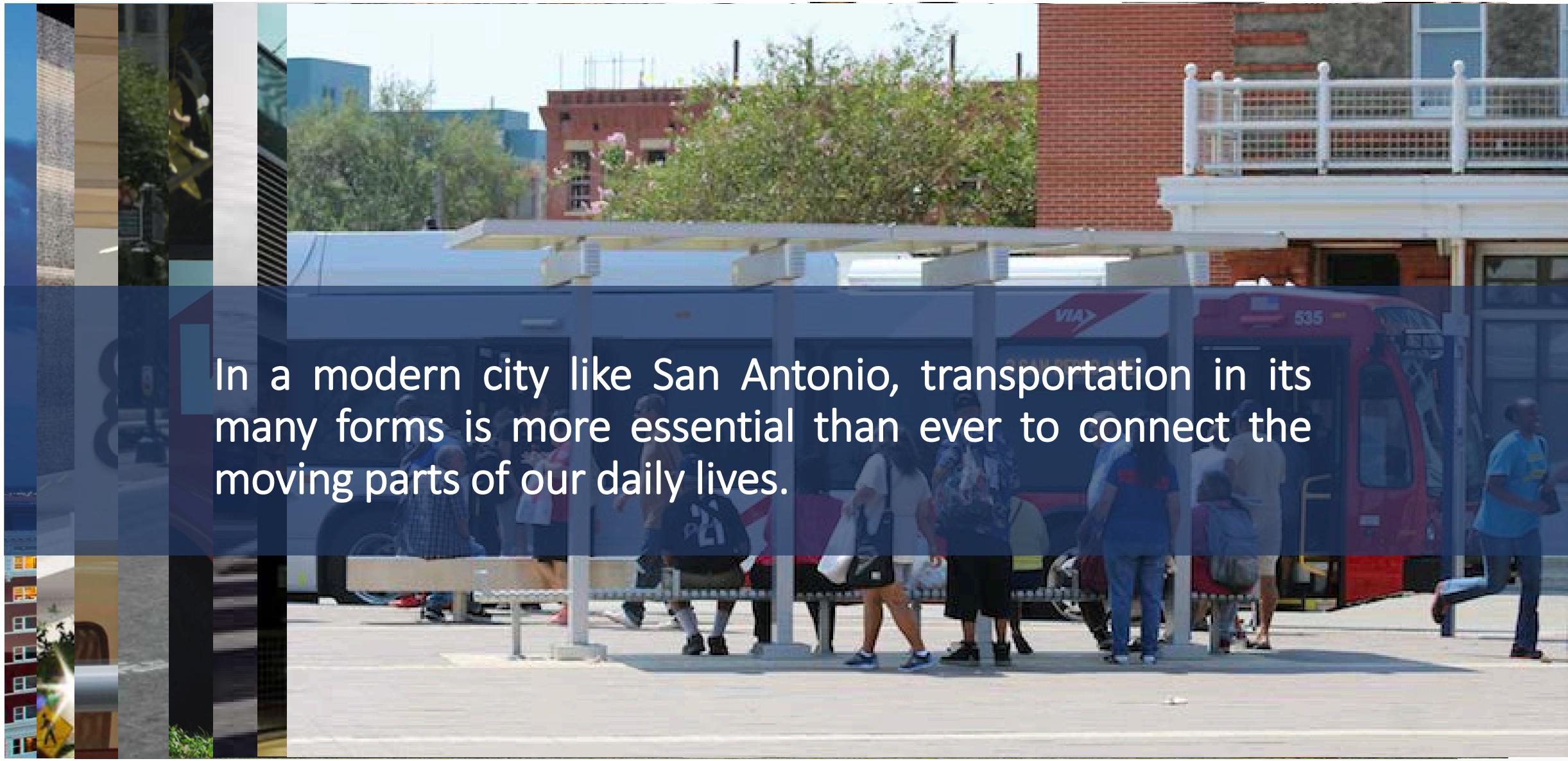
CONNECTSA

Building San Antonio's Future

A Framework For Modern Mobility

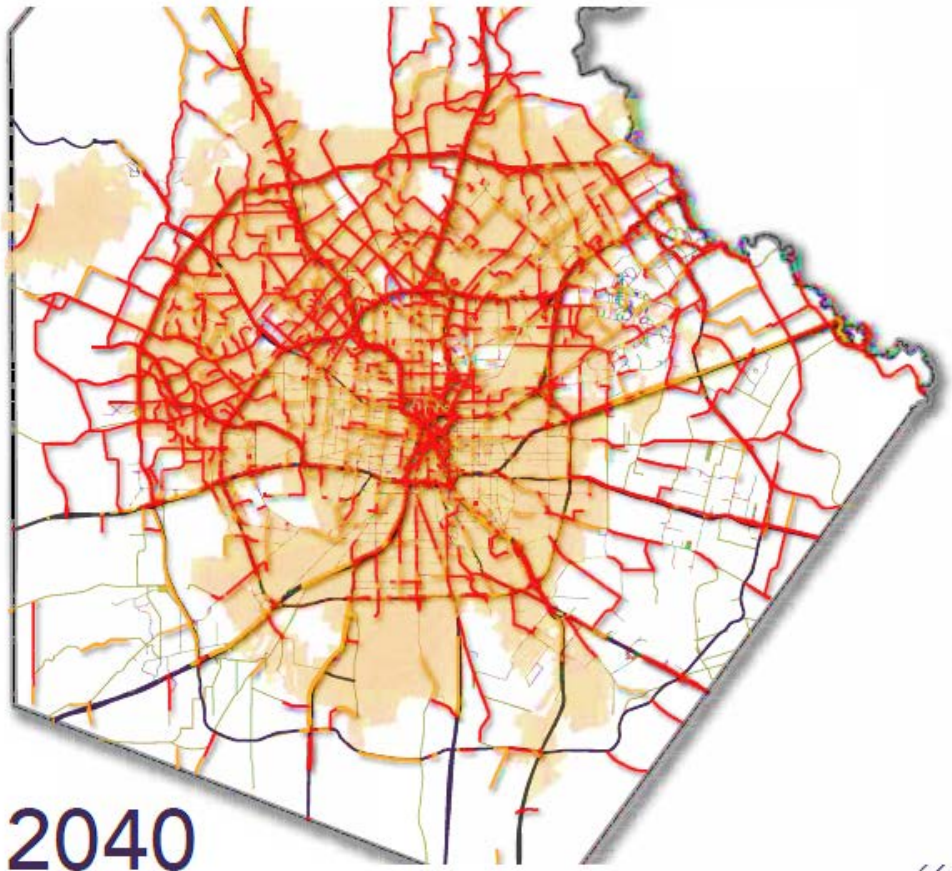


In a modern city like San Antonio, transportation in its many forms is more essential than ever to connect the moving parts of our daily lives.

