

# SA<sup>TO</sup>DC

## TRANSPORTATION ISSUES

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Alamo Area Metropolitan Planning Organization

Bexar County

City of San Antonio

VIA Metropolitan Transit

San Antonio Mobility Coalition







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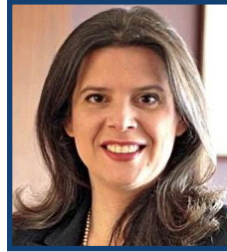
## SA TO DC EVENT CO-CHAIRS

Jonathan Gurwitz and Ashley Harris are co-chairs for SA to DC 2023. A total of 120 committee members from various private, public and non-profit entities representing San Antonio are visiting with Federal Legislators and agencies to communicate issues and key legislation. Jonathan and Ashley have been involved with SA to DC for 10 years each, and they have been instrumental in ensuring information vital to the growth, well-being and economy of our community is delivered during this influential event.



### JONATHAN GURWITZ

Jonathan is a partner at KGBTexas Communications and leads the agency's public affairs efforts. In this role, he manages successful public involvement efforts for major infrastructure projects across Texas. Jonathan is a past board chair of the San Antonio Mobility Coalition and former columnist and member of the Editorial Board at the San Antonio Express-News. Originally, he was on a path toward a career in Foreign Service, which helps explain his unwavering tact and insatiable interest in politics.



### ASHLEY HARRIS

Ashley is the Vice President of Client and Community Relations for PNC where she oversees corporate engagement, philanthropy, sponsorships, and volunteer initiatives in San Antonio for the 178-year-old financial institution. Prior to joining PNC, she served as the Director of Government Relations for USAA leading advocacy issues related to county and city policy, legislation, and community affairs. Harris has more than 23 years of experience in corporate communications, public relations, community engagement, government affairs, executive communications, and employee relations.



## TRANSPORTATION ISSUES CHAIR



### MELISA MONTEMAYOR

Melisa is Vice President, San Antonio Practice Leader and Project Director at HNTB Corporation. She is the current and past Chair of SA to DC Transportation Issues and was Chair of the San Antonio Chamber Infrastructure Committee for two consecutive years in 2020 and 2021. Melisa is retired from Texas Department of Transportation-Laredo District and has been working in the transportation infrastructure industry for 33 years. Melisa brings experience and expertise in transportation planning, innovative financing, design, maintenance and construction.



### JASON RODRIGUEZ

Jason serves as a Senior Transportation Planner and Project Manager in HNTB Corporation's San Antonio office. Jason has previously served as Co-Chair of the Alexander Briseño Leadership Development Program for the San Antonio Hispanic Chamber of Commerce in 2019 and 2020, and currently facilitates the WTS-San Antonio Region Leadership Development Workshop. Before working at HNTB, Jason worked in Strategic Planning for 10 years at VIA Metropolitan Transit, adopting the Long Range Plan in coordination with City of San Antonio's SA Tomorrow plan, including early development of the ART routes and station areas, as well as various passenger facilities across the VIA system.



# FEDERAL AGENDA

## SURFACE TRANSPORTATION ISSUES

- 1** Support annual appropriations requests for surface transportation funding (highways, transit, etc.) consistent with the provisions of the surface transportation reauthorization contained in the 2021 Infrastructure Investment & Jobs Act/Bipartisan Infrastructure Bill (BIL).
- 2** Support an increase in Capital Investment Grant funding and program limits, specifically within Small Starts.
- 3** Support legislative language for the usage of alternative fuels as a transition towards a higher usage of electric vehicles as technology demonstrates usable range and capability.
- 4** Support continued supplemental support for public transit.
- 5** Ensure continued federal investment in public transit to leverage local efforts expanding transportation mobility options, leverage infrastructure investments to encourage economic development, helping assist in removing obstacles to opportunity, and providing funding to access the full opportunities of the Bipartisan Infrastructure Law for the growing region.

