



LONG RANGE PLAN


VIA METROPOLITAN TRANSIT



VIA

The VIA logo is displayed in large, bold, red letters. A large, stylized white arrow points from the logo towards the right, extending across the bottom of the page.

AUGUST 2016



Vision 2040 has greatly benefited from the leadership and guidance provided by the VIA Board of Trustees:

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VIA Metropolitan Transit provides public transportation services to 14 member cities in the Greater San Antonio Region and the unincorporated areas of Bexar County. VIA operates seven days a week on 91 routes and provided more than 42 million rides across the region in 2015. VIA's mission is to enhance the community's quality of life by providing regional and customer-oriented public transportation that is dependable, cost-effective and enticing to more riders. VIA's AAA bond rating reflects the organization's sound management and financial practices. Visit www.VIAinfo.net for more information. Follow us on www.Facebook.com/VIATransit, www.Twitter.com/VIA_Transit, and www.Instagram.com/VIATransit.

San Antonio Region Neighbors:

We find ourselves at an exciting crossroads. An estimated 150 new residents arrive in our region each day—which equates to 1.6 million new residents by 2040. With this new growth comes new opportunity and challenges that require us to be visionary, bold and collaborative. Transportation choices become increasingly important as our region continues to grow.

We recognize that great cities have great transit systems. Public transportation provides options for commuters, it helps the entire transportation system work more efficiently, and it even benefits those who might not use it personally. It is a vital component of our region's larger transportation network, providing access to opportunity and important multimodal options. Investing in public transportation enhances our economic competitiveness by connecting people to jobs, spurring economic development and providing reliable mobility options.

When we look at the next 25 years, we recognize the challenges facing us will require us to innovate, all while building infrastructure today to help attract the riders of tomorrow. It is my pleasure to introduce VIA Metropolitan Transit's (VIA) Vision 2040 Long Range Plan, a community-driven blueprint for the Greater San Antonio Region's public transportation system.

The plan reflects a continuation of VIA's efforts to enhance transit across the region by introducing new services, projects and passenger amenities, while continuing to build partnerships. Vision 2040 also sets a path to help us prepare for substantial future population and economic growth.

This plan builds upon the 2035 Long Range Comprehensive Transportation Plan and VIA's SmartMove Program. The award-winning achievements from the immediate past plan have resulted in new infrastructure and service improvements. These include the launch of the region's first Primo route, complimentary 4G LTE Wi-Fi service on every VIA vehicle and at every VIA facility, the opening of Centro Plaza at VIA Villa, the introduction of new VIVA service in the heart of San Antonio, and the installation of 1,000 new bus shelters over a two-year period. With the benefit of substantial public outreach and involvement, Vision 2040 identifies future investment opportunities to build upon these achievements and support regional growth.

Together, the VIA Board of Trustees and agency staff are committed to collaborating to provide access to opportunity, enhance multimodal transportation options and promote transportation choices throughout our community. This plan is a living document, continuously revisited and refined

to reflect public priorities, accommodate shifting growth and development, and support the region's larger multimodal transportation vision. I invite you to actively participate in ongoing community conversations regarding the future of our public transportation network. Together, we can build a great transit system for our great, and growing, region.

Hope Andrade
Chair, VIA Board of Trustees



VIA



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➤ SECTION 1

A GROWING REGION

The Greater San Antonio Region is growing, and so are our transportation needs.

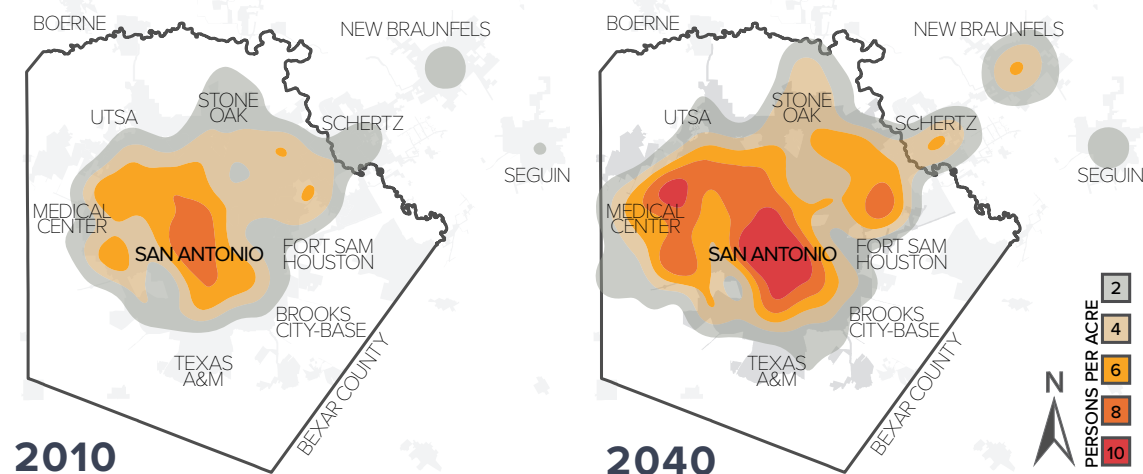
The **Vision 2040 Long Range Plan** is focused on ensuring public transportation remains an essential part of the region's transportation solution as the community continues to grow and flourish.

GROWING POPULATION AND EMPLOYMENT

The Greater San Antonio Region is experiencing extraordinary growth, with 1.6 million additional residents expected between 2010 and 2040.¹ An increase of this size is roughly equivalent to adding another city the size of San Antonio.

¹ Alamo Area Metropolitan Planning Organization Model, Texas Department of Transportation Statewide Analysis Model, 2014

POPULATION GROWTH



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

The Greater San Antonio Region is **growing** and **changing**.

Texas is the **fastest-growing** state in the U.S.

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

The arrival of new residents will create economic opportunities, with almost 838,000 new jobs expected between 2010 and 2040,² and more than 1.3 million new vehicles on the road. While most of the new residents will live in Bexar County, the region's northeastern counties are among the fastest growing in the country.³ Residents throughout the Greater San Antonio Region will continue to demand and rely on seamless transportation choices to connect key population and employment centers.

² Alamo Area Metropolitan Planning Organization Model, Texas Department of Transportation Statewide Analysis Model, 2014

³ U.S. Census, percent change from 2010 to 2015

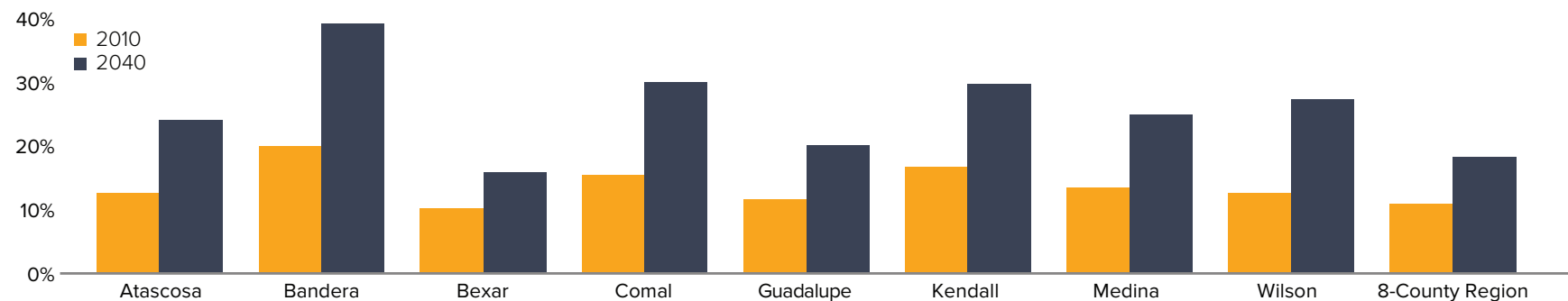
CHANGING DEMOGRAPHIC PROFILE

The region's transportation needs are as diverse as its population. Individual travel needs are unique: some choose to travel by car, while others elect to travel by transit, by bike, by foot or a combination of the above. Considering the varying and changing needs is critical to understanding how the region's transportation network should evolve in response to its demographics.

The region is aging, with the number of residents over 65 expected to increase by approximately 451,000 between 2010 and 2040. This population group will represent 18 percent of the entire region by 2040, compared to 11 percent in 2010.⁴ Aging residents may rely more on public transportation or on-demand transportation services (such as paratransit, taxis, ride-hailing applications or other, similar services) to maintain mobility and independence.

⁴ Texas State Data Center, Population Projections Tool, 2014

PERCENT OF POPULATION OVER 65



Source: Texas State Data Center, Population Projections Tool, 2014

Transportation preferences of other residents are also changing, particularly for millennials⁵ who are more likely to use transit in combination with ride-hailing, short-term rentals, bicycling, and walking. Between 2001 and 2009, the average number of miles driven by persons between the ages of 16 and 34 decreased by 23 percent.⁶ In 1996, 85 percent of U.S. high school seniors had a driver's license; in 2010, that number dropped

to 73 percent.⁷ For employers trying to attract new talent, and for the Greater San Antonio Region trying to keep and attract residents, transportation will be increasingly important as driving habits continue to change.

The cost of transportation also affects how individuals travel. With gasoline prices fluctuating and costs for maintaining and repairing personal vehicles increasing, a notable share of household income

goes towards transportation costs.

Within the Greater San Antonio Region, the average household spends one out of every four dollars of household income on transportation costs.⁸ This share decreases for households in compact neighborhoods who have access to more travel options, such as very frequent transit service, stores within walking distance, and BCycle, San Antonio's bike share program.

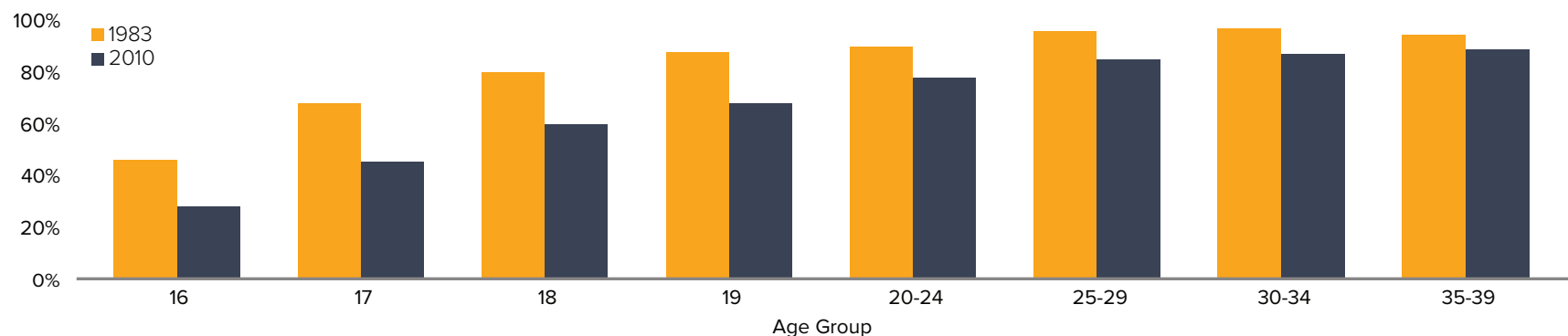
⁵ Defined as individuals born between 1982 and 2004

⁶ Dutzik, T., Inglis, J., & Baxandall, P., 2014

⁷ Shults, R. and Williams, A., 2013

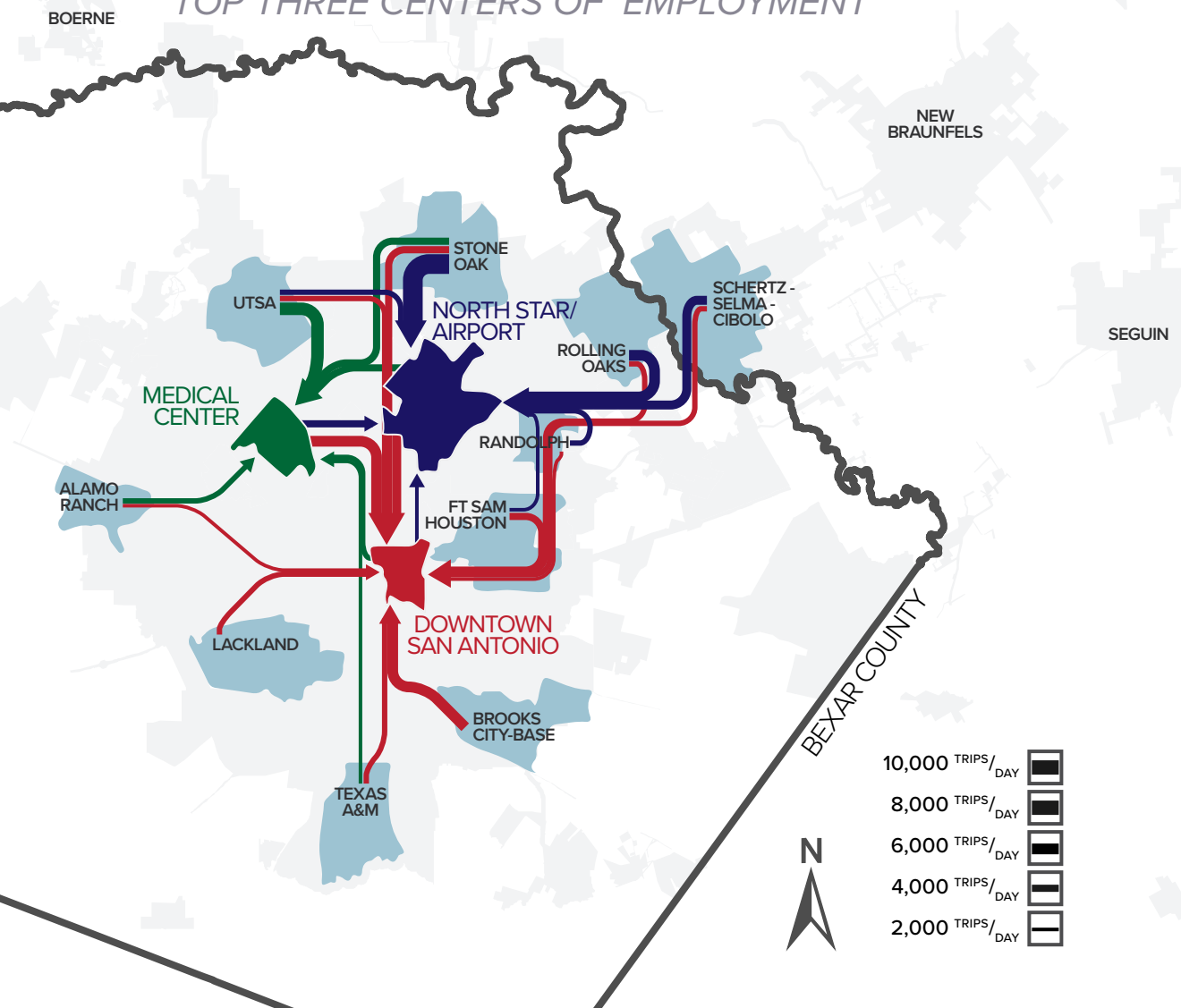
⁸ Center for Neighborhood Technology's House and Transportation Affordability Index, 2013