SA Congestion Today & Tomorrow

HEAVY CONGESTION LEVELS TODAY

HEAVY CONGESTION LEVELS BY 2040



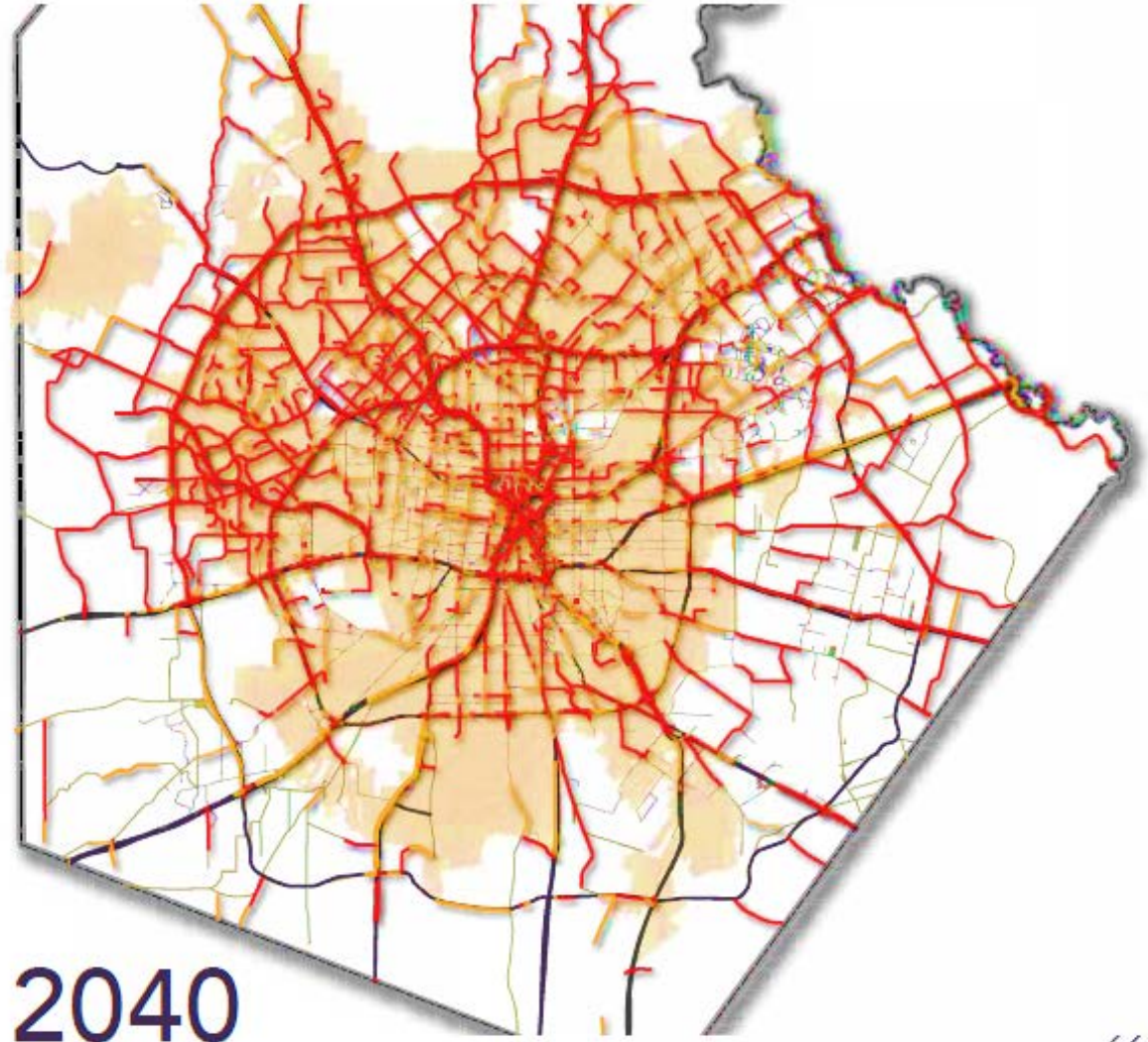
IF WE DO NOTHING

WE'LL SPEND 166 EXTRA HOURS EACH YEAR

(ABOUT 7 FULL DAYS) SITTING IN TRAFFIC BY 2040

Source: VIA Vision 2040

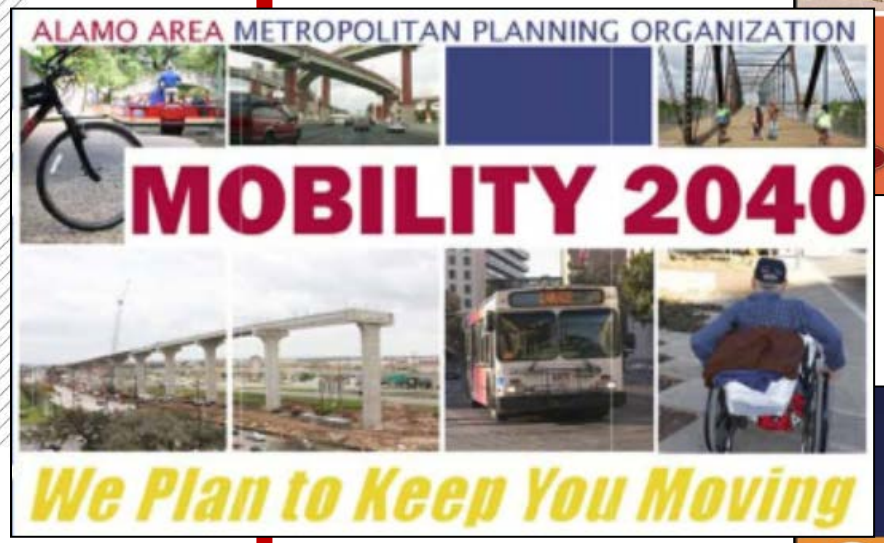
HEAVY CONGESTION LEVELS BY 2040

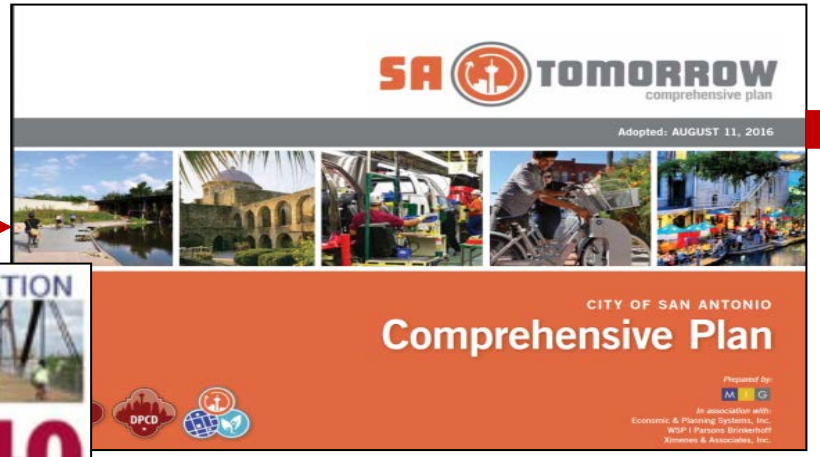



WE CANNOT JUST BUILD OUR WAY OUT OF CONGESTION.

Long Range Plans
2015-2016

AAMPO
Mobility 2040
2013-2014





The ConnectSA Framework

What is it?

*A forum for **testing old assumptions** and **listening for new ideas**.*

- Integrated
- Multimodal
- Interactive
- Cost-effective
- Aspirational

The choices we make today to improve our transportation system will be felt for generations to come.

