

**ADVANCED TRANSPORTATION DISTRICT
AD HOC COMMITTEE
MEETING MINUTES
THURSDAY, APRIL 21, 2016
12:30 P.M.
MUNICIPAL PLAZA BUILDING**

Members Present: Councilmember Ray Lopez, *Co-Chair, District 6*
Councilmember Rey Saldaña, *Co-Chair, District 4*
Victor M. Boyer
Alex Briseño
Darryl Byrd
James Lifshutz
Sid Martinez
Patti Radle

Members Absent: Brad Parscale

Staff Present: Peter Zanoni, *Deputy City Manager*; Terry Bellamy, *Assistant Director, Transportation & Capital Improvements*; Christie Chapman, *Interim Assistant Director, Transportation & Capital Improvements*; Denice F. Trevino, *Office of the City Clerk*

Others Present: Jeffrey Arndt, *President and CEO, VIA Metropolitan Transit Authority*; Keith Hom, *Deputy CEO of VIA Metropolitan Transit Authority*; Brian Buchanan, *Senior Vice President-Development, VIA Metropolitan Transit Authority*

Call to order

Co-Chairman Saldaña called the meeting to order. He stated that obligations of Advanced Transportation District (ATD) Funds would be discussed and noted that the goal of the Committee was to present its funding recommendations to Mayor Taylor by the end of May 2016 so they may be included in initial Budget deliberations during the Council's Budget Goal Setting Session on June 8.

1. Approval of Minutes for the March 23, 2016 Advanced Transportation Ad Hoc Committee Meeting

Victor M. Boyer moved to approve the March 23, 2016 Advanced Transportation Ad Hoc Committee Meeting Minutes. Patti Radle seconded the motion. Motion was approved. Alex Brisenno abstained as he was not at the March 23, 2016 meeting.

Briefing and Possible Action on

2. Briefing and Committee Discussion on the City's Current ATD Funding Used to Pay for its Traffic Signal System Modernization (TSSM) System. [Peter Zanoni, Deputy City Manager; Mike Frisbie, Director, Transportation & Capital Improvements]

Christie Chapman presented an overview of the City's Fiscal Year (FY) 2016 ATD Budget:

ATD Program	FY 2016 Budget	FY 2016 Plan	
		Projects	Positions
Sidewalks	\$5,099,611	27	1
Traffic Signals	\$5,038,377	TSSM	11
<i>TSSM Debt Service</i>	\$3,030,350	N/A	N/A
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 & Signs	\$320,194	N/A	6
Indirect Costs/Fiscal	\$387,888	N/A	1
TOTAL	\$16,935,421	130	24

Christine Chapman stated that prior to the utilization of the TSSM Program which was introduced in 2008, the City did not have synchronized communication for traffic signals. She noted that the City invested \$30 million in the TSSM Program. She reported that in 2013, the Office of Management and Budget conducted a study of the TSSM Program and found that drive time, number of vehicular stops and vehicle emissions were decreased by 12%, 32% and 33% respectively, which resulted in an estimated \$37.6 million in fuel savings Citywide. She stated that in 2016, the City Council approved funds of a little over \$2 million for improvements to the TSSM Program. She reported that the total payment for the TSSM Program Debt Service was \$3,030,350 in FY 2016; and would be \$3,031,600 in FY 2017. She stated that the average annual payment on the TSSM Program Debt Service was \$3 million for the past ten years. She noted that the debt payments would end in FY 2017. She noted that it was necessary to make improvements to the TSSM Program in order for it to function at an optimal level.

Peter Zanoni stated that the Committee should discuss the type of funds to be utilized to replace ATD Funds supporting projects and positions, if they were redirected to VIA.

Alex Briseño asked of the type of bonds which were issued for TSSM. Ms. Chapman stated that Certificates of Obligation were issued. He also asked how much of the FY 2016 City ATD Funds went to Personnel Services, Contractual Services, and Commodities.

James Lifshutz asked of the scope of the TSSM Program. Terry Bellamy stated that the TSSM Program encompassed all 1,400 traffic signals in the City. He stated that the Central Business District was equipped with wireless connections, Suburban Areas were equipped with wireless service and other areas of the City were equipped with fiber and wireless connections. He noted that the objective was to create redundancy in the system.

