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SANTA FE MPO TECHNICAL COORDINATING COMMITTEE
March 22, 2010

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**MINUTES OF THE
SANTA FE MPO
TECHNICAL COORDINATING COMMITTEE
MONDAY, March 22, 2010**

INTRODUCTIONS:

a. CALL TO ORDER

A meeting of the Santa Fe MPO Technical Coordinating Committee was called to order by Mr. Mark Tibbetts in the absence of the Chairman at approximately 1:30 p.m., on the above date in the City Council Chambers, City Hall 200 Lincoln Avenue, Santa Fe, New Mexico.

b. ROLL CALL

Roll Call indicated the presence of a quorum as follows:

MEMBERS PRESENT

John Romero, Chair – City of Santa Fe [arriving later]
Jon Bulthuis – Santa Fe Trails
Andrew Jandáček – Santa Fe County
Shelley Cobau for Jack Kolkmeier – Santa Fe County
Reed Liming – City of Santa Fe
Jack Valencia for Josette Lucero – NCRD
Eric Martínez for Chris Ortega – City of Santa Fe
Joseph Martínez for Robert Martínez – Santa Fe County

MEMBERS ABSENT

Phil Gallegos – NMDOT District 5
Larry Samuel – Tesuque Pueblo
Greg Smith – City of Santa Fe

STAFF PRESENT

Mark Tibbetts – MPO Officer [arriving later]
Keith Wilson – Senior Planner

OTHERS PRESENT

Claude Morelli - NMDOT
Greg White, NMDOT

c. APPROVAL OF AGENDA

Mr. Liming moved to approve the agenda as presented. Mr. Eric Martínez seconded the motion and it passed by unanimous voice vote.

d. APPROVAL OF MEETING MINUTES

1. February 22, 2010

Mr. Valencia moved to approve the minutes of February 22, 2010. Mr. Liming seconded the motion.

Mr. Morelli asked for a correction on page 3 and explained that the safety projects received approval subject to approval of the TIP.

Mr. Eric Martínez in the same item said the motion was intended to be a recommendation of Airport Road for approval to apply for ACIP funding.

The amendment to the motion should say, contingent on TPB approval.

Chair Romero arrived at this time.

Mr. White asked for a correction in Item B - presentation, 3rd paragraph, 2nd sentence - the plan illustrates the results of many organizations working together. The next sentence could be deleted.

And on page 4, 3rd paragraph down - "did not use the GRIP analysis."

Mr. Valencia moved to approve the minutes of February 22, 2010 as amended. Mr. Liming seconded the motion and it passed by unanimous voice vote.

1. COMMUNICATIONS FROM THE PUBLIC

There were no communications from the public.

2. ITEMS FOR DISCUSSION AND POSSIBLE ACTION:

- a. Announcement of an Amendment to the 2010-2013 Transportation Improvement Plan – MPO Staff**

Mr. Wilson noted in the Public Participation Plan of the amended TIP the addition of a new project. This would be a privately funded project at 599. It would amend the state TIP as well. With the 30 day public notice, participation would begin tomorrow.

On April 26 they would approve the amendment and then send it to TPB in May and then to the State Commission.

Mr. Wilson would put the draft amendment out tomorrow and it would be on the website. To encourage public participation, there would be a newspaper ad.

Chair Romero asked who the contact was to be.

Mr. Wilson said MPO staff was the contact.

b. Review and Recommendation on the 2010/2011 Unified Planning Work Program – MPO Staff

Mr. Wilson provided the UPWP handout and reviewed the changes. He proposed they meet next Monday to go through MTP. Over the next few days they would develop the fiscal part.

He briefly reviewed the differences.

In 1.3 - They wanted to look at the TIP process and try to codify the process. They had just been doing amendments when they arose and wanted a more coordinated process for that and a better way to track projects. It might necessitate changing the format they were using - The other MPO's showed funding across a number of years. Since they would see more projects with multi-year funding in the future, that would be helpful.

In 1.5 - public participation process - it had been 3-4 years since this was first adopted and some processes were unclear or cumbersome so they wanted to make the process clear.

In 2.2 - Road Inventory and functional Classification Updates - several new roads were built since the last update in 2004. They wanted to make sure to classify them correctly for federal funding eligibility.

In 2.3 on page 11 - a travel demand model was okay but it had room for improvement and should be updated with census data. Currently it was pretty simplistic. More detail on travel demand was needed. Their model was supposedly a 25 year model but it was an aggressive development model so they wanted to make it more realistic and use an interim 10 year period. Rail transit was a separate model so they could not model what would happen when congestion occurred. So they needed more data on rail transit patterns.

