

**TRANSPORTATION COUNCIL COMMITTEE
MEETING MINUTES
THURSDAY, DECEMBER 14, 2017
3:30 PM
MUNICIPAL PLAZA BUILDING, B ROOM**

Members Present:	Councilmember Rey Saldaña, Chair, <i>District 4</i> Councilmember Shirley Gonzales, <i>District 5</i> Councilmember Greg Brockhouse, <i>District 6</i> Councilmember Ana Sandoval, <i>District 7</i> Councilmember Manny Peláez, <i>District 8</i>
Members Absent:	<i>None</i>
Staff Present:	Erik Walsh, <i>Deputy City Manager</i> ; Anthony Chukwudolue, <i>Assistant Director of TCI</i> ; Art Reinhardt, <i>Assistant Director of TCI</i> ; Steven Baum, <i>Assistant Director of SAPD</i> ; Alicia K. Beckham, <i>Office of the City Clerk</i>
Others Present:	Marvin Peretz, <i>Taxis Organization</i> ; Octavio Cabrejo, <i>Taxis Organization</i> ; Yosan Leon, <i>Taxis Organization</i> ; Pavel Herrera, <i>Taxis Organization</i> ; Hector Garcia, <i>Taxis Organization</i> ; Cruz Chavira, <i>Star Cab Cooperative</i> ; George Garcia, <i>Black Car San Antonio</i> ; Badr Ahmed, <i>Legacy Cab</i> ; Robert Gonzales, <i>National Cab</i> ; George Alva, <i>Transportation Advisory Board</i> ; Al Briseno, <i>Transportation Advisory Board</i> ; Javier Palareros, <i>Taxis Organization</i> ; Andrew Rocha, <i>Yellow Cab</i> ; Mario Robledo, <i>Yellow Cab</i> ; John Bouloubasis, <i>Yellow Cab</i>

Item 2 was addressed at this time.

2. Briefing on the Micro-Trench Pilot Program. [Peter Zanoni, Deputy City Manager; Mike Frisbie, Director, Transportation & Capital Improvements]

Anthony Chukwudolue reported that Google submitted a formal request to the City of San Antonio to allow them to implement a Micro Trench Pilot Program. He stated that on September 29, 2016, the full City Council approved the request to allow up to 190 miles of fiber deployment. He noted that the current Utility Excavation Criteria Manual authorized trenching at depths less than 30 inches in city streets and 36 inches in the parkway. He added that staff monitored the Google Micro Trench Pilot Program and evaluated its success in the following criteria:

- Number of utility impacts (water or sewer breaks)
- Pace of work and disruption to the right-of-way
- Community support for the program

Mr. Chukwudolue stated that construction methods increased the risk of striking existing underground utilities, mandating larger construction footprints, and taking longer to complete. He noted that the pilot began April 2017 through December 2017 and that there were 3 trial projects completed. He added that Google engaged with the community and provided a detailed briefing with Councilmembers on the deployment.

Mr. Chukwudolue stated that only two strikes to existing utilities occurred. He noted that between April 2016 through March 2017; 65 utility strikes occurred under traditional construction methods. He added that no significant opposition occurred to this construction method during the pilot project. He mentioned that most of the citizen concerns revolved around the temporary “No Parking” signs placed in the right-of-way before and during construction. He stated that staff recommended utilization of micro trenching and updating the Utility Excavation Criteria Manual to include the guidelines related for the construction method.

Chairperson Saldaña acknowledged that there were improvements made to the pilot program due to concerns with the first pilot.

Councilmember Sandoval asked if the deployment of fiber coincided with the construction of gutters on curbs. Mr. Chukwudolue responded that it could not coincide because the curb and gutter had to be built together. Councilmember Sandoval asked if dust mitigation equipment was used during deployment. Mr. Chukwudolue replied that the equipment had vacuums attached to minimize the dust during operation. Councilmember Sandoval asked of the type of sealant that was used during construction. Mr. Chukwudolue stated that they used asphalt sealant.

Councilmember Brockhouse acknowledged Google and staff on their quick response to customer concerns.

No action was required for Item 2.

Item 3 was addressed at this time.

3. Briefing on the proposed utilization of the Safest Driver Contest to educate and encourage drivers on safe driving behaviors. [Peter Zaroni, Deputy City Manager; Mike Frisbie, Director/City Engineer, Transportation & Capital Improvements]

Art Reinhardt reported that the Safest Driver Contest was a 90-day contest launched by the City of San Antonio and partnered with Cambridge Mobile Telematics. He stated that the contest was an application that used a phone’s sensors to measure driving quality. He noted that the goal of the contest was to make roads and drivers safer. He added that the application analyzes the data collected and then provides drivers with tools to analyze their driving in order to achieve behavioral change through feedback. He mentioned that the data collected by the application would be used to track driving characteristics.

Mr. Reinhardt stated that staff proposed contracting with Cambridge Mobile Telematics to develop an application at the cost of less than \$50,000. He noted that staff would reach out to potential sponsors to assist in development cost or prizes. He added that the development of the application would take up to 90 days and would launch the contest April 2018 for the National Safety Council’s Distracted Driving Awareness Month.

Councilmember Sandoval asked how the City could continue its efforts after the contest had ended. Mr. Reinhardt responded that there could be more discussion on making the event an annual occurrence. Councilmember Sandoval suggested that the City partner with insurance agencies to offer reduction in rates based on driving performances. She added that sharing the data from the application locally could help the City improve its transportation system.