The Committee discussed funding of the ATD Programs and the positions for each. Mr. Zanoni stated that generally ATD funding was limited to sidewalks, the TSSM Program and intersection improvements.

Mr. Zanoni then went through each of the specific line items of the City ATD FY 2016 Budget to define what programs are supported, in part, with ATD revenue as opposed to those programs that are funded only with ATD revenues.

Victor M. Boyer asked if the City's ATD Funding philosophy for sidewalks was tied to following VIA Bus Routes. Mr. Zanoni replied that ATD Funding for sidewalks was focused around and leading to schools and that this was consistent with a City Council approved policy direction.

Jeffrey Arndt noted that VIA had received \$30 million for funding of sidewalks focused on the State Highway System, high volume Bus Stops and Transit Corridors from MPO funding via the STP-MM and TIP process, as well as VIA contributions.

No action was required for Item 2.

3. Committee Discussion on the Amount of City Funding, if any, that Could be Provided to VIA Metropolitan Transit (VIA), the Corresponding Impact to VIA's Level of Service and the Implication on the City's Capital Improvements Program and Service Levels. [Peter Zanoni, Deputy City Manager; Mike Frisbie, Director, Transportation & Capital Improvements]

Jeff Arndt stated that VIA was supported by funds from the Local Sales Tax and Federal Formula Funding. He noted that the amount of Federal Formula Funding was determined by the U.S. Federal Transit Administration (FTA). He stated that Federal Formula Funding was limited to Capital Expenditures. He noted that one third of said funds were to be utilized for Transit Systems with fixed guideways and the second third was distributed according to the amount of service and population for an area. He stated that Federal Discretionary Funds were limited and that State Funding was limited to streets and bridges.

Co-Chairman Saldaña stated that the Committee must determine where City ATD Funds would have the highest impact.

Mr. Arndt stated that in order for VIA to operate at the Houston Metro Service Level, the operating and maintenance cost would be an additional \$30 million per year. He noted that another \$90 million would be required for capital expenses. He stated that if VIA's one hour service were to be reduced to 30 minutes, the annual additional operating cost would be \$4.4 million for peak period, \$12.7 million for 6 AM to 6 PM, and \$19.3 M for 6 AM to 8 PM in addition to capital cost of \$11.5 million.

Mr. Arndt did note \$17 million could be applied, without touching frequency, to add two additional Primo Routes, beyond the current active Route 100 and the two planned as part of the South West Corridor to bring 5 total Primo routes to the region. The \$17 million would be additional annual operating cost not including the capital expense to build out the two new Primo routes.

Mr. Byrd asked if VIA had the City's ATD revenue and was able to improve all its service to no longer than 30 minute waits, would this improvement still be a big inconvenience for riders?

Mr. Briseno stated that there is an opportunity to create a partnership between City and VIA. As an example, Primo investment for Traffic Signal Synchronization and VIA investment in sidewalks. Mr. Briseno also asked what is Advanced Transportation and is basic maintenance paid out of ATD is not "advanced."

Ms. Radle asked if VIA connectivity would improve between the southside and northsides? She also stated that she could not recommend less funding for sidewalks. Ms. Radle stated VIA bus service needs special attention in older areas of town where people are more likely to ride the bus and that VIA needs to address where the need is greatest.

Mr. Lifshutz questioned how would City services currently funded with ATD fair if they needed to compete with all other City services for City General Fund resources?

Victor M. Boyer asked if City ATD Funds could be utilized for VIA operational costs. Mr. Zanoni stated that the City Attorney has confirmed this would be an eligible use but has counseled that a taxpayer could take issue with the use of funds in this manner.

Co-Chairman Saldaña stated that the City was in a better position to utilize ATD revenues than in years past since we now have much longer bond programs and other infrastructure resources.

Patti Radle suggested that staff compile the suggestions made in the meeting to be reviewed at the next meeting.

Adjourn

There being no further discussion, the meeting was adjourned at 2:05 p.m.

Respectfully Submitted,



Denise F. Treviño
Office of the City Clerk


Rey Saldaña, Co-Chair
Ray Lopez, Co-Chair