## AVIATION ISSUES

- 1** Support for grants and other funding to facilitate the Terminal Development Plan for San Antonio International Airport.
- 2** Support for legislation that allows for a non-stop flight from San Antonio - Military City, USA - to Reagan National (DCA).
- 3** Support for grant applications submitted for BIL and IRA programs by the City of San Antonio, Bexar County, VIA Metropolitan Transit, CPS Energy, San Antonio Water System, San Antonio River Authority, Port San Antonio, Brooks City-Base and other local partners to improve the infrastructure and enhance the sustainability of the San Antonio region.
- 4** Support Congress increasing or sustaining Airport Improvement Program (AIP) funding and greater flexibility for the use of AIP funds.
- 5** Supports raising or eliminating the Passenger Facility Charge (PFC) cap of \$4.50.



# SAN ANTONIO MOBILITY COALITION (SAMCO)

The San Antonio Mobility Coalition is a nonprofit corporation organized in 2001 to advocate for highway, street, transit, freight, and aviation funding for the greater San Antonio region.



## VICTOR BOYER | PRESIDENT & CEO

Victor Boyer brings 30+ years of senior level experience in chamber of commerce, economic development, and government relations work to SAMCo. He presently serves as Past Chairman of Board of Directors for the Transportation Advocates of Texas, Inc. (TAoT) a statewide transportation funding advocacy group.

Prior to the start of his tenure with SAMCo in 2004, Vic organized and managed the San Antonio, Inc. economic development partnership consisting of more than 70 public and private sector entities working on common economic strategies for San Antonio's future. Vic has also served as either the executive director or as a government relations liaison for the Greater Dallas (TX), Brownsville (TX), Ann Arbor (MI), Mount Pleasant (MI), Tawas City/East Tawas (MI), and Janesville (WI) chambers of commerce - with primary focus on transportation, infrastructure, and economic development issues. Vic holds an MPA from the University of North Texas in Public Administration, and a BA from Midwestern State University in Political Science and Economics.



## INFRASTRUCTURE INVESTMENT & JOBS ACT (IIJA)/BIPARTISAN INFRASTRUCTURE LAW (BIL)

### LEGISLATIVE PRIORITY:

Support annual appropriations and local grant applications (County, City, VIA, etc.) consistent with the surface transportation reauthorization and supplemental funding provided through the Infrastructure Investment & Jobs Act (IIJA)/ Bipartisan Infrastructure Law (BIL) signed into law November 15, 2021.

### BACKGROUND:

On Friday, November 5, 2021, the House concurred with the Senate version of the \$1.2 trillion Infrastructure Investment and Jobs Act (IIJA). President Biden signed the Act - also known as the Bipartisan Infrastructure Law (BIL) - into law on November 15, 2022.

The Act contains a five-year extension of the previous FAST Act funding authority, the nation's underlying surface transportation law, including a \$303.5 billion surface transportation reauthorization and renewal of federal transit programs. Water and aviation reauthorizations were also included. The reauthorizations are largely continuations of existing programs with inflation adjustment.

The bill also authorizes roughly \$550 billion in "new" spending, including an additional \$110 billion for highways and bridges, \$66 billion for freight and passenger rail, \$39 billion for transit systems, \$25 billion for airport modernizations, \$46 billion for severe weather resilience, and various amounts for non-transportation programs (water, energy, broadband, etc.).

The \$110 billion additional funding for highways and bridges includes \$36.7 billion for bridge replacement and repair (\$27.5 billion by formula plus \$9.2 billion by grant). With a few exceptions, most of the \$110 billion is to be allocated to bridges, maintenance, repair, safety, multi-modal initiatives, and various competitive grant programs - with relatively minor amounts available for added-capacity projects.

The infrastructure bill is funded through a combination of existing revenues (gas tax, diesel tax, etc.), and various new revenue sources including unused COVID-19 relief funds, more aggressive tax enforcement, and \$113.3 in general fund appropriations.

As a result of the bill, the Texas Transportation Commission updated its ten-year Unified Transportation Program (UTP) funding forecast in January 2022 to include \$8 billion in additional federal funding over the next decade, an increase of about 8 to 10 percent in anticipated funding. Local MPO's, including the Alamo Area MPO (AAMPO) are also expected to see an annual increase in funding of roughly the same magnitude.



