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SANTA FE MPO TECHNICAL COORDINATING COMMITTEE
June 3, 2010

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DRAFT: SUBJECT TO APPROVAL

**MINUTES OF THE
SANTA FE MPO
TECHNICAL COORDINATING COMMITTEE
Thursday, June 3, 2010**

CALL TO ORDER

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

ROLL CALL

Roll call indicated a quorum was present for conducting official business as follows:

MEMBERS PRESENT:

Rick Devine for John Romero, Chair – City of Santa Fe
Andrew Jandacek – Santa Fe County
Reed Liming – City of Santa Fe
Greg Smith – City of Santa Fe
Shelley Cobau for Jack Kolkmeier – Santa Fe County
Jack Valencia for Josette Lucero – NCRTD
Eric Martinez for Chris Ortega – City of Santa Fe
Larry Samuel – Tesuque Pueblo

MEMBERS ABSENT:

Jon Bulthuis – Santa Fe Trails
Phil Gallegos – NMDOT District 5
Robert Martinez – Santa Fe County
One Vacancy -RPA

STAFF PRESENT:

Mark Tibbetts-MPO Officer
Keith Wilson – Senior Planner

OTHERS PRESENT:

Jo Ann G. Valdez, Stenographer

APPROVAL OF AGENDA

Mr. Liming moved to approve the agenda as presented. Ms. Cobau seconded the motion, which passed unanimously by voice vote.

APPROVAL OF MEETING MINUTES FROM APRIL 26, 2010 AND MAY 3, 2010

Mr. Liming moved to approve the Meeting Minutes from the April 26, 2010 meeting. Ms. Cobau seconded the motion, which passed unanimously by voice vote.

Mr. Liming moved to approve the Meeting Minutes from the May 3, 2010 meeting. Mr. Jandacek seconded the motion, which passed unanimously by voice vote.

COMMUNICATIONS FROM THE PUBLIC

There were no communications from the public.

ITEMS FOR DISCUSSION:

a. Presentation of the DRAFT Metropolitan Transportation Plan (MTP)
[Copies of the Draft Metropolitan Transportation Plan 2010-2035 were distributed and reviewed. A copy is hereby incorporated to these Minutes as Exhibit "A".]

Mr. Tibbetts reported that the Plan was presented to the MPO Transportation Policy Board last month and their concerns were based on funding. Therefore, they explained to them that this is a long-range plan and is intended to give guidance for the next 20-25 years on projects, priorities and expected revenue. The MTP is a required document under federal regulations that must be updated at least every five years to show progress, reassess priorities, and ensure that it is consistent with local, county, tribal, and state government policies and general plans. The MTP serves as a guide for regionally significant transportation network improvements within the MPO Planning area over the next 25 years.

Mr. Tibbetts said in developing the Plan, they described the process on how they got to the plan, with public participation and looked at the federal requirements, which basically state that an MPO must have a long range plan and then inform the Transportation Improvement Program of the plan. These are the projects that are fiscally

constrained (funding has been identified for the projects). Mr. Tibbetts explained that the Plan is supposed to be fiscally constrained, as well, but this is harder to do given that they do not know how much federal funding they are getting next year, let alone over the next 25 years. He said that they use the term “reasonably expected” (*Financial Plan: Includes identification of ‘reasonably expected’ funding sources for listed projects over the time frame of the MTP – 6.0 Financial Plan and Projects Summary.*) At this point, the MPO was told by District 5 that they will get between \$5-10 million a year starting in 2014.

Mr. Tibbetts said that their main focus of this Plan was to identify the transportation network facilities, which they have done.

Mr. Liming asked if the \$5-10 million that the MPO could receive per year was based on any kind of established formula, or is it based on the priorities that the MPO, MTP has determined. He asked if the \$5-10 million has already been earmarked-in terms of what mode it has to go into.

Mr. Tibbetts said no, the hierarchy of funding actually goes to the National Highway System for interstate maintenance. He explained that there has not been much money for infrastructure or for road construction. He noted that they are looking at about \$400,000 of enhancement funding and most of the ‘reasonably expected’ funding sources were based on this revenue source.