LICENSED DRIVERS AS A PERCENTAGE OF POPULATION BY AGE



Source: Sivak, M. and Schoettle, B., 2012

PROJECTED 2040 TRAVEL PATTERNS TOP THREE CENTERS OF EMPLOYMENT



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

REGIONAL TRAVEL PATTERNS AND ROADWAY CONGESTION

Bexar County is home to a majority of the region's population and is the primary generator of transportation activity. Several key employment centers,⁹ such as downtown San Antonio, the South Texas Medical Center and greater airport area around North Star Mall, serve as important anchors within Bexar County and are major centers of employment and traffic generators. In addition, there are significant travel volumes between Bexar County and the rapidly growing cities in the region's northeastern counties. A growing number of trips are starting in cities such as New Braunfels, Boerne and Seguin, and travel to Bexar County along I-35 and I-10. The continued economic success of these and other outlying communities

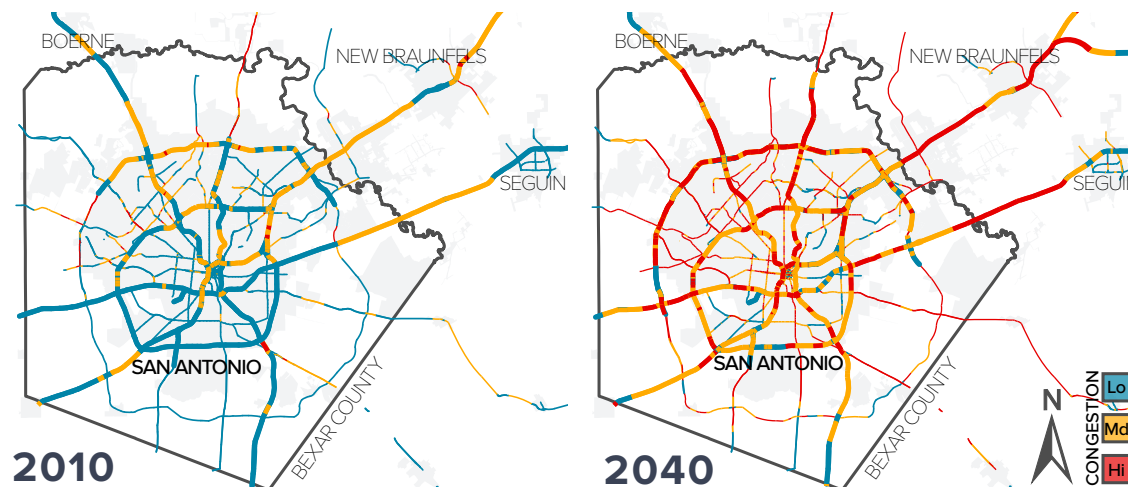
⁹ As defined by the City of San Antonio's SA Tomorrow Comprehensive Plan

will increase the importance of regional connections and travel options to and from the San Antonio employment centers.

With an anticipated increase in people living and working throughout the Greater San Antonio Region, moving vehicles through the transportation system will become more difficult. The region will need to ensure that residents and visitors continue to have choices for how they travel, whether it is public transportation, driving alone, in carpool or vanpools or by biking or walking. Currently, the Greater

San Antonio Region has several corridors with significant levels of congestion. The percentage of roadways experiencing severe, all-day congestion is expected to jump from 3.5 percent to 38.7 percent by 2040. A congested roadway is likely to experience unpredictable travel times daily and across different hours of the day, which is particularly frustrating for travelers. A trip that usually takes 20 minutes could take 45 minutes with little or no warning. This uncertainty makes it difficult for drivers and transit riders to plan trips to avoid a late arrival time.

ROADWAY CONGESTION



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

Note: 2040 projections of congestion include funded improvements to the transportation system

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

Note: Average per capita values in 2010 and 2040 for 5-county travel modeling region; 2040 values assume no additional transit investments beyond current short-range planning, but include planned roadway expansions and investments

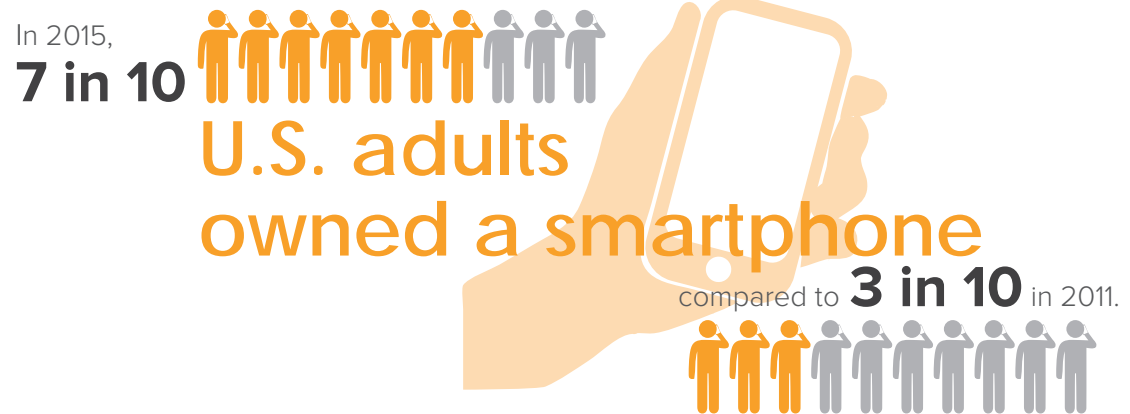
EMERGING TECHNOLOGY

Technological advances have changed the way people use and access transportation. With smartphones, users can see when the next bus is arriving at a stop, can request on-demand ride-hailing services, check real-time traffic conditions and check which parking lots have available spaces. Technology has streamlined how people can access transportation, with services

that fit individuals' schedules and even eliminate entire trips with companies delivering goods and services.

However, regular access to smartphones and the Internet is not available to every individual. This can limit information available to individuals and prevent transit users from accessing trip-related information through their mobile devices.

Other emerging technology, such as connected and autonomous vehicles, will have a significant impact on the



Source: Pew Research Center, Technology Device Ownership, 2015

transportation network, affecting how vehicles interact with each other and with infrastructure. The Greater San Antonio Region must recognize the anticipated changes to the transportation network to maximize the return on the region's transportation investments in the context of continual technological advancement.



Planning for Growth

The steady increase in population means that every long range plan update, every change in service, every new funding mechanism must take the growing population and changing landscape into account. It can take up to two years to envision, plan and implement a new bus route. By this time, over 100,000 new residents will have arrived and new neighborhoods will have developed. It is not enough to meet existing needs; VIA and its regional partners must continuously plan for the future.



SECTION 2

THE ROLE OF TRANSIT

Public transportation plays a critical role in connecting Greater San Antonio Region residents and communities to economic opportunity.

The ability to respond to increased transportation needs, as a result of dynamic changes in population and economic growth, will often

become a factor in how a region remains competitive on a national scale. Whether designing locations for new neighborhoods, infilling existing neighborhoods or determining the optimum locations for centers of economic activity, access to transportation is one of the primary factors in providing connectivity between people and places.

TRANSIT CONNECTS COMMUNITIES

A successful transit network provides safe, convenient and reliable access to regional activity centers, jobs and key destinations across the region. The Greater San Antonio Region has many growing regional employment centers serving as important anchors within the community.

VISION 2040 GOALS AND OBJECTIVES

STRENGTHEN REGIONAL MOBILITY, DEVELOPMENT AND SUSTAINABILITY

CONNECT COMMUNITIES



Provide community access to opportunities for jobs, education and other destinations

SUPPORT GROWTH



Support sustainable communities and economic vitality

PROVIDE CHOICES



Move people using a diversity of transit services and products

ENSURE STEWARDSHIP



Enhance and safeguard natural resources and environment

PROVIDE AN OUTSTANDING MULTIMODAL TRANSPORTATION SYSTEM

ENHANCE ACCESS



Enhance safe routes to transit by foot or bike

ENSURING EFFICIENCY AND RELIABILITY



Provide efficient, reliable, congestion-proof alternatives

PROMOTE ENGAGEMENT



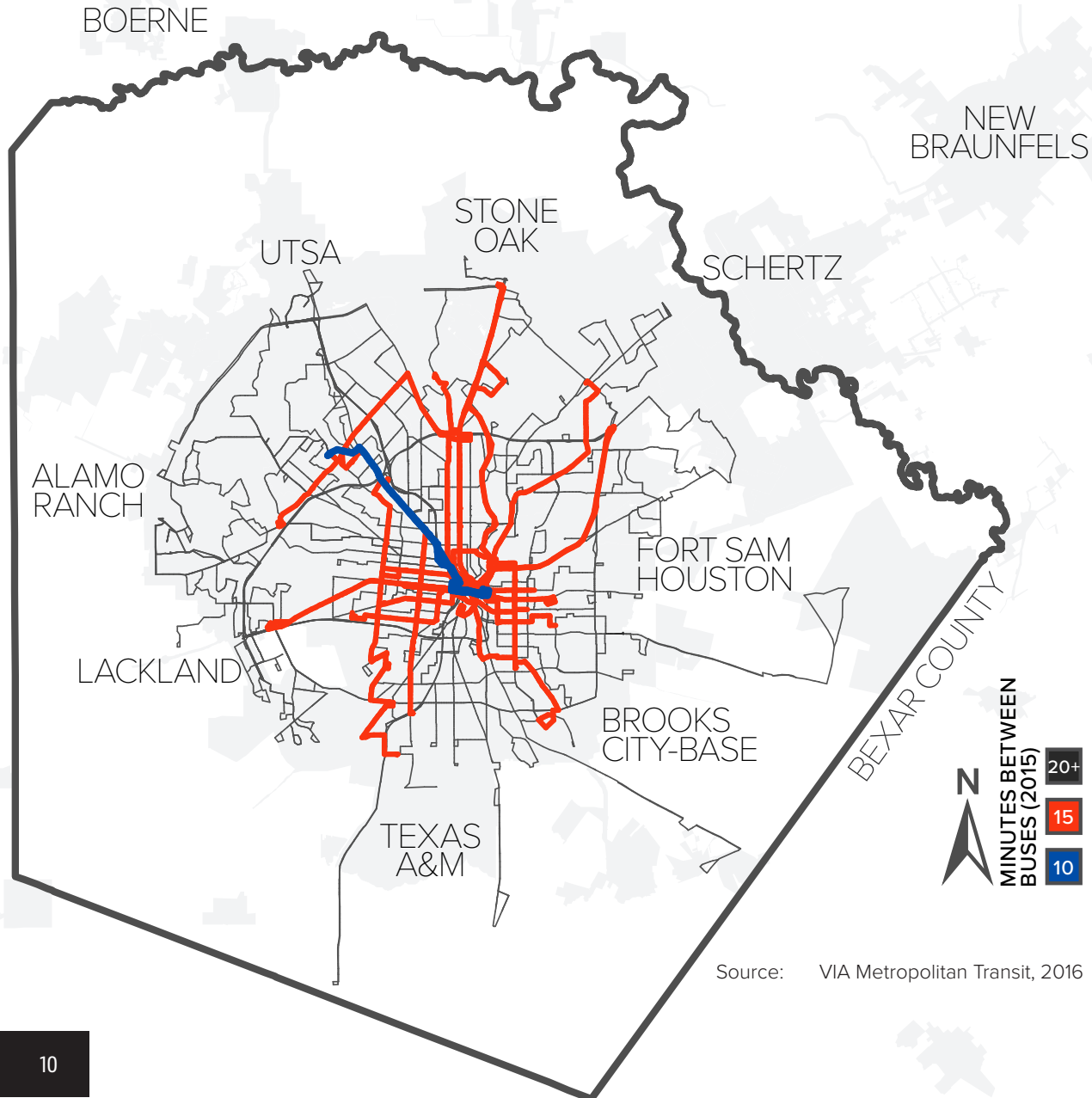
Engage to inform, involve, and empower communities

SUPPORT SAFETY



Support safe communities

TRANSIT FREQUENCY AND REGIONAL EMPLOYMENT AREAS



Source: VIA Metropolitan Transit, 2016

Over the next 25 years, one out of every two new jobs will be located in regional centers. Providing reliable and easy travel options is essential to support this growth and continue the vibrancy of regional centers.

Public transportation provides access to health care and school and supports the ability to host large sporting and entertainment events. Approximately 31 million annual visitors spend \$13.4 billion in the Greater San Antonio Region.¹⁰ Tourism revenue in the region supports jobs for more than 122,500 people. Transit supports the tourism economy, helping make the region an attractive destination for regional, national and international visitors. Many visitors seek alternative transportation options for convenient access to major tourist destinations. Transit makes the Greater San Antonio Region a better place to visit.