**There are two caveats, however, regarding these anticipated additional funding levels:**

1. The funding level authorized in the Act must be actually appropriated each year when Congress approves its annual budget. Funding for future years is not guaranteed.
2. With the cost highway construction up about 30 percent (Highway Construction Index - HCI), to some extent the additional funding may have to be used to cover inflation on current planned or under construction projects - rather than new projects.

With regard to annual appropriations for 2023, the U.S. House of Representatives passed the Consolidated Appropriations Act of 2023 on December 23, having passed the Senate on the previous day. The Act allocates \$106.3 billion to USDOT and its agencies, \$3.4 billion more than the agency received a year ago and \$1.9 billion more than requested by the Administration, including \$62.9 billion for the Federal Highway Administration. In the bill, Congress encourages Transportation Secretary Pete Buttigieg to consider awarding “mega” grants for large, complex projects that may be difficult to fund, but which are likely to offer national or regional improvements, such as development of coastal and inland ports “to facilitate an efficient supply chain”.

The IIJA/BIL also includes numerous new/expanded grant programs for which TxDOT, Alamo Area MPO, Bexar County, City of San Antonio, VIA Metropolitan Transit, Port San Antonio, Brooks and other entities from the Alamo Region have submitted various applications. These programs include:

**Expanded Programs:**

- Surface Transportation Block Grant Program **(\$64.8 B)**
- State of Good Repair - Rail & Bus Maintenance/Repair/Rehab **(\$21.6 B)**
- Congestion Mitigation and Air Quality Program **(\$15 B)**
- Airport Improvement Program **(\$15 B)**
- RAISE Grant Program **(\$7.5 B)**
- Low or No Emission Vehicle Program **(\$5.25 B)**

**New Programs:**

- Bridges Investment Program **(\$12.5 B)**
- National Electric Vehicle Formula Program - Charging Infrastructure **(\$5 B)**
- Transportation Alternatives Program (TAP) Set Aside **(\$7.2 B)**
- Airport Terminal Program **(\$5 B)**
- Safe Streets and Roads for All Program - Vision Zero **(\$5 B)**
- Electric Vehicle Charging and Refueling Grants **(\$2.5 B)**
- PROTECT Program - Infrastructure Resilience **(\$1.3B and \$7.3B)**
- Reconnecting Communities **(\$1 B)**
- Congestion Relief Programs **(\$250 M)**
- SMART Grants **(\$500 M)**

Any ongoing local grant applications that may be supported during the March 27-March 30 SA to DC Trip will be addressed in separate white papers prepared by the sponsoring entity or entities.

**As of the date of this white paper, there were several emerging and/or unresolved issues with regard to implementation of the Act:**

1. Added capacity projects are not generally eligible for many of the new programs, and federal highways is not prioritizing added capacity projects as part of environmental review. This presents a challenge for states/regions with fast growing populations and economies.
2. The Act provides no adjustments to the existing formula distribution for highway funding; Texas remains essentially a donor state.
3. The funding for the Act is not sustainable in the long run having been funding through a number of one-time revenue infusions. Consideration of potential new revenue sources such as gas tax increase/indexing, electric vehicle fee for road use, or a mileage-based fee have been left for consideration by future sessions of Congress.





## ALAMO AREA MPO TIER 1:

TxDOT FY 2023 Unified Transportation Program -  
Not Fully Funded

Rank	Roadway	Limits From	To
1	IH 35	IH 410 S	IH 410 N
2	IH 35	N. Walters St.	IH 410 S
3	IH 410	IH 35/IH 410 S Interchange	FM 78
4	US 90	0.8 Miles W of IH 410	IH 410
5	US 90	LP 1604	0.8 Miles W of IH 410
6	US 90	SH 211	LP 1604
7	SH 123	Cordova Ln	IH 10
8	IH 410	at US 281/San Pedro	NA
9	SL 1604	Macdona-Lacoste Rd	US 90 W

## ALAMO AREA MPO TIER 2:

Top 100 Highest Congestion/Clear Lanes Corridors

Rank	Roadway	Limits From	To
10	IH 35	FM 3009	Guadalupe/Comal CL
11	IH 35	Guadalupe/Comal CL	FM 1103
12	SL 1604	Redland Rd	Judson Rd
13	SL 1604	Judson Rd	IH 35 North
14	SH 16	IH 410	LP 1604

