ADVANCED TRANSPORTATION DISTRICT
AD HOC COMMITTEE
MEETING MINUTES
THURSDAY, MARCH 23, 2016
4:00 P.M.
MUNICIPAL PLAZA BUILDING

Members Present:	Councilmember Ray Lopez, *Co-Chair, District 6* Councilmember Rey Saldaña, *Co-Chair, District 4* Victor M. Boyer Patti Radle Sid Martinez
Members Absent:	Alex Briseño Brad Parscale James Lifshutz Eddie Aldrete Darryl Byrd
Staff Present:	Peter Zanoni, *Deputy City Manager;* Mike Frisbie, *Director, Transportation and Capital Improvements*; Brandon T. Smith, *Office of the City Clerk*
Others Present:	Leroy Alliway, *Director, Local Government and Community Relations, VIA Metropolitan Transit Authority;* Jeffrey Arndt, *President and CEO, VIA Metropolitan Transit Authority*; Katherine Blunt, *Reporter, San Antonio Express* News; Christie Chapman, *General Counsel/Sr. Vice President-Legal, VIA Metropolitan Transit Authority*; Eloy LaQue, *Government Relations, VIA Metropolitan Transit* Authority; Carl 'Tex' Morgan, *Board Member, VIA Metropolitan Transit Authority*; Andres Peña, *Director, Government Affairs, Kaufman Killen Law Firm*

Call to order

Co-Chairman Saldaña called the meeting to order.

1. **Approval of Minutes for the February 24, 2016 Advanced Transportation Ad Hoc Committee Meeting**

Victor M. Boyer moved to approve the February 24, 2016 Advanced Transportation Ad Hoc Committee Meeting Minutes. Co-Chairman Lopez seconded the motion. Motion carried unanimously by those present.

Briefing and Possible Action on

2. **Committee Discussion on the Amount of City Funding, if any, that Could be Provided to VIA and the Corresponding Impact to its Service Level and the Implication on the City's Capital Improvements Program and Service Levels.** [Peter Zanoni, Deputy City Manager;

Mike Frisbie, Director, Transportation and Capital Improvements; Jeff Arndt, President and CEO of VIA]

Mike Frisbie stated that there were approximately 4,500 Advanced Transportation District (ATD) Projects totaling $141.8 million, from 2005 and 2015. He provided a breakdown of said projects as follows:

- 22 Street Projects ($4.5 million)
- 1,850 Pedestrian Safety Projects ($4.5 million)
- 203 Bike Projects ($6.1 million)
- 259 Bus Pads ($8.7 million)
- 95 Intersection Projects ($10.0 million)
- 1,576 Signal System Projects (36.7 million)
- 495 Sidewalk Projects ($70.8 million)

He presented the following ATD Fiscal Year (FY) 2016 Budget:

ATD PROGRAM	FY 2016 BUDGET	FY 2016 PLAN	
		Projects	Positions
Sidewalks	$5,099,611	27	1
Traffic Signals	$8,068,727	TSSM	11
Intersections	$875,000	25	N/A
Bike Facilities	$1,101,267	11	1
Pedestrian Safety/Traffic Calming	$313,238	51	1
Infrastructure Project Planning	$369,496	N/A	3
Bus Pads	$400,000	16	N/A
Markings and Signs	$320,194	N/A	6
Indirect Costs/Fiscal	$387,888	N/A	1
Total	$16,935,421	130	24

Co-Chairman Lopez asked of the number of Bus Pads which VIA maintained. Jeff Arndt stated that VIA maintained an estimated 6,500 Bus Pads. He noted that VIA identified additional resources available from the Texas Department of Transportation (TxDOT) and the Metropolitan Planning Organization (MPO). Co-Chairman Lopez asked if sidewalk placement was prioritized. Mike Frisbie replied that they were prioritized by those located near schools, public spaces and bus stops. Co-Chairman Lopez stressed the need for safe routes to work. Jeff Arndt stated that VIA Metropolitan Transit Authority (VIA) had a list of priority sidewalks that would be revised and sent to Committee Members.

