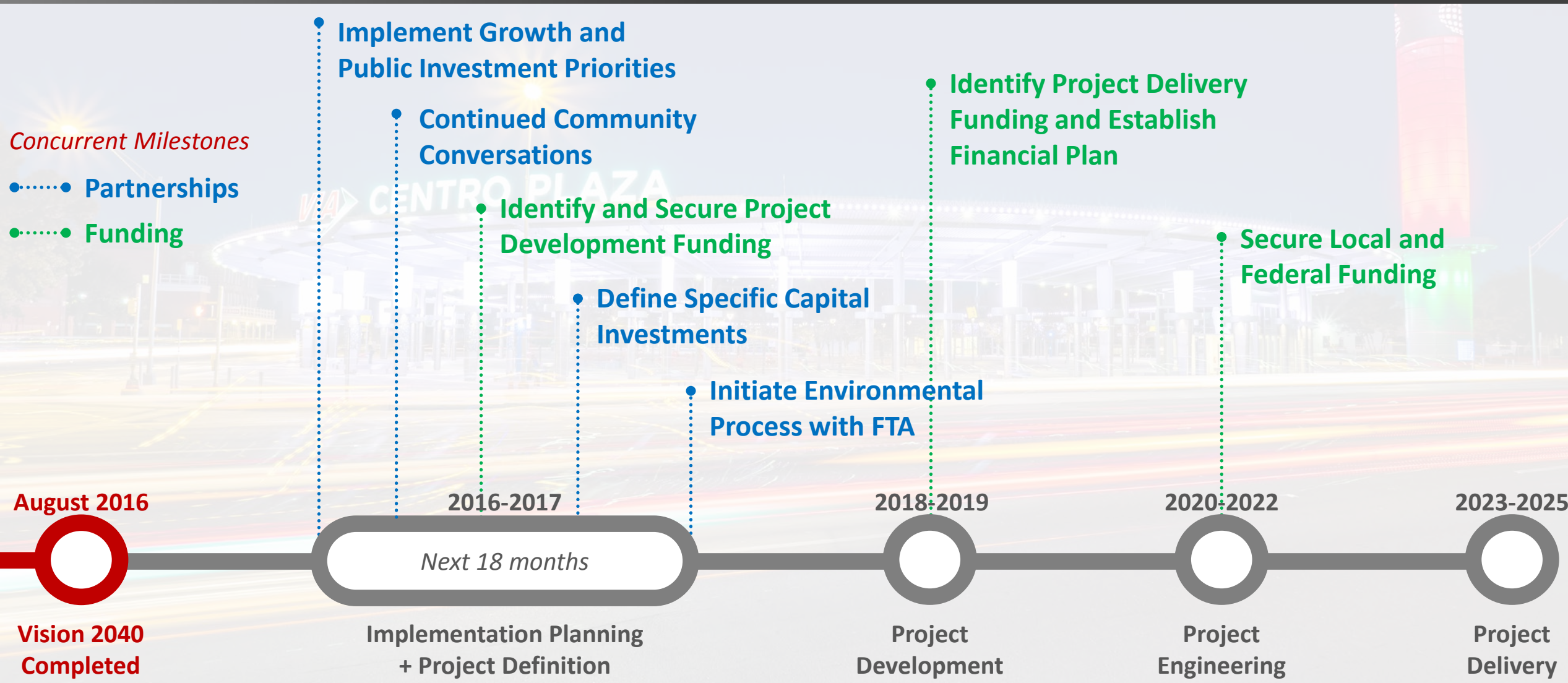
Final Design + Specification

- Continue coordination with FTA, regional partners and TxDOT
- Continued community conversation
- Complete project design
- Initiate vehicle procurement
- Begin utility work

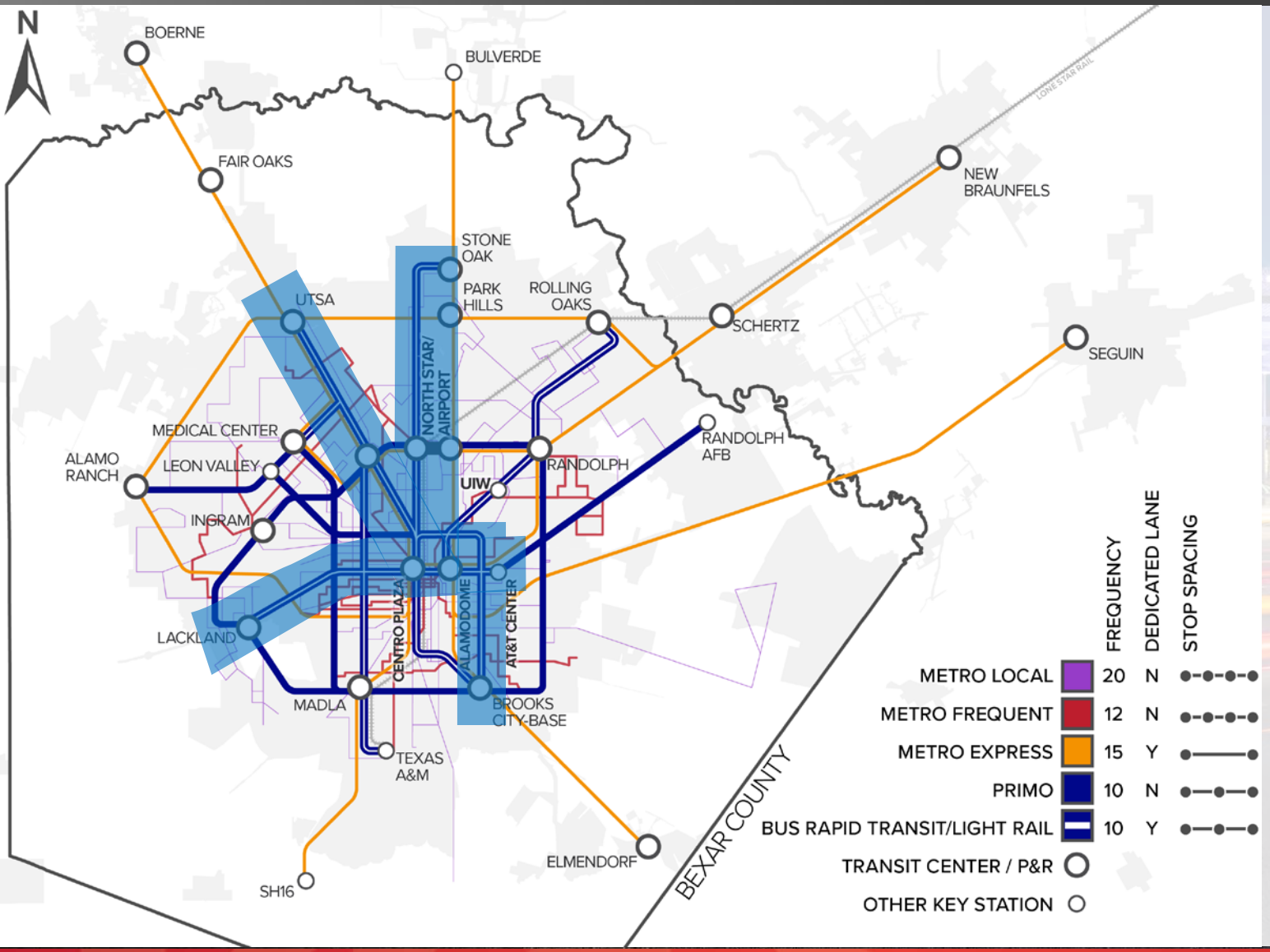
Construction + Testing

- Build necessary maintenance facilities and purchase equipment
- Build civil and traffic improvements
- Receive vehicles
- Complete construction
- Test systems and begin service

Shifting from Planning to Projects



Corridor Recommended Next Steps



Corridor Development

Fredericksburg

Commerce-Houston

San Pedro

New Braunfels

***Includes COSA Land Use & Station Area Planning**

Thank You

VIA Board Workshop

July 14, 2016

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