Councilmember Gonzales asked if the fee would come from sponsorships. Mr. Reinhardt responded that funding was available from Vision Zero.

Councilmember Peláez suggested that staff utilize innovative ways to incentivize more people to download the application.

No action was required for Item 3.

Citizens to be heard

Chairperson Saldaña called upon the citizens to be heard.

Marvin Peretz stated that taxi drivers had lost half of their business because of Transportation Network Companies (TNC). He added that the City issuing owner and operating permits would not help taxi drivers.

Octavio Cabrejo stated that it was important for taxi drivers to have their own permits because taxi drivers were paying too many fees to taxi companies.

Yosan Leon stated that there was no future in the taxi company because TNCs were taking their business.

Pavel Herrera stated that there was not enough business to support the families of taxi drivers and that taxi drivers were working to pay fees to taxi companies.

Hector Garcia spoke in support of permits to be issued to taxi drivers because the permits would help them financially.

Cruz Chavira stated that he was not in support of the owner and operating permits being issued to taxi drivers because it would not help the Taxi Industry in San Antonio.

George Garcia stated that the City issuing taxi permits to drivers was not a solution for the Taxi Industry.

Badr Ahmed stated that he was not in support of issuing taxi permits to drivers because it would increase costs for taxi drivers and taxi companies.

Robert Gonzales suggested that there was not enough business to support more owner and operating permits.

George Alva asked that the Committee help the Taxi Industry and that he was not in support of increasing the number of taxi permits.

Al Briseno stated that item did not come before the Transportation Advisory Board and that adding more permits would not solve the problem.

Javier Palareros stated that he was in support of owner and operating permits.

Andrew Rocha stated that he was not in support of the City issuing more taxi permits.

Mario Robledo stated that he was not in support of the City issuing more taxi permits.

John Bouloubasis stated that issuing more taxi permits was not necessary.

Item 1 was addressed at this time.

1. Briefing and discussion on potential modifications to the Chapter 33 Vehicle-for-Hire ordinance. [Erik Walsh, Deputy City Manager; William P. McManus, Chief of Police]

Erik Walsh reported that in November 2016, 200 taxi drivers submitted petitions requesting that the City issue owner and operating permits. He noted that the City Code Formula requires one cab per 1,700 population and that there were already 886 taxi permits issued in the City. He added that the code required a cab operator to have three permits.

Mr. Walsh stated that as a result of the petition, City Council directed staff to investigate the owner and operator permit concept. He noted that in staff findings of owner operator permits issued in other cities, there was a wide variety of impact. He mentioned that the Taxi Industry had undergone major changes since the arrival of TNCs. He added that individuals wanted the opportunity to work for themselves.

Mr. Walsh stated that the San Antonio Police Department does not have the ability under the City Code to issue single owner operating permits. He noted that the City was maxed out on issuing permits; therefore, SAPD could not issue more permits. He added that the alternative could be that the City issue 75 permits to new single taxicab companies through a lottery in January 2018 and again in June 2018. He mentioned that in January 2019, staff would go before the full City Council for the removal of the City Code Formula that required one cab per 1,700 population.

Mr. Walsh reported that staff recommended that the issue go before the full City Council to create owner and operator permits; and subsequently, to remove the City Code Formula.

Councilmember Gonzales excused herself from the meeting.

Chairperson Saldaña stated that the role of Committees would be to find a common ground for the full City Council to vote on. He proposed that staff meet with both parties of this issue to come to an agreement to take to the full City Council.

Councilmember Sandoval stated that there was not much progress from the two parties and that they should work toward a solution to submit to the full City Council. Mr. Walsh stated as an alternative that staff could return to the Committee after six months with an update. Councilmember Sandoval asked what the City was doing to ensure that it would be offering the single owner operating permits to the best taxi drivers. Steven Baum responded that City Code-Chapter 33 outlined the minimum standards. Councilmember Sandoval stated that there should be selection criteria or an increase in the number of single owner operating permits issued.

Councilmember Brockhouse suggested that if the City regulated the service of the taxi vehicles; the regulations should apply to TNC vehicles. He stated that he was not in favor of adding more permits but that he would compromise with offering single owner operating permits out of the existing 886 permits. He added that he would advocate for a pilot program to evaluate the success rate.

Councilmember Peláez stated that he would like to see both sides meet with a mediator to resolve the issue.

Chairperson Saldaña encouraged that both sides to work with someone neutral for a resolution before the item goes to City Council A Session.

Councilmember Sandoval moved that modifications to the Chapter 33 Vehicle-for-Hire ordinance be forwarded to the City Council A Session. Councilmember Peláez seconded the motion. The motion carried by the following vote:

AYES: Saldaña, Sandoval, and Peláez

NAY: Brockhouse

ABSENT: Gonzales

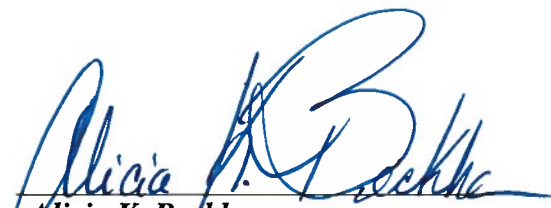
Adjourn

There being no further discussion, the meeting was adjourned at 5:23 p.m.

Respectfully Submitted,

A handwritten signature in dark ink, appearing to read 'R. Saldaña', written over a horizontal line.

Rey Saldaña , Chairman

A handwritten signature in blue ink, appearing to read 'Alicia K. Beckham', written over a horizontal line.

Alicia K. Beckham,
Office of the City Clerk

