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SFMPO-TPB MEETING
February 10, 2011**

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**MINUTES OF THE
SANTA FÉ MPO
TRANSPORTATION POLICY BOARD
February 10, 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 David Coss 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 lack of a quorum (achieved later) as follows:

MEMBERS PRESENT:

Mayor David Coss, Chair
Commissioner Virginia Vigil, Vice Chair [arriving later]
Commissioner Robert Anaya
Councilor Patti Bushee
Commissioner Liz Stefanics [arriving later]
Mr. Max Valerio, DOT

MEMBERS EXCUSED:

Governor Mark Mitchell
Councilor Ron Trujillo

STAFF PRESENT:

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

APPROVAL OF AGENDA

This was not considered until a quorum was achieved.

APPROVAL OF MINUTES

January 13, 2011

This was not considered until a quorum was achieved.

3. Presentation of the Bicycle Master Plan for Public Input

Mr. Wilson explained the process they were going through for a public meeting that was planned. Mr. Rogers, the consultant, would go through his presentation.

Mr. Rogers thanked the Board for the chance to present. On Saturday they would show the longer version. This was the short one. He went through his power point and showed the whole MPO area - the County and City.

Guidance for the Master Plan came from a Plan in the Seattle Guide and from AASHTO that had a new revised guide out.

The process followed the Seattle suggestions. They had an internal review team and a citizen's advisory group who would meet monthly. They hoped to have a draft by May and adoption by the TPB in July and then by member agencies.

He described the vision, goals and objectives for a more bicycle-friendly Santa Fé. The City had achieved bronze and was now going for platinum.

He commented on the Complete Streets standards and the process of retrofitting and showed Don Gaspar as an example. He also commented on shared use paths and appropriate independent alignments for them.

Councilor Bushee said the bike sharing system was for future consideration by BTAC.

Commissioner Vigil arrived at this time.

Mr. Rogers shared the next steps. He invited people to join the citizens' advisory group, visit the web site and looking for the draft Master Plan in May.

Councilor Bushee was not sure the wayfinders program was in the Master Plan.

Mr. Rogers explained that was done by the Convention and Visitors' Bureau a few years ago. The system was intended for pedestrians but could service cyclists too with trail specifics.

Councilor Bushee thought the signs were hard to read and badly located. She liked the consistency but felt they should have spent more time in selecting a vendor.

Mr. Rogers said pedestrian guidance was not a standard design program. Now it was in the manual and worth following.

Councilor Bushee was also distressed with sharrows maintenance. She would like someone like Mr. Rogers to monitor projects before they were done to make sure they were bicycle and pedestrian-friendly. They needed a new way to review them built in.

Mr. Wilson noted that he sat on the development review team for the city and had been working with Annette Martínez and Leroy Pacheco to make that happen. It was happening now.

Mr. Rogers agreed it was a typical recommendation and one that was encouraged by the two national groups. Annual review of authority was important. The ADA committee signed off on all of them but no one for technical designs.

Councilor Bushee said she was asking for MPO and city staff to work together on it.

Thirdly, regarding the bike sharing program, the City passed a resolution. She didn't think it would take a lot of money and they were trying to get county staff to work with BTAC on it. There was still about one half million dollars in the GRT revenues that could be used for that.

Chair Coss asked if that could be part of the Master Plan. Mr. Wilson agreed.

Commissioner Anaya wanted to see the information about bike sharing. He asked if staff would be going in to the county committees. CDRC, COLTPAC and Development Review Committees would be important.

Mr. Rogers said he would be glad to do so.

Having established a quorum, the Board went back to the first item on the agenda.

APPROVAL OF AGENDA

Commissioner Vigil moved to approve the agenda as presented. Councilor Bushee seconded the motion and it passed by unanimous voice vote. Commissioner Stefanics was not present for the vote.

APPROVAL OF MINUTES

January 13, 2011

Commissioner Vigil moved to approve the minutes of January 13, 2011 as presented. Commissioner Anaya seconded the motion and it passed by unanimous voice vote. Commissioner Stefanics was not present for the vote.

A. MATTERS FROM THE PUBLIC

There were no matters from the public.

B. PUBLIC HEARING

1. Review and Approve an Amendment to the 2010-2013 Transportation Improvement Program

Mr. Wilson referred members to their packet that had the actual amendment and a summary sheet to highlight the changes proposed. They first had only one amendment but the TCC added some that occurred because of added DOT funding. They did a 30 day public period that went through yesterday and received no comments.

He reviewed them quickly.

Chair Coss asked for public input as it was a public hearing. There were no comments from the public.

Councilor Bushee moved to approve the amendment to the 2010-2013 TIP. Commissioner Vigil seconded the motion. The motion passed by unanimous roll call vote with Councilor Bushee, Councilor Trujillo Mayor Coss, Commissioner Vigil, Commissioner Anaya and Mr. Valerio voting in favor and none voting against. Commissioner Stefanics was not present for the vote.