In 2.4 - Maintenance and Deployment of ITS Regional Architecture this was a document that laid out data and criteria for ITS. It was last done in 2005 so it was due for an update. They were talking with DOT

to start this in August. Related to that was to have an ITS subcommittee to identify projects for ITS.

Mr. Tibbetts said the City and County planned to lay fiber along major corridors. They wanted to link some of the improvements in ITS to that backbone system. It would go up to Taos and Los Alamos sometime in the future.

In 2.5 - GIS, the major change was that the City had a number of count stations that would identify the signal detectors among other things.

In 3.1 - Bicycle Master Plan - Tim Rogers was working with the MPO on developing major connections and extensions. This would build on that task. They were finishing up priorities for it and looking at best practices, etc. they talked about the Pedestrian plan several months ago. They wanted to build an inventory of sidewalks, plans, ordinances, look around bus stops and best practices for crossings. They also wanted to run the Safe Routes to Schools program to provide improvements and promote walking and biking to schools. Chaparral was working with them on a project. They hoped to get funding for staffing with Safe Routes and continue with Tim Rogers.

In 3.3 - LR Metro Transit and Rail Service Plan, they would work on how to weave the traffic along the corridors and look at a longer term (maybe 20 years) and identify what needed to happen to transit system and rail system. Local rail service had been suggested. The County was also looking at it from Eldorado and Lamy to make a system people would be attracted to. He was not quite sure how that should be described. They needed help to write the scope of work and then try to find additional funding to achieve that task.

Ms. Cobau suggested gearing it toward tourist traffic where they had stress on St. Francis, and parking. Rather than just on commuter traffic. Mr. Wilson agreed.

In 3.6 - Safety Initiatives, through the HSIP they would identify high crash locations and create projects to try for funding. They wanted to investigate what data was available and do analysis of those locations and then work with DOT, City, and County to try for funding.

In 3.7 - Congestion Management, they were in conversation with FHWA on funding for identifying congested corridors and intersections to put into a plan to find ways to fix them.

Chair Romero asked if they would approve it at the next meeting. Mr. Wilson agreed.

Ms. Cobau proposed that this would be a great opportunity to develop some standardized details for developers in city and county for roundabouts, bus shelters, bulb outs, cross sections, to get some continuity.

Chair Romero thought the MPO could pass resolutions to propose to City and County but it was up to the City and County to develop those. It was hard to have a one-size fits all standard. He agreed with road typical sections noting there had been some patchwork road designs in the past.

Mr. Wilson asked if it was worthwhile to start here.

Chair Romero thought the plan would provide continuity but perhaps not in places like Eldorado.

Mr. Liming said this was an ambitious UPWP as it was. At some point it might be worth an overview but this had a lot going on here. He added that it was not a bad idea however.

Ms. Cobau felt it was an important process especially with what had happened with annexation. Acceptance of the roadways was not going away and if they had those standards 20-30 years ago there would not be this dramatic difference along the jurisdictional boundary. The County didn't require curb and gutter for instance. An agency like this would be the one to provide the continuity and now was the time to think about it for 25 years from now.

Chair Romero agreed with her but where they were now was cause and effect. The roads were all going to the City now for review. The presumptive city limits were now pretty well set and in the next 25 years there would be no more county infill projects.

Mr. Liming added that Rancho Viejo and Las Campanas were already built. So it would all be a little after the fact.

Mr. Valencia mentioned in the road rehabilitation projects things like bus pull outs that fit with Santa Fe Trails criteria should be done transitionally and the same thing with roundabouts. He asked if they would put a roundabout in when the road reached a different classification.

Chair Romero said the City would like to retain that because most of them were site-specific. There were federal guidelines that the city followed and presumed the county followed them too.

Mr. Wilson asked if it would be useful to pull all the standards together from the county and city.

Chair Romero said they used the federally recognized AASHTO guidelines.

Mr. Wilson wanted to gather the standards being used now.

Mr. Valencia noted that the DOT was getting ready to do maintenance and do roadways so the MPO could negotiate the transit needed to be addressed.

Chair Romero said the negotiations had already taken place and the City was just taking them over. Ten years ago it would have been ideal but they were past that now.

Ms. Cobau said Agua Fria was still one the county oversaw. There were still things like bus pull outs, bike trails, etc. to consider.

Mr. Eric Martinez agreed it should have been done several years ago. But the City now would take it

forward. Regarding publicly funded projects, the characteristics were taken care of in development. With respect to the Airport Road safety project, there was not enough right-of-way to do bus pull outs. It took away from the designer's discretion on design variables.

Chair Romero added that this was more of a planning body rather than design body. The focus of their planning efforts was already very involved. They had to develop the TIP.

Mr. Tibbetts commented that Complete Streets had a conceptual idea that would likely be included in the future federal funding plan. It said the MPO must take all modes of transportation into account in planning and rehabilitation projects.