1. *Look beyond light rail and toll roads.*
2. *Embrace "mobility" to include every contemporary or near-future mode of transportation.*
3. *Make all of our daily mobility activities more sustainable, less harmful to the environment.*
4. *Centered on the mobility needs of the individual user.*

Better Choices Easier Trips

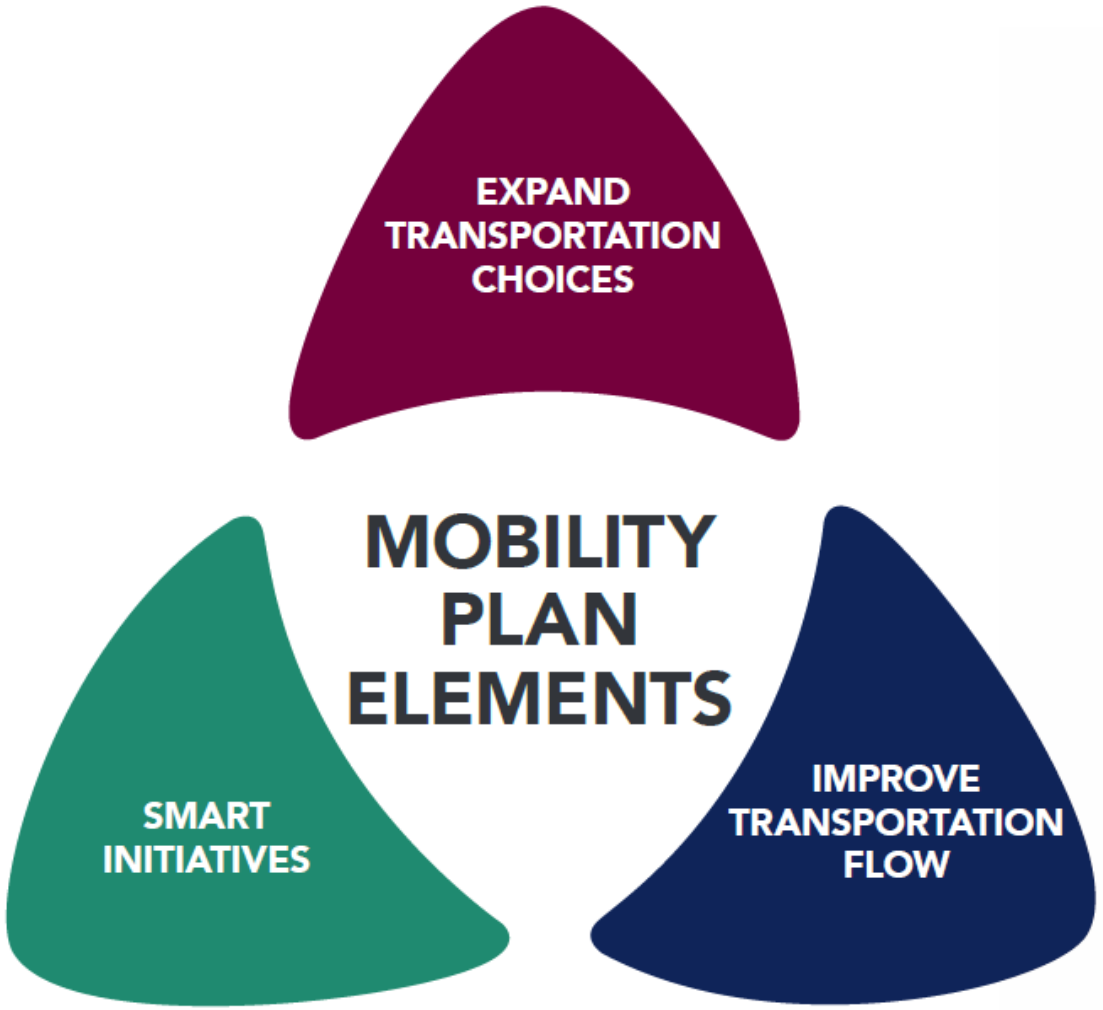
Providing users more and better choices makes it easier to plan and complete a trip.

Recommended Goals

Each goal helps guide citizens and transportation agencies in identifying projects and plans to meet community needs.

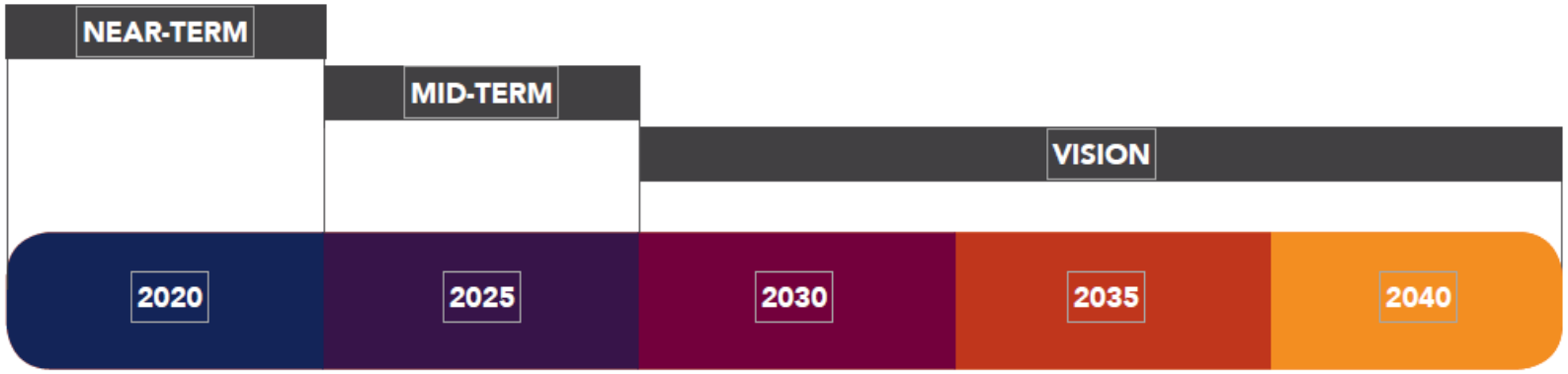
A Proposed Approach

Strategic investments in a modern mobility system will allow us to keep and even improve our quality of life.



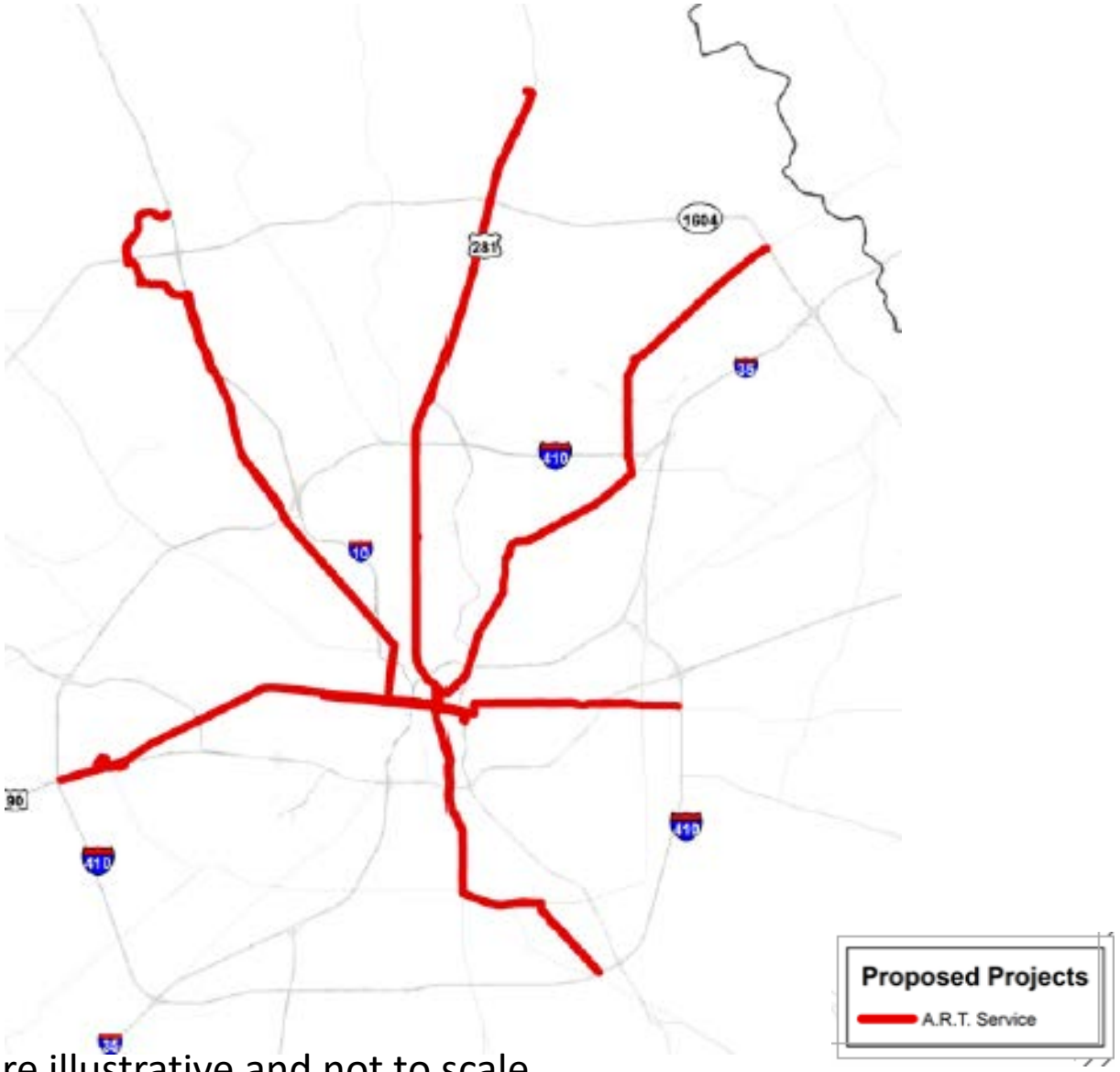
How do you build the future?