¹⁰ San Antonio Area Tourism Council, 2013

TRANSIT SUPPORTS GROWTH

Transit provides mobility for a growing number of our region's residents. Surges in population and times of economic growth in the region are historically tied to key transportation milestones, including the arrival of the first railroad in the late 1800's, mule-drawn trolley systems, development of the automobile industry and the rise of the personal automobile. The population is anticipated to add 1.6 million by 2040, adding approximately 1.3 million new cars to our roads. One hundred and eighty-five AT&T Center parking lots would need to be built to provide a parking space

for every new vehicle, taking options away for new businesses, residential units and retail development. More frequent transit service and capacity will be needed to provide mobility between neighborhoods and ensure access to employment in San Antonio and throughout the region.

A transit network is essential for emerging neighborhoods, cities or regions, which supports sustainable, healthy and equitable growth. Development around transit stations helps create desirable places to live, work and visit that provide access to entertainment, parks, retail, restaurants, diverse housing options and walkable neighborhoods. Transit helps to support neighborhoods where people can easily walk to basic services and recreation, and choose to drive less.

SYSTEM DESIGN APPROACH

City-Serving

- Transit network design driven by travel demands from existing population and employment centers
- Existing employment as organizing principle for where to put transit



City-Shaping

- Transit network design driven by future growth goals and policies
- Transit as organizing principle for where to support growth



As the region prepares for the addition of 1.6 million more residents by 2040, transit is critical to both serve and shape the cities and neighborhoods it links.

TRANSIT PROVIDES CHOICES

People want more transportation choices. Providing choices ensures ease of opportunity for residents and visitors to drive, walk, bike or take transit. Investing in transportation choices in the region gives people the freedom to choose how they get around. Transit options include metro local bus service, connecting neighborhoods with closely spaced stops; Primo, providing frequent bus service along major corridors; vanpool, supporting pre-arranged shared rides to work; and VIAtrans, providing curb-to-curb service for customers with disabilities. Other transit options that are new to the region but successfully operating in other cities such as Light Rail and Bus Rapid Transit in dedicated busways, provide opportunities for new ways to travel in the region. In combination, these options

Legend

Scheduled Time Between Buses during Rush Hour (minutes)



Note: Standard for Vision 2040 Frequency

Passenger Capacity per Vehicle



Interaction with Vehicle Traffic (Average Speed)



Mixed Traffic (9-12 mph) Mixed Traffic with Signal Priority (12-15 mph) Dedicated Lane (15-30 mph)

Cost of Implementation

\$ \$\$ \$\$\$ \$\$\$\$
Low —————> High

Community Transit (pre-arranged services)

VANPOOL

Community shared ride to work service



VIAtrans

Curb-to-curb service for customers needing assistance



As Arranged



On Demand



\$



\$\$

provide a network of services connecting communities, expanding opportunities to jobs, education and community resources.

<div>Metro Service</div> <div>(closely spaced stops, slower speeds)</div> 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Bus Rapid Transit photo source:

"TransMilenio – Heroes Station" by Jorge Láscar, 2010; <https://creativecommons.org/licenses/by/2.0/>

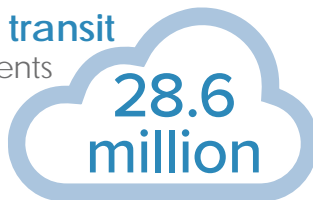
Transit facilities
are powered by
wind
and **solar**
power.



VIA's **compressed**
natural gas



Future transit
investments
result in



fewer pounds of
greenhouse gases
emitted per year.

Source: VIA Metropolitan Transit, 2016

TRANSIT ENSURES STEWARDSHIP

Transit use can significantly affect the health and air quality of the Greater San Antonio Region neighborhoods. Public transportation offers residents an environmentally friendly transportation choice. Shifting travel from a private vehicle to transit reduces per-passenger emissions and supports regional air quality goals by reducing greenhouse gases and other air pollutants. With the transportation sector representing 26 percent¹¹ of the greenhouse gas emissions, transit can help reduce air pollution, waste and energy demand. VIA is committed to becoming an environmental leader in the industry and implements programs that will continually reduce the environmental

impact on the community and environment. VIA has earned certification from the International Standards Organization (ISO) for its proactive efforts to provide sustainable service through its Environmental and Sustainability Management System (ESMS). VIA is the first agency in the Federal Transit Administration's (FTA) Region 6, a five-state region, to earn the ISO 14001 certification. VIA's ESMS policy focuses on pollution prevention and regulatory compliance practices. The certification affirms VIA's efforts to remain current with industry practices, and be a good steward of the environment.

¹¹ EPA Sources of Greenhouse Gas Emissions, 2014

TRANSIT ENHANCES ACCESS

Transit provides mobility for all residents. Strong and reliable transit connections to key destinations around the Greater San Antonio Region are necessary to link residents to jobs, education, medical resources and shopping on a daily basis. Access to transit helps reduce household transportation costs, provides savings for families and helps keep the Greater San Antonio Region an affordable place to live, work and play. Some riders rely on transit as their only transportation option. Nearly two out of three riders do not have a working vehicle in their household.¹² Transit provides critical connections to jobs, education, community services, health care and other essential resources.

¹² VIA Origin and Destination Study, 2015

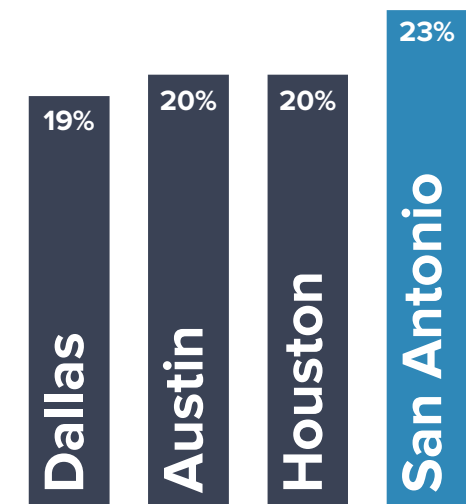
Safe access to transit facilities, at both the start and end of a trip, whether it be by foot, bicycle, car share or automobile, is a key factor in the decision to use transit. Sidewalks, bike lanes, protected crosswalks, Park & Ride facilities and other related infrastructure enhance access by helping to connect people to transit stops and stations. Approximately 85 percent of VIA customers walk on one or both ends of their journey.¹³ However, not all VIA bus stops, transit centers or Park & Ride facilities are accessible by sidewalks or bicycle lanes. By working in coordination with regional planning partners, VIA is enhancing transit access near and around bus stops in an effort to provide safer access to bus services and support vibrant, livable streets and places. Walkable communities link the places where people live, study, shop, work and play; attract and retain residents and encourage development focused on the needs of people.

¹³ VIA Origin and Destination Study, 2015

In comparison to other Texas cities,
San Antonio residents

spend a **higher percentage**

of household
income on
transportation.



85% of riders

access VIA
by walking
or bicycling.



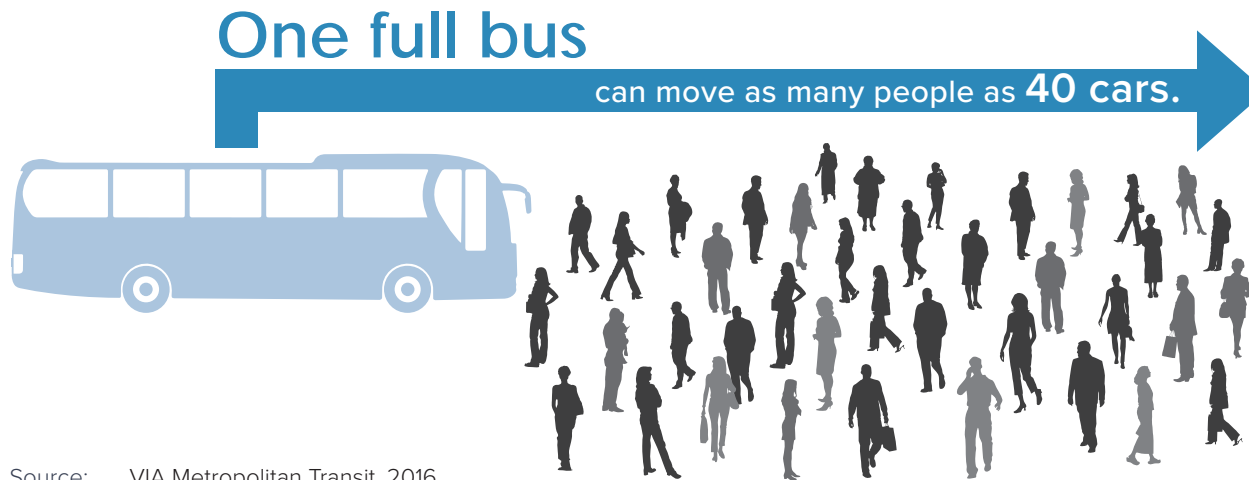
Source: (Top) Center for Neighborhood Technology's Housing and Transportation (H+T®) Affordability Index, 2013
(Bottom) VIA Origin and Destination Study, 2015

TRANSIT ENSURES EFFICIENCY AND RELIABILITY

Efficient and reliable transportation systems maintain travel choices and foster economic vitality for both communities and businesses. Attracting jobs and businesses to the region requires a dependable transportation network to move workers, students and

families to and from their destinations. From a quality-of-life perspective, residents throughout the Greater San Antonio Region consider frequency and reliability when weighing the options for their day-to-day travel needs.

Congestion-proof connections between home, work and places in between are critical to ensuring reliable transportation options. Bus Rapid Transit (BRT) and Light Rail Transit (LRT) operating in dedicated lanes can carry more travelers per mile of roadway, and do it without slowing down during rush hour.



Source: VIA Metropolitan Transit, 2016

Having more options gives travelers flexibility: the convenience of traveling by car to run errands or take unscheduled trips; the reliability and speed of traveling by BRT and LRT to get to work during rush hour; and the freedom and health benefits of riding a bike across the neighborhood. A transportation system that focuses on moving people rather than cars gets everyone where they are headed more reliably.

Frequency and Reliability

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



Source: Vision 2040 Community Outreach Survey Results, 2015



What is Rapid Transit?

Rapid transit is a fast network of buses and trains operating in their own lanes. Rapid transit differs from local bus service by operating at faster speeds with more frequent service and fewer stops without being interrupted by other traffic during rush hour.

TRANSIT PROMOTES ENGAGEMENT

VIA continuously involves and engages the community, inviting residents to participate in discussions about the future of public transportation in the region. Throughout the development of Vision 2040, VIA held public meetings

and workshops, and circulated surveys to incorporate resident's and rider's opinions about current VIA service and desires for future service. Through the use of three surveys, online engagement and participation at 276 events throughout the region, VIA received 10,100 survey responses and collected 6,310 individual comments. Transit investments are an opportunity for residents to shape the future of our region, together. Neighborhood

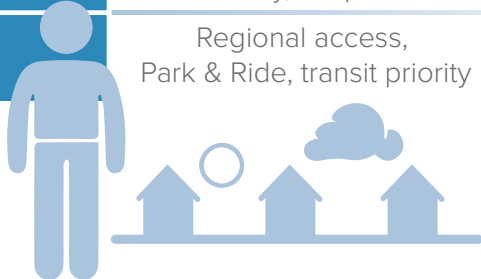

residents, business owners and transit patrons have all been a part of this planning and vision process.

Results from the community survey generated responses which indicated a substantial desire for increased frequency and reliability of routes, demand for rapid transit service, and support for "live-work-play" communities. These concepts are the building blocks for establishing a regional vision for transit for the future.

Relative Preferences

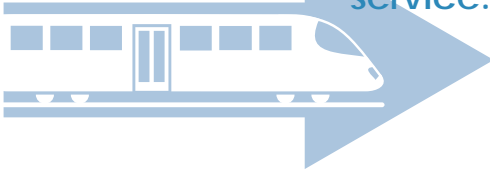
In general, community perspectives vary depending on the respondents' location within the eight-county San Antonio Region.

	NON-URBAN	BOTH	URBAN
Transportation Choices	Expanded service area, carpooling, transit priority	Rail service, safe routes to transit	Enhanced local service, passenger amenities, Primo
Quality of Service	Transfers, safety, vanpool	Reliability	Frequency, hours of service, capacity
Making Transit Work	Regional access, Park & Ride, transit priority	More access to transit	Late-night, sidewalks, Live-Work-Play

Source: Vision 2040 Community Outreach Survey Results, 2015

Among Vision 2040 respondents, there is **high demand** for **fixed-route rapid transit** service.