Mr. Wilson noted that the Plan Summary talks about the transportation system challenges, the Bikeways Master Plan, the Metropolitan Planning Organization, the Transportation Policy Board, MPO staff and the Technical Coordinating Committee. It also talks about the demographics; the City of Santa Fe Annexation, traffic volumes, transportation network facilities, condition of bridges (there are a number of bridges in Santa Fe that are in need of repair or some kind of rehabilitation), freight transportation and the Intelligent Transportation System (ITS), etc.

Mr. Wilson said that the state did a freight transportation study a couple of years ago and identified the I-25 corridor as seeing a significant increase in freight travel/truck traffic between Albuquerque and Santa Fe in the coming years and they also raised some concerns about some truck traffic between Cerrillos Road and St. Francis Drive.

Mr. Wilson explained that the majority of ITS initiatives in the MPO Planning Area have been in providing traveler information by way of real time traffic information and status of road conditions through the NMDOT New Mexico Roads website

(www.nmroads.com). Recently, cameras monitoring traffic were installed at the Cerrillos Road Interchange of I-25, St. Francis Drive Interchange of I-25 near the top of La Bajada Hill and are viewable on the NM Roads website. Next year additional dynamic message signs (DMS) are planned to be installed on US 84/285 just north of NM599 and on I-25 north and south of the NM599 interchange.

Ms. Cobau suggested that the state integrate the signs with the overpasses that were constructed as part of the Rail Runner.

In response, Mr. Wilson said they have to do an update to the ITS Architecture in the next year so these type of comments can be incorporated into that process.

Mr. Wilson continued with his review of the Plan noting that there are currently eight Roundabouts in the MPO Planning area, with the most recently constructed at the Intersection of Siler Road extension and West Alameda.

Mr. Jandacek said that the County has had some issues with the roundabouts. In the County's perspective, there needs to be better consistency in the design for the roundabouts. He asked if this is something that could also be addressed in the MTP.

Mr. Wilson explained that roundabouts are limited to single lanes and there are specific design elements for roundabouts. He said this is something they could definitely work on - ensuring that people are aware of the specific guidelines for roundabouts.

Mr. Wilson said the Plan also talks about the completed major road network improvements since 2005. In the last MTP completed in 2005 a number of road network projects were identified as priorities to be completed between 2005 and 2010. The Future Road Network identifies the needed improvements to the existing road network, and identifies where "regionally significant" new roads and infrastructure will be required to support the region's growth through the life of this plan. Mr. Wilson reported that MPO staff worked closely with the Santa Fe County staff on the development of the transportation element of their Sustainable Land Development Plan. He noted that a "white paper" was completed on a general evaluation of the effects of a possible Richards Avenue Extension on travel patterns in Santa Fe following a legislative request to the NMDOT. The study found that adding in the extension of Richards Avenue would have the largest impact on local travel patterns, reducing traffic volumes on adjacent residential streets such as Avenida de Las Companas and Camino Carlos Rey, and would have limited impact on the main arterials in the region.

Mr. Wilson said in addition to the above mentioned studies, MPO staff met with NMDOT, City and County staff and obtained public input to identify additional major road or intersection improvements to be included in the MTP. He referred to the Future Major Road Network Map that was included in the Plan. The Map is a compilation of “Regionally Significant” improvements and additions to the road network that have been determined will be needed over the next 25 years. It should be noted that all projects shown on the map, with the exception of those categorized as “Programmed” still have to go through further levels of public review and input before moving forward to construction. Mr. Wilson explained that all the proposed road network improvements have been organized into four general categories: *programmed*, *public agency lead* (it should be noted that this designation does not preclude the use of private funds to partially or fully fund these projects); *developer lead* and *study*.

Referring to public transportation/Inter-Modal facilities, Mr. Wilson said that there has been discussion about having a potential future high speed rail line. In 2009, the United States Congress authorized designation of up to eleven high speed rail corridors nationwide. To date only ten have been designated. A collaboration between Texas, New Mexico and Colorado for a high speed rail corridor between El Paso, Albuquerque and Denver is vying to become the eleventh. Mr. Wilson noted that the NMDOT is seeking federal funds to conduct a feasibility study. A major part of the feasibility study would be to determine the best route for the high speed line and station locations.