Building a transformative transportation network won't happen overnight. It requires careful planning…to provide mobility, access and opportunity for all residents.



Advanced Rapid Transit (ART)

Advanced Rapid Transit, or ART, is a rubber-tire mode of transportation that can provide the benefits of rail transit with the flexibility of buses.



Maps are illustrative and not to scale

WE PROPOSE THE FIRST ADVANCED RAPID TRANSIT (ART) CORRIDOR RUN FROM 1604 ON THE NORTHSIDE, SOUTH TO THE AIRPORT, ALONG SAN PEDRO, THROUGH DOWNTOWN, SOUTH ALONG THE MISSION TRAIL AND EVENTUALLY CONNECTING TO VIA'S NEW BROOKS TRANSIT CENTER. A TRUE NORTH-TO-SOUTH CORRIDOR WITH TRAIN STATIONLIKE PLATFORMS, AT A FRACTION OF THE COST OF LIGHT RAIL.

An east-to-west corridor is proposed for 2025, along Commerce to Houston. In all, seven ART spokes are contemplated across the city by 2040, providing much more equitable coverage than we could ever afford by building tracks.

What is Advanced Rapid Transit?

ADVANCED RAPID TRANSIT, OR ART, IS A RUBBER-TIRE MODE OF TRANSPORTATION THAT CAN PROVIDE THE BENEFITS OF RAIL TRANSIT WITH THE FLEXIBILITY OF BUSES.

5 WAYS ADVANCED RAPID TRANSIT (ART) IS SIMILAR TO LIGHT RAIL TRANSIT (LRT)

1. Operates in exclusive transit lanes to bypass traffic
2. Utilizes off-board fare collections systems
3. Allows boarding and alighting from all available doors
4. Utilizes stations that provide level boarding and real time information
5. Operates with reduced travel times and greater reliability than in general traffic lanes

5 WAYS ART IS BETTER THAN LRT

1. Light Rail systems cost at least twice as much to build than Advanced Rapid Transit lines.
2. If needed, buses can continue beyond the limits of the dedicated transit lanes to provide service
3. Buses can move off dedicated lanes to continue service if there is a problem on the guideway or if it is blocked (due to a traffic accident, for example)
4. Allows for dedicated lanes to be utilized by emerging technologies and vehicles, as well as to be shared with autonomous vehicles
5. Generally operates at a higher frequency than LRT systems

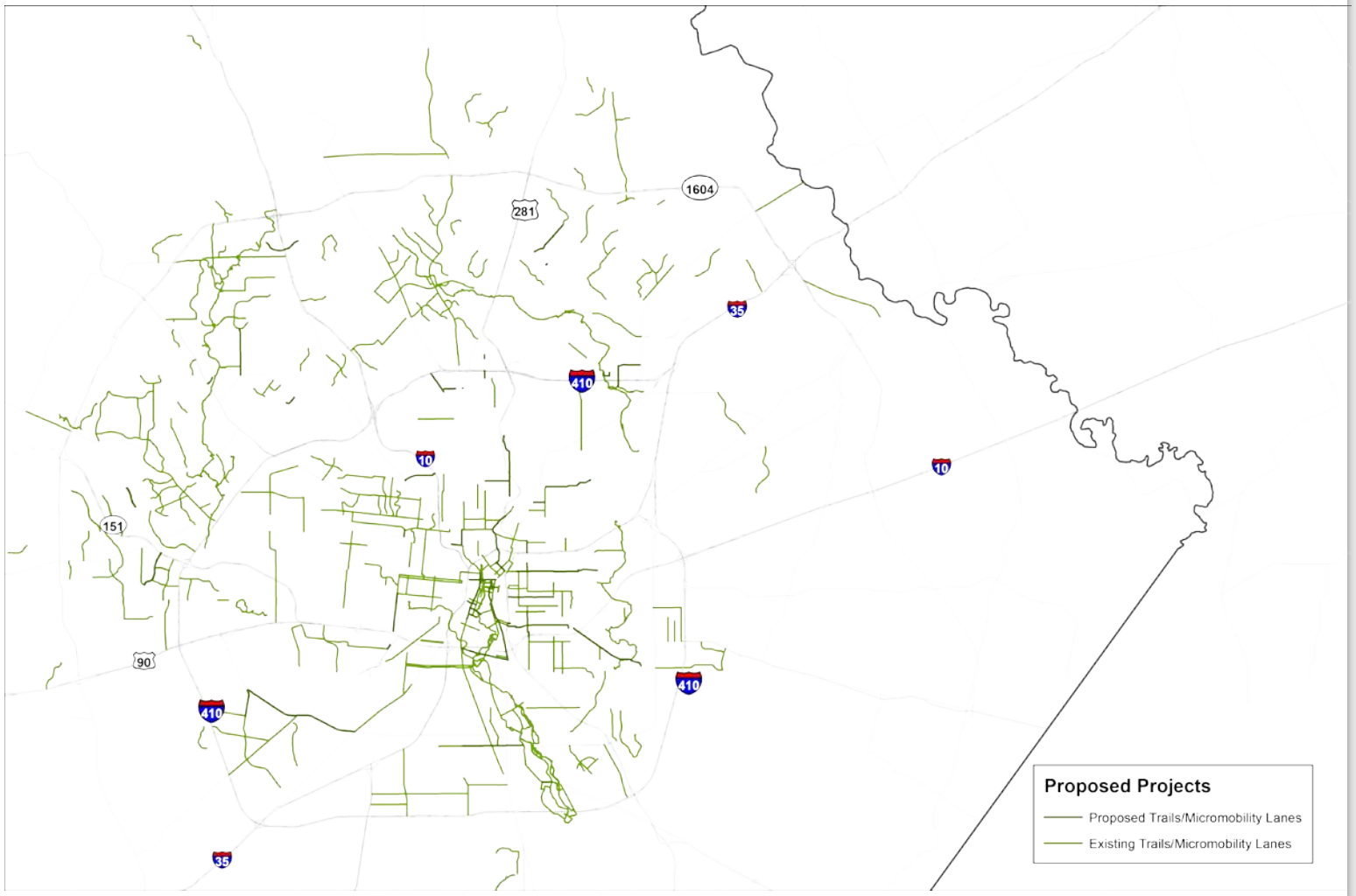
Better Bus

A better public transit system with shorter wait times and faster trips, that is easier to use, and offers a better experience, is needed to continue growing and improving our quality of life.