The ability to link **work, shopping** and **entertainment**

...via **transit or pedestrian access:**

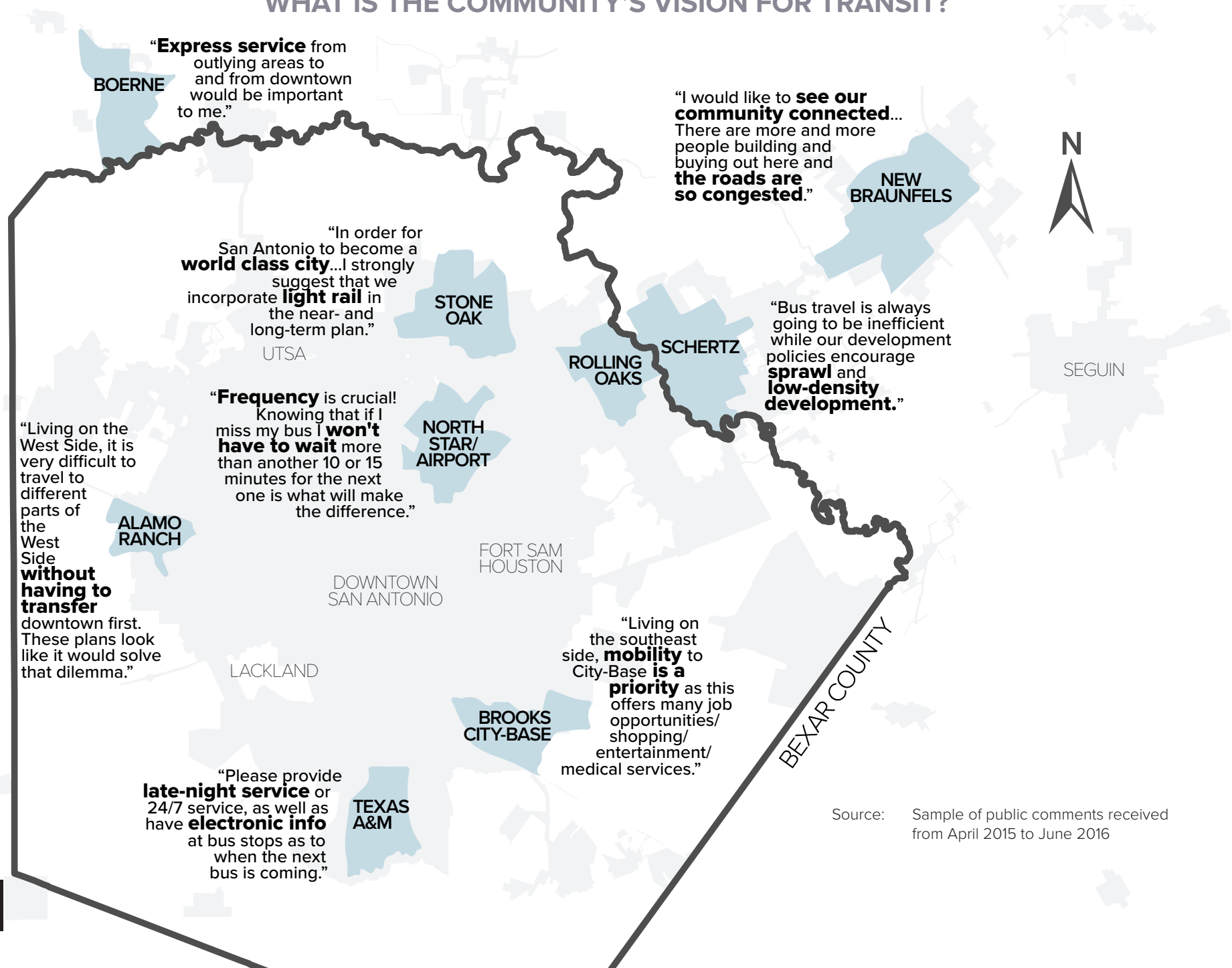
live-work-play was identified as a feature that would make transit a more convenient travel choice for thousands of respondents.



Source: Vision 2040 Community Outreach Survey Results, 2015



WHAT IS THE COMMUNITY'S VISION FOR TRANSIT?



Source: Sample of public comments received from April 2015 to June 2016

TRANSIT SUPPORTS SAFETY

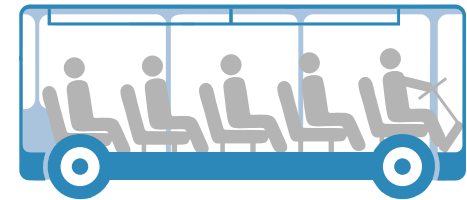
Streets designed for all types of travelers make neighborhoods safer and more desirable. Public transportation is overwhelmingly safer than automobile travel, with an average of 0.11 passenger fatalities per 1 billion passenger miles of travel, compared to 7.28 driver/passenger fatalities per 1 billion passenger miles of automobile travel.¹⁴ Having viable and available public transit options also encourages bicycling and walking.

Vision Zero is a philosophy of road safety with the goal of eliminating traffic fatalities and serious injuries. The effectiveness of Vision Zero comes from a “safety first” collaboration among community stakeholders such

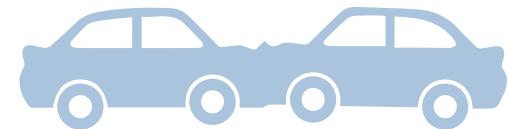
as political leaders, roadway designers, police, schools, transit operations, public officials, community advocates and the general public. Vision Zero serves as both an attitude toward life and a strategy for designing a safe transportation system and is in line with VIAware, the agency’s ongoing commitment to safety.

Emerging autonomous and connected vehicle technology also has the potential to make roadways even safer. While these features currently are being tested and released by automobile manufacturers, other transit agencies and research groups have begun small-scale tests of intelligent features for transit vehicles. Some of these features include pedestrian detection and collision avoidance systems, driver assistance while pulling into bus stops, and automatic braking. These and other innovations currently being tested and offered in automobiles, could further improve transit safety when translated to a transit environment.

Bus passengers are
**60 times
less likely**
to be in a **fatal crash**
compared to **automobile travel**.



Over
45,000 crashes
occurred on **San Antonio
roadways in 2014.**



Source: (Top) Research in Transportation Economics, Comparing the fatality risks in United States transportation across modes and over time, 2013
(Bottom) City of San Antonio, Vision Zero, 2014

¹⁴ Research in Transportation Economics, Comparing the fatality risks in United States transportation across modes and over time, 2013



➤ SECTION 3

A TRANSIT VISION FOR THE FUTURE

A growing community means more people, coming and going from new neighborhoods, places of work and study and commercial centers throughout the region.

Increased population means more people utilizing the transit and road systems every day. Moving more people efficiently can be achieved by investing in public transportation elements such as: 1) a better bus system; 2) a rapid transit network; and 3) innovative technological solutions that match people with the most efficient travel options. This is the regional transit vision for the greater San Antonio community.

Building from the 2035 Long Range Plan and informed by public input at each step along the way, the regional transit Long Range Plan was developed based on an in-depth assessment of transportation needs that identified a range of options and evaluated community priorities to ultimately define an unconstrained vision of projects, plans and policies.

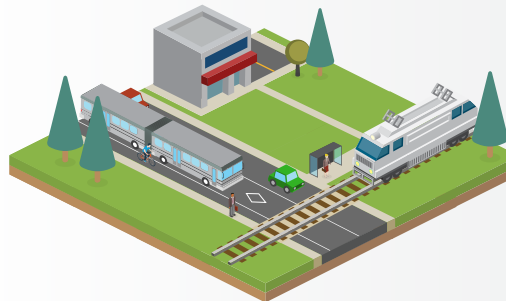
Robust systemwide improvements to the bus network:

- More frequent, reliable transit across the entire network
- Improved frequency on Metro Local and Metro Frequent routes
- More Primo priority bus routes
- Safe routes to transit

BETTER BUS SYSTEM



RAPID TRANSIT NETWORK



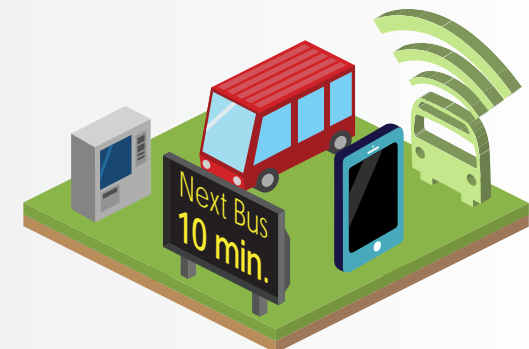
Network of corridors connecting the region's major community destinations and employment centers:

- Rapid transit (Light Rail or Bus Rapid Transit in dedicated lanes)
- Metro Express in High-Occupancy Vehicle (HOV) lanes connecting Park & Rides to key destinations

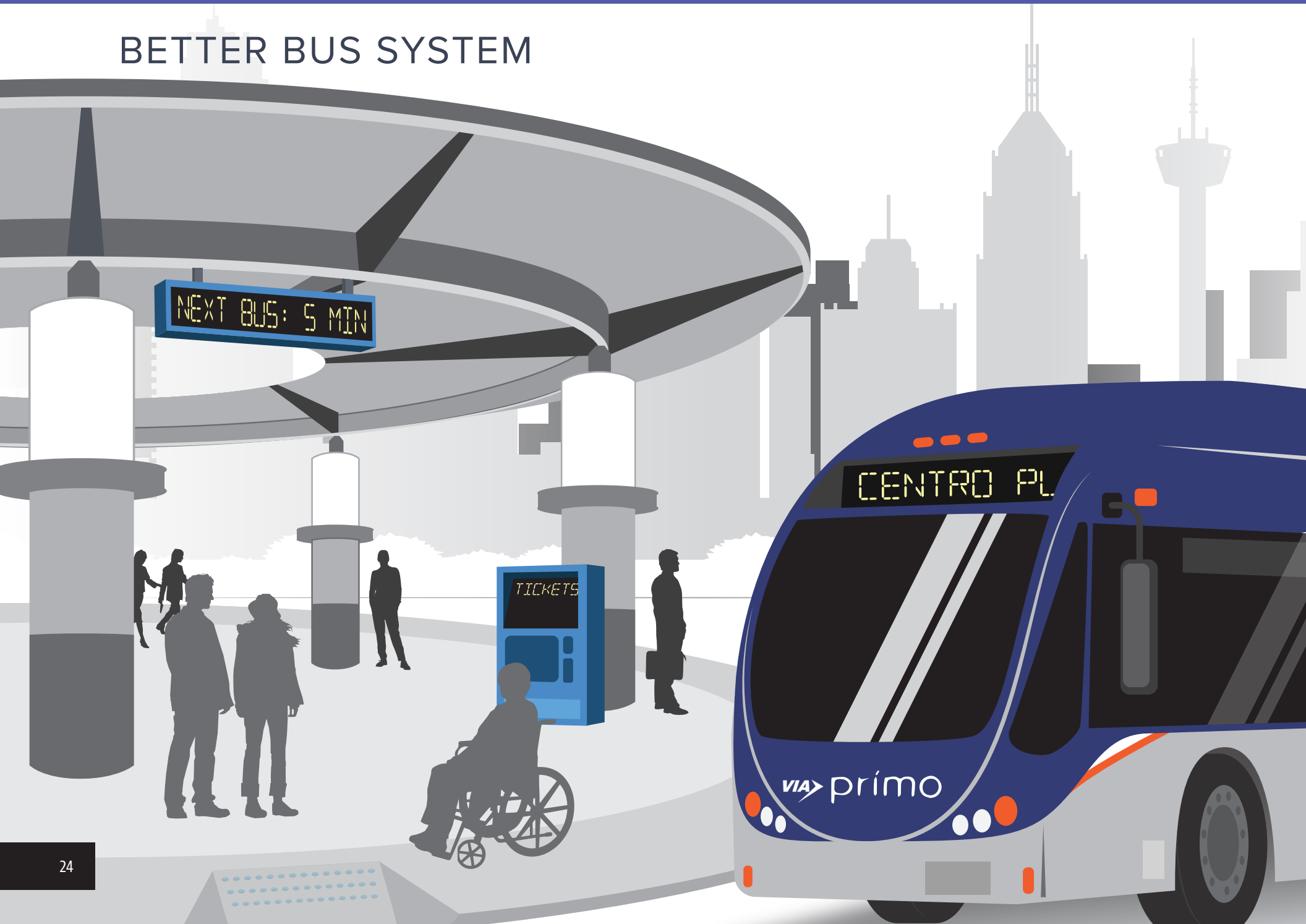
Investments to keep the system smart and flexible:

- Emerging technologies
- Mobile applications

INNOVATIVE SOLUTIONS



BETTER BUS SYSTEM



BETTER BUS SYSTEM

Connecting communities with frequent and reliable transit service, bus stop upgrades, and improved sidewalk access.



Operating Improvements



Capital Projects



Policy Goals



SERVICE IMPROVEMENTS

One of the most significant components of the Long Range Plan is decreasing wait times and making trips faster and more convenient.



Frequency – Vehicles arriving more often.



Service Span – Expanded schedules will offer buses that operate later at night or earlier in the morning.



Operations and Delay Analysis – VIA's delay reduction program identifies congested/slowed areas to help buses arrive on time; a comprehensive operations analysis makes the system more efficient and cost effective.



Paratransit – Continued improvement to the VIAtrans system to help persons with disabilities access the benefits of transit.



PRÍMO EXPANSION

VIA's flagship Primo priority bus service was introduced in 2012, as a frequent, reliable, and comfortable service. The Long Range Plan continues to expand this service with new routes across the Greater San Antonio Region, including routes along Zarzamora Road and Military Drive.



Vehicles – Distinctive, new high-capacity vehicles equipped with Wi-Fi that operate on clean-burning natural gas.

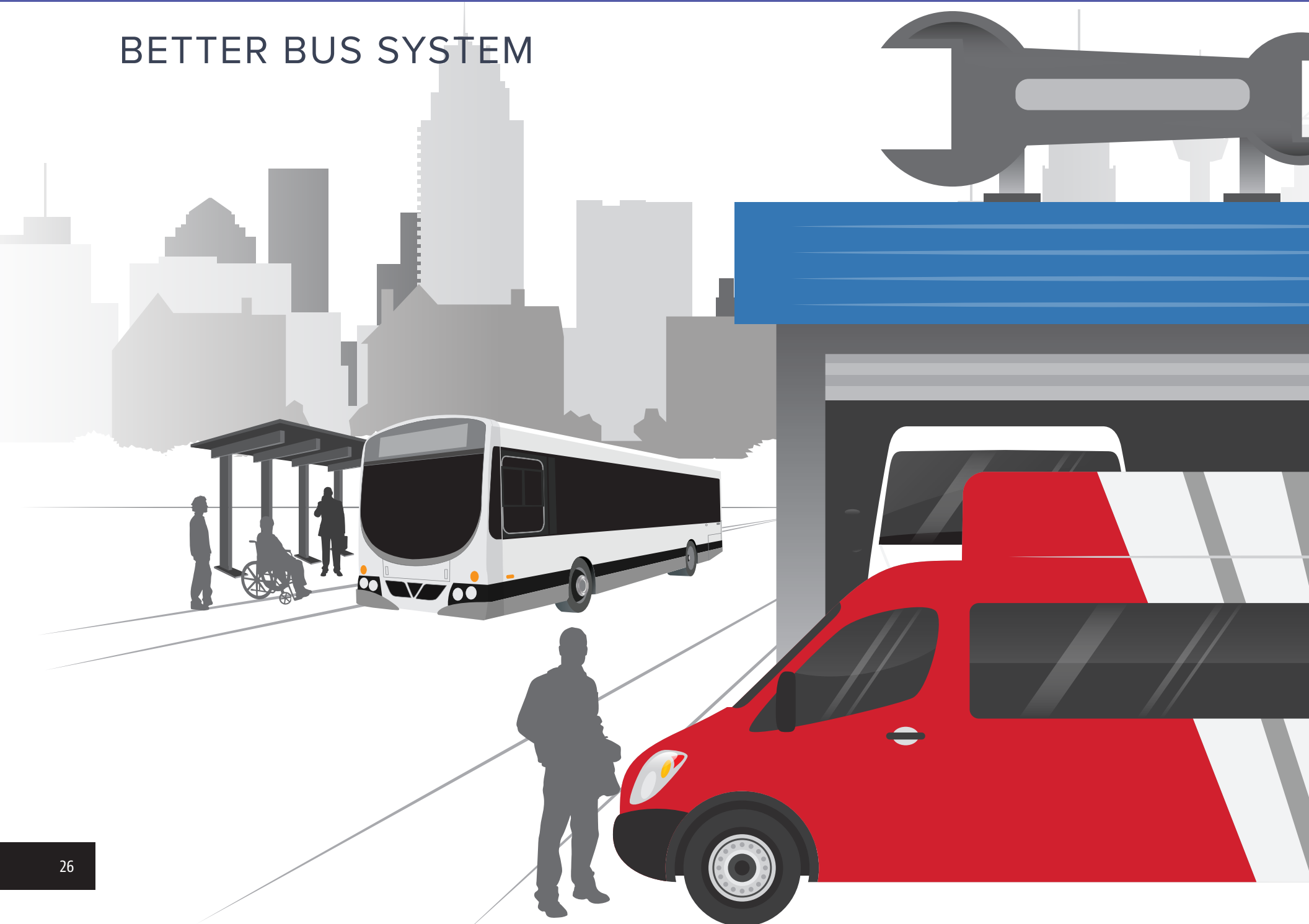


Frequency – Under the Vision 2040 frequency standards, Primo vehicles arrive every 10 minutes, allowing passengers to plan bus trips around activities.