Mr. Wilson referred to page 46, *Intermodal Facilities and Service* noting that they identified the Rail Runner Stations/hubs that are currently in operation and provide inter-modal connections for passengers.

Mr. Valencia mentioned that the NM 599 Station will be starting on July 1st. Mr. Wilson will add this in.

Mr. Wilson continued reviewing the MTP. He explained that there is also a chapter for Bikeways and Pedestrian Facilities. He said in the next 12-15 months they would like to develop a master plan for pedestrian facilities. A major component of that is to try to develop a “safe route to schools” program.

Copies of *Table 5- Major Roadway Priorities for Public Agency Lead Projects* were distributed and reviewed. A “fiscally constraint” table (financial plan) was attached. [Exhibit “B”.]

Mr. Tibbetts noted that these are different 70-80 projects that were identified in the corridor studies that have been lumped into three categories: *Short term, medium term* and *long term*. The costs or expenditures for the projects are only estimates that were provided by the consultants. The estimates include an inflation factor. The projects that were identified as “*illustrative*” do not have funding tied to them at this point in time.

Mr. Wilson explained that circumstances and priorities will change over time. He said that the number one project that they identified is the I-25 Interim Safety Improvements (various interim improvements to interchanges plus installation of emergency safety gates at median crossings, addition of lighting and reconfiguration of Cerrillos Road/Beckner Intersection). He noted that one of the most consistent questions they get has to do with whether or not there will be a Richards Avenue interchange, so they felt a need to try to address this. However, this is considered low priority primarily because, based on the studies, there are a series of improvements that need to happen before this can be done. According to the 2010 I-25 Corridor Study, auxiliary lanes on I-25 between the interchanges at Cerrillos Road and St. Francis will be required to accommodate projected traffic volumes by 2030.

Mr. Jandacek said that they have heard a great deal from the public about the importance of contact sensitive solutions, and a point was made at every review section, to have the MPO include more language that addresses contact sensitivity, as well as environmental impacts of the transportation facilities. He said that it does not appear that either of these issues are addressed in this plan.

In response, Mr. Wilson said they can add this at the very beginning.

Mr. Jandacek thinks that this language belongs in the public transportation projects section.

Mr. Liming said that another place to add this language would be in the *Standard Livability Principles* section.

Mr. Wilson reported that the Preliminary Draft Plan will be presented to the MPO Transportation Policy Board on June 10, 2010. This will allow members of the committees to provide initial feedback on the draft plan and correct any misinformation or inaccuracies that may have inadvertently been included in the document. The Document will be released for a minimum 30-day Public Review Period on June 14th, 2010. Three Public Input Meetings have been scheduled to solicit input from the public

and provide an opportunity for the public to ask questions. Additional meetings will be held if deemed necessary. The three scheduled meetings are:

- Tuesday, June 15th, 3:30-7:00 p.m. at Santa Fe Community College
- Wednesday, June 16th, 3:30-6:30 p.m. at the Main Library, Downtown
- Thursday, June 17th, 3:30-5:45 p.m. at the La Farge Library

The recorded public input and final document will be reviewed by the TCC at a meeting either at the end of June or early July where they will make a recommendation to the Transportation Policy Board. The TPB will hold a public hearing in mid to late July to adopt the MTP.

MPO OFFICER REPORT

Members were asked to provide comments and feedback on the MTP within one week.

COMMUNICATIONS FROM TCC MEMBERS

Mr. Eric Martinez said it looks like they are going to proceed with the Tiger Two funds for the next phase of Cerrillos Road reconstruction.

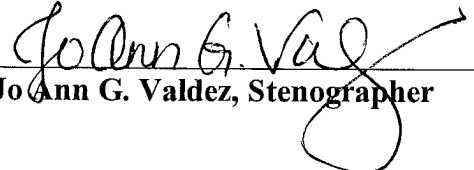
ADJOURN-Next TCC Meeting: Monday, June 28, 2010 - *this may be rescheduled to allow more time for public input on the MTP.*

Having no further business to discuss, Mr. Liming moved to adjourn, second by Mr. Martinez, the meeting adjourned at 3:20 p.m.

Approved by:

Mark Tibbetts

Respectively submitted by:



Jo Ann G. Valdez, Stenographer