Richards Avenue went outside the presumptive city limits. It needed to meet the Complete Streets standard so it should have some consistency for drivers using the road. As long as there was consistency - the MPO didn't need to get into design specifics.

Chair Romero said the Engineering Department designed the roundabout for Richards and had to comply with federal standards.

Ms. Cobau said that Rabbit Road would be reconfigured so it would work better in the future.

Chair Romero explained that Complete Streets had site-specific design criteria. It was difficult to do the standardized specifications. Chapter 14 would comply with Complete Streets on all projects.

Mr. Jandáček said the issue was that it had to be the appropriate context. The standards needed to apply to both city and county roads. Mr. Wilson suggested that the MPO might have a big coordinating role to make sure the standards got carried across.

Ms. Cobau thought may they should just adopt the DOT standards. When each engineer designed a mile stretch it changed.

Mr. Jandáček said a standard measure might not fit every instance but the MPO should coordinate how the standards were applied.

Mr. Wilson suggested having a small Task Force to look at the standards.

Mr. Liming thought they should be put in a packet of what was on the books right now.

Mr. Wilson agreed and they should also find out if there were contradictory standards.

Chair Romero thought that would not be that hard to do. With Richards the City was pursuing a four - lane and the county wanted two-lane. It was not going to match. It was up to the County to ask what the city was building.

Mr. Eric Martínez thought the role was to recommend coordination around that issue. Maybe the MPO should encourage that.

Ms. Cobau said coordination had not been happening. Richards was the perfect poster child for how to screw up a major roadway.

Chair Romero felt they had an ambitious UPWP and didn't get it done every year. They did need to get the model functioning properly. If they tried to do everything at once it wouldn't work well.

Mr. Wilson explained that these were all important tasks. But some were just for placeholders.

Mr. Tibbetts said they could prioritize them and be more realistic.

Mr. Bulthuis asked if with the budget on the last page they would get into more detail.

Mr. Wilson agreed. They would identify hours needed for each task.

Chair Romero asked if the Transit Study could be contracted for and put in the TIP.

Mr. Wilson said they would have some planning funds to develop the scope. All the MPOs were doing some kind of transit study. He didn't yet know how much money the study would consume. They might have to talk with Mr. White to find other funding sources.

Mr. Morelli said DOT might have some funds for something like that.

Mr. Wilson asked people to call or email comments to him and he would have budget numbers done by next week.

c. Review of comments to be submitted by the MPO for the New Mexico Statewide Public Transportation Plan – MPO Staff

Mr. Tibbetts said he had received some comments. It was on the website under hot topics on the right side.

MPO staff were focused more on rail commuter. On rural and low income the Plan was good but not as much when it got to intercity commuters. Kewa was already on line and needed to be reflected in the Plan. They didn't mention Las Soleras which was also a designated site and had been approved by MPO.

In the section on peer agencies for benchmarks, it talked about Santa Fe Trails the Plan excluded high wage and it was off the scale. The RTD was working with Santa Fe Trails within the MPO and that was not addressed.

The Plan didn't mention about Las Cruces whether they worked with the RTD that would take over the municipal transit systems as well as being the rural provider. There was something with ABQRide with Rio Metro.

His other comment on the report was about not talking about the Rail Runner just keeping its existing service. This MPO wanted to see it add local transportation service. That was three more stops. The people riding it now were express commuters and they might be lost with these other stops. He didn't see where it talked about having another train behind the express service. But the Plan did mention having extra buses.

Mr. Tibbetts said he would put those in writing.

d. Progress Report on the Metropolitan Transportation Plan (MTP) – MPO Staff

- **Review of additional meeting schedule**

Mr. Wilson handed out the meeting schedule. At the meeting next Monday they would concentrate on the MTP. Staff had been working on the text for the plan with Tim Rogers. The TCC needed to put the project plan on fiscal constraints with some way of justifying how they could be paid for. If agreeable, they would look at that next Monday -

Mr. Morelli asked if staff were proposing a framework for evaluating the projects.

Mr. Wilson said they were not. They were trying to pick the important factors but not too many because they didn't want it too complicated.

Mr. Bulthuis and Ms. Cobau left the meeting at this time.

Mr. Eric Martínez asked if the DOT had general criteria to recommend.

Mr. Morelli said they did not have any to recommend. The main concern he had was that the corridor studies focused mostly on interchanges and roundabouts could have air quality impact. The Transportation Bill might set target requirements for CO₂ for instance. Every other MPO in the state was putting together evaluation criteria.

Chair Romero proposed for Monday to make time at the beginning for actions needed to make sure there was a quorum present.

Mr. Wilson said the Public Participation Plan would be released April 26th and go out for the 30 day public review period to get comments.