Maps are illustrative and not to scale

Micromobility Lanes

Micromobility lanes proposed in this plan would go to provide dedicated lanes for use by bicycles, scooters, and other personal modes of transportation.



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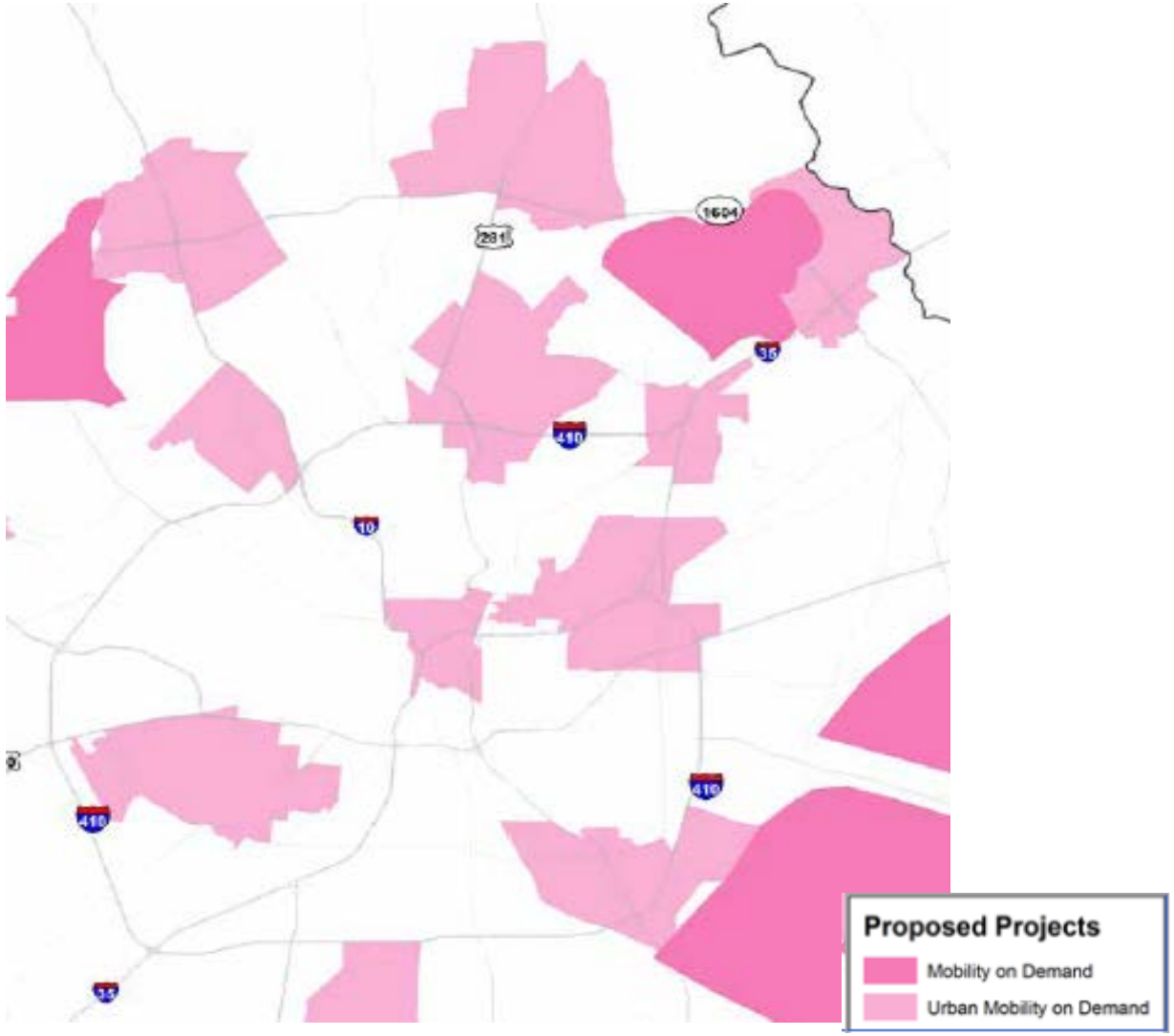
Mobility on Demand

VIA is proposing a new service to replace or complement regular bus service in these areas to address challenges, and provide more first- and last-mile options,



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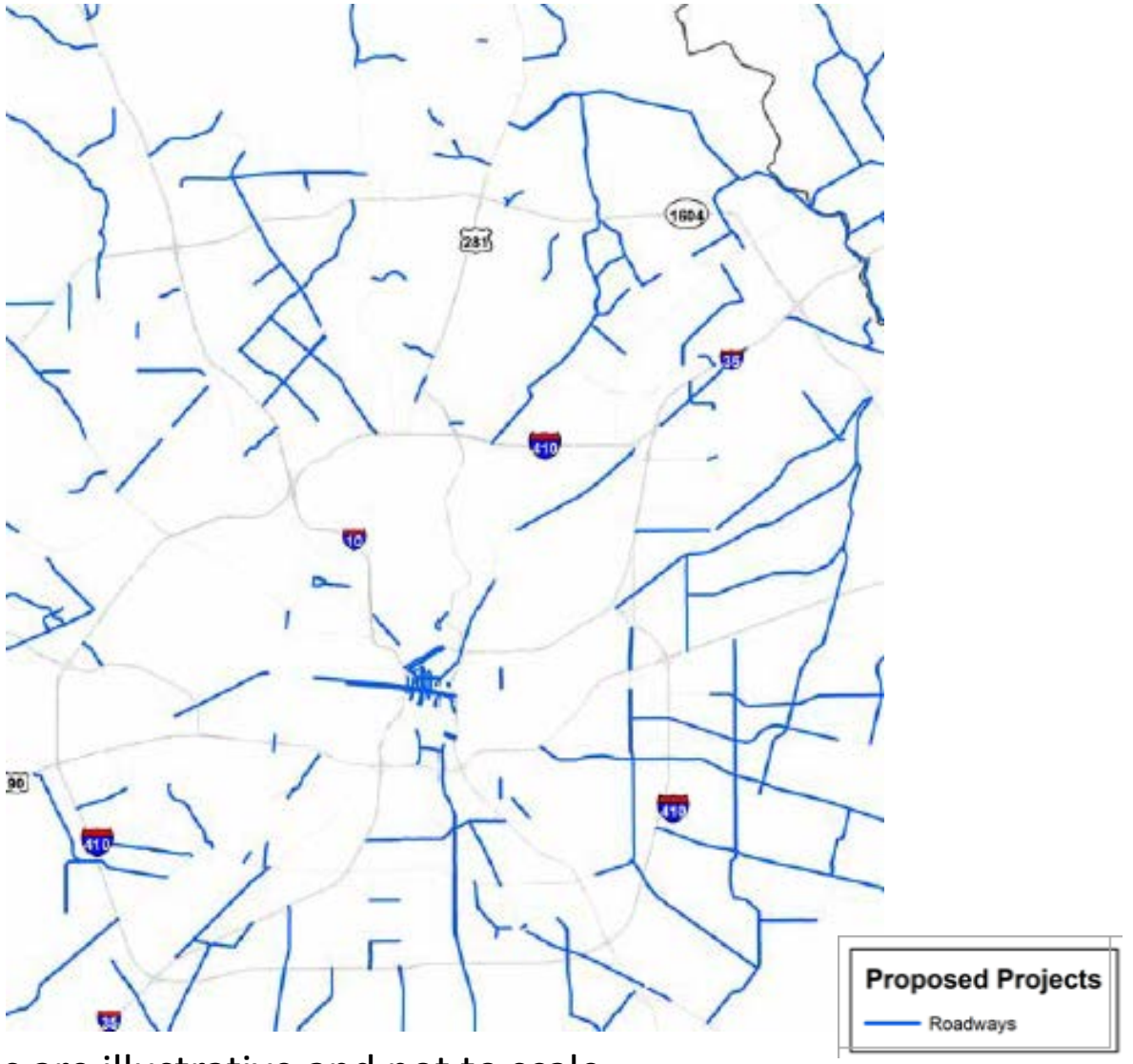
Roadways

