

SUMMARY INDEX
SANTA FE MPO TRANSPORTATION POLICY BOARD
August 12, 2010

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**MINUTES OF THE
SANTA FE MPO
TRANSPORTATION POLICY BOARD
August 12, 2010**

CALL TO ORDER

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

ROLL CALL

Roll call indicated the lack of a quorum as follows:

MEMBERS PRESENT:

Commissioner Liz Stefanics, Chair
Mayor David Coss, Vice Chair [arriving later]
Commissioner Kathy Holian for Commissioner Michael Anaya
Councilor Patti Bushee
Deputy Secretary Max Valerio, DOT

MEMBERS EXCUSED:

Commissioner Virginia Vigil
Councilman Mark Mitchell
One Vacancy

STAFF PRESENT:

Mr. Mark Tibbetts, MPO Officer
Mr. Keith Wilson, MPO Planner

APPROVAL OF AGENDA

There was no quorum yet

APPROVAL OF MINUTES – July 8, 2010

There was no quorum yet

A. MATTERS FROM THE PUBLIC

Mr. Steve Coca provided his phone number which was 670-6926. He was the President of the

Southwest Bellamah Neighborhood Association and mentioned some of the streets included. About 5 years ago there was an idea to connect Richard from Rodeo to Cerrillos. With the help of Councilor Bushee, it was removed from the MTP. But he just found out that there was a white paper now proposing it again.

The Association was still against it. He asked the members of the MPO to call him so he could give them a tour of the neighborhood. It would be easy to just decide to put in the road but without seeing it there it would not be a proper decision.

Chair Stefanics asked what the boundaries of the association were.

Mr. Coca said the boundary on the north was Cerrillos Road; on the south was Siringo; on the east was Camino Consuelo and on the west was Richards or Siringo Court. It was behind Baillios and the letter H.

Ms. Carmen Vigil, also with a neighborhood association, was very concerned with the paper Mr. Coca mentioned. Some time back Richards was not that popular. But now it was. They had lots of children in the neighborhood and many people walked that street because it was so convenient. They had lots of stores around so the elderly could walk to them. She hoped the project didn't come to pass but if it did it would be an open highway. There was already too much traffic and the speed bumps didn't slow down the traffic. They would have to put up signs "no kids allowed" and "no elderly allowed in this highway."

B. ITEMS FOR DISCUSSION AND POSSIBLE ACTION

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

Mr. Tibbetts spoke first to the public concerns. He said the process of the MTP could take up to ten years before they would ever see a project. Right now the paper only showed that it had merit. There was no money for constructing it or even how it would be designed. But even if it did sometime in the future, this was looking to accommodate all modes of traffic including sidewalks for pedestrians, bike lanes for bicyclists and keeping lanes designed to slow down traffic. No expressways were proposed next to neighborhoods. Their plan was to take such traffic out of neighborhoods.

The time frame to even get funding was extensive. It was a long, long way for any project unless it identified a safety need and had funding already available.

Chair Stefanics added that while it might be on the list, the Board had not prioritized any of them.

Mr. Tibbetts said they would discuss that today. There were many other projects ahead of that one.

Councilor Bushee thought it would also help to clarify how it gets on the list.

Mr. Wilson said the MPO never endorsed this project. They just put all possible projects in this plan.

Councilor Bushee asked if he could speak to this one project.

Mr. Wilson said it was requested to NMDOT by a legislator and the study was done by NMDOT, the City, the County and the MPO and the study found connecting would have merit to reduce congestion.

Chair Stefanics said in her memory it was discussed here to study the possibility to see if it would affect the traffic flow north and south.

Councilor Bushee said there were particular issues and even funding during the time of Art Sanchez and it was rejected and put to bed. But her concern was that time and money got expended. Paseo de Vistas was in her neighborhood. The overpass was not going to happen. But they spent the money.

She asked if one legislator could do this. Over time the neighborhood grows and was even less attractive. It was a concern. They had champions for this project over the years and it had been defeated.

Chair Stefanics said some members of this group who were not here did bring it up. They just had one member quit. They would have to go back to the minutes but it did come up in the last year and a half.

Mr. Wilson said when they got to the public participation in September and then decided in October, the Board could put it to bed. To re-emphasize, just having it in the plan was the very first step. Some of them did have to have money expended to move to the next phase. It was just part of the process and this was the very first step.

Councilor Bushee asked if the Arterial Roads Task Force (ATRF) still existed. That was a helpful process and it had an extensive public participation group.

