



Meeting Minutes
City Council

Tuesday, April 17, 2018

3:00 PM

City Council Chambers

630 E. Hopkins - Work Session

I. Call To Order

With a quorum present, the work session meeting of the San Marcos City Council was called to order by Mayor Thomaides at 3:00 p.m. Tuesday, April 17, 2018 in the City Hall Conference Room, 630 E. Hopkins, San Marcos, Texas 78666.

II. Roll Call

Present: 7 - Mayor Pro Tem Lisa Prewitt, Council Member Saul Gonzales, Deputy Mayor Pro Tem Scott Gregson, Council Member Melissa Derrick, Council Member Jane Hughson, Mayor John Thomaides and Council Member Ed Mihalkanin

1. Receive a Staff presentation and hold discussion regarding the current San Marcos Transit System to include; past and present operations, Master Plan concepts, and funding mechanisms, and provide direction to Staff.

Bert Lumbreras, City Manager, provided an introduction of work session regarding the current San Marcos Transit System. Rodney Cobb, Executive Director of Community Services, provided an introduction of his Transit team: Oscar Hairell and Pete Banion and provided the layout for the presentation and turned it over to Mr. Hairell.

Mr. Hairell began and asked that the Council look at all transit within the City. He began with Texas State University and how they manage their transportation and movement of people to further the mission of the campus. He reviewed the current operations and explained that they have opened up their system to allow anyone to ride, not just students. He stated that operational days are based on class schedules. Mr. Hairell provided that that student fees provide approximately \$7 million annually for transportation services, which includes parking and Bobcat Shuttle service.

Mr. Hairell moved into explaining the San Marcos transit system. Capital Area Rural Transportation System (CARTS) operates transit system in San Marcos utilizing federal rural transit grant funds - 1996 to February 2013. In 2010 the Census determined the population of San Marcos, Martindale, and Redwood

constitute an urbanized area (UZA) affecting Federal funding allocations. This provided access to Federal urban transit grant funds. The City authorized CARTS to become the FTA Direct Recipient of the UZA in March 2013. CARTS created an Urban Transit District (UTD) in March 2013. This provided access to State transit grant funds.

Mr. Hairell explained that the City completed a 5 year Strategic Master Plan in August 2014. He further explained operational restructure that was implemented in 2015. He provided that the system changed from “hub & spoke” to “networked” route structure. He provided that they were focused on rider destinations. He stated that 72% of the riders surveyed needed transportation to either work or shopping. This resulted in 19 transfer bus stop locations. Mr. Hairell explained the capital improvements that were implemented. These included replacing and modernizing the fleet of busses. They installed new bus stop signage, bus stop shelters and benches, the installation of real-time arrival systems and online trip planning.

Mr. Hairell provided that the City has 7 fixed bus routes and that they are seeing 5,078 riders per month on average. He reported that the numbers are reflecting an increase in performance. He provided that they have a senior shopper route on Tuesday & Thursday with an average of 300 riders per month. Staff will provide the Council with the number of participants in the survey from 2014. Mr. Hairell provided that complementary para-transit service is provided with 3 paratransit vehicles available. Mr. Hairell provided the service span is running Monday - Friday, 7 a.m. to 8 p.m. with 250 annual operational days. He stated the last two years, a Federal Grant funding program was used to extend normal service hours by 2 hours. These grant funds are not permanent. Discussion was held regarding a better system to gather rider numbers. Staff provided that the City receives approximately \$14,000 a year from Texas State paying for student riders.

Mr. Hairell reviewed our current funding and explained that Federal Transit Administration Funding is calculated by population and population density. The City of San Marcos is currently FTA 5307 which provides operating and/or Capital Improvement funds. He explained FTA 5339 and FTA 5307 STIC (Small Transit Intensive City) funding. He explained that both are competitive funding allocations. He explained that if the City hit 6 performance metrics under FTA 5307 STIC could provide a maximum of \$1,146,000. Mayor Pro Tem Prewitt provided that there are more areas of funding available that we would be able to apply for as well.

Mr. Hairell provided that the Federal Transit Funding requires local funds or “match”. He stated that operating assistance match requirement 50% Federal to 50% Local and capital improvement assistance match requirement 80% Federal to 20% Local. The City of San Marcos local match contributions for FY17-18 is \$450,000. This has been the same for the last 3 years. Mr. Hairell reviewed what a Direct Recipient for Federal and State transit funding allocated to the San Marcos UZA. He defined Direct Recipient and Urban Transit District (UTD). Mr. Hairell reviewed the process for becoming a Direct Recipient.

Mr. Hairell provided the outcomes of becoming a Direct Recipient (DR), and also reviewed transit partnerships and model options. He provided two different types of models: Direct Recipient enters into an Interlocal Agreement & Direct Recipient with Subrecipient. Mr. Cobb provided that the City and Texas State have already submitted a joint RFQ for a consultant that will look into what would be the most advantageous for the two organizations related to transit structures models. The two entities have agreed to pay for this consultant jointly.

Mr. Lumbreras provided that the DR is a big issue, but we have to determine who is going to be the main recipient. He stated that the individuals that will be contracted will be able to provide us with the best overall model option for both entities. Discussion was held regarding the possibility of CAPMETRO providing service in San Marcos. Nancy Nusbaum, Texas State University, provided that they are covering their costs now with some going into reserve, but their contract requires that the driver wage be increased by \$1 each year. They are only allowed to charge students \$95 per semester for the transportation fee and can only raise it to \$100, but it would require a student referendum to increase it that \$5 amount. When the system begins to not pay for itself the University may have to look at cutting service.

Following statements and discussion the City Council provided consensus for Staff to start moving forward with becoming a Direct Recipient, and directed Staff to move forward with working with the consultant in conjunction with Texas State to evaluate transit partnerships and model options. Staff will place an update on the August 7 meeting agenda. Council provided consensus for Staff to prioritize the Direct Recipient information over the results from the consultant related to transit structure models.

EXECUTIVE SESSION

2. Executive Session in accordance with § 551.071 - Consultation with Attorney: Discuss

and review updates on Senate Bill (SB) 4 ruling.

A motion was made by Mayor Pro Tem Prewitt, seconded by Deputy Mayor Pro Tem Gregson, to enter into Executive Session at 5:05 p.m. The motion carried by the following vote:

For: 7 - Mayor Pro Tem Prewitt, Council Member Gonzales, Deputy Mayor Pro Tem Gregson, Council Member Derrick, Council Member Hughson, Mayor Thomaides and Council Member Mihalkanin

Against: 0

III. Adjournment.

The City Council adjourned Executive Session at 5:50 p.m. and returned into Open Session.

Mayor Thomaides declared the San Marcos City Council Work Session adjourned at 5:50 p.m.

Jamie Lee Case, City Clerk

John Thomaides, Mayor