## ALAMO AREA MPO TIER 3:

Statewide Initiative (Other Top 100 and I-10E Corridor)

Rank	Roadway	Limits From	To
15	IH 410	at IH 10 E	NA
16	SL 1604	FM 78	IH 10 East
17	IH 10	Bexar/Kendall CL	FM 3351
18	IH 10	.25 W of Bex/Ken CL	Bexar/Kencall CL
19	IH 10	SH 46	.25 W of Bex/Ken CL
20	IH 10	US 90A	FM 464
21	IH 10	FM 465	Pioneer Road
22	IH 10	Pioneer Road	US 90A
23	IH 10	at SL 1604 NE	NA
24	IH 10	SH 123	SH 130

## ALAMO AREA MPO TIER 4

Other Regional Priorities

Rank	Roadway	Limits From	To
25	IH 35	Guadalupe River	FM 1103
26	IH 35	Guadalupe River	Hays/Comal CL
27	IH 410	at SH 151	NA
28	IH 410	US 90	IH 35 S
29	IH 410	at US 90 West	NA
30	SL 1604	Martinez Creek	FM 1346 - Houston St
31	SH 46	Bentwood Dr.	FM 3159
32	SL 1604	IH 35 S	.7 M North of FH 2536
33	SL 1604	.7 M North of FM 2536	Macdona-Lacoste Rd
34	FM 1957	CR 381	Bexar/Medina CL
35	FM 1957	Medina/Bexar CL	SH 211
36	SH 46	Bulverde Rd	Farhills Dr
37	SH 46	IH 35	IH 10E





# CITY OF SAN ANTONIO (COSA)

Diverse, internationally connected and globally competitive, San Antonio has a vibrant culture and economy and is consistently ranked among the fastest-growing cities in the United States. America's seventh-largest city offers opportunities in industries ranging from bioscience, financial services, aerospace, cybersecurity, energy and transportation manufacturing to healthcare. Celebrating its 300th anniversary in 2018, San Antonio is a city with a storied past and an even brighter future.



## MAYOR RON NIRENBERG | MAYOR OF THE CITY OF SAN ANTONIO

Ron Nirenberg is the mayor of San Antonio, which has the 7th largest population in the United States and is one of the nation's fastest growing cities. Since being first elected in 2017, Mayor Nirenberg has led the city to adopt an equity framework in budgeting to reduce poverty, improve public health, and overcome historical socioeconomic inequality. He is focused on making key investments necessary to accommodate San Antonio's growth, which is expected to nearly double the city's population by 2040. This forward-looking approach drives the mayor's vision of a compassionate community with a globally competitive economy. In 2020, he successfully championed SA Ready to Work, a four-year workforce development program approved by 77 percent of voters and funded without raising the tax rate. He also created the Mayor's Housing Policy Task Force seeking to ensure that all San Antonians, regardless of income level, can find quality affordable housing within the city limits. The task force recommendations were approved by City Council in 2018. In an effort to combat the effects of global climate change, Mayor Nirenberg spearheaded a Climate Action and Adaptation Plan, which was adopted by the City Council in October 2019.



## PROPOSED PROJECTS

### CULEBRA ROAD CORRIDOR

#### PROJECT SUMMARY

**Total Estimated Cost:** \$10.7 M

**Project Limits:** General McMullen to Loop 410 (4.9 Miles)

**Funding Applications:** Bipartisan Infrastructure Law (BIL) Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Grant

- City of San Antonio submitted on February 27, 2023 (Deadline February 28, 2023)

#### Benefits:

- Improve safety, reliability and transit options
- Enhance user experience for pedestrians, drivers and other transit users
- Enhanced lighting and visibility
- Tree canopies reducing urban heat island effect
- Dedicated transit lanes
- Protected lanes for cyclists
- Pedestrian refuge medians/crosswalks
- Universal design and low impact development

