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SFMPPO-TPB MEETING  
January 13, 2011**

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**MINUTES OF THE  
SANTA FÉ MPO  
TRANSPORTATION POLICY BOARD  
January 13, 2011**

**CALL TO ORDER**

A regular meeting of the Santa Fé MPO Transportation Policy board was called to order on the above date by Chair Liz Stefanics at approximately 4:00 p.m. in the City Council Chambers at City Hall, 200 Lincoln Avenue, Santa Fé, New Mexico.

**ROLL CALL**

Roll call indicated the presence of a quorum as follows:

**MEMBERS PRESENT:**

Commissioner Liz Stefanics, Chair  
Commissioner Robert Anaya [arriving later]  
Councilor Patti Bushee  
Councilor Ron Trujillo  
Mr. Lawrence Barreras for Deputy Secretary Max Valerio, DOT  
Commissioner Virginia Vigil

**MEMBERS EXCUSED:**

Mayor David Coss, Vice Chair  
Councilman Mark Mitchell

**STAFF PRESENT:**

Mr. Mark Tibbetts, MPO Officer  
Mr. Keith Wilson, MPO Planner  
Mr. Tim Rogers, Consultant

Chair Stefanics announced that Commissioners Vigil and Anaya were new members and Commissioner Holian was the alternate.

**APPROVAL OF AGENDA**

**Councilor Bushee moved to approve the agenda as presented. Councilor Trujillo seconded the motion and it passed by unanimous voice vote.**

**APPROVAL OF MINUTES**

**July 15, 2008**

**Councilor Trujillo moved to approve the minutes of July 15, 2008. Mr. Barreras seconded the motion and it passed by unanimous voice vote with Councilor Bushee abstaining.**

**November 17, 2010**

**Mr. Barreras moved to approve the minutes of November 17, 2010 as presented. Councilor Trujillo seconded the motion and it passed by unanimous voice vote.**

**December 9, 2010**

No meeting was held on December 9, 2010.

**A. MATTERS FROM THE PUBLIC**

There were no matters from the public.

**B. ITEMS FOR DISCUSSION AND POSSIBLE ACTION**

**1. Election of a Transportation Policy Board Chair and Vice-Chair**

Mayor Coss and Commissioner Vigil were elected as chair and vice chair by unanimous voice vote.

**2. Approve an Amendment to the 2010-2012 Unified Planning Work Program Budget**

Mr. Tibbetts provided copies of the UPWP budget.

Commissioner Anaya arrived at this time.

Mr. Tibbetts clarified that there was no change in the work program but just in the budget. They didn't quite estimate program support accurately, accounting for holidays, vacation and sick leave so they adjusted for that purpose. They reallocated funds from data collection and in the planning activities and the DOT found the adjustments acceptable for the two quarters left.

This was a 2-year program so the amount covered two years. This was an administrative adjustment and was different than what the board originally approved. When they worked on the MTP they became aware of the need for the adjustment.

Mr. Barreras said he needed to abstain from the vote.

**Commissioner Vigil moved to approve the UPWP budget amendment. Councilor Trujillo seconded the motion and it passed by unanimous voice vote with Mr. Barreras abstaining.**

### **3. Presentation of an Overview of the Development of the State Rail Plan - NMDOT Staff**

Mr. Wilson noted this was scheduled for the December 9<sup>th</sup> meeting but there was no quorum. They went ahead and presented for the public who were present then.

Mr. Frank Sharpless, Rail Division Director from NMDOT was present to make the introductions of Tim Harris and Bill Craven who were Manager and Planner for the Rail Division.

Mr. Sharpless said they had two phases of outreach. This was phase 1, giving an overview and schedule of the development of the plan and asking for the Board's and public input regarding rail traffic in New Mexico. They would take the comments back to the consultants and this summer would come back with a draft plan and share it in advance of a public hearing. There would be three of them - one here, one in Albuquerque and one in Las Cruces.

Mr. Craven shared a power point with the Board and a copy of it is attached as Exhibit A to these minutes. This was the initial public input stage. They wanted a draft ready July 1 and published. Then they would return to MPOs with the update and get comments again.

He explained that this plan was updated every 5 years.

The email address for comments was [rail.plan@state.nm.us](mailto:rail.plan@state.nm.us)

Chair Stefanics asked if there were comments from December 9<sup>th</sup>.

