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SFMPO-TCC MEETING
September 26, 2011**

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**MINUTES OF THE
SANTA FÉ MPO
TECHNICAL COORDINATING COMMITTEE
September 26, 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
Phil Gallegos for Miguel Gabaldon – NMDOT District 5
Andrew Jandáček – Santa Fé County
Richard Macpherson for Reed Liming – City of Santa Fé
