

**TRANSPORTATION COUNCIL COMMITTEE  
MEETING MINUTES  
WEDNESDAY, AUGUST 28, 2017  
10:00 AM  
MUNICIPAL PLAZA BUILDING, B ROOM**

<b>Members Present:</b>	Councilmember Rey Saldaña, Chair, <i>District 4</i> Councilmember Brockhouse, <i>District 6</i> Councilmember Ana Sandoval, <i>District 7</i> Councilmember Manny Pelaez, <i>District 8</i>
<b>Members Absent:</b>	Councilmember Shirley Gonzales, <i>District 5</i>
<b>Staff Present:</b>	Peter Zaroni, <i>Deputy City Manager</i> ; Mike Frisbie, <i>Director of, Transportation &amp; Capital Improvements</i> ; Luis Maltos, <i>Assistant City Engineer</i> ; Alicia K. Beckham, <i>Office of the City Clerk</i>
<b>Others Present:</b>	Jeffrey Arndt, <i>VIA Metropolitan Transit</i>

**1. A Briefing regarding the Council Consideration Request by Councilmember Rey Saldaña, District 4 on the results of an independent performance audit on certain 2007 and 2012 Bond Program road and sidewalk projects.** [Peter Zaroni, Deputy City Manager; Mike Frisbie, Director, Transportation & Capital Improvements]

Mike Frisbie provided an overview of Councilmember Saldaña's Council Consideration Request (CCR) for an independent comprehensive performance audit on Bond Program Road and Sidewalk Projects. He reported that Terrancon Consultants completed assessments for six selected projects. He stated that in the findings, all of the streets required minimal or no maintenance. He noted that one of their recommendations was that there should be continued emphasis placed on drainage, joint integrity, and routine maintenance.

Mr. Frisbie stated the advantages and disadvantages of using concrete and asphalt pavement. He noted that there were factors to be considered; for example, construction cost, subgrade support, user expectation, and joint maintenance. He added that both pavements could be recycled but that it was a costly procedure. He informed the Committee of the lifecycle and cost matrix of the two pavements. He mentioned the following staff recommendations:

- Continue "bottom up" approach
- Take cost effective measures to reduce heave potential
- Continue field and lab work to adequately characterize existing conditions
- Accurately account for drainage of pavement system
- Implement the short term and long term recommendations of the CoSA Pavement Committee

Mr. Frisbie reported that in July 2016, the Office of Innovation performed an independent analysis on the use of precast construction for sidewalks as opposed to cast-in-place. He stated that Innovation concluded there was no sufficient data to determine if pre-cast was a viable and a cost effective alternative method. He noted that the Office of Innovation recommended that a second pilot project be conducted using the bidding process to help determine cost-effectiveness. He added that Transportation and Capital Improvements should continue to evaluate sidewalk design guidelines and construction specifications.

Chairperson Saldaña stated that he submitted the CCR to determine if the City was constructing pavement projects that were either cost effective or durable. He stated that he would rather the City use pavement that lasted longer rather than cut costs. He requested that staff seek alternative pavement material that would be more durable than the current material. He asked how deep the City dug into the soil for expansion. Luis Maltos responded that the City dug as far as the deepest utility installment.

In response to Councilmember Pelaez, Mr. Maltos stated that the City did not use pure asphalt. He noted that the City combined asphalt with recycled asphalt to produce a better quality asphalt. He added that the City did not use a lot of recycled asphalt because it did not last as long as pure asphalt.

Councilmember Pelaez requested that staff looked into hedge purchasing for pavement.

In response to Councilmember Brockhouse, Mr. Frisbie stated that each project area had to be analyzed to determine which type of pavement would perform best for that project. Councilmember Brockhouse suggested that staff work with council districts when planning pavement projects. He stated that he would like for the utility companies to better repair streets after completing utility work.

Councilmember Sandoval asked if the pavement matrix was for newly constructed streets or for current streets. Mr. Frisbie responded that the matrix was for newly constructed and reconstructed streets.

No action was required for Item 1.

**2. A Briefing by VIA Metropolitan Transit on \$10 million in bus service enhancements funded by the City of San Antonio with an initial two year phase-in period.** [Jeff Arndt, President & CEO, VIA Metropolitan Transit]

Jeff Arndt presented a video to the Committee on the importance of bus frequency. He reported that VIA Metropolitan Transit (VIA) received a \$0.50 cent sales tax per square mile but Capital Metro, DART, and METRO received a \$1.00 sales tax per square mile. He stated that by January 2019, they would be expanding their Primo Route to the SW Military Primo and Zarzamora Primo Lines. He noted that they proposed to improve frequency on nine key routes and improve travel times on nine major corridors. He added that in the proposed partnership funding; the ongoing annual operating costs for VIA was \$5.2 million and \$10 million for the City. He mentioned the timeline for each Phase:

- Phase I – January 2018
- Phase II – May 2018
- Phase III – January 2018

Mr. Arndt stated that in the VIA Vision 2040 System Plan, service frequencies would increase to 30-minutes or less. He noted that the long range plan would be to provide customers a better bus system, rapid transit network, and Smart Transit. Mr. Arndt added that building a better bus involved the following:

- 20/30 minute frequency or better on all routes
- Simpler ways to pay fare

- Later hours of service
- PRIMO expansion
- Double the fleet size

Mr. Arndt reported that rapid transit corridors would include bus routes and future light rail that would operate in its own right-of-way. He stated that VIA's Board was looking at a potential rapid transit network located Southeast, East-West, North Central, and Northwest. He noted that VIA was introducing a new smartphone app. He concluded that the Vision 2040 System Plan capital cost totaled \$7.2 billion and operating expenses totaled \$628 million annually.

In response to Councilmember Sandoval, Mr. Frisbie stated that VIA was part of the overall coordination planning for road closures. He noted that there was a downtown stakeholder meeting that VIA participated in.

Councilmember Palaez stated that VIA would have his support if they continued to make investments in technology and seeking other Bus Rapid Transit solutions.

Councilmember Brockhouse stated that he encouraged VIA to present more narratives from the rider's point of view.

No action was required for Item 2.

**Adjourn**

There being no further discussion, the meeting was adjourned at 11:49 p.m.

*Respectfully Submitted,*

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*Rey Saldaña , Chairman*

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*Alicia K. Beckham,  
Office of the City Clerk*