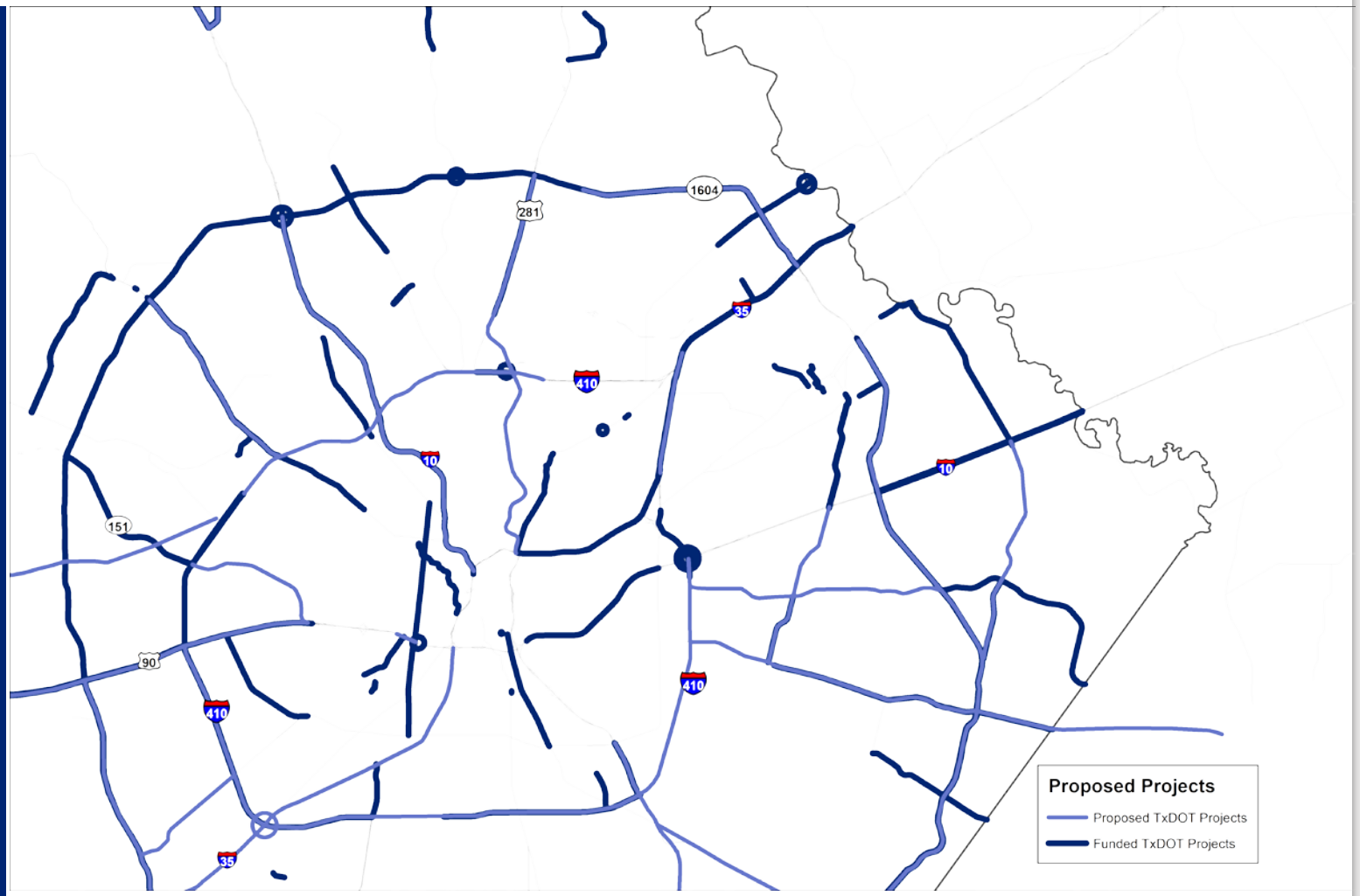
This plan highlights the need to complete the expansion of existing major thoroughfare roads or the new construction of roads identified in the Major Thoroughfare Plan.



Maps are illustrative and not to scale

Highways & TxDOT

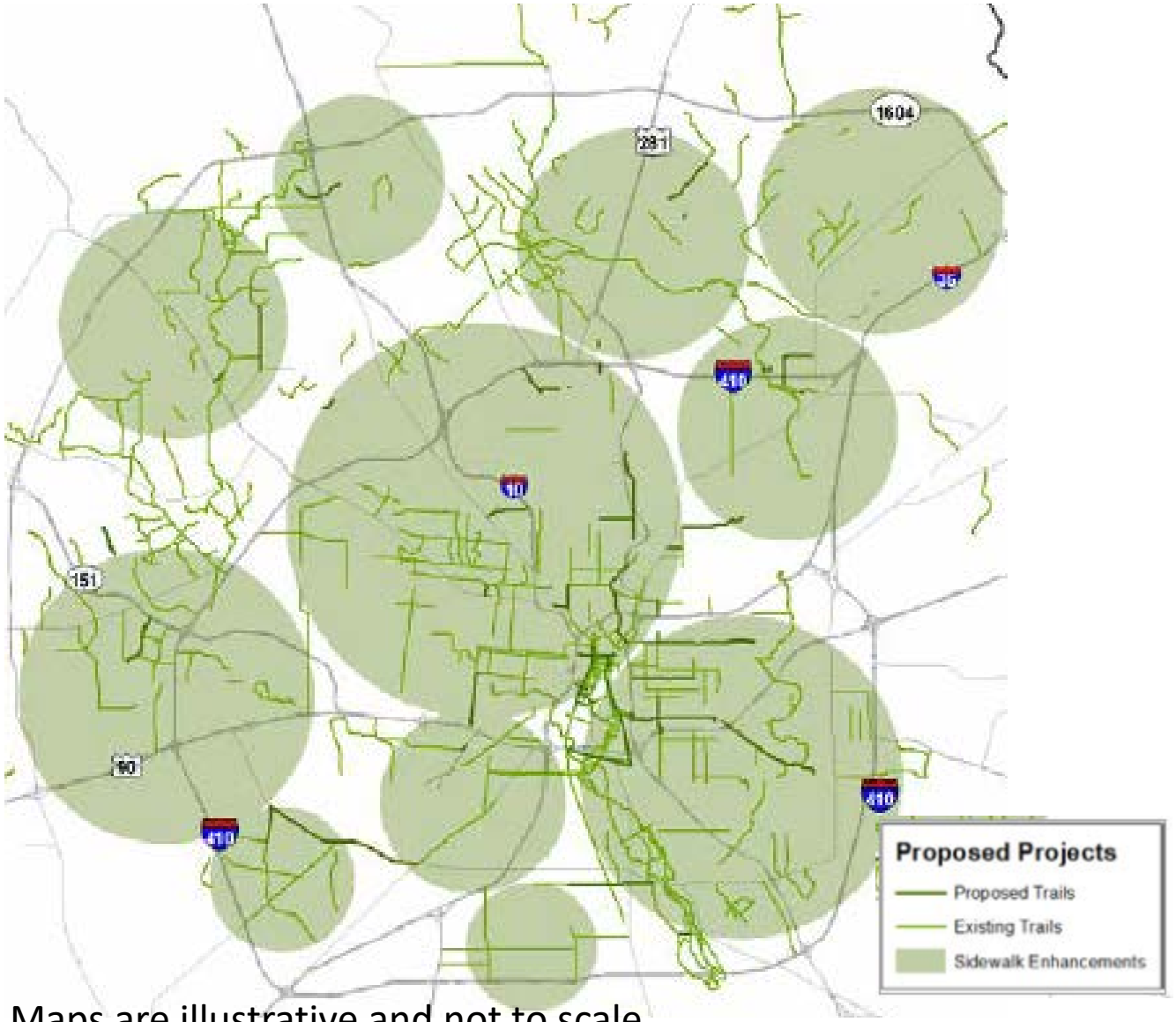
This plan highlights funded TxDOT projects as well as potential future projects that expand HOV lanes, add highway capacity, and include advancements for additional information and trip options.