Mr. Tibbetts said the Future Roads Network they developed was based on the ARTF process. They looked at those roads and talked to the people involved. What was being projected was the start of a long process that they hoped with a 30 day review to develop it every five years; that it would have public input and they would go through the whole month of September with public review and wouldn't come back until mid October.

Councilor Bushee commented that people come out when it was a big potential interruption but otherwise it tended to be minimal.

Mr. Tibbetts said they sent out a notice to HOAs that they were starting the process and expected to hear from other shareholders that might be affected. Typically at a public meeting they would get fewer proactive people and more people against it.

Councilor Bushee just wanted to raise it because she didn't know if they were thinking of an arterial road there.

Mr. Tibbetts said the emphasis was not so much on roads in this document but if when they were, it was multi-modal complete streets and not so much car dominated.

Councilor Bushee asked if he was thinking that an ARTF process would be more beneficial.

Mr. Tibbetts thought their process was just as beneficial, especially if they could do special presentations to neighborhood associations. The ARTF did involve hundreds of people but much fewer made the decisions.

Councilor Bushee loved that ARTF process. It was a very good way to get input for future build out.

Mr. Wilson noted that a lot of these projects were developed out of public input meetings like the Corridor studies and the SLDP of the County. So he didn't think they needed to create some other process. In October the Board would be able to judge if it was adequate.

Mayor Coss arrived at this time, establishing a quorum.

APPROVAL OF AGENDA

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

Mr. Steve Coca interrupted to say that he found the Richards project listed on page 36 in the draft plan.

Mr. Wilson explained that they had to identify projects and assign a cost and assign a priority. So there was a cost of \$2.75 million assigned to the project. The NMDOT didn't feel the MPO's priority process was transparent so they developed a different way to show them. They had to have a priority to show fiscal constraint. That was a federal requirement.

Chair Stefanics explained that this body had to vote on the priorities and had not yet done so. She recommended that he be present or have a representative at the September and October Board meetings.

Councilor Bushee informed the Board that Councilor Ortiz had resigned from the Board.

APPROVAL OF MINUTES – July 8, 2010

Commissioner Holian moved to approve the minutes of July 8, 2010 as presented. Mayor Coss seconded the motion and it passed by unanimous voice vote.

The Board went back to B 1. Mr. Wilson apologized that it might sound complicated but he would try to simplify it. He divided it into three parts.

Chair Stefanics said the members had a memo.

Mr. Wilson said the first part was air quality for the Rail Runner. It was an amendment to the TIP. It went out for public review on June 30 and received no public comment. It was to add \$2 million of CMAT funding to the Rail Runner maintenance for FY 2011. It was in the packet and part of it was to make up for the shortfall to maintain service.

Councilor Bushee asked if it was unanimous TCC recommendation. Mr. Wilson agreed.

Commissioner Holian moved to approve the first amendment. Councilor Bushee seconded the motion and it passed by unanimous voice vote.

Mr. Wilson the second one was one request he was splitting into two parts.

They received this request on August 2nd to amend the TIP to obligate carryover of the unspent 2008 funds that would expire if not spent by September 30, 2010. There were \$8,949 in 5316 FTA funds which, according to the public participation plan was small enough that it just required a vote from the Board.

Councilor Bushee asked if they could vote on both of them together.

Mr. Wilson clarified that the first one was just administrative approval but the other one required a waiver of public review process.

Councilor Bushee moved to amend the 2010-2013 TIP to include \$8,949 in 5316 JARC funds. Commissioner Holian seconded the motion and it passed by unanimous voice vote.

Secretary Valerio said the first motion was to approve the 5316 funds. The second motion was to waive the public review process.

Secretary Valerio moved to approve the waiver of public process and approve the inclusion of 5317 funds in the amount of \$136,167 to the STIP. Councilor Bushee seconded the motion and it passed by unanimous voice vote.

2. Update on the development of the 2010-2035 Metropolitan Transportation Plan – MPO Staff

Mr. Tibbetts said they just received on Tuesday this draft and expected one more draft through the consultant that would then be ready for public review. This update kept expanding but it was because federal requirements required the inclusion of certain things. The Consultant, Chuck Green, had been very helpful. They just finished a video conference with NMDOT and Mr. Green this morning.

This draft was similar to what they first presented but added elements for environment, community structure, and demographic information with tables and graphs. It was 150 pages and he could go through it if Board wanted that but it was still a work in progress. They put together what they worked on in February and March, what was done in 2005, with what Mr. Green came up. They developed a sustainable transportation tool box as shown on page 65.

We carried forward what they did on mobility, transit, rail, etc.

Chair Stefanics recalled at the last meeting the Board asked that some of the data be updated in here. She asked if that did occur.