Mr. Craven said there were. There was an issue on capacity of trains at Alta Vista - parking of trains. There were questions about policy on when rail stations would open and if local service would be considered perhaps with smaller trains for that service. There were comments about evaluating low ridership trends and multi-modal at the Santa Fé Depot.

Other comments were about express service between Albuquerque and Santa Fé and a cross-state work group for extensions of train service. Service to Taos was considered too expensive by one person.

Councilor Trujillo said he represented the south side of Santa Fé and constituents would like it to stop at Siringo or Cerrillos.

Councilor Bushee noted the value of planning and said there were little concerns about where to get the money for additional lines.

She was concerned that they might lose the Rail Runner. Zia was being touted and also Las Soleras

but she was unsure of the reality of it. She said they passed the tax here but if it discontinued she wondered what would be done with the tax revenues. The current train service seemed to be for state workers. She wondered if it would be successful for future locations. She didn't think the need was there for Zia or Las Soleras stations.

She asked how many people actually took the train down to the airport for instance. The train schedule didn't ever accommodate her schedule for going to Albuquerque.

Commissioner Anaya said he looked forward to working with his colleagues here and welcomed his former colleagues at DOT. He agreed with Councilor Bushee that they needed to take care of what they had right now. He thought the Rail Runner was an excellent service and always things that needed to be tweaked like alternative stations and efficiency. He also appreciated Park and Ride.

Chair Stefanics asked if the primary focus was planning for the future or here about rail service.

Mr. Sharpless said primarily today it was focus on the rail plan but he would be happy to hear questions on the Rail Runner.

Commissioner Vigil understood that 2012 was the deadline for approval.

Mr. Craven agreed that they hoped to have federal approval by then. The federal law said if the project was not identified in the state rail plan and later the state asked for it to be funded, the feds would deny it.

Commissioner Vigil asked if New Mexico was competing with other states for this funding.

Mr. Craven said the FRA had awarded money on a competitive basis.

Commissioner Vigil asked if New Mexico had a competitive edge.

Mr. Sharpless said the tricky part was that right now federal funds were available and we know who was competing. With this plan and outreach DOT wanted to make sure the needs and desires for future rail service were identified. It had to be financially constrained.

Chair Stefanics said the tax revenue was not fully funding the need for connectors or probably all crossings. So to go back and ask the public for more was not feasible.

Also, there had been a heavy expectation in the state that communities and the NCRTD would pick up the slack - whether it was trips to the airport or whatever. She thought these concerns should be part of the record.

Commissioner Anaya agreed that the tax didn't fund it all but they always had to plan on what alternatives might be available in the future. Understanding that money was tight, planning ahead was always good.

Councilor Bushee explained that she didn't mean that planning was not necessary but wanted a reality check on what kind of funds were achievable. They needed to study how effective what they had now was.

It was hard to see being taxed when at the beginning they were told they would not be taxed. She didn't think there were enough of the public who got value out of it. The same was true with local bus service. In this economy there were more people riding but it was a struggle.

Commissioner Anaya thought another important point was as this related to federal funding was to have a plan in place before they could ask for funding. He suggested DOT could come back to address federal funding strategy. He felt both coasts got a lot of it.

Mr. Sharpless agreed. A lot of those funds were made available if you had projects ready but if not, you could not compete for them.

Councilor Bushee asked if the plan was to get more connections and expansions. She asked who would maintain them.

Mr. Sharpless explained that one requirement was to include how to pay for maintaining the system. That would be run through the cost benefit analysis.

Councilor Bushee didn't know how sustainable the current system was - like extending hours and stops.

Chair Stefanics agreed they would have follow up discussions. From the time line she saw several months of plan preparation and then going to public comment in July.

Mr. Craven hoped they would publish the plan on July 1<sup>st</sup> and then have public meetings.

Chair Stefanics asked what type of stakeholder efforts they had made.

Mr. Craven listed them. They included community meetings and on-line surveys. The stakeholders were specifically the shippers, MPOs, RPOs, tribes, state agencies, etc. - not specifically for the public.

Chair Stefanics said the public were stakeholders because they paid taxes. If the public didn't get involved until July, this plan could be totally new to them.

Mr. Craven said that was why they advertised when they presented to the MPO. Information was on the web site.