C. ITEMS FOR DISCUSSION AND POSSIBLE ACTION

1. Presentation of the status of the Rail Runner Express and discussion of a possible resolution of support.

Commissioner Anaya asked if they could go to the resolution first.

Mr. Chris Blewett said he would hurry through the power point which was also in the packet.

He explained the system map. Sandia station would be completed in May.

He showed the schedule that had 8 trains on weekdays, 4 on Saturdays and 2 on Sundays.

Very dramatic bus connections had happened and at last count there were about 60 bus routes.

Commissioner Stefanics arrived at this time.

Mr. Blewett said the DOT did a survey of registered voters in Oct 2010 right before the election and resulted in answer to a question about the biggest transportation problem in New Mexico with lack of public transportation as number one; roads as two, gas prices was 3 and not enough bus routes was fourth. Clearly there was a sentiment for public transportation statewide.

Commissioner Vigil excused herself from the meeting.

Mr. Blewett said when Sandia station opened they would look at some schedule changes because of station creep. It would be financially challenging. They would also look at bus transportation to help the

schedule as well as some seasonal variations. They thought they could fit the schedule with the market.

Commissioner Anaya asked what they could expect on cost issues.

Mr. Blewett said the budget worked out in the summer was intact. There could have been a couple of adjustments but he thought they were in good shape. They were looking at even more ways to cut back without harming service.

Commissioner Anaya said they knew in the short term income was down. The County Commission was supporting the Rail Runner but they had to be realistic too.

Mr. Valerio said the DOT the budget was submitted this week to the House Transportation Committee and got updated. There were challenges because of uncertainty of the federal support. But for this year the budget was passed by them.

Mr. Sharpless said the CMAQ allowed 3 years' use for transit operation. The TIP amendment the Board just passed allowed funding through December 2011 but not further. There had been talk in Washington of striking the 3 year limit but it was all up in the air.

Commissioner Anaya asked how to account for the last six months of the fiscal year.

Mr. Sharpless clarified that the MOU of Rio Metro with DOT was what was in the budget now. CMAQ wasn't the only source of funding for DOT.

Commissioner Anaya asked where the budget was now.

Mr. Sharpless said it was in HB 4 and passed the Transportation Committee and would go to Appropriations on Tuesday.

Commissioner Anaya asked if the state could make a decision next year to fund the Rail Runner with state funds.

Mr. Sharpless said in March a draft budget would be worked on and then taken to the State Transportation Commission to approve the DOT contribution and then would go to DFA and the Governor's office and they would choose how much to put in for the legislature's consideration.

Commissioner Anaya thought it would be advisable to pay attention to the extension of CMAQ money.

Commissioner Stefanics said if their GRT tax revenues continued to drop they wouldn't have enough for Rail Runner and connectors.

Commissioner Anaya thought it was important for the TPB to strongly support the Rail Runner service while being fully cognizant of the possible need to cut back. The service was valuable to the community and the region. He heard that those outside the Rail Runner corridor didn't get a fair benefit of the taxes charged. But all roads were subsidized. The Rail Runner service was another opportunity people had to get

where they needed to go and reduce emissions, etc.

Commissioner Anaya moved to approve the resolution. Commissioner Stefanics seconded the motion.

Chair Coss agreed with its importance.

Councilor Bushee asked that staff continue to monitor what was happening at the state level.

Commissioner Anaya said they needed to make sure the Board's support gets shared at the roundhouse.

The motion passed by unanimous roll call vote with Commissioner Anaya, Commissioner Stefanics, Mr. Valerio, Mayor Coss, Councilor Trujillo and Councilor Bushee voting in favor and none voting against. Commissioner Vigil was not present for the vote.

MATTERS FROM THE PUBLIC.

Mr. Dan Stone said what continued to be overlooked was that Santa Fé had a transit system that was unique. They had a fairly heavy rail use here coming through undulating hills. He lived along the corridor between San Mateo and Alta Vista and went to lots of meetings in 2008 and most of them since.

There were supposed to be 16 trains in the city but there were 24. Every Monday through Friday they were parked around the city. We were told as a community that the Rail Runner would contain all vibrations within the 100 ft of their property, based on seismic tests, although those were done in Albuquerque. They didn't contain the vibration within the 100' of their property. It could be noticed 300 feet both directions. They had been told dozens of times.

He met with the new DOT Secretary last week - Mr. Dominguez from Las Cruces and 3 members of DOT. They had no plans to do anything about the vibrations or building their own Railyard in Santa Fé that they had planned to do before operations started.

In the meantime they had no regulation themselves well. There were no regulatory controls on the way they moved through Santa Fé.

Part of problem was maybe they could not contain the vibration. Santa Fé was partially responsible for the speed limits in the city.

At 25 mph they caused vibrations in a 700' corridor. So he asked the city to allow increased speeds so they could get through in a way that would eliminate the vibration.

