

**TRANSPORTATION AND MOBILITY COUNCIL COMMITTEE
MEETING MINUTES
TUESDAY, DECEMBER 1, 2020
10:30 AM
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:	Roderick J. Sanchez, <i>Assistant City Manager</i> ; Laura Reyna, <i>Assistant City Attorney</i> ; Razi Hosseini, <i>Director, Public Works Department</i> ; John Jacks, <i>Director, Center City Development and Operations Department</i> ; John Stevens, <i>Assistant to Director, Center City Development and Operations Department</i> ; Bianca Thorpe, <i>Capital Programs Manager, Transportation Planning & Operations, Public Works Department</i> ; Nancy Cano, <i>Office of the City Clerk</i>
Others Present:	Kammy Horne, <i>Senior Vice President of Development, VIA Metropolitan Transit</i> ; Sid Martinez, <i>Director, Alamo Area Metropolitan Planning Organization (AAMPO)</i> ; Lee Jones, <i>Director of Business Development, BCycle</i>

1. Approval of the Minutes for the February 17, 2020 Transportation and Mobility Committee Meeting.

Councilmember Perry moved to approve the Minutes from the February 17, 2020 Transportation and Mobility Committee Meeting. Councilmember Cabello Havrda seconded the motion. The motion carried unanimously.

Public Comment

Written Testimony

None.

Live Testimony

Michael Keane, Chief Executive Officer, Blue Duck (BD), stated that BD was a low cost, clean tech last minute transportation solution that was extremely popular across the nation and the only ebike and scooter national company based in Texas. He reported that BD raised \$20 million in capital by its third year, having spent a large portion in Texas with a planned expansion to Laredo, Corpus Christi, El Paso and Waco. He stated that BD operated 4,000 devices and requested the opportunity to operate locally. He added that BD was committed to making San Antonio its national training center and noted that there were only two operators in the City and a current Request for Proposal (RFP) envisioned three operators.

Megan McNamara, Senior Director of Government Partnerships, BD, stated that BD would serve as a main liaison to interact with the City through an interactive dashboard that tracked all sectors in real time and would focus on community engagement to implement equitable strategies and

alternative transportation solutions. She reported that BD would offer a 50% discount to qualifying individuals with low to moderate incomes. She added that BD would partner with the local housing authority, faith-based organizations and homeless shelters to provide equitable access to vulnerable residents.

Jeffrey Mangold, Co-Founder & Vice President of Operations, BD, stated that BD would provide internship opportunities for local universities and continuing education in engineering mechanics and logistics. He reported that BD would add 20-60 jobs to the local workforce by hiring employees to work out of a local warehouse. He noted that BD deployed high-end cleaning procedures launched during COVID-19 to disinfect BD units that were a preferred choice of transportation with a one or two-touch contact transportation mode versus rideshare or public transportation.

2. A Briefing on docked bike share services, including a proposed assignment of the agreement between the City and San Antonio Bike Share to BCycle. [Lori Houston, Assistant City Manager; John Jacks, Director, Center City Development and Operations]

John Stevens reported that San Antonio Bike Share (SABS) was a nonprofit organization that partnered with the City to provide docked bike share services through an agreement with BCycle that operated the local system. He stated that SABS was the first bike share network in Texas that currently had 59 stations, 426 bikes, and 189 pedal-assisted bicycles. He indicated that SABS faced a 40% reduction in ridership between 2016-2019, a 31.7% reduction in membership since 2016, and that ridership increased dramatically during the COVID-19 Pandemic with users finding bike share services as a safe activity.

Mr. Stevens reported that SABS had a 30% reduction in memberships, lost their title sponsor, was projected to lose \$450,000-\$600,000 over the calendar year as a result of declining revenues due to COVID-19, and would need financial support as early as April 2020. He stated that a working group was formed to review bike shares, financials, and to develop recommendations. He reported key findings of the working group, as follows:

- Pricing model and product was not attracting memberships
- Value in Pedal-Assisted Bicycles
- Successful SABS system on the Mission Reach Trail
- Struggling SABS system at street level
- Used by Visitors and for Recreational Trips
- Docked Bike Share is struggling in other national markets

Mr. Stevens reported that SABS and BCycle have proposed the potential assignment of SABS Operating Agreement to BCycle, which was owned by Trek Bicycle, the national provider of bikeshare systems. He stated that BCycle had a greater capacity to manage the business and would be responsible for future capital expenditures, investments, and its continued operation of the local system. He noted that BCycle was a natural partner as the SABS infrastructure and system it relied on were provided through BCycle and added that the partnership would prevent an interruption in service that would potentially result from SABS halting service.