On May 13, the TPB would hear the draft plan and there would be two additional public meetings, one at the Community College and the other at the Convention Center.

On May 26th, the TCC would review the comments and presumably add those things in. Then June 10th for public hearing at TPB to adopt the final plan.

- **Review of Future Roads Network**

Mr. Wilson handed out the Future Roads Network Map and highlighted some of the recent changes. He noted that Bohannon Huston did a white paper on extension of Richards from Rodeo Road to Cerrillos and Agua Fria to CR 70. Based on modeling and public meetings, they had been directed to include it on the plan. Richards from Beckner to Cerrillos was a study corridor. Between Agua Fria to CR 70 was a dotted line for future study. Previously they didn't have Siler Road on it but that was now changing traffic flows.

Mr. Valencia asked if that meant any changes in traffic projections.

Mr. Wilson agreed there were some but the second section just opened so they might need more study of it.

Mr. Liming thought for modeling it would be good to demonstrate with Siler Road in there. He just hadn't seen any results. Actual numbers from modeling would help to prove the need for that connection.

Mr. Valencia excused himself from the meeting at this time.

Mr. Eric Martínez thought the public wanted Richards more than Siler.

Mr. Tibbetts agreed they had not seen enough effect of Siler.

Mr. Wilson explained that these were working maps so they were for TCC input.

Chair Romero said they had talked about publicly funded and privately funded. He thought if they labeled them publicly funded, that might discourage private developer funding.

Mr. Eric Martínez agreed and Mr. Tibbetts said it was a good point.

Mr. Tibbetts suggested they might call them cooperatively funded.

Mr. Jandáček asked about the rail line study from the Lamy connection through Eldorado.

Mr. Wilson said he wrote those in and could add it to the transit map.

Mr. Wilson said the only significant change was Rabbit Road that had an agreement with Oshara or County and DOT to improve Rabbit Road to standards. The Northeast Connector would be built. The county would hold Oshara to fulfill that agreement.

Mr. Wilson said the County was also looking at a capital improvement CIP program in the Community College District. They identified five corridors that were very important in the next five years.

Mr. Wilson said the SLDP was looking at improvement at Old Agua Fria and Old Pecos Trail. Next would be cost estimates. He would be contacting Mr. Jandáček and Robert Martínez for them.

Mr. Jandáček said he would talk with Robert about them.

Mr. Liming asked Mr. Wilson if he foresaw less modeling but using those figures.

Mr. Wilson said the County did some modeling in the Community College District. There had been some with Richards but was not sensitive enough.

Mr. Tibbetts said they could make that map available. Ideally they would decide what was appropriate and then model all of it. The base model was established by the previous TPP.

Mr. Wilson added that the corridor study included several extensions and they had been modeled.

Chair Romero asked members to really be prepared because they would have weed out a lot of them for fiscal constraints.

Mr. Wilson said there were several that were really long term projects. Next week staff would see which ones were longer term. They would do a ten year - year-by-year fiscal constraint and a 15 year that they expected to have funded then. That would give a more realistic look at the next ten years.

Mr. Tibbetts said that nothing from 2014 and beyond had been prioritized.

- **Review of Fiscal Constraints and Project Prioritization**

Mr. Wilson said staff met with Phi Gallegos a few weeks ago to get some direction and would get some numbers from them.

Chair Romero felt there was a lot they needed to find out.

Mr. Wilson said Caja del Rio was the only one without ROW. That was to be developer driven.

He noted that at Ephraim, the school owned a bunch of land up there and was looking at selling part of it.

Mr. Liming suggested they might come up with delineation of the changes.

Mr. Wilson said they could include projects not fiscally constrained on the TIP as still identified. They could show it as a separate map.

3. MPO OFFICER REPORT

Mr. Tibbetts received a call about the Las Soleras Environmental Impact study that it was- moving along faster than anticipated. They wanted to meet with TCC at the April 26 meeting.

Mr. Wilson said they expected the report to take about 10-15 minutes. Part of that study was coming up with ridership. They would work on an MOA.

Mr. Jandáček asked to have the EA emailed beforehand.

Mr. Wilson agreed.

4. COMMUNICATIONS FROM TCC MEMBERS


There were no communications from TCC members.

5. ADJOURN – Next TCC meeting: Monday, March 29, 2010

Mr. Eric Martínez moved to adjourn the meeting. Mr. Liming seconded the motion and it passed by unanimous voice vote.

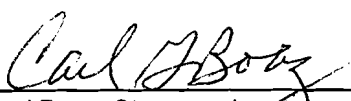
The meeting was adjourned at 3:21 p.m.

Approved by:



for John Romero, Chair

Submitted by:



Carl Boaz, Stenographer