Station Upgrades – Stations and Transit Centers provide upgraded passenger amenities and real-time arrival information.

BETTER BUS SYSTEM



BETTER BUS SYSTEM

Connecting communities with frequent and reliable transit service, bus stop upgrades, and improved sidewalk access.



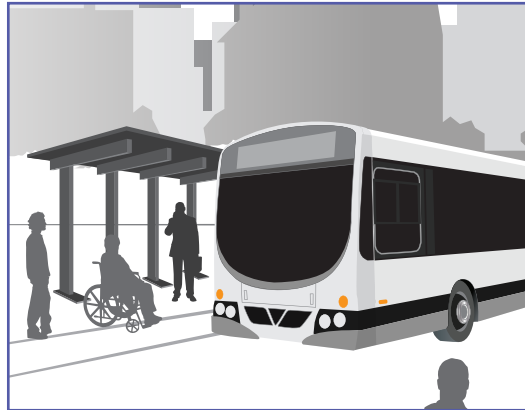
Operating Improvements



Capital Projects



Policy Goals



TRANSIT STOPS

The Long Range Plan recommends improving many of its Transit Centers and community bus stops in the system.



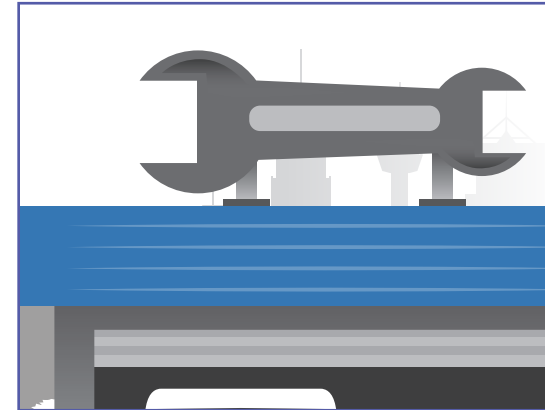
Transit Centers – Transit Centers provide comfortable waiting areas, customer support and help riders learn about VIA services.



Sidewalk and Shelter Programs – More sidewalks, pedestrian facilities and covered waiting areas make stops easier to access, safe and more comfortable.



Ticket Vending Machines – Ticket kiosks at major stops allow passengers to purchase tickets in advance, which makes bus boarding easier and faster.



SUPPORT FACILITIES

Behind the scenes, an expanded network of support and maintenance facilities will keep VIA running smoothly.

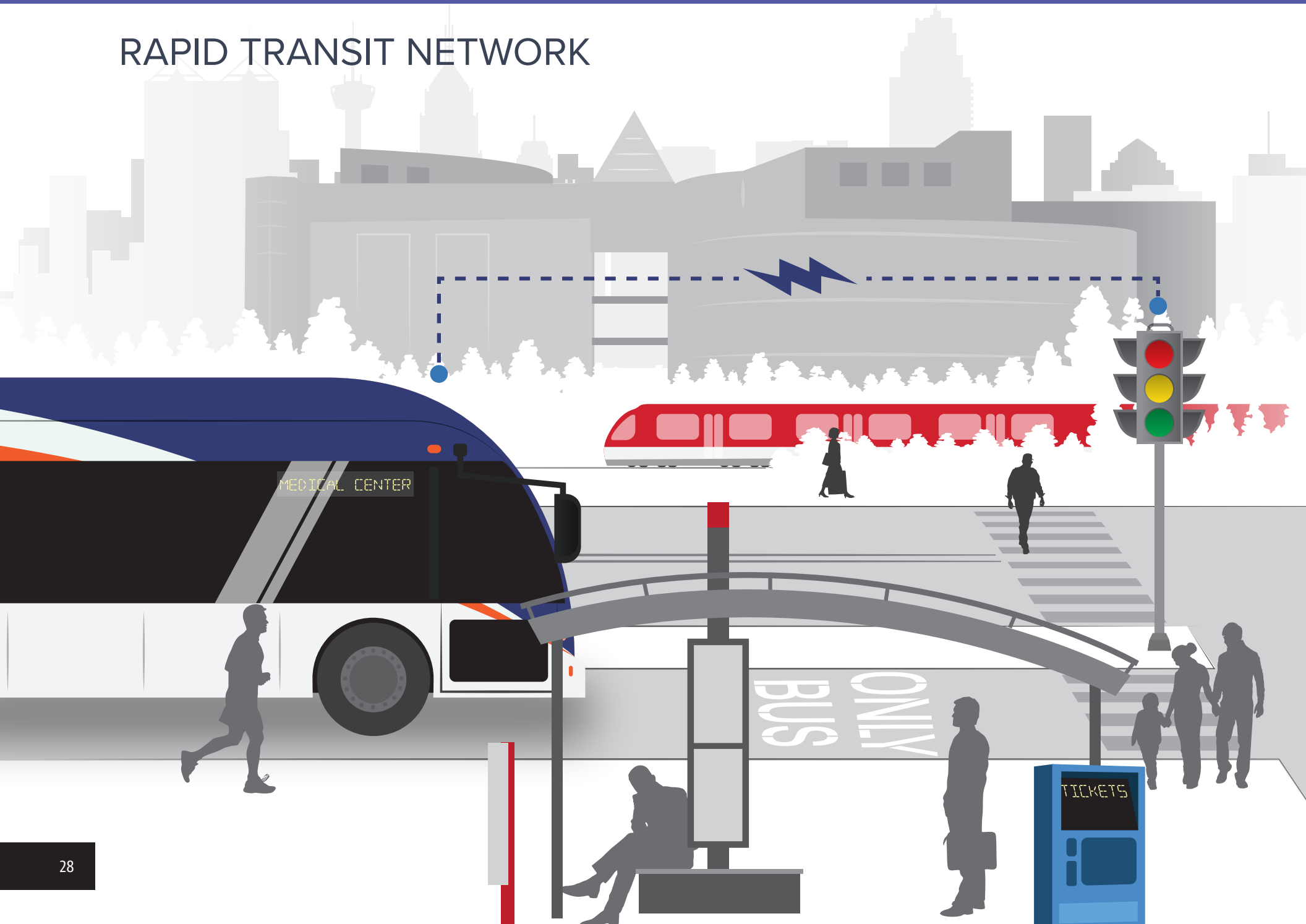


Maintenance Facility – New maintenance facilities allow expanded vehicle cleaning and repair operations.



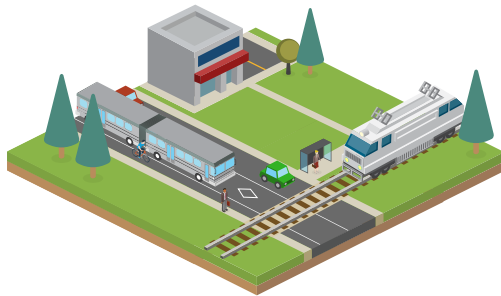
Vehicle Yards – New vehicle storage facilities will accommodate a growing VIA bus fleet, and allow for a more efficient system.

RAPID TRANSIT NETWORK

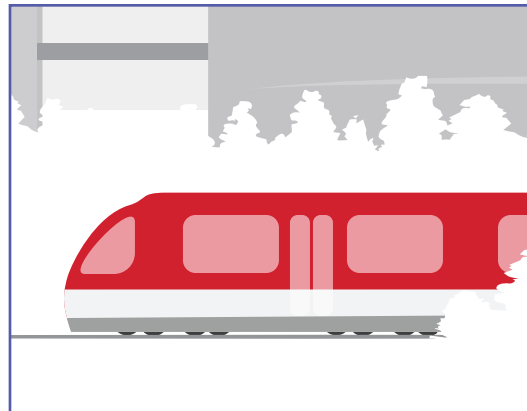


RAPID TRANSIT NETWORK

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






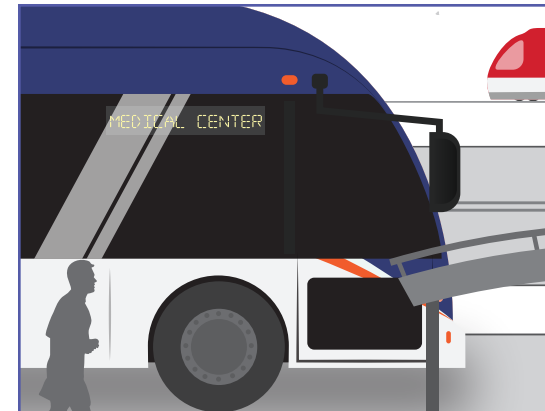
-  **Operating Improvements**
-  **Capital Projects**
-  **Policy Goals**



LIGHT RAIL




Vision 2040 survey respondents indicated a high demand for Light Rail Transit (LRT), the fastest, most reliable component of the Long Range Plan, to connect the region's busiest destinations.

-  **Dedicated Right-Of-Way** – Rail tracks in dedicated travel lanes (not shared with automobiles) provide congestion-proof access to major community destinations and employment centers.
-  **Stations** – Distinctive stations make the system comfortable and easy to navigate.
-  **Vehicles** – Rail vehicles are fast, comfortable, and carry more passengers.

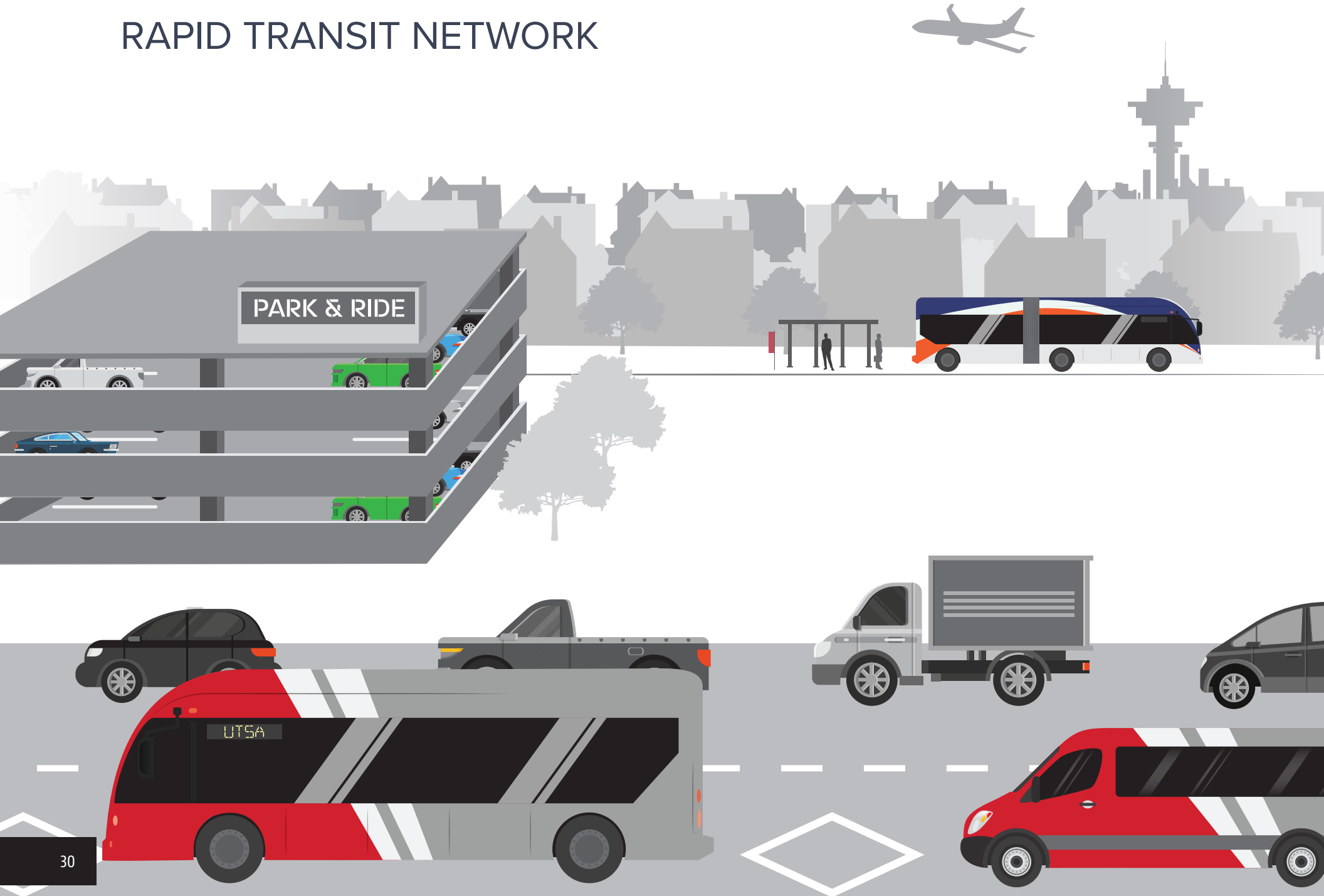


BUS RAPID TRANSIT

Bus Rapid Transit (BRT) is like Primo but with its own dedicated travel lane. BRT provides the fastest, most efficient bus service possible.