### HARRY WURZBACH ROAD (TAPS MEMORIAL BOULEVARD)

#### PROJECT SUMMARY

**Total Estimated Cost:** \$41 M

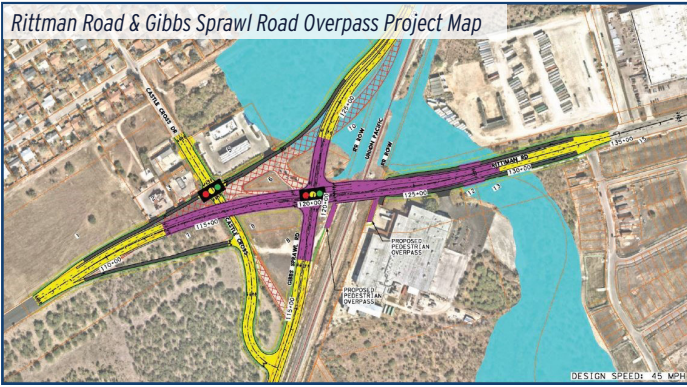
**Project Limits:** Loop 410 to Eisenhower Road

**Proposed Scope:** Reconstruct roadway to four lanes with median including curbs, sidewalks and protected bicycle facilities, drainage improvements, traffic and pedestrian signal improvements, and lighting and landscaping.

#### Benefits:

- Enhances gateway known as TAPS Memorial Boulevard, the front door of Fort Sam Houston
- Improve safety, reliability and transit options
- Added multimodal options for pedestrians, transit and bicycle facilities
- Enhanced lighting and visibility
- Improves access for emergency services, education opportunities and businesses
- Continuation of other previous infrastructure projects in the corridor including a recently completed Single Point Urban Interchange (SPUI) at Austin Highway and Harry Wurzbach





## RITTMAN ROAD & GIBBS SPRAWL ROAD OVERPASS

### PROJECT SUMMARY

**Total Estimated Cost:** \$53.2 M

**Project Limits:** Rittman Road & Gibbs Sprawl Road Overpass

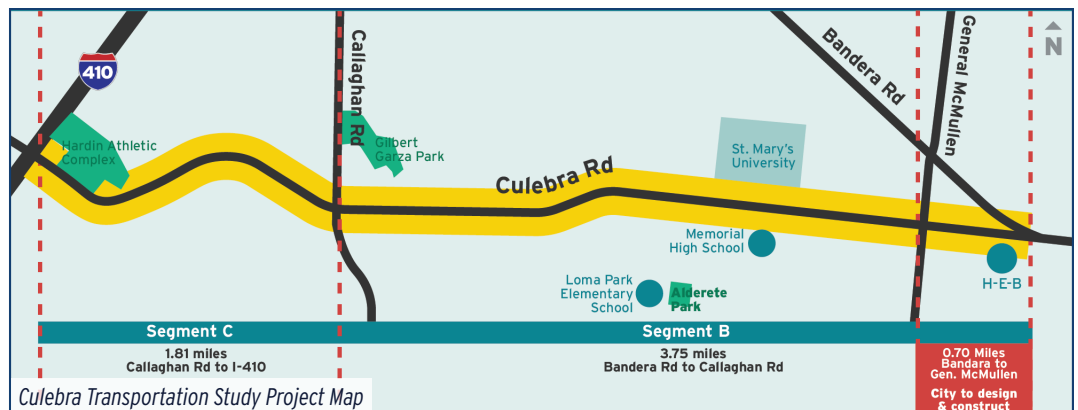
**Proposed Scope:** Reconstruct Rittman Road, Gibbs Sprawl Road and Castle Cross Overpass.

**Funding Applications:** Bipartisan Infrastructure Law (BIL) Railroad Crossing Elimination Grant

- City of San Antonio submitted on September 30, 2022 (Deadline October 4, 2022)

#### Benefits:

- Improves safety by reducing crash exposure for highway users and Amtrak passengers
- Increases multimodal mobility with the removal of at-grade highway-rail grade crossing
- Decreases emissions associated with delays at the blocked crossing and adjacent intersections
- Improves access for emergency services, education opportunities and industrial businesses
- Increases fluidity for the goods moving through the region by rail and truck
- Acts as a catalyst for the regional and local generation of jobs
- Pedestrian refuge medians/crosswalks
- Universal design and low impact development