Maps are illustrative and not to scale

Sidewalks & Trails

This proposed plan includes the completion of the creek trail system, and more significantly, the elimination of sidewalk gaps in the City of San Antonio.



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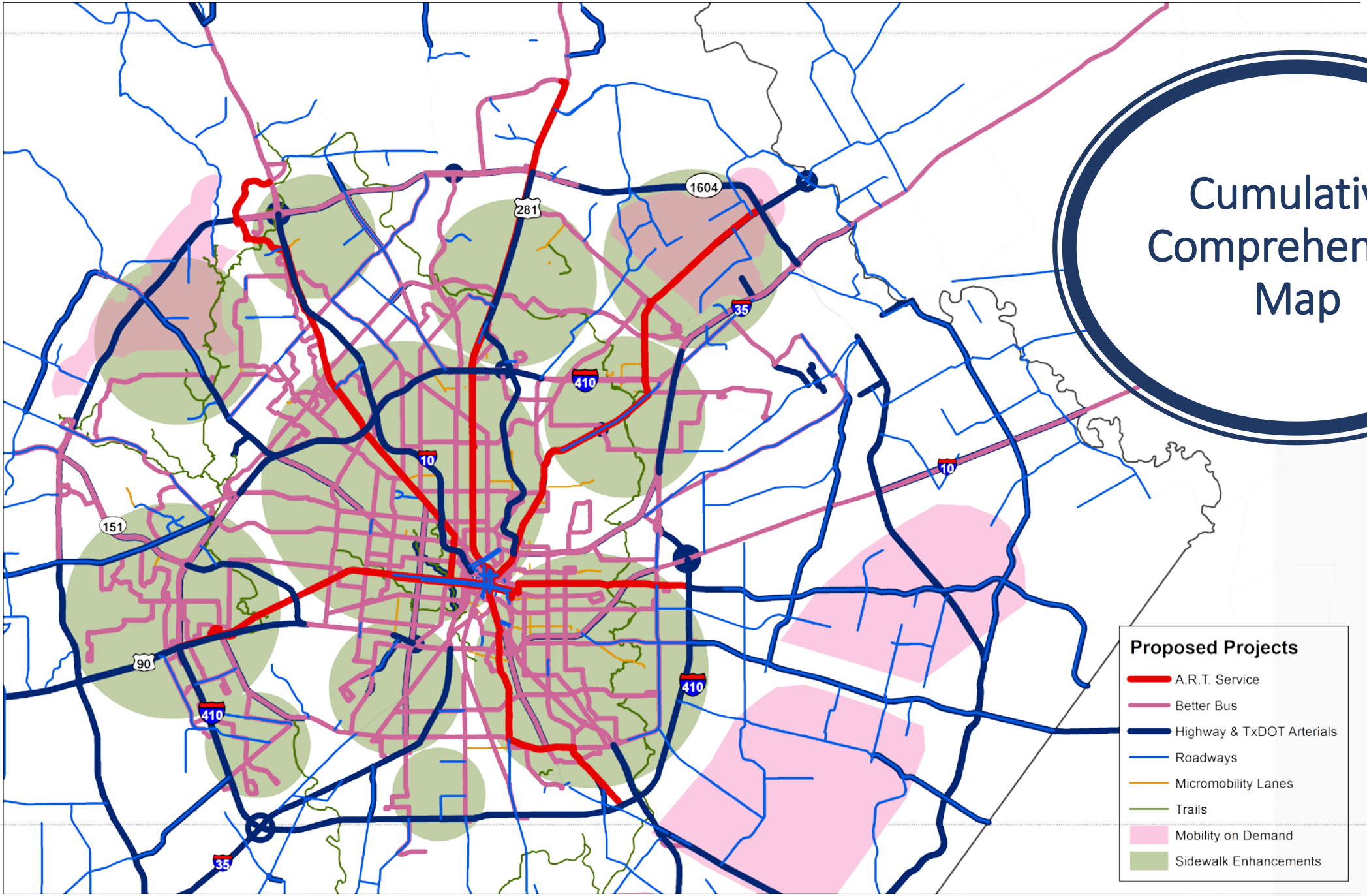
Cumulative Comprehensive Map



Sustainable Transportation Options

THE CITY OF SAN ANTONIO'S SA CLIMATE READY PLAN CALLS FOR REDUCING TRANSPORTATION CONSUMPTION BY REDUCING VEHICLE MILES TRAVELED THROUGH INCREASED MOBILITY OPTIONS IN THE NEAR-TERM.

As a car-centric city, San Antonio will need to utilize smart initiatives to reduce GHG emissions from our transportation systems, including promoting the use of greener vehicle technologies and reducing vehicle miles traveled through transforming and integrating existing transportation networks.

DID YOU KNOW?

- The two largest sources of Greenhouse Gas emissions, or GHGs, in San Antonio are the stationary sector (energy use in buildings) and the transportation sector, with transportation sources accounting for 38% of GHGs in our region.
- Over 90% of GHGs are related to use of private vehicles (automobiles, light trucks).
- Using public transportation helps save more than 4 billion gallons of gasoline in the U.S. every year.
- Public transportation prevents U.S. drivers from being stuck in traffic an additional 796 million hours each year.
- VIA is converting its entire fleet to Compressed Natural Gas vehicles (CNG).
- Once complete, the new buses will save 97% of NOx emissions in the region, compared to the diesel buses they're replacing.

** Source: SA Climate Ready: A Pathway for Climate Action & Adaptation*
*** Source: American Public Transportation Association*

25 Potential Projects to be Initiated by 2025

Many ConnectSA initiatives can be completed in six years or less with proper funding and support.

We propose this series of projects that can be implemented or underway by 2025.