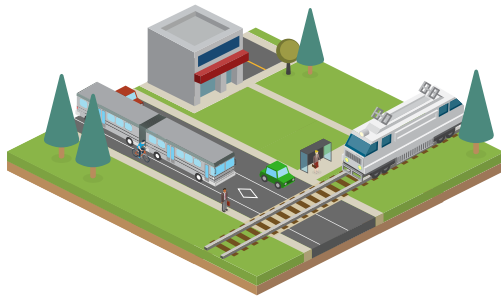
-  **Dedicated Lanes** – Vehicles operate in their own lane and have priority at traffic signals to improve reliability.
-  **Vehicles** – BRT uses the same premium vehicles and high-frequency schedule as Primo, keeping the system efficient, comfortable, and familiar.
-  **Stations** – Upgraded stations have real-time arrival information and ticketing kiosks.

RAPID TRANSIT NETWORK



RAPID TRANSIT NETWORK

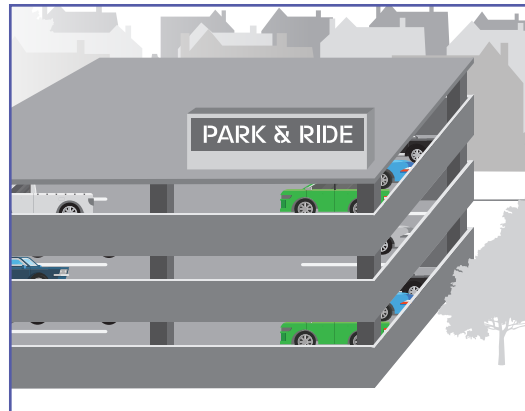
Higher-speed, congestion-proof network of Bus Rapid Transit (BRT), Light Rail Transit (LRT) and Express Service along key corridors.



 **Operating Improvements**


 **Capital Projects**


 **Policy Goals**

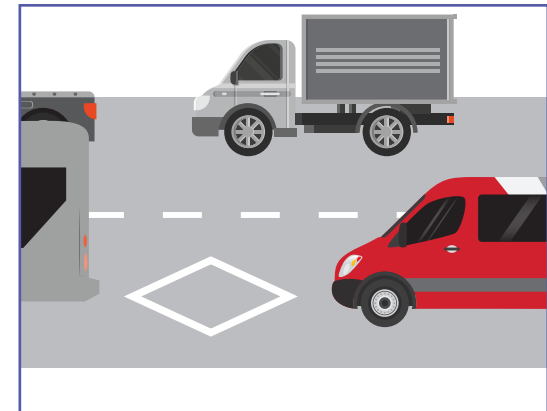


EXPRESS SERVICE

A recommended network of new and expanded Express routes make regional trips fast and easy by connecting key destinations with Park & Ride facilities.


 **Vehicles** – Special Express vehicles provide comfortable seating and Wi-Fi, making work or study on the bus easy during rush hour commutes.


 **Park & Rides** – Park & Ride facilities provide convenient access points in outlying communities, allowing riders to park their vehicle and use their commute time for work or leisure.



REGIONAL TRANSIT

Supplementing local bus service, the Long Range Plan provides additional options for major regional connections. Partnerships with employers and regional transportation agencies help VIA connect communities across the region.

 **Vanpool Service** – Expanded vanpool service makes commuting easy by providing vans to travelers with a shared destination.

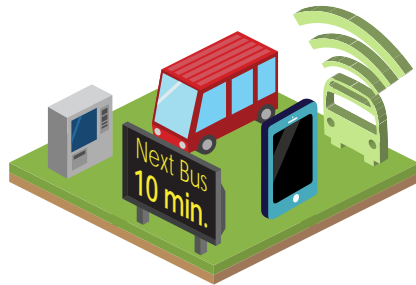
 **High-Occupancy Vehicle (HOV) Lane Network** – HOV lanes, established in partnership with the Texas Department of Transportation, ensure a predictable travel time by providing lanes specifically for high-occupancy vehicles, like Express buses, vanpools, VIAtrans and carpool vehicles.

INNOVATIVE SOLUTIONS



INNOVATIVE SOLUTIONS

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



Operating Improvements



Capital Projects



Policy Goals



MULTIMODAL INTEGRATION

With a refined focus on moving people rather than vehicles, the Long Range Plan provides options for making flexible, convenient trips connecting the places people live, study, work, and play.



Car Share – Integration with car share, ride-hailing services, and taxis removes the expense of owning, parking, and maintaining a car.



Bike Share – A partnership with bike share makes biking to key destinations from transit stations a convenient and inexpensive option.



EMERGING TECHNOLOGY

Innovation in transportation has continually changed the way regions grow and move. The Long Range Plan aims to integrate new technologies that provide greater options and will enhance the customer experience.



Autonomous and Connected Vehicles

Autonomous and connected vehicle pilot programs make buses and cars safer and more convenient.

Integrated Multimodal Smartphone Application

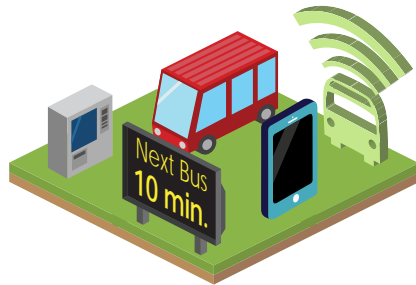
An integrated multimodal mobile application offers a comprehensive set of services, from trip planning to fare purchase.

INNOVATIVE SOLUTIONS



INNOVATIVE SOLUTIONS

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



Operating Improvements



Capital Projects



Policy Goals



TRANSIT-ORIENTED DEVELOPMENT

Targeted development organized around key transit stations and corridors give residents choices on how they live and access their daily services, and routes to key work and entertainment destinations.



Compact Mixed-Use Development

– Live-work-play style development at appropriate densities keeps amenities and activities within reach, thereby eliminating the need for many vehicular trips.



Complete Streets – Well designed pedestrian, bicycle and transit-friendly infrastructure makes trips more pleasant, safe and accessible.



COORDINATED PLANNING

VIA partnerships with other local governments, local businesses, regional municipalities and peer agencies keep development diverse and the economy strong.



Joint Development – Joint development projects bring public and private stakeholders together to stimulate the economy and invest in the region's future.



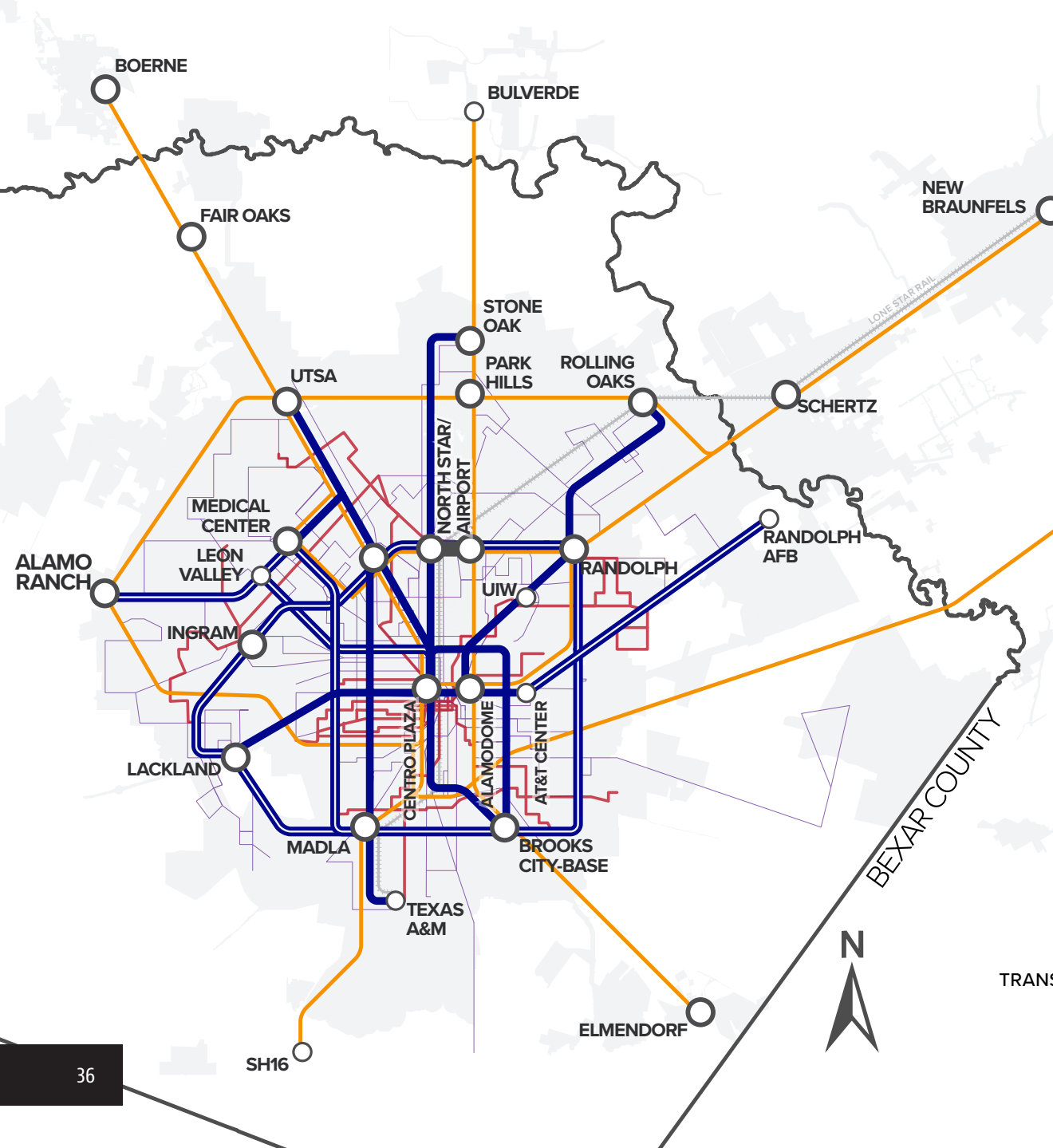
Regional Coordination – Regional coordination ensures all communities are moving in the same direction with a shared vision of future mobility and identify investments that support that vision.



Land Banking – Planning for tomorrow's future land acquisition needs today, including buying land early in the planning process and preserving it for later development, ensures additional access to key destinations for years to come.

VISION NETWORK

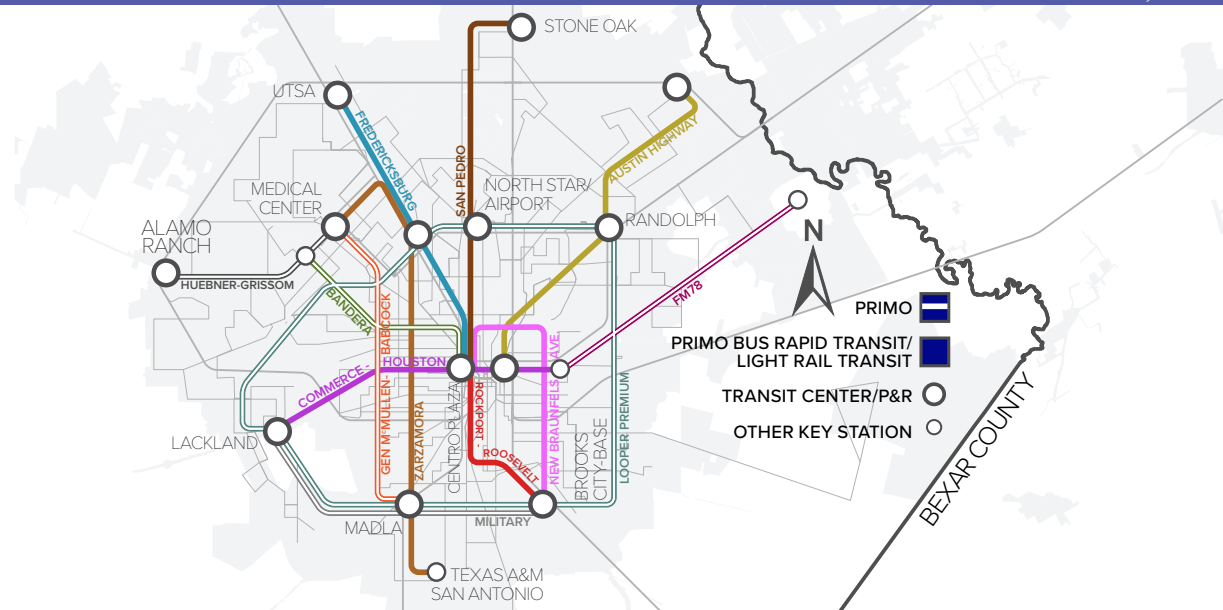
The Long Range Plan envisions a region where buses come more often, a fast network of Bus Rapid Transit and Light Rail Transit vehicles run in their own lane and Express Service buses reach places outside San Antonio. The regional vision for transit integrates emerging technology and multimodal travel options to safeguard residents' options for getting to work, school and play.