Chair Coss thanked him for his statements.

Mr. Blewett responded that they did three separate vibration analyses and they all confirmed their assertions. Track speed here was determined by the curvature of the track and they had to stop at South

Capital. He was right that Rio Metro had planned to store trains at South Capital and once neighbors realized how close it would be, they asked us to push it further and prohibited us from doing the siding.

Mr. Stone was the only one complaining in Santa Fé. He thought perhaps weather and temperature contributed to it.

Councilor Bushee asked about the control of speed within the city.

Mr. Blewett said speed was governed more by track design. There was a curve coming in. While it might be possible to have a higher maximum speed, stopping at the South Capital station meant they had to slow down and start up.

2. Presentation of the Scenic Byway Program

Ms. Laurie Frantz from the Byways program presented. She said the plan did pass the state but not yet through the federal funding. It was a merit based federal program. She worked for Tourism which moved from DOT five years ago. The program had 80/20 grants. There was a fact sheet in the packet and listed 9 categories.

This year the schedule had been standardized. The process had to go through the State Transportation planning process - first through MPOs, then the Cultural Council, then to the Transportation Commission and then to Feds. The application had not gone through the Transportation Commission yet.

Sabrina Pratt submitted and got a ranking that went to the Transportation Commission (5th out of 7). There were two projects on the river ongoing now. A footbridge and interpretive signs would identify it as El Camino Real route. They were ongoing.

There were 25 projects in New Mexico existing and 5 of them went through Santa Fé. The Route 66 byway was on the old Las Vegas Hwy and the original route went down Water Street. She did a wonderful job on Journey's End.

She explained that there was a moratorium on new byways at present but when people wanted one, they could get together and submit an application.

3. Presentation of the Bicycle Master Plan for Public Input

This was presented earlier in the meeting.

D. MATTERS FROM THE SFMPO TRANSPORTATION POLICY BOARD

There were no matters from the TPB.

E. MATTERS FROM THE MPO STAFF

Mr. Tibbetts handed out a staff report that had an update on UPWP. Staff presented an amendment to the TIP and next month would present the new proposed TIP. They were working with Polytechnical Institute students to find ways to encourage transit use. They were also working on making the mobility traffic count more user friendly.

Staff was also working on preparations for the ITS workshop where they work with fire/emergency systems.

They were working toward an ENN meeting on the interim plan to open a new fire station with projects at Pavilion and north of the airport. It was on the horizon.

Staff was also working with SFCC on their roads plan along Richards Avenue and with RPA on the transit workshop next Tuesday from 4-6 p.m. at County Commission Chambers.

Commissioner Stefanics apologized for missing the Bicycle Master Plan and said staff should work with county staff on the SFCC District. They had a waiver on bikeways because of low population.

Mr. Wilson said Mr. Rogers was working on facilities there and working with their planner, Mr. Jandáček on it.

Commissioner Stefanics clarified that the road she had in mind was the AIAI that had no bikeways down there and would become a thoroughfare.

Mr. Wilson said he was involved with the review team on it and would like to be involved in the county process too.

Commissioner Stefanics said there was a requirement for bikeways when funding was available. They should be required to put in a bike way.

Mr. Wilson said he could share the requirement and the MPO philosophy on it. They were happy to provide support for it.

Commissioner Stefanics said a lot of times when projects came forward they didn't have the bikeways component. Those entities probably needed help from MPO staff and looking at matching funds. Rather than say no to a project, the County had been waiving the requirement.

They would put in a trail along the road but that wasn't considered a bikeway. The cost could stop them in their tracks. It was not a developer passing along costs to property owners but an individual.

Mr. Wilson said staff could identify those trail segments and as it moved forward they could identify possible funding. The important thing was to get an easement if it could not be built then.

Commissioner Anaya said the County was going to maintain the easement structure. But constant

communications was needed. The segment did need to be kept for future connections.

Councilor Bushee asked if they had the capacity for COLTPAC funds to build out that section.

Commissioner Stefanics explained that COLTPAC reviewed open space for connectors. But a bikeway was not considered part of it.

Councilor Bushee said the City had impact funds for such situations.

Mr. Wilson said most developers didn't realize the requirement to accommodate bicycles as in Complete Streets. So a recommendation was for the County to review the SFCC district to make sure it complied.

Chair Coss suggested that might be a recommendation on the Master Plan.

F. COMMUNICATIONS FROM THE NMDOT AND FHWA

There were no communications from NMDOT or FHWA.

G. ADJOURNMENT - Next meeting - Thursday, March 10, 2011

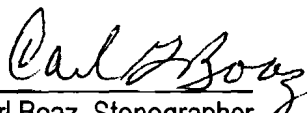
Having completed the agenda and with no other business to come before the Board, the meeting was adjourned at 6:00 p.m.

Approved by:



David Coss, Chair

Submitted by:



Carl Boaz, Stenographer