Mr. Tibbetts said most of it did but they were just getting transit and financial information. But basically it did happen,

Chair Stefanics noted that census data would be available in early September.

Mr. Tibbetts agreed and their modeling would be updated in 2012. Between 2011 and 2012 they would get into the model and have studies for overall pedestrian safety. Santa Fe Walks, finding better access to transit and safe routes to school. They were looking at regional transit to coordinate with NCRTD, RPA and Santa Fe Trails.

Finally there was a bikeways Master Plan with the County, BTAC and Open Space to have a more comprehensive plan. Those were not listed in here but the study would need specific modes to get into the detail to improve general mobility and transportation in Santa Fe.

Next week they should have an executive summary to talk about and that was what he was trying to summarize here. It would explain why it was different from the one five years ago and different from the one that would come five years from now.

The City and the County had priority projects. In the road network that staff was working on for how to prioritize them in an objective way and the actual criteria.

Councilor Bushee referred to the introduction on page 2 regarding the contradiction of LOS failures. She asked if it was not serving because they wanted complete streets or because they wanted to move more people through there.

Mr. Tibbetts explained that they were trying to write this from the point of view of a typical user as well as DOT and FHWA. So it was more a perception. Typically the peak congestion in Santa Fe was relatively short. But people who had lived here many years were seeing more crowding of traffic. That perception was there but in reality the LOS of the whole network had been dominated by vehicles.

They were now trying to emphasize the other side of the pendulum.

Councilor Bushee said she was just questioning the first statement about congestion.

Chair Stefanics agreed that was a good point. From her perspective coming from the south into the city over the past ten years, she had noticed a difference. It was made worse by increasing numbers of heavy trucks and equipment.

Mr. Wilson explained that they started off with a community section. Santa Fe would not stay static over the next 25 years. Growth areas were Las Soleras and SFCC areas. Cars would still be the major mode and they still needed to maintain the roads but also needed to accommodate bicyclists, pedestrians and transit riders. They could not ignore the road structure but now had to emphasize the other modes.

They were at that point where they would go over the edge on congestion because some roads were

reaching peak capacities like St. Francis. How they would handle that needed to be addressed.

Councilor Bushee asked what the alternative sustainable materials for construction were. Also regarding safety, they had done the red light cameras. They didn't seem to come up with alternative trails.

Mr. Wilson said it was like recycling and how they could incorporate millings from ground up highways. He agreed to talk with Mr. Green about it to get more things to put in that section.

Regarding safety, he was doing an in depth analysis of crash data. Red light running was not a huge injury producing event.

Through their UPWP they were putting in the studies and would get into more details of the analysis.

Councilor Bushee asked if he could insert a paragraph about bicycle safety because it was a big item. How bicycles and cars interacted and got coordinated in this community.

He agreed and added that on page 91 they would insert a small section about the white paper on the possible Richards Avenue extension. They would have it available for public review at the end of this month. At this point nothing was finalized in here. There would be ample opportunity in the public review period.

Councilor Bushee suggested a mention of how to get across St. Francis Drive which was still a big issue. The City put it on hold until after the study.

Mr. Tibbetts said there were recommendations for safer crossings.

Mr. Wilson said that crossing was ranked #6 now for improvements to the intersections.

Chair Stefanics asked staff to investigate in recycling - tires for roadways.

Mr. Wilson said one of the federal requirements was to prioritize. This was their answer with help from the consultant to come up with a systematic way to prioritize these projects. The factors were from the goals of their plan and the federal regulations.

1. One of them was time frame needs. Those needing quicker completions would have higher priority.
2. Multimodal
3. Mobility and congestion factors
4. Safety
5. Interconnected networking and security
6. Freight and commerce
7. Cost.

That was how they scored the projects. And they put the highest score at the top and worked down. The ranking would then be used for the fiscal constraint effort.

Chair Stefanics said regarding the ICIP that they studied all of these things. She asked how any new

large request would be included in the plan.

Mr. Wilson said they would have to go through an amendment of the plan. They tried to identify all possible projects but if something had to be included the plan could be amended.

Chair Stefanics said occasionally they had a groundswell of support for something.

Mr. Wilson said a regionally significant project would have to come before the MPO. The last one was when the Rail Runner came in.

Chair Stefanics noted that Rabbit Road was a frontage road. They were having financial difficulties with Oshara now. At one point the state was going to hand over some portion of Rabbit Road to the County but now the bank owned it and the state might want to review the use of Rabbit Road. That would change the maintenance and upkeep of that road that was used by many people.