## BABCOCK ROAD

### PROJECT SUMMARY

**Total Estimated Cost:** \$33 M

**Project Limits:** UTSA Boulevard Road to Chase Hill Boulevard

**Proposed Scope:** Widen roadway to four lanes with median including curbs, sidewalks and bicycle facilities.

#### Benefits:

- Improve safety, reliability and transit options
- Enhance user experience for pedestrians, drivers and other users
- Enhanced lighting and visibility
- Improves access for emergency services, education opportunities and businesses

## CULEBRA TRANSPORTATION STUDY

### PROJECT SUMMARY

**Project Limits:** I-410 to Bandera Road

**Proposed Scope:** Planning, preliminary engineering and environmental analysis

#### Benefits:

- Enhanced lighting and visibility for all users
- Tree canopies to reduce urban heat island effect
- Trip reliability for auto and transit
- Dedicated transit lanes
- Protected lanes for cyclists
- Reduced noise pollution
- Pedestrian refuge medians/crosswalks
- Universal design and low impact development



# BEXAR COUNTY

Bexar County is in the midst of robust transportation infrastructure growth that aims to meet the needs of a community projected to increase by a million people in the next generation. As this growth accelerates, the County is prepared to build and maintain roads and bridges that enhance the quality of life for families in our community and facilitate economic development. Improving transportation and flood control in preparation for the expected growth and economic development will make Bexar County the county of choice in Texas.



## JUDGE PETER SAKAI | BEXAR COUNTY JUDGE

Starting as an Appellate Assistant D.A. in the Bexar County District Attorney's Office, Judge Sakai quickly became a rising legal star. In 1983, opened his successful solo law practice. In 1995, he was unanimously appointed by the civil court judges as the Associate Judge of the Children's Court, where he created revolutionary new programs that protected children and put struggling families back together. Under Judge Sakai's leadership, adoptions in Bexar County of foster children increased by 1000%. Encouraged by his colleagues at the courthouse, community leaders, and long-time supporters, he ran for the 225th State District Court and pulled off a resounding victory. In the General Election, he prevailed again and became Judge of that bench. The Family Drug Court, Early Childhood Court, and the College Bound Docket are all proven examples of his visionary leadership.



## PROPOSED PROJECTS

### PRECINCT 1

#### CAGNON ROAD BRIDGE

##### PROJECT SUMMARY

**Type:** Flood Control

**Estimated Project Cost:**  
\$33,918,000

**Project Limits:** Cagnon Road at Medina River

The project is to replace the existing low water crossing at Cagnon Road at the Medina River with a bridge capable of passing the 100 - year storm. The bridge will be constructed on a new road alignment. This project will require ROW from Strauss/Medina Mitigation Bank.

### PRECINCT 3

#### EVANS ROAD PHASE III

##### PROJECT SUMMARY

**Type:** Arterial

**Estimated Project Cost:**  
\$15,341,469

**Project Limits:** Hanging Oak to Green Mountain

Expand from an existing two-lane roadway to a four-lane rural roadway section with necessary operational and drainage improvements.

The proposed project is expected to increase traffic capacity, improve mobility, provide unflooded access, and enhance safety in the area

### PRECINCT 4

#### MONTGOMERY DRIVE

##### PROJECT SUMMARY

**Type:** Arterial

**Estimated Project Cost:**  
\$13,298,264

**Project Limits:** Melbury Forest to FM 1976(Gibbs Sprawl)

Reconstruct 1.81 miles (approximate) of Montgomery Drive. Rehabilitate pavement section and operational improvements in the form turn lanes where merited with bicycle/pedestrian amenities and necessary drainage improvements.

The proposed project is expected to improve mobility, and enhance safety in the area.



## VIA METROPOLITAN TRANSIT

VIA Metropolitan Transit is the mass transit agency serving San Antonio, TX and its surrounding municipalities. It began operation in 1978 as a successor to the San Antonio Transit System. Today, VIA provides regional multimodal transportation options that connect the San Antonio community, support economic vitality and enhance quality of life throughout the region.



