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SFMPO-TCC MEETING  
August 22, 2011**

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**MINUTES OF THE  
SANTA FÉ MPO  
TECHNICAL COORDINATING COMMITTEE  
August 22, 2011**

**CALL TO ORDER**

A regular meeting of the Santa Fé MPO Technical Coordinating Committee was called to order on the above date by Chair John Romero at approximately 1:30 p.m. in the City Council Chambers, City Hall, 200 Lincoln Avenue, Santa Fé, New Mexico.

**ROLL CALL**

Roll call indicated the presence of a quorum as follows:

**MEMBERS PRESENT:**

John Romero, Chair - City of Santa Fé  
Jon Bulthuis – Santa Fé Trails [arriving later]  
Shelley Cobau for Jack Kolkmeier – Santa Fé County  
Andrew Jandáček – Santa Fé County  
Eric Martínez – City of Santa Fé  
Tamara Baer for Greg Smith – City of Santa Fé

**MEMBERS EXCUSED:**

Phil Gallegos for Miguel Gabaldon – NMDOT District 5  
Reed Liming – City of Santa Fé  
Robert Martínez – Santa Fé County  
Tony Mortillaro – NCRTD  
Vacancy - Tesuque Pueblo

**STAFF PRESENT:**

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

**OTHERS PRESENT:**

Mr. Claude Morelli, NMDOT  
Ms. Heather Lamboy, City Land Use Planner

**APPROVAL OF AGENDA**

**Ms. Cobau moved to approve the agenda as presented. Ms. Baer seconded the motion and it passed by unanimous voice vote.**

## **APPROVAL OF MINUTES - July 25, 2011**

**Ms. Baer moved to approve the minutes of July 25, 2011 as presented. Mr. Jandáček 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**

#### **c. Update on the status of Rail Runner Express Service**

Mr. Wilson reported on the new schedule approved by the Rio Metro Board.

Weekday changes would begin by August 29 and weekend service changes would start by September 10.

There was still a big budget hole for next year. They set up a Task force to figure out long range financing. Tony Mortillaro was on the Task force.

Mr. Wilson said the Rio Metro Board had no representatives from Santa Fé County although Santa Fé County did help support it with GRT for about \$2 - 2.5 million. The TPB took action to ask for representation from City and County on that board.

Mr. Gallegos arrived.

Mr. Morelli said he communicated that request to the Secretary on Friday.

Mr. Jandáček asked who else was on it.

Mr. Morelli said the various jurisdictions of the Rio Metro area were represented. The reason Santa Fé was not on it was that their RTD didn't include Santa Fé County.

Mr. Wilson added that NMDOT contracted with Rio Metro to run the Rail Runner.

Mark Tibbetts arrived.

Mr. Tibbetts said there was a movement to establish an RTD just for the Rail Runner but that didn't work out because of liability issues. He wasn't sure how they would resolve the representation issue.

Mr. Wilson said they had worked with City staff on whether to open Zia Station. The City Council was holding a public hearing on Aug 30 on two issues - one on opening the Zia station and the other on improvements and impact fees.

Mr. Morelli said the rail schedule would incorporate stops at Zia and at Montañito after those stations were open.

Mr. Jandáček felt that as more stations got added the trip time would lengthen and some might choose not to ride.

Mr. Wilson had ridership monthly totals for 2010. They were required to collect that information from each station so he had pretty detailed information. It also included bicycles and handicapped persons.

Chair Romero asked if they had noticed any kind of trend.

Mr. Morelli briefly commented on it. He said there were large spikes when kids were out of school.

Mr. Wilson said the winter schedule would change on November 10<sup>th</sup>.

**a. Review and recommendation on the proposed amendment to Figure 5-1 (Future Regional Roadway Network Map) of the Santa Fé Metropolitan Transportation Plan 2010-2035**

Mr. Gallegos said the DOT was proposing that the MTP be amended to get rid of the frontage road to the Jaguar interchange because it wouldn't comply with road standards. There was already a frontage road to the east of this frontage road. This would allow for ease of construction at the Jaguar interchange and not conflict with the traffic there.

Ms. Baer introduced Ms. Lamboy who was the primary lead in all of the major city projects in that area and was familiar with the issues there.

Mr. Wilson said this required a public review process. The TCC reviewed it and sent it out for public review at the July 25 meeting and it was released for public comment. To date there had been no public comment and TPB would take action on it at their September 8<sup>th</sup> meeting. Once the TPB takes action, the amendment would be approved. He would communicate with Rudolfo at FHWA before taking final action.

Ms. Baer explained that the idea was to remove it originally came from the developer who was going to do it. He was also building the extension of Jaguar Drive to the Airport. The Land Use Dept was a little nervous about that area and the need to make that connection. The biggest single stumbling block was from the land owners there who wouldn't want that big road running through their neighborhood. They

considered it a rural area.

Ms. Cobau pointed out that they didn't have good fire access there so this would be a really good idea to push as a public health and safety issue.

Mr. Tibbetts said the fire station was closer on the north side.

Ms. Cobau agreed. It was an issue just to maintain it. The only access was four miles away.

Chair Romero asked if her concern was in removing the frontage road there.

Ms. Baer said her concern was that they would not want the other road. They didn't have the ROW either.

Chair Romero said it was really a planning level document but the intent, regardless, was to provide access to the Mutt Nelson area. For a lot of them the City didn't have the ROW until they started working on it.

Ms. Baer commented that they were getting lot split requests every month.

