

**TRANSPORTATION AND MOBILITY COUNCIL COMMITTEE
MEETING MINUTES
MONDAY, FEBRUARY 17, 2020
2:00 PM
MUNICIPAL PLAZA BUILDING**

Members Present:	Councilmember Shirley Gonzales, Chair, <i>District 5</i> Councilmember Roberto Treviño, <i>District 1</i> Councilmember Melissa Cabello Havrda, <i>District 6</i> Councilmember Ana Sandoval, <i>District 7</i> Councilmember Clayton Perry, <i>District 10</i>
Staff Present:	Carlos J. Contreras, <i>Assistant City Manager</i> ; Kevin Barthold, <i>City Auditor</i> ; Jesus Saenz, <i>Director, Aviation Department</i> ; Razi Hosseini, <i>Interim Director, Transportation & Capital Improvements</i> ; Lorenzo Garza, <i>Auditor</i> ; Nancy Cano, <i>Office of the City Clerk</i>
Others Present:	John Butchkosky, <i>Community Liaison, Texas Alliance for Human Needs</i> ; Gretchen Rous, <i>Auxiliary Marketing Services</i> ; John van Woensel, <i>Vice President, WSP-USA</i>

1. Approval of the Minutes for the January 9, 2020 Transportation and Mobility Committee Meeting.

Councilmember Sandoval moved to approve the Minutes from the January 9, 2020 Transportation and Mobility Committee Meeting. Councilmember Treviño seconded the motion. The motion carried unanimously by those present.

Councilmember Cabello Havrda entered the meeting at this time.

2. Briefing on the Status of the Airport Strategic Development Plan. [Carlos Contreras, Assistant City Manager; Jesus Saenz, Director, Aviation]

Jesus Saenz stated that the City hired WSP-USA to design an Airport Strategic Development Plan (ASDP) for the updating of the San Antonio International Airport (SAT) complex and airfield that would be developed in two phases and would address the region's needs for the next 50 years.

John van Woensel stated that the San Antonio Airport (SAT) exceeded 10 million passengers in 2018 and 10.3 million passengers in 2019 which clearly demonstrated the need to replace Terminal A to address rapid growth. He stated that the Airport System Development Committee (ASDC) was appointed to provide stakeholder engagement and feedback throughout the Phase 1 and Phase 2 processes.

Mr. van Woensel provided an overview of phase 1 tasks completed which included a 20-year Passenger Growth Forecast and a 20-year Aircraft Operations Forecast with a 50-year ultimate build out plan. He stated that development options regarding land use, facilities, and services were then designed accordingly.

Mr. van Woensel provided an overview of phase 2 new tasks. He stated that the object of Phase 2 was to create a 20-year Master Plan while preserving options for a 50-year ultimate build-out. He stated that generalized terminal options and design proposals were shared at pop-up events and open houses. He provided an Alternatives Development Process Timeline that included a Round

1 Development of Alternatives with 91 design proposals submitted by 107 members of stakeholder groups. He stated that the 91 alternatives were either eliminated or moved to the next level based on “Flaws” or “Merits” and other evaluative feasibility factors. He described the Final 2 Airfield Alternatives:

- Runway 13R would remain the main runway and would be extended in length.
- Runway 13R could be expanded to accommodate larger airplanes travelling to eastern Europe.
- Runway 422, a short general aviation runway measuring 5700 feet in length, could be extended over time to be the same length as Runway 13R; or it could be extended to 10,000 feet, surpassing Runway 13R in length.
- Runway 422 could be shortened in length, or reduced in size to become a general aviation runway if Runway 13R was expanded.

Mr. Saenz provided a Noise Exposure Map Update and stated that noise contour maps would be generated every five years to depict new and forecast noise contours. He stated that noise data would be depicted on the map to monitor current and future land use compatibility in parallel with the ASDP. He added that noise exposures and mitigation measures would be addressed before a project could be implemented. He concluded by stating that staff would continue to collaborate with WSP-USA to finalize Phase 2 Tasks and obtain FAA approval to the ASDP for City Council consideration by early fall 2020.

Councilmember Cabello Havrda requested a copy of the Study and Executive Summary related to the ASDP Update – Phase 2. Mr. Saenz stated that he would provide it.

Councilmember Treviño asked of the operational capacity at SAT. Mr. van Woensel replied that 10.3 million passenger planings and deplanings were made in 2019; he stated that SAT was at 60% capacity for the number of aircraft movements flowing through the runway system and estimated that capacity would be reached by completion of the Phase 2 Plan Update. Councilmember Treviño requested that Mr. Saenz visit with Ridgeview Shearer Hills Neighborhood Association to discuss the Noise Map as the neighborhood is located close to Runway 4. Mr. Saenz stated that he would coordinate a visit.

Councilmember Sandoval asked if there was evaluation of a new airport location and why a new location was not pursued as an option. Mr. van Woensel replied that different runway options on the existing SAT site could accommodate a 50 year demand and that the FAA required proof that an existing airport could not fit into a 50 year ultimate build out plan in order to consider a new airport location.

Councilmember Perry requested military representation on the Airport Advisory Commission. He stated that the Commission needed an active duty or base operator representative from the 502nd Airbase Wing, JBSA with knowledge of current and future airframes. Mr. Contreras stated that military representation would be obtained.

Councilmember Perry requested data on the previous 20 years of growth at SAT in addition to the 20-year and 50-year forecast provided that would show overall progress to date. Mr. Saenz stated that he would provide the information. Councilmember Perry asked of projected wait times on the tarmac and stated that wait times should be gauged as a measure of estimating capacity, not merely

passenger load. Mr. Saenz stated that he would provide information by identifying the design criteria for existing runways and the central terminal area to obtain a design criteria flow rate to compare with passenger activity levels to determine how to best expand capacity. Councilmember Perry asked why Runway 422 was not used more than its current 30% capacity. Mr. Saenz stated he would meet with Airtraffic Controllers to determine if crosswinds, directional concerns or traffic congestion were variables.

3. Briefing on the City Auditor's Office review of the TCI Bike Master Plan. [Kevin Barthold, City Auditor]

Upon consensus of the Committee Members present, Item 3 would be addressed at the next Transportation and Mobility Council Committee Meeting.

4. Briefing on the Bike Master Plan and Transportation & Capital Improvements (TCI) continuing efforts to plan and implement bicycle infrastructure in San Antonio. [Roderick Sanchez, Assistant City Manager; Razi Hosseini, Interim Director, Transportation & Capital Improvements]

Upon consensus of the Committee Members present, Item 4 would be addressed at the next Transportation and Mobility Council Committee Meeting.

Future Agenda Items:

Bike Share Program

Adjourned

There being no further discussion, the meeting was adjourned at 3:30 pm.

Shirley Gonzalez, Chair

Respectfully submitted,

*Nancy Cano
Office of the City Clerk*