### JEFFREY C. ARNDT | PRESIDENT & CEO

Jeffrey is President and CEO of VIA Metropolitan Transit, which provides transportation services to the Bexar County region, including the fast-growing City of San Antonio, identified as the seventh-largest city in the United States.

He joined VIA in February 2012 as Deputy CEO/Chief of Business Support Services. Over his 40+ career in transit, he has gained experience in virtually every element of the industry.

In June 2013, Jeffrey was named President and CEO. He is continuously working to bring innovation to VIA that will improve the livability and sustainability of the region, encompassed by the Keep San Antonio Moving plan that features Advance Rapid Transit and VIA Link “micromobility” services.

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## FEDERAL SUPPORT FOR SAN ANTONIO PUBLIC TRANSPORTATION

### LEGISLATIVE PRIORITY:

Ensure continued federal investment in public transit to leverage local efforts expanding transportation mobility options, leverage infrastructure investments to encourage economic development, helping assist in removing obstacles to opportunity, and providing funding to access the full opportunities of the Bipartisan Infrastructure Law for the growing region.

### BACKGROUND:

With the passage of the Infrastructure Investment and Jobs Act (IIJA), now known as the Bipartisan Infrastructure Law (BIL), public transit funding saw several prior legislative endorsements, which have been part of multiple SA to DC visits, enacted into law. This strong endorsement and investment by Congress and the Biden Administration have empowered many local priorities to advance in planning and design, positioning the San Antonio region to be competitive in attracting increased federal funding to address historical limitations and shortfalls of the current public transit system. With the passage of the FY 22 Omnibus budget in early March 2022, Congress has provided the necessary funds to unlock the annual allocation from the BIL, which will bring significant benefits to our regional transportation system.



**Contained within the BIL are provisions directly benefiting public transportation, in San Antonio including those provisions which:**

1. Increase the federal formula funding for public transportation, resulting in an annual \$10 million in additional funding to the San Antonio Urbanized Area. The funding is only allocated when a total fiscal year budget is adopted at the funding levels specified within the law.
2. Increase the maximum federal contribution for projects funded under the Small Starts Capital Investment Grants program. The increase raises the maximum contribution from \$100 million to \$150 million per project and allows a total project cost of \$400 million, up from the prior \$300 million limits.
3. Increase the funding available for bus and bus facilities competitive grant funding. This increases historic levels of public transit funding to support bus and bus facilities programs while raising the funding available for awards from \$808 million per year nationwide to \$2.2 billion by FY 2026.
4. Provide a set aside of no less than 25% of funding in the competitive Low Emission / No Emission funding program to go toward alternative fuel vehicle purchases, such as the Compressed Natural Gas buses utilized by VIA. The Low Emission / No Emission funding program also requires agencies seeking to convert their existing fleets to electric vehicles to provide a fleet transition plan demonstrating over what period the fleet conversion will occur.

With these changes, VIA is in a stronger position to pursue funding to continue advancing the Keep SA Moving program, for which local votes approved, in November 2020, the reallocation of a 1/8th cent sales tax to the Advanced Transportation District, starting in January 2026.

**As part of the Keep SA Moving program, and fueled by the changes in law contained within the BIL, VIA is currently advancing many capital projects, leveraging federal infrastructure funding, including:**

**VIA Rapid Green Line (ART N/S Corridor Project)**

This proposed dedicated lane transit project, which serves as the start of an eventual network of such service, is currently under environmental and engineering study. The project, which has an estimated Year of Expenditure total project cost of \$403.1 million, will see 11.7 miles of improvements from near the San Antonio International Airport, along Isom Road, San Pedro Avenue, through Downtown San Antonio to the Roosevelt/Steves Avenue area with continued service to Brooks transit Center. When operational, in 2027, VIA Rapid Green Line service will feature 17 Low/No Emission vehicles, operating every 10 minutes on weekdays and 15 minutes on weekends, moving more people faster and farther.

In August 2021, VIA received permission from the FTA to enter Federal Transit Administration's (FTA) Capital Investment Grants (CIG) New Starts program, representing the first time in history that a San Antonio area project was submitted and entered into the CIG program.