Chair Stefanics wondered if they should have a public hearing on it soon.

Mr. Tibbetts said they could do that - probably closer to May. They could make it more open discussion on Rail Runner too.

Councilor Bushee asked how he would do that.

Mr. Tibbetts said as a public hearing it would be noticed in the paper. They could have an article and advertise on the train.

Mr. Wilson noted there were 12 members of the public here when they presented last time.

Mr. Sharpless clarified that their only distinction between stakeholders and public was because FRA differentiated with it.

Chair Stefanics said the MPO would coordinate with DOT on it.

Chair Stefanics thanked DOT for coming today.

#### **4. Presentation of an Outline for the Bicycle Master Plan**

Mr. Wilson said one of the tasks in the UPWP was the development of the Bicycle Master Plan. They started this project 5-6 months ago. With the MTP out of the way they were now focusing on this plan. They hired Tim Rogers to develop it.

Mr. Rogers shared the benchmark points along the way and provided a handout.

He said the outline was somewhat inspired or came out of the engineering guidance provided from AASHTO. They had published a brand new guide for it.

A lot of the process came from a professional from Seattle named Pete Lagerway.

Santa Fé was creating a bike friendly environment that would not only help improve the quality of life here but would also bring more tourists. The Rail Runner worked great for bicyclists to come to Santa Fé.

The plan also attracted the kind of people the City wanted for Creative Santa Fé and might help its downtown parking problems at the same time.

This planning had often been city specific and county specific. Now they needed to cross all lines with the planning. The focus in the past had been either on streets or on trails.

Chair Stefanics agreed that it would come back to the Board.

Mr. Rogers said they had a process with IRT and would create a citizens' advisory committee. The first public meeting would be held on February 10.

He thought there might be some sacrifices to be made.

He wanted to impress on everyone that this was for the community - not just bicyclists.

Chair Stefanics noted that Andrew Jandáček was the County Transportation Planner.

Councilor Bushee asked why Tesuque Pueblo was included in the plan.

Chair Stefanics explained that it was the only one eligible for funding under MPO.

Councilor Bushee asked if the plan included the entire county.

Mr. Wilson said it did not and then explained the boundaries of the MPO.

Mr. Rogers said the intent of the list was that the IRT would take time and commitment. Tesuque Pueblo had their needs within the pueblo. Also they would like to have a focus meeting at Santa Fé Community College.

Councilor Bushee wanted Council and Commission included in the outreach.

Chair Stefanics said it was just like a public hearing on the rail plan; they should have a public hearing on bikeways also. That was part of their role to hear what people have to say.

She asked if staff could send an email about it to the Board members. Mr. Wilson agreed.

#### **C. MATTERS FROM THE SFMPO TRANSPORTATION POLICY BOARD**

Commissioner Anaya said he appreciated Councilor Bushee's candor. There were some large things he thought were not out of the purview of this board. Regarding the Rail Runner in danger of being put on ice he noted they brought the Rail Runner here. He didn't recall a lot of people standing up against the Rail Runner. Things changed and tweaks might be needed but as an MPO the Board needed to discuss this issue and thought it should happen at the next meeting. There were people going after the Rail Runner. It was the Board's obligation to understand where they were on it and take some stance prior to the close of the legislative session. He thought it was wrong not to send a message in support of the Rail Runner. Now was the time. And maybe that was time to ask his questions about it and get feedback from the riders. He thought they were getting support for finding other subsidies for it.

Councilor Bushee appreciated that statement and clarified that she was not being unsupportive of the Rail Runner but the Board didn't have any facts and figures.

Mr. Barreras said they needed to deal with byways for next meeting as well.

#### **D. MATTERS FROM THE MPO STAFF**

Mr. Tibbetts had extra copies of the MTP in case anyone didn't get one.

He said staff would prepare a memo on the updates that staff had been working on.

#### **E. COMMUNICATIONS FROM THE NMDOT AND FHWA**



There were no communications from NMDOT or FHWA.

**F. ADJOURNMENT - Next meeting - Thursday, February 10, 2011**

Having completed the agenda and with no other business to come before the Board, the meeting was adjourned at 5:30 p.m.

Approved by:

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David Coss, Chair

Submitted by:

  
Carl Boaz, Stenographer