



# City of San Antonio

## Legislation Details (With Text)

**File #:** 15-5396

**Type:** Staff Briefing - Without Ordinance

**In control:** City Council B Session

**On agenda:** 11/18/2015

**Title:** A Briefing by City and VIA Metropolitan Transit Staff on the City's Advanced Transportation District Sales Tax allocation and alternative use options. [Peter Zanoni, Deputy City Manager; Mike Frisbie, Director, Transportation and Capital Improvements; Jeffrey C. Arndt, President and CEO, VIA Metropolitan Transit] Anticipated Start Time 3:00 PM (or immediately following prior item) - 4:00 PM

**Sponsors:**

**Indexes:**

**Code sections:**

**Attachments:**

Date	Ver.	Action By	Action	Result
11/18/2015	1	City Council B Session		

**DEPARTMENT:** Transportation & Capital Improvements (TCI)

**DEPARTMENT HEAD:** Mike Frisbie

**COUNCIL DISTRICTS IMPACTED:** Citywide

**SUBJECT:**

Briefing on the Advanced Transportation District (ATD) Funding

**SUMMARY:**

This briefing by the City and VIA Metropolitan Transit staff will provide information on the creation and purpose of the Advanced Transportation District (ATD), the allocation of funds and expenditures, and potential alternatives use options that could provide additional funding to VIA Metropolitan Transit.

**BACKGROUND INFORMATION:**

In 1977, VIA Metropolitan Transit was created and funded through a one-half cent sales tax approved by voters via the Metropolitan Transit Authority (MTA) tax under provisions of the Texas civil statues. Changes in the Texas Transportation Code in 1999 and 2003 permitted VIA to create an Advanced Transportation District (ATD), in partnership with the City of San Antonio, Bexar County and the Texas Department of Transportation

(TxDOT), and specify a portion of sales tax to fund the ATD.

In November 2004, the ATD was approved by San Antonio voters and established a one-quarter cent increase in the sales tax within the City limits. This was, and remains, the first ATD in the State of Texas. The purpose of the ATD, as approved by the voters, was to reduce traffic congestion and increase mobility within San Antonio through the following five objectives:

- Improve traffic flow at busy intersections.
- Add and improve sidewalks to enhance connectivity between neighborhood and major roadways.
- Minimize highway congestion by expediting state projects.
- Utilize technology to provide faster bus trips and extend bus service hours.
- Offer more transit options, passenger facilities and other rider conveniences.

The one-quarter cent tax increase, collected by VIA, is divided and allocated in the following manner, as approved by the voters.

- **VIA (50%)** - One-half of the tax proceeds is to be used for projects including advanced transportation services, operations, passenger amenities, equipment and other advanced transportation purposes.
- **City of San Antonio (25%)** - One-fourth is to be used to construct, improve and maintain streets, sidewalks and related infrastructure designed to improve mobility, and other advanced transportation or mobility enhancement purposes with the District.
- **TxDOT (25%)** - One-fourth is to be used as the local share for state and federal grants for improved highways, transportation infrastructure designed to improve mobility, and other advanced transportation or mobility enhancement purposes within the District.

Below is a breakdown of each partner's ATD program.

### ***City of San Antonio***

Since the ATD creation in November 2004, the City of San Antonio has received a total of \$129.5 million in ATD revenue, which has been used towards projects and staff focused on increasing mobility, reducing traffic congestion, and improving neighborhood connectivity and pedestrian safety through the construction of sidewalks, streets, intersection improvements, bike lanes, and traffic signal improvements citywide.

In FY 2016, the City anticipates to receive \$16.0 million in ATD revenues. Of total expenditures, \$9.1 million is allocated towards sidewalk, bike, pedestrian safety, signal system upgrades, bus pads and intersection improvement projects. \$4.5 million is allocated for the operating cost of the City Traffic Signal System Modernization (TSSM) project and 24 positions that support ATD projects and functions. \$3 million is allocated to pay towards the \$31 million traffic signal synchronization project and \$300,000 towards transfers to General Fund indirect cost and to the Solid Waste Fund. Solid Waste Transfers the money to the Office Sustainability to fund the San Antonio Bike Program.

### ***VIA Metropolitan Transit***

In FY 2016, VIA is anticipated to receive \$32 million in ATD revenues. VIA uses its ATD funds to fund the SmartMove Capital Program, Transit Technology (maintaining and upgrading AVL System), Vanpool services, express service (park and ride), and bus rapid transit (Primo service).

***Texas Department of Transportation (TxDOT)***

In FY 2016, Texas Department of Transportation (TxDOT) & Bexar County is anticipated to receive \$16 million in ATD revenues. TxDOT & Bexar County have been using the ATD funds to leverage additional federal and state funds. This leverage allows TxDOT/Bexar County to accelerate projects across the San Antonio region, sometimes by up to four to ten years.

Staff presented the policy issue to the Transportation, Technology, and Utilities Committee on November 4, 2015.

**ISSUE:**

This item will provide a briefing by the City and VIA Metropolitan Transit staff on the creation and purpose of the Advanced Transportation District (ATD), the allocation of funds and expenditures, and potential alternatives use options that could provide additional funding to VIA Metropolitan Transit.

Councilman Rey Saldana has requested that the policy issue of how the City utilizes its ATD funding be discussed by the City Council.

**ALTERNATIVES:**

This item is a briefing for informational purposes only.

**FISCAL IMPACT:**

In FY 2016, the City anticipates to receive \$16.0 million in ATD revenues to fund programs the following:

- Sidewalk Programs
- Bike Facilities
- Intersection Safety Improvements
- Bus Pads
- Pedestrian Safety Improvements
- Traffic Signals

**RECOMMENDATION:**

Staff recommends that an overview of ATD funding and alternative uses be presented to the full City Council during City Council "B" Session followed by a policy discussion amongst the City Council members.