Projects that Expand Transportation Choices

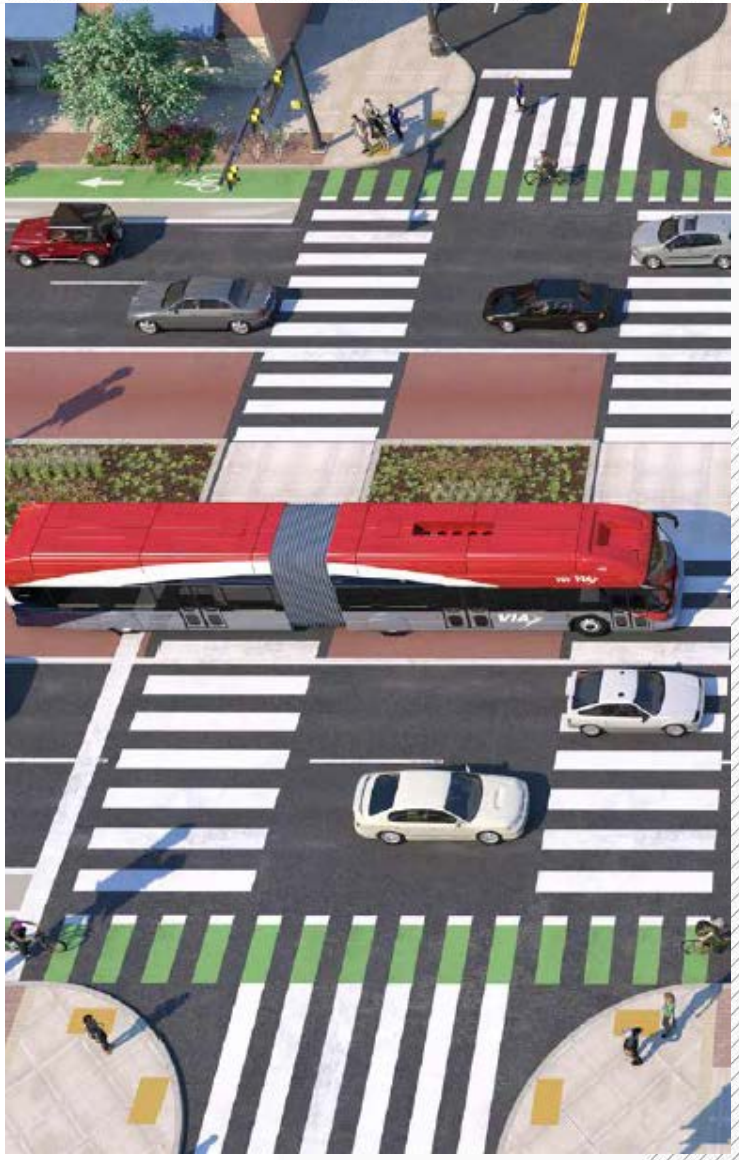
- Construct the first phases of the Advanced Rapid Transit corridor
- Construct up to 40 miles of dedicated, protected micromobility lanes with right-of-way for bike/scooter/other modes
- Create new sidewalks networks throughout the community
- Construct up to 200 miles of sidewalks that eliminate gaps between existing networks
- Construct high-priority segments of the City of San Antonio's major thoroughfare plan
- Extend roadway network in unincorporated areas of Bexar County from the County Arterial Plan
- Install pedestrian detection systems at key intersections
- Construct mulitmodal mobility hubs to integrate trip modes and destinations
- Create seamless first/last-mile services for easy multimodal trips

Projects that Support Smart Initiatives

- Design a universal app to pay for all types of transportation fares/fees (public/ private)
- Launch "end-to-end" multimodal trip planning tool
- Provide real-time parking availability information
- Provide traffic forecast information to travelers related to weather emergencies and other unique events (e.g. major festivals, concerts)
- Install real-time bike rack and wheelchair space availability sensors on all transit vehicles
- Launch autonomous vehicle pilot projects
- Improve reliability of transit mobility services through application of emerging data sources
- Construct more electric vehicle charging stations in the City of San Antonio

Projects that Improve Transportation Flow

- Collect transit fares off vehicle to reduce delays when boarding
- Install additional freeway dynamic message boards and provide enhanced trip information
- Provide real-time traffic options to travelers, particularly when roadway system faces major disruption
- Construct new freeway and street lanes in congested areas
- Rebuild intersections to increase capacity
- Consolidate bus stops to reduce travel times and optimize stop spacing along all high-frequency routes
- Expand Transit Signal Priority to all high-frequency bus routes
- Install adaptive signal timing in major corridors



How do we pay for our current mobility system?

THERE ARE MULTIPLE WAYS THAT CURRENT INVESTMENTS IN OUR MOBILITY SYSTEM ARE REALIZED.

Gas Tax

FEDERAL GAS TAX - 18.4 cents per gallon
STATE GAS TAX - 20 cents per gallon

Sales Tax

1/4th of a cent used by the Advanced Transportation District, City of San Antonio and Bexar County

Vehicle Registration Fee

$10 per vehicle, per year, fee used to accelerate road improvements by the Alamo RMA and Bexar County

BOND FUNDS

From time to time the County of Bexar or the City of San Antonio will ask voters to consider approval of general obligation bonds backed by property tax or other revenue streams. These bonds have been used to help build sidewalks, roadways and related infrastructure.

How do we pay for our current mobility system?

EXISTING FUNDING COMMITTED TO CAPITAL PROJECTS FROM 2019 THROUGH 2025

FEDERAL FUNDING	STATE FUNDING	LOCAL FUNDING	
TYPE OF PROJECT	TYPE OF PROJECT	TYPE OF PROJECT	
HIGHWAYS	HIGHWAYS	HIGHWAYS	
$1.4B	$351M	$12M	TOTAL: $1.8B
CITY/COUNTY ROADWAY AND RELATED IMPROVEMENTS	CITY/COUNTY ROADWAY AND RELATED IMPROVEMENTS	CITY/COUNTY ROADWAY AND RELATED IMPROVEMENTS	
$339M	$58M	$829M	TOTAL: $1.2B
TRANSIT	TRANSIT	TRANSIT	
$36M	$0	$157M	TOTAL: $193M
			GRAND TOTAL: $3.2B

Unfunded Projects through 2030

2019-2025
POTENTIAL UNFUNDED CAPITAL PROJECTS
Including Smart Initiatives, Expanded Network and Improved Transportation Flow

TOTAL:

$1.3B

2025-2030
MID-TERM POTENTIAL UNFUNDED CAPITAL PROJECTS
Including Smart Initiatives, Expanded Network and Improved Transportation Flow

TOTAL:

$1.45B

ALL COST ARE PRELIMINARY ORDER-OF-MAGNITUDE ESTIMATES SUBJECT TO REFINEMENT DURING PUBLIC INPUT PERIOD.

Shown in 2018 dollars

30

REALLOCATION OF EXISTING SALES TAX	• Redirect Existing Sales Tax within San Antonio when the Edwards Aquifer and Linear Creek tax expires • Redirect the City of San Antonio share of the Advanced Transportation District
GENERAL OBLIGATION BONDS	• Future City of San Antonio General Obligation Bonds should set aside funding for ConnectSA projects • Future Bexar County Bonds should set aside funding for ConnectSA projects
LEVERAGE FUNDS	• Utilize state or federal funds, wherever possible, to help deliver project funding • Utilize Public-Private Partnerships, wherever possible and appropriate, to help with project delivery • Utilize Transportation Reinvestment Zones around key corridors to help provide funding for projects
NEW REVENUE SOURCES	• Support the legislative request for an additional $10 per vehicle per year registration fee in Bexar County to go to the Alamo Regional Mobility Authority for non-toll projects • Consider the creation of a Transportation User Fee, similar to other cities in Texas, to provide additional revenue for mobility projects. • Consider additional land use related policies and fees which could generate revenue to support mobility projects • Gas Tax

Commitment to Seek Community Feedback

- Community forums in each Council District and County Precinct
- Briefings with Chambers of Commerce across the region
- Outreach to elected and appointed officials, business leaders, neighborhood associations, civic groups and advocacy organizations, social services organizations, and departments
- Meetings with transportation planning partners and advocates
- Meetings with leadership of Chamber organizations
- Outreach to community groups
- An online feedback mechanism

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