Mr. Stevens reported that BCycle would convert to all pedal-assisted bikes within 6 months which was the way to keep the system viable. He noted that wholesale replacement or finding another entity to run the system would be difficult otherwise.

Lee Jones reported that he had been with BCycle as Director of Business Development since its beginning. He stated that the entire BCycle organization looked forward to continuing its mission and bringing all of its knowledge and experience developed over the past 10 years to San Antonio.

Mr. Stevens reported that the City would maintain its ability to approve changes in station locations, the location of new stations, and changes to membership and fee structures. He added that an annual briefing to the Committee would be required, as well as an annual survey of users and residents. He stated that the Item would be brought before City Council for consideration in January 2021.

Chairwoman Gonzales asked what would happen to bicycle stations if BCycle converted to dockless bicycles. Mr. Jones replied that BCycle envisioned maintaining the program as it currently existed and would convert the fleet to a 100% eBike platform. He recognized the significant interest in dockless eBikes, but noted the increase in ridership and greater adoption by consumers was due to the convenience and predictability offered by a bicycle station. He stated that BCycle would be introducing a connected dock system which had a much smaller footprint.

Councilmember Treviño asked if Federal funding was provided for the City's bicycle program. Mr. Stevens reported that the City received Federal funding in the past solely for bicycle stations and bicycles, but not to support the system.

Councilmember Sandoval requested further data on the current annual program budget, annual memberships and annual rides. She noted that the Transportation Advisory Board (TAB) would be restructured to serve in an advisory role for multimodal transportation and recommended input from TAB on the BCycle integration and future briefings. She asked if performance metrics for BCycle were established. Mr. Stevens stated that he would provide the requested data and that the TAB would be informed. He noted that the primary goals for BCycle were to level set and focus on development plans and added that ridership reports were regularly received and would be presented to the Committee at the next meeting.

Councilmember Perry requested further information on source funding and updates on performance metrics and ridership reporting.

Councilmember Perry moved to approve Item 2. Councilmember Sandoval seconded the motion. The motion carried unanimously.

3. Briefing by Alamo Area Metropolitan Planning Organization (AAMPO) on the AAMPO Transportation Policy Board, including an overview of its current structure and appointment process. [Roderick Sanchez, Assistant City Manager; Razi Hosseini, Director, Public Works Department]

Sid Martinez reported that Congress created the Alamo Area Metropolitan Planning Organization (AAMPO) in the 1970s to act as a regional forum to ensure coordination between

the public and local, State and Federal agencies regarding transportation. He stated that the MPO developed transportation plans, selected and approved projects for Federal funding based on regional priorities and administered programs to improve mobility options and performance. He added that the current AAMPO Study Area consisted of 2.2 million residents that drove on 10,000 lane miles of roadway and logged approximately 51 million miles daily within the counties of Bexar, Comal and Guadalupe.

Mr. Martinez reported that the AAMPO was comprised of 17 staff members which were overseen by the 21 members of the Transportation Policy Board and a nine member Executive Committee that met as needed to help make recommendations. He stated that the AAMPO had a Technical Advisory Committee, a Bicycle Mobility Advisory Committee, and a Pedestrian Mobility Advisory Committee in addition to several subcommittees.

Mr. Martinez reported that the current Chairman of the Transportation Policy Board was Bexar County Commissioner Kevin Wolff and there were a total of 15 elected officials on the Board, with six seats on the Board occupied by six City Council members. He stated that the Board adopted changes to its bylaws in June 2020 to further expand its leadership roles with all Officers of the Board – Chair, Chair-Elect and First Vice Chair - required to be elected officials that would serve a maximum of one, two-year term or for up to six consecutive years in all three positions. He noted that upon completion of the six-year rotation, an elected official was not prohibited from again serving as an officer, and a vacancy in the Chair position would be filled by the Chair Elect for the remainder of the term and also for the Chair's two-year term. He added that any vacancy in the Chair-Elect or First Vice-Chair positions would be filled by the Board for the remainder of the term and must be an elected official from the same constituency.

Councilmember Sandoval asked of the reporting structure for the Bicycle Mobility Advisory Committee (BMAC) and the Pedestrian Mobility Advisory Committee (PMAC). She asked of the rotation process. Mr. Martinez reported that the BMAC and PMAC did not meet regularly and their formal recommendations were reviewed by the Technical Advisory Board for action prior to consideration by the Transportation Policy Board or outside the organization. He stated that the Nominating Committee would reach out to members of each constituency to ask for members to come forward to serve on the next rotation in an informal process. He added that there was no formal process in the Bylaws and members could develop an internal process to coordinate rotation efforts.

Councilmember Treviño requested an individual briefing offline on the rotation process and noted that any adjustments to the process should not create politics within the system.