Chair Romero thought none of the lot splits would affect the possibility of making this connection. The plan was to get an idea of connecting Tierra Contenta with the Mutt Nelson area. He asked if Ms. Baer was saying to get rid of both.

Ms. Baer said she was not.

Mr. Wilson said her concern was that now we have 2 options.

Mr. Gallegos agreed they didn't have the ROW there now.

Chair Romero said it would be one or the other and they had to make a decision on it.

Chair Romero said the roundabout was as close to the interchange as possible. We had a redundant alignment. With the design now, there was no way to move it closer to 599. Both options displayed the same intent.

Mr. Wilson said the one close to 599 was put in because of the corridor study.

Mr. Gallegos felt either would serve the same purpose. They would provide access to those properties.

Mr. Tibbetts said there was an issue with the terminus of Mutt Nelson also. As a two-way, it would be harder to merge. The problem was the way it was drawn. They might have to just take it for public health and safety reasons.



Chair Romero recalled that Governor Miles and Rufina were just like that. There was friction but it happened because it was necessary. That road would not draw more traffic.

Ms. Lamboy said that at the neighborhood meetings they understood. They were not happy but acknowledged it would be nice to have the connection.

**Mr. Martínez moved to approve the MTP amendment.**

Ms. Baer asked to add a strong desire to have the south connection.

Mr. Gallegos clarified that the south connection was already there.

Mr. Wilson agreed. The only one proposed to be removed was right next to 599.

Chair Romero said they would include in the motion, "acknowledging that another North-South connection remained."

Ms. Baer said that was not necessary. She would withdraw her request.

**Mr. Gallegos seconded the motion and it passed by unanimous voice vote.**

**b. Update on the design for the NM599/CR62 Interchange**

Mr. Gallegos reported they were on schedule. Plans would be ready in October; bids in December and construction in late February. It would be substantially completed by December 2012.

The CR 62 access to NM 599 would be cut off to expedite the construction but motorists could use CR 70 for access.

They would build the permanent ramps first and once completed, they would shift 599 traffic onto those ramps at 35 mph. Then they could construct right ins and right outs so there would be partial access.

Ms. Cobau asked if it would be done with proper notification. Mr. Gallegos agreed.

Ms. Cobau was concerned about inclement weather and asked when they would close it.

Mr. Gallegos said it would be- in March through November. It would allow them to build everything in the middle without traffic to deal with. Bill Hutchinson was working on the art work for the bridge and MSE walls. He was proposing a mountain design and on the abutments art work from a Tesuque artisan.

They were doing some minor landscaping in the roundabouts and looking for who would do the maintenance. It would have local drought-resistant plants. Either the County or the City could propose additional landscaping.

Mr. Wilson said previously the money flipped back and forth but the latest was that all of it was in 2012. DOT shifted some money that freed up some money from 2011.

Mr. Gallegos agreed and explained it. There would be money even if the Transportation bill was not reauthorized.

He asked if the bridge was redesigned to incorporate bicycle and pedestrian use.

Mr. Gallegos agreed. In September he could show the Committee what it would look like. South Meadows would have to use the frontage road for 599 access. He agreed to bring a cleaned up version next time.

Mr. Gallegos said they would use a mobile message board for driver alerts. They cost about \$100,000. They had an ITS plan that included that area. Eventually the ITS signs would be run out of this district instead of out of Albuquerque.

#### **d. Update on the status of the Federal Transportation Bill Preauthorization**

Mr. Wilson provided a handout of an update that arrived last Friday. The House Infrastructure Committee issued a press release that talked about a 6 year bill and would use gas taxes, etc. The Senate Committee looked at a 2 year authorization. There was a \$12 billion deficit. The legislation expired on 9/30/2010. An extension was approved until this September 30. The Senate was considering a continuing resolution through January 2012. That seemed to be the best they could hope for now.

Mr. Wilson agreed to keep the committee informed.

Mr. Gallegos agreed also. It could impact streets that would qualify.

### **3. MPO OFFICER REPORT**

Mr. Tibbetts said they would have a MPO Quarterly meeting on September 28<sup>th</sup> and should know about the continuing resolution. He would invite representatives from other MPOs around the state to share some of their concerns. The MPOs and the DOT districts sometimes got at odds with each other out of frustration.

They were doing RFQs for district route studies.

St. Michael's was in transformative mode right now. Car dealerships were moving further out. They were focusing on safety. Probably they would do a revised tasks list but he didn't want to add things right now. They were talking now about level of service.

Chair Romero asked if they had done one for Paseo de Peralta. They had demands for pedestrians, bikes, etc. that they could not accommodate.

Mr. Tibbetts said when the City made changes to Guadalupe; the MPO staff had concerns of doing Alameda back to Paseo.

The Committee briefly discussed such a corridor study.

#### **4. COMMUNICATIONS FROM TCC MEMBERS**

Chair Romero asked Mr. Gallegos if DOT was going to close down St. Francis for possible construction.

Mr. Gallegos agreed. They would put in a disincentive for the contractor (to reduce time of closure.

The Committee briefly discussed it.

Chair Romero asked Mr. Gallegos to disclose that to the Council as soon as possible.

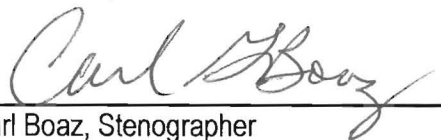
#### **5. ADJOURN - Next Meeting: Monday, September 26, 2011**

The meeting was adjourned about 3:00 p.m.

Approved by:

  
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John Romero, Chair

Submitted by:

  
\_\_\_\_\_  
Carl Boaz, Stenographer