Patti Radle asked if Sidewalk Funds were divided equally between Council Districts. Mr. Frisbie replied that they were divided proportionately as there were sidewalk gaps all over the city. Mrs. Radle noted that older neighborhoods were in greater need of sidewalks. Co-Chairman Lopez stated that there was a discrepancy in the manner in which the City developed its communities. He noted that a Universal Policy on sidewalk placement should be developed. Co-Chairman Saldaña stated that Public Funds should be utilized in the areas with the highest need.

No action was required for Item 2.

3. **Briefing and Discussion on Available and Potential Federal and State Grant Funds that Could Benefit VIA.** [Peter Zanoni, Deputy City Manager; Mike Frisbie, Director, Transportation and Capital Improvements; Jeff Arndt, President and CEO of VIA]

Jeff Arndt reviewed the estimated annual costs for enhanced frequency on the existing VIA Bus Network. He stated that if VIA raised the existing Bus Network to the level of the Houston Metro Service the operational costs would be $30,658,395 annually and would require $91,500,000 for the cost of the additional Fleet. He noted that VIA would hold a Workshop for its Board Members on Transit Funding on March 31, 2016 and would invite Subcommittee Members. He stated that there were few Federal Grant Programs which provided Operational Funds for large Metropolitan Transit Authorities (MTAs). He noted that VIA operated under the 5307 Urban Formula Funding Program (5307). He stated that funds from said program were allocated amongst large MTAs. He noted that VIA received $29.2 million of those funds this year which represented 15% of VIA's overall Budget. He noted that municipalities with a population of 200,000 could apply for Federal Funds which were restricted to capital use only, such as Capital Maintenance. He stated that Federal Programs were competitive across the U.S. and U.S. Territories and the needs outweighed available funding. He noted that the 5307 was comprised of two sources of funds for MTAs; one-third of funds in the 5307 were distributed amongst MTAs with a Bus Rapid Transit/Light Rail Transit (BRT/LRT) Line; two-thirds of funds were distributed to all MTAs including VIA. He stated that two-thirds of funds in the 5307 were distributed based on population, population density, and the level of service provided by the Transit Authority. He stated that 5310 Funds were designed for use by Faith-Based and Social Service Organizations and were utilized in the San Antonio Region. He noted that VIA received $750,000 annually from the 5310 Program and was the administrator for same on behalf of TxDOT. He stated that said funds were utilized for:

- Improving Bus Stop access
- Improving technology for VIA Trans
- Subsidizing the Taxicab Program

Mr. Arndt noted that the following were funded by the Fixing America's Surface Transportation (FAST) Act Program administered by the Federal Transportation Administration (FTA):

- Discretionary Bus and the Bus Facilities Program
- No and Low Emission Buses
- Bus Facilities (Maintenance and Storage Facilities)

He stated that VIA would apply for funds for Fleet replacement and a new ParaTransit Facility. He noted that the FAST Act Program would issue Call for Projects within the next 30 days. He stated that $213 million in FAST Act Funds were available for the entire country and no single entity could receive an award in excess of 10% of that. He spoke of the need to replace 75-80 VIA Buses per year ($40 million) for the next four years and for another Bus Facility ($10-$20 million). Mr. Arndt stated that VIA received $15 million from the Transportation Investment Generating Economic Recovery (TIGER) Grant Program which was administered by the Department of Transportation (DoT). He noted that said grant funds were designed for use for Shovel-Ready Capital Projects and funds received were utilized for the Plaza at VIA VIA. He stated that VIA would submit an application for a TIGER Grant for $25 million. He noted that

Capital Investment (CI) Grants, administered by the FTA, were designed for investments such as a fixed guideway. He stated that the New Starts Transit Grant Program, administered by the FTA, were restricted to projects with a capital cost of $300 million or more. He noted that said program grants were very competitive and required a 50/50 local match. He stated that the Small Starts (Small Starts) Grant Program limited funding to Corridor-Based BRT Projects and limited funds to single Transit Projects to $100 million. He noted that the FTA authorized a budget of $2.3 billion annually through FY 2020 and $3.5 billion for FY 2017. He reviewed a map of Capital Investment Grant Projects recommended for funding in FY 2017. He reviewed the timeline for the Annual FTA Project Funding Process. He noted the following other funding resources:

- Transportation Infrastructure Finance and Innovation (TIFIA) Act (Federal Low-Interest Loan)
- Congestion Mitigation and Air Quality (CMAQ) Funding

Mr. Arndt stated that CMAQ Funding was sustainable and designated for utilization in Environmental Protection Agency (EPA) Non-Attainment Areas and awards were based on the severity of the designation. He noted that entities could utilize said funding for Capital Improvements and Operating Start-Ups.