VIA's Rapid Green Line project is currently requesting approximately \$241.8 Million in federal funding to be matched with \$161.3 Million in local funding from VIA and the Advanced Transportation District, made possible by the successful November 2020 ballot initiative.

FTA's initial evaluation of VIA Rapid Green Line earned a Medium-High project rating—the second-highest ranking possible. A project must receive a rating of at least Medium to advance. As part of the FTA CIG program, the rating will be finalized before a full funding grant agreement between FTA and VIA is established in late 2024. FTA will perform a Risk Assessment in the Spring of 2023 and review the Rapid Green Line's Financial Plan, which may result in cost and/or other project changes.

**VIA RAPID GREEN LINE (ART N/S CORRIDOR PROJECT)**

**\*Subject to refinement through Environmental and Engineering Review**





## VIA Rapid Silver Line (ART E/W Corridor Project)

This proposed dedicated lane transit project, which is in Project Development as a Small Starts project under the FTA's Capital Investment Grants program as of October 2022, would run from General McMullen Drive along Commerce / Buena Vista and Houston Streets to the existing AT&T Center, with planned service continuing beyond these capital limits. This project, with an estimated Year of Expenditure cost of \$293 Million, will continue advancing in the planning and environmental process as local matching funds are identified and secured to leverage approximately \$150 Million in federal dollars to assist with the capital construction of this project.

## Second Operating Facility

As part of the Keep SA Moving program and based on the increased Bus and Bus Facilities grant opportunities, due to the BIL, VIA has started initial work to identify possible locations for the construction of a second operating facility for the fixed-route bus fleet. Nationally, the transit industry best practice is to have one operating facility for every three hundred to three hundred fifty buses. VIA has maintained the same operating facility for the entire fleet of over five hundred buses, which started operations in the late 1940s. This new facility, built in phases, will seek to utilize a combination of local and federal funding sought through competitive grant applications in the coming years.

## Looking Ahead

While the passage and enactment of the BIL represent a historic investment in the nation's infrastructure needs, there are remaining issues to be addressed by Congress, which would benefit VIA and the San Antonio region. First, we encourage Congress to take action to provide a multi-year extension of the Alternative Fuels Tax Credit program. This program provides a \$0.50 per gallon equivalent tax credit for using alternative fuels, including compressed natural gas, renewable natural gas, and propane. As one of the region's largest compressed natural gas users, VIA received over \$3 million in federal reimbursable credit annually under this program. A multi-year extension of the Alternative Fuels Tax Credit program will provide more certainty for VIA and other users of alternative fuels in fuel purchases and investments in cleaner, more environmentally sustainable fueling sources.

Second, we encourage Congress to continue supporting the Capital Investment Grants (CIG) program, including continued deliberation and legislative action regarding the local match required to access funding within the CIG program. The increase in the Small Starts program total cost limit, and total federal matching funding is significant and welcome. We encourage Congress to explore and consider legislative action as necessary to ensure communities can access the programs and resources of this funding source without having to significantly raise local funding, which may prevent some communities and regions from fully participating in this funding program.







# HNTB SAN ANTONIO SPOTLIGHT TRANSPORTATION PROJECT

## TXDOT SAN ANTONIO US 281 NORTH SEGMENT 1

**Lead Designer:** HNTB Lead Designer

**Construction Cost:** \$192M

HNTB, under contract with the Texas Department of Transportation, prepared the plans, specifications, and estimates for the improvements to Segment 1 of US 281 North. The project involved the construction of General-Purpose Lanes, HOV/Transit Lanes, interchanges, ramps, cross streets, and frontage roads. Bicycle and pedestrian facilities were also provided. The US 281 improvements connect directly to and from VIA Metropolitan Transit's new US 281 Park & Ride at Stone Oak Parkway. Additional improvements include necessary transition and auxiliary lanes and four interchange direct connectors at Loop 1604. HNTB's innovative design saved approximately \$40 million in construction cost. Construction began in July 2017 and the project was opened to traffic in August 2021.

The project received recognition from the American Council of Engineering Companies of Texas as part of their Engineering Excellence Awards, and HNTB was awarded a national Bluebeam Extreme Award for its innovations on the project.







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