	FREQUENCY	DEDICATED LANE	STOP SPACING
METRO LOCAL	20	N	●-●-●-● (1/4 mi)
METRO FREQUENT	12	N	●-●-●-● (1/4 mi)
METRO EXPRESS	15	Y	●-●-● (10 mi)
PRIMO	10	N	●-●-● (1 mi)
BUS RAPID TRANSIT/ LIGHT RAIL TRANSIT	10	Y	●-●-● (1 mi)
TRANSIT CENTER/PARK & RIDE			○
OTHER KEY STATION			○

This vision creates a system of key corridors that link neighborhoods, employment centers and key destinations with transit options designed for a variety of customers. Each corridor and service type was carefully selected through extensive public and technical input, based on the following criteria:

- Ridership
- Congestion
- Productivity
- Site Potential
- Access

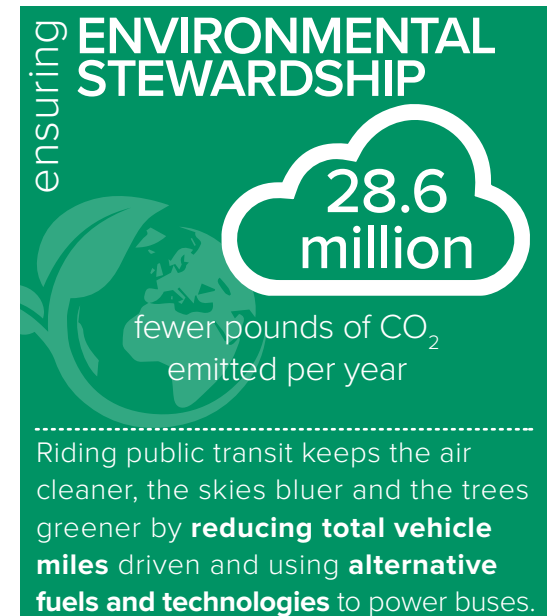
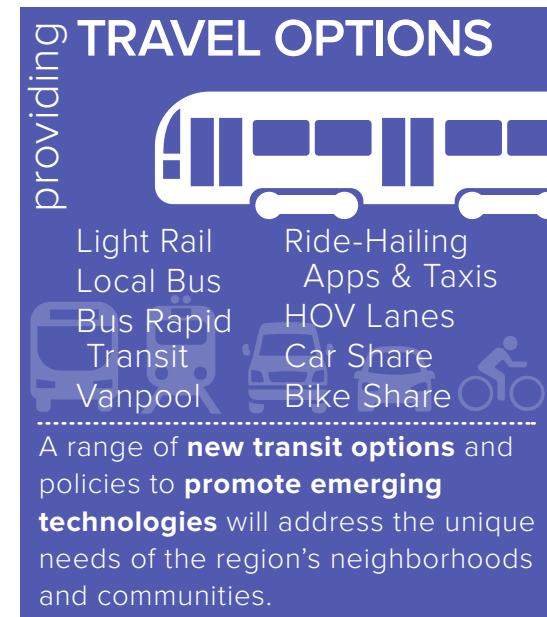


NAME	RIDERSHIP Total daily passenger boardings	CONGESTION Amount of congestion bypassed	PRODUCTIVITY Passenger boardings each hour a bus operates	SITE POTENTIAL Index of development potential and urban form	ACCESS Number of jobs and residents near station areas	OVERALL
Fredericksburg	HIGH	HIGH	HIGH	HIGH	HIGH	HIGH
Zarzamora	HIGH	HIGH	HIGH	HIGH	MED/LOW	MED/HIGH
Commerce-Houston	MED/HIGH	MED/HIGH	HIGH	HIGH	MED/LOW	MED/HIGH
San Pedro	MED/HIGH	HIGH	MED/HIGH	MED/HIGH	HIGH	MED/HIGH
New Braunfels Ave	MED/HIGH	MED/HIGH	HIGH	HIGH	MED/LOW	MED/HIGH
Loopers/Military	HIGH	HIGH	LOW	MED/HIGH	MED/HIGH	MED/HIGH
Austin Highway	MED/LOW	MED/LOW	HIGH	MED/HIGH	MED/LOW	MED/LOW
Gen McMullen-Babcock	MED/LOW	MED/LOW	MED/LOW	HIGH	LOW	MED/LOW
Rockport/Roosevelt	MED/LOW	MED/LOW	HIGH	MED/LOW	LOW	MED/LOW
Bandera	LOW	MED/LOW	MED/LOW	HIGH	LOW	MED/LOW
Huebner-Grissom	LOW	LOW	LOW	MED/HIGH	LOW	LOW
FM 78	LOW	LOW	LOW	MED/LOW	LOW	LOW

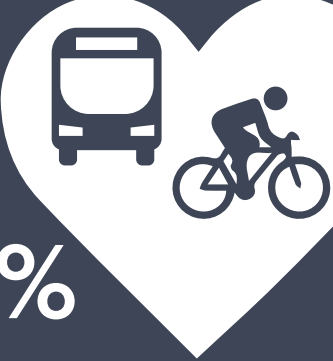
MEASURING THE BENEFITS

The Long Range Plan will strengthen regional mobility, development and sustainability.

The regional transit Long Range Plan will guide VIA's strategy, policies, and investments for the future. The vision responds to transportation needs throughout the Greater San Antonio Region. Investment in the region's transit system results in tangible benefits for the community.




enhancing **ACCESS**



70%

Over **70 percent** of Primo, LRT and BRT stations are within a half mile of the **bike network**.

providing **RELIABILITY**



30 hours
of travel time saved
per person, per year

Increased travel speeds for transit in the year 2040 provide faster access to destinations and more reliably. With additional capacity on transit, roadways become less congested for others sharing the road, thus increasing reliability for private vehicles, as well.


supporting **SAFETY**



more
shelters
more
sidewalks

Whether one rides the bus, drives a car, or rides a bike, **chances are, part of the trip is outside of a vehicle.** VIA is dedicated to a community vision for safety.

ensuring **EFFICIENCY**



fast and reliable

The Long Range Plan is all about efficiency. **Priority for buses** at signals, dedicated **transit lanes** and **more efficient vehicles** save money and time.

promoting **ENGAGEMENT**



Over 10,000
SURVEYS
COLLECTED

The Long Range Plan was developed with **input from community** groups, local businesses, civic organizations, peer agencies and regional community partners over a substantial period of time.



Note: Economic Impact of Long Range Plan in Year 2040, 2014



➤ SECTION 4

CREATING TOMORROW'S TRANSPORTATION CHOICES TOGETHER

With an updated Long Range Plan, it is time to start implementing projects and plans.

VIA's existing capital plan, VIA SmartMove, provides a comprehensive start toward implementing the updated Long Range Plan. These projects, which include

Centro Plaza, Brooks Transit Center, Stone Oak Park & Ride, Zaramora Street Primo, Military Drive Primo and new bus shelters, are consistent with the updated vision and goals identified throughout the Vision 2040 process. Implementation of the regional vision entails a series of steps that account for transit funding,

prioritization and phasing of transit investments to maximize ridership and collaboration across the region's planning partners and stakeholders. Similar to the Vision 2040 community-driven process, public input will continue to guide project development and outcomes.



FUNDING THE VISION

Additional transportation funding, above and beyond existing levels, is required to implement the regional Long Range Plan. Without additional funding over the next 25 years, VIA's ability to enhance service frequency, deliver new

projects and increase transit access to support growth throughout the region, will be severely limited.

VIA's current funding sources include operating revenues, local sales tax, federal grants from the Federal Transit Administration (FTA) and other miscellaneous grants and funding for operating and capital expenses.

VIA's revenues for FY 2015 were \$219.6 million. Sales tax revenues account for the largest funding source, while operating revenues and federal grants rounded out the financial portfolio. In 2015, total sales tax revenues were \$167.0 million. VIA's operating expenses in FY 2015 were \$207.8 million.

The ability to

maintain and expand
a **regional transit system**

critically depends on

strategies

to **obtain new**
or increased funding.



HOW IS VIA CURRENTLY FUNDED?

Federal Grants
12.3%

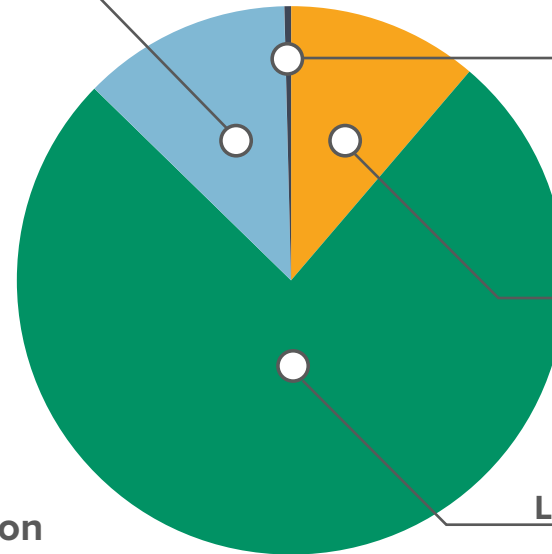
Other
0.4%

Passenger Fares and Advertising
11.3%

Local Sales Tax
76.0%

TOTAL
(FY2015)
\$220 Million

Source: VIA Metropolitan Transit, 2016



FEDERAL FUNDING

VIA receives annual funding from the Federal Transit Administration for providing transit services in the Greater San Antonio Region. Historically, this has accounted for approximately 15 percent of VIA's total funding for providing transit services in the Greater San Antonio Region. This reflects a lesser amount of federal funding per resident than other peer transit agencies in Texas. To increase federal funding to the area, VIA must competitively position the region for success by advancing locally supported, nationally competitive projects.

Federal Funding Per Capita

Dallas	\$29
Austin	\$29
Houston	\$22
VIA	\$18

On average **per year**, the transit agencies in **Dallas, Austin and Houston** collect approximately **\$27 per person** in Federal funding. **VIA collects 1/3 less per person.**

STATE FUNDING

VIA, in partnership with the Texas Department of Transportation, is able to utilize state dollars for capital investments in the service area. These funds are able to provide support for enhancements to passenger and pedestrian access. VIA will continue to work closely with state partners to provide strategic leveraging and investment to benefit the traveling public through coordinated capital improvements. State funds are not able to be used to cover operating costs for the urban area transit systems in Texas.

The State of Texas

does not have a

**dedicated
funding
source**

for public transit
in urban areas.



LOCAL FUNDING

Local sources of revenue, such as dedicated sales tax, advertising, and interest on savings, account for approximately 70 percent to 75 percent of VIA's existing funding. Passenger fare revenues currently provide for an additional 10 percent to 15 percent of funding. The majority of local funding comes from a 1/2-cent sales tax, and a 1/8 cent of the Advanced Transportation District (ATD) sales tax revenues. VIA receives less local sales tax revenue per resident than its peer transit agencies in Texas.

Sales Tax Per Capita

Dallas	\$213
Austin	\$202
Houston	\$137
VIA	\$93

VIA collects considerably less sales tax per person, per year than transit agencies in **Dallas, Austin and Houston.**

IMPLEMENTING THE VISION

The region's transit needs far exceed available funding. Recognizing limited funding, the Vision 2040 process carefully prioritized investments based on community feedback, regional benefits and potential available funding. The Implementation Plan will help guide project development and phasing over the next 25 years, identifying the prioritized near-term, mid-term and long-term investments as new funds become available. It also identifies the highest performing corridors that best position the region for federal discretionary grants. Strategic, phased investment will lay the foundation to incrementally implement the Long Range Plan over time.

PHASED IMPLEMENTATION

CURRENT (current-2020)

Better Bus System

Connecting communities with **frequent** and **reliable** transit service, bus stop upgrades and better sidewalk access

Zarzamora Street Primo
Military Drive Primo

Rapid Transit Network

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

Innovative Solutions

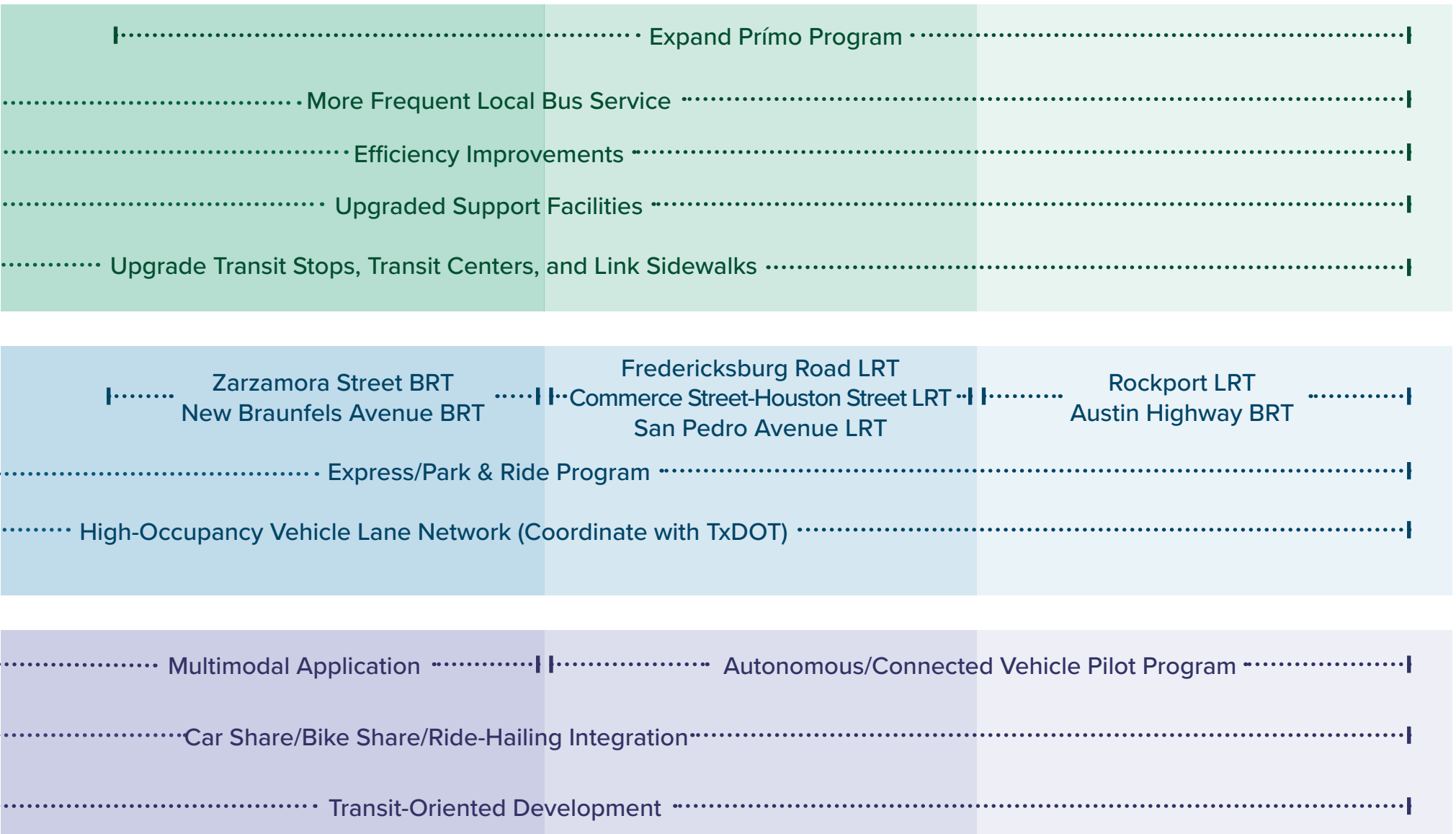
Bringing together **technology, development** and **strategic partnerships** to build a stronger region