Mr. Wilson was aware of it. That NE connector was a road in the plan. Up until two hours before the meeting it was considered a developer-driven road. Oshara was going to build that roadway. It was ranked #19 on this list. So he would add this back into the publicly funded list. It was always going to be in the plan.

Chair Stefanics said the County was happy to hand it back over to the State.

Mr. Wilson said right now that was not distinguished in the plan.

Mayor Coss asked about the Richards interchange.

Mr. Wilson said it was third up from the bottom. It was a project right now that had no immediate need. There were a number of other improvements needed before that could happen. It would need FHWA approval and they generally required a network to be in place first. The I-25 study indicated accel/decel lanes would be needed. That would get updated every five years.

Councilor Bushee asked where the extension of 599 across the Santa Fe River would be.

Mr. Wilson said it was between Airport and Caja del Rio.

Councilor Bushee asked if staff wanted comments on the rankings. Mr. Wilson agreed.

Councilor Bushee asked about NWQ, La Tierra and the off-road trails.

Mr. Wilson said they were not part of their transportation work. However, they could be addressed in the bicycle master plan. From a federal standpoint they were looking at a transportation system. A connection with a major recreational facility could be included.

Chair Stefanics asked if they didn't see a commuter possibility from Las Campanas to the City on the trail.

Mr. Tibbetts said they did and were looking at connecting Las Campanas either by those tunnels or overpasses as 599 but that was addressed in the bikeway Master Plan. They could put those connections in.

Chair Stefanics asked if staff had done a presentation to COLTPAC yet.

Mr. Wilson said they had not yet.

Chair Stefanics suggested doing that rather quickly. The required connectivity was lacking in the ordinance but it was their goal.

Secretary Valerio said on behalf of DOT that he really liked the improvements and the work of staff and felt this was what the feds would be looking for. He also would like it if the MPO could beat the mid October deadline.

C. MATTERS FROM THE SFMPO TRANSPORTATION POLICY BOARD

Chair Stefanics said she would not be at the September meeting. The Mayor would chair the meeting.

D. MATTERS FROM THE MPO STAFF

Staff had a concern with the timeline. The Santa Fe MPO would host all the MPOs in September and were planning some innovative things at the Santa Fe Complex.

Mr. Wilson explained that Polytechnic of Massachusetts was sending students here. They had been doing advanced modeling for behaviors at the Santa Fe Complex. They did it on boat traffic in Venice, for instance. It was high tech with neat visualizations. It was quite conceptual but a valuable tool.

The MPO would hold an open presentation on Monday, Sept 27th and a briefer one to MPO and DOT the next day.

They were exploring with the students a traffic demand model. There were 4 students for 3 months and it would require a commitment of \$5,000 to the project.

Mr. Tibbetts said the Santa Fe MPO had been under an MOU with DOT since 2005 and it was near expiration. There was a draft MOU and he would get copies to the members for review and maybe discuss it at the September meeting. DOT wanted it done before the end of December.

Since the City was the fiscal agent, the MOU had to go through City Finance.

Chair Stefanics reminded him that it needed to go through legal at the County too.

Mr. Wilson handed out the time line. It just shifted the public review period. It called for the public

comment at August 23rd and they were moving it to the 30th. It should not impact the October 14th meeting.

Secretary Valerio said his concern was on any amendments to the TIP that would require STIP approval to be in compliance.

Mr. Wilson said the next STIP amendment was in November and if anything came up he thought they could handle it but none had been submitted yet.

Mr. Phil Gallegos said the only one might be that DOT was starting the design for CR 62. They would make the suggestion that there was money in 2013 set aside for South Meadows that was already being built. It was \$2.5 million and they were going to suggest reprogramming that money. That was the only one.

E. COMMUNICATIONS FROM THE NMDOT AND FHWA

Mr. Gallegos did not have anything else to bring up.

Secretary Valerio had no other communications.

Mr. Harris noted that the next meeting was schedule for 4-6 p.m. and that was the night of Zozobra.

Councilor Bushee said they needed to make sure everyone could park here. She asked if they should meet earlier that day. A schedule of 3-5 might be better.


Chair Stefanics asked if staff expected any action items.

Mr. Tibbetts said it would be the review of the public draft. He said the City would start blocking the roads at 5:30.

F. ADJOURNMENT – Next meeting: Thursday, September 9, 2010

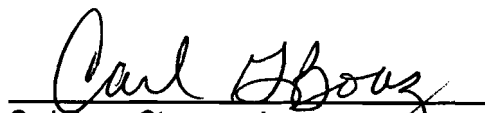
The meeting was adjourned at 5:35 p.m.

Approved by:



Liz Stefanics, Chair

Submitted by:



Carl Boaz, Stenographer