4. Briefing on the Alamo Area Metropolitan Planning Organization (AAMPO) call for projects process for the FY 2023-2026 Transportation Improvement Program (TIP).
[Roderick Sanchez, Assistant City Manager; Razi Hosseini, Director, Public Works Department]

Bianca Thorpe reported that the Alamo Area Metropolitan Planning Organization (AAMPO) had opened program project calls for three separate funding sources as of October 1, 2020 for implementation in FY 2023 – FY 2026, as follows:

AAMPO Program Project Calls	Eligible Projects	Funding Per Year	Funds Reimbursed
Surface Transportation Block Grant (STBG)	<ul style="list-style-type: none"> • Congestion Reduction & Traffic Flow Improvements • Transit Improvements • Transportation Planning Studies • Freight & Intermodal • Bicycle and Pedestrian Facilities 	\$14 million - \$49.4 million	Yes
Transportation Alternative Program (TAP)	<ul style="list-style-type: none"> • Bicycle and Pedestrian Facilities 	\$3.18 million	Yes
Congestion Mitigation and Air Quality (CMAQ)	<ul style="list-style-type: none"> • Transportation Systems Mgmt & Operations • Transit Improvements • Freight & Intermodal • Bicycle and Pedestrian Facilities 	\$21 million - \$22 million	Yes

Ms. Thorpe cited project requirements as follows:

- A minimum construction cost of \$1,000,000 was required for all submitted projects.
- For infrastructure projects: Only eligible items related to construction would be reimbursable; project development costs were the responsibility of the implementing agency.
- Maintenance and Rehabilitation Projects were not eligible for submittal.

Ms. Thorpe reported that agencies would submit projects based on the following categories: Added Capacity, Operational, Transit, Bicycle and Pedestrian. She noted that some projects would be eligible under the Congestion Mitigation and Air Quality Improvement (CMAQ) Program. She stated that multiagency work groups would score the projects based on the criteria and projects would be recommended for funding based on technical score, agency priority, public input, and project readiness. She added that projects would be eligible for up to 100 points for addressing transportation equity and additional points would be assessed for project overmatching. Razi Hosseini provided timeline information: Project call opening: October 2020; Finalized Project List: February 2021; City Council Consideration: March 2021; Project Application Submission: April 2021; Project Award Approval: August 2021; Committee Community Meetings: October – December 2021; Call for Election: January – February 2021; and Bond Election: May 2022.

Chairwoman Gonzales asked of the total bond package value. She asked if a high crash corridor could qualify for project funding under any of the three categories. Ms. Thorpe replied that the exact amount would be available in Spring 2021, but that the value should be less than the previous \$850 million bond. He stated that funding for a high crash corridor would depend on the scope of the improvement needed and the Public Works team could assist with the determination.

Councilmember Cabello Havrda asked of the percentage of the San Antonio area and Bexar County projects that were funded through the AAMPO process. Ms. Thorne stated that she would provide the information. Mr. Martinez added that the sub-allocation of Federal funds passed on population was not allowed and allocations were based on a competitive process. He noted that the majority of funds would be spent in Bexar County.

Councilmember Sandoval asked if Mr. Hosseini would have an opportunity to review the Master Bike Plan. She requested an opportunity at a future meeting to discuss the Master Bike Plan and propose AAMPO projects to apply for CMAQ funding. She requested an update on equity scoring. Mr. Martinez stated that equity and other major scoring components were assessed once projects were submitted for review.

Councilmember Treviño requested the opportunity for bike mobility and pedestrian mobility advocacy groups to provide feedback regarding the scoring process. He asked if projects to address old, deteriorating infrastructures within the City could be addressed as rehabilitation projects and requested that Mr. Martinez inform the AAMPO that infrastructure projects needed to be more thoroughly assessed. Mr. Martinez stated that there was a very comprehensive public process for the public to view scoring and provide feedback. He stated that most AAMPO funding was allocated towards new construction and he would provide information on other funding sources for rehabilitation. Mr. Hosseini added that Public Works would assist with selecting qualified roadway projects such as the addition of a bike lane and widening sidewalks on Culebra Road.

Councilmember Perry asked how many projects could be submitted to the AAMPO. Mr. Martinez replied that the City should submit more projects than what was hopeful to get approved. He noted that any projects not accepted could be submitted for funding through other sources as those funding streams became available.

Future Agenda Items:

Master Bike Plan
Propose AAMPO Projects for CMAQ Funding
BCycle Assignment of Contract
BCycle Ridership Report
Update on TAB

Adjourned

There being no further discussion, the meeting was adjourned at 12:23 pm.

Shirley Gonzalez, Chair

Respectfully submitted,

Nancy Cano, Office of the City Clerk