Eloy Laque stated that the list of Non-Attainment Areas for next year would be announced in October 2017. He noted that funding awarded could vary from $15-$25 million. He stated that San Antonio may be included on said list in the future.

Vic Boyer stated that the SAMCo Partnership was a Public-Private Partnership (P3) formed in 2001 and was comprised of the following entities:

City of San Antonio (CoSA)
Bexar County
Alamo Regional Mobility Authority (RMA)
VIA Metropolitan Transit Authority
Alamo Area MPO
San Antonio, Hispanic, North and South Chambers of Commerce
New Braunfels Economic Development Foundation (EDF)
Private Sector Firms

He noted that the SAMCo Partnership advocated for transportation funding for the San Antonio Region with $3.1 billion in new funding secured to date and $260 million of that awarded to VIA. He stated that same was active at the Federal, State, Regional and Local Levels and was comprised of 80 Member Firms. He reviewed the plan to address the $5 billion Highway Funding Gap. He reviewed the TxDOT Congestion Relief Program Projects which were approved on February 25, 2016. He stated that both Propositions 1 and 7(Constitutional Amendments) were limited by Legislators to Non-Toll Improvements on the State Highway System (SHS) or for paying off bonded indebtedness. He noted that one exception was that HOV Lanes could be constructed utilizing said funds as long as the lanes were non-tolled and in the SHS. He stated that Transit Projects have been funded in the past with a combination of Local and Federal Resources. He stated that efforts made in the early 2000 decade by Transit Agencies to raise the minimum Sales Tax resulted in defeat several times. He noted that in 2009 SAMCo, CoSA and Bexar County supported legislation for a local option for funds secured via the Gas Tax, Registration Fees and

Parking Fees for Highway and Transit Projects. He stated that said legislation passed in the Texas Senate but was not brought before the Texas House of Representatives. He noted that it was possible for Transit Agencies and other supporters of the Local Option Concept to develop a modified version of the Local Option Concept for consideration in future Legislative Sessions. He stated that the Texas Mobility Fund (TMF) was one of the few TxDOT Funds that could be utilized on Transit Projects. He noted that two years ago TxDOT announced utilization of a portion of those funds for four Transit Projects across the State resulting in negative feedback from some Legislators. He stated that during the 2015 Legislative Session, legislation was passed limiting the utilization of TMFs for debt service. He noted that said legislation may be reconsidered at a later date. He stated that legislation for Transportation Reinvestment Zones allowed cities and counties to establish Tax Increment Zones (TEZs) related to eligible Transit Projects.

Co-Chairman Saldaña asked if the TMFs were utilized to pay debt. Mr. Boyer replied that initially the TMFs were utilized as equity for Toll Projects. Co-Chairman Saldaña asked of the approach to enlist TMF for Transit Projects. Mr. Boyer replied that new legislation was required which supported the utilization of TMFs for Transit Projects.

Co-Chairman Lopez asked who would lobby against such a Bill. Mr. Boyer replied that Anti-Tax Groups, Rural Communities and others would likely lobby against such legislation.

Patti Radle asked of utilization of TIFIA Act Funds for Transit Projects. Mr. Arndt stated that TIFIA Funds were distributed in the form of low-interest Federal Loans which could be utilized for the local match portion of a Transit Project. She asked of TIFIA Loan payment terms. Mr. Arndt replied that the payment terms were adjustable and negotiable. He noted that Transit Authorities typically applied for grants as opposed to loans to fund Transit Projects.

Co-Chairman Saldaña concluded the meeting by stating that in the next 10 years Transit Projects would require local resources, as State and Federal resources were limited. He stated that he would communicate this to Mayor Taylor and the Committee Members in absence.

No action was required for Item 3.

Adjourn

There being no further discussion, the meeting was adjourned at 5:00 p.m.

Respectfully Submitted,

Denice F. Treviño
Office of the City Clerk

Rey Saldaña, Co-Chair

Ray Lopez, Co-Chair