Real-Time Arrival Signs

NEAR TERM (2021-2025)

MID TERM (2026-2035)

LONG TERM (2036-2040)



PARTNERING TO ACHIEVE THE VISION

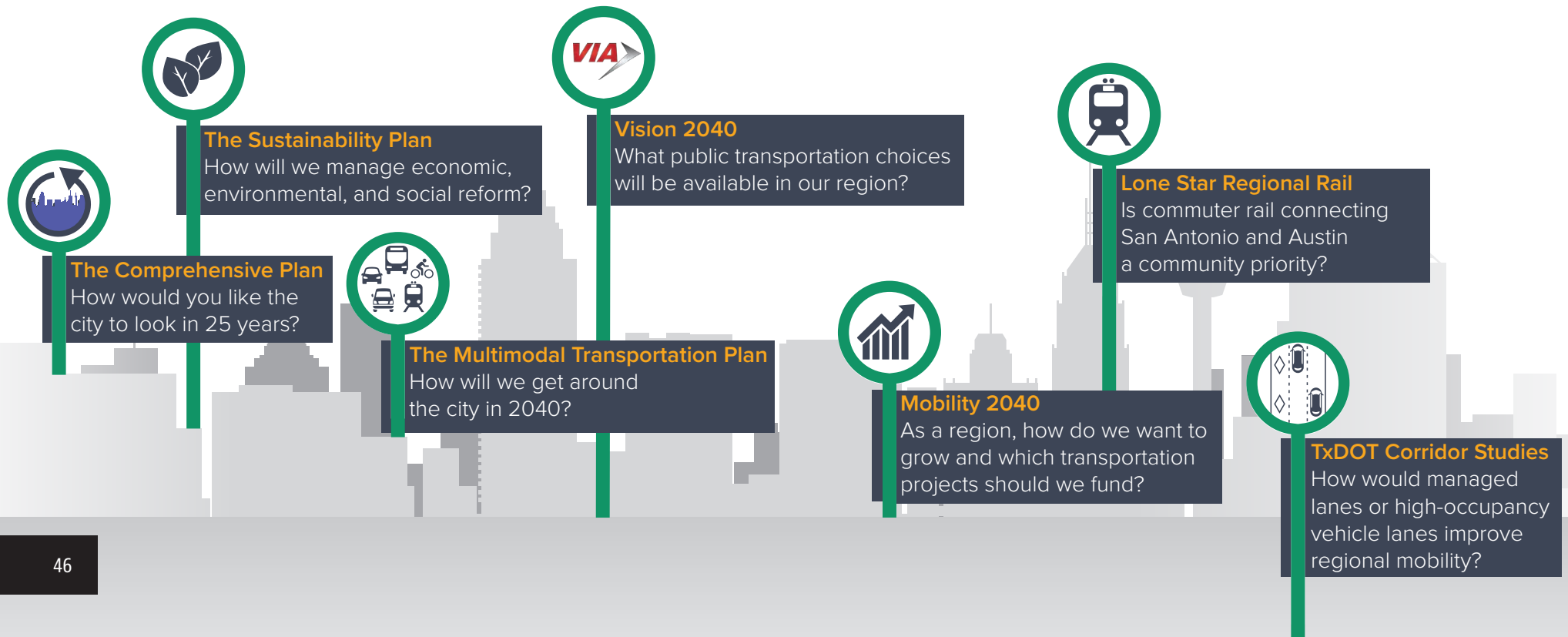
Vision 2040 is one of several planning efforts underway in the Greater San Antonio Region. From a city-wide sustainability plan to an assessment of passenger rail between Austin and San Antonio, many organizations are investigating options to address

our explosive regional growth. The VIA planning process for Vision 2040 developed alongside other significant planning efforts, including those supported by the City of San Antonio, Lone Star Regional Rail and the Alamo Area Metropolitan Planning Organization.

Coordinating regional plans is critical to meet the needs of our growing region. Collaboration ensures the VIA developed recommendations align with other planning efforts and recognize how

Vision 2040 fits within the greater regional context and goals. All of these efforts are interconnected, affecting the success and effectiveness of projects and initiatives.

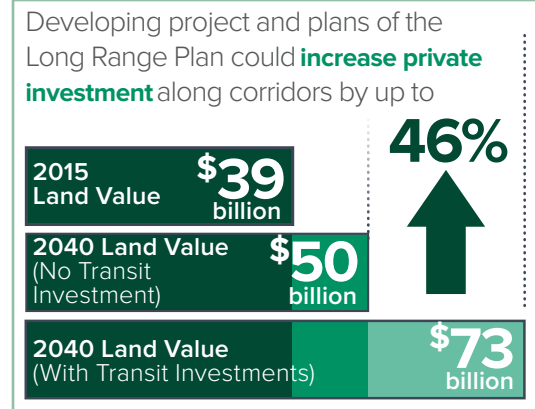
The regional Long Range Plan projects and plans will require collaboration. VIA's collaboration with the region's planning partners is essential to providing the Greater San Antonio Region long-term, efficient and reliable transportation choices.



The Role of Transit-Oriented Development

Transit-Oriented Development (TOD) is compact well-designed development that requires land use patterns which focus on the movement, comfort and safety of people walking, while providing easy access to transit and a mix of destinations. To enable TOD, VIA has been coordinating with strategic partners to develop a common vision for guiding land use in the Greater San Antonio Region to be more friendly to pedestrians. Land use patterns that

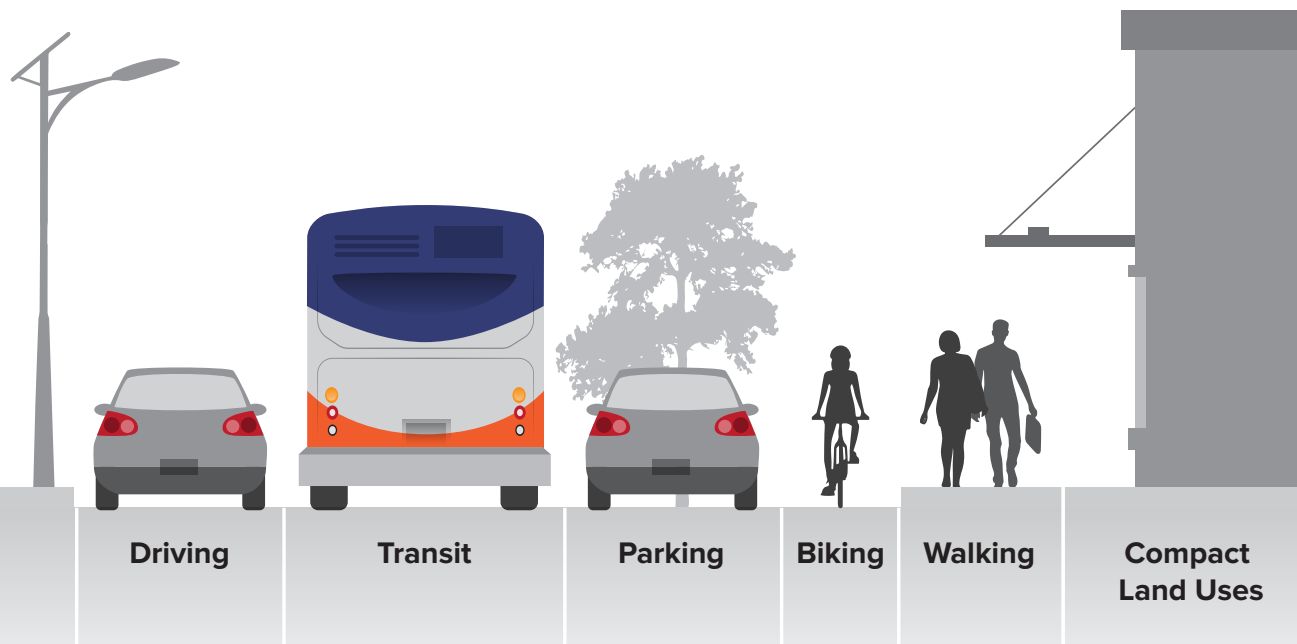
are good for pedestrians also tend to enable efficient rapid transit, while creating usable shared spaces. Enabling and incentivizing infill development with high-quality urban design and improving streets to safely serve the needs of people walking, people riding bicycles and people using transit is key for future station areas. Station area and corridor planning, led by development and regional municipalities, will be based on unique characteristics and market potential and use a collaborative process that includes VIA, private business owners, local residents and other stakeholders.



Source: Fregonese Associates, 2016

The Street is a Public Space between Buildings

Regardless if a person uses transit, rides a bicycle, or drives a car to their destination, they will spend some time walking, rolling or strolling. Policies that require quality building and pedestrian-friendly urban design will result in enhanced shared spaces for all, however one chooses to get around. Land use and zoning regulations impact the size, use and form of buildings and how they provide for a walkable environment.



DEVELOPING PROJECTS

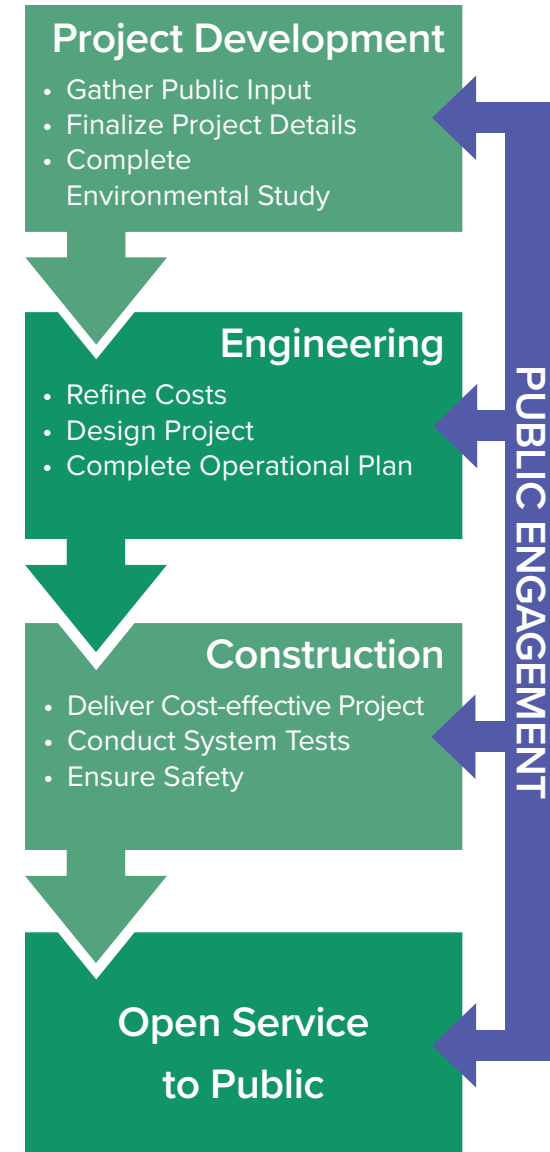
While all of the elements of the Long Range Plan, in combination, form a complete network, specific projects and corridors will be developed individually. Development timelines for each project vary depending on the length of the corridor, type of

service and available funding sources. Corridors targeted for federal funding will be advanced through the FTA process, which involves advanced planning, environmental review and engineering and design before initiating construction. Sustained public involvement is also a vital component of these processes.



Source: VIA Metropolitan Transit, Stone Oak Park & Ride Rendering, 2016

PROJECT DEVELOPMENT PROCESS (5-10 YEARS)



A LIVING PLAN

Change is inevitable in a dynamic, growing region. VIA updates its Long Range Plan every five years to ensure planned projects reflect public priorities, accommodate shifting growth and development patterns, account for the impact of the economy on funding sources and fit within the larger context of the region's multimodal transportation vision.

For more information, please call (210) 362-2075. Para información en español, llame a (210) 362-2075. بلغة أخرى، يرجى الاتصال على الرقم ٣٦٢٠٢١٠ التالاي: ٢٠٧٥ إذا أردت هذه المعلومات. 如果需要任何其它语言的信息, 请致电: (210) 362-2075 만일 다른 언어로 정보가 필요하면 (210) 362-2075 로 전화하십시오. Nếu bạn cần thông tin trên viết bằng một ngôn ngữ khác, xin hãy gọi số (210) 362-2075. Kung nangangailangan ng impormasyon sa ibang wika, mangyari lamang na tawagan ang: (210) 362-2075.



Stay Involved

The success of this important initiative depends on the level of engagement from the community. As VIA moves forward with implementing the Long Range Plan, there will be opportunities to get involved, attend meetings and provide comments.



#VIAVision #RideVIA



VIAVision2040.com

Learn about the Long Range Plan, get the latest plan, provide comments and subscribe to updates.



210-362-2742

Request a group presentation or ask questions.

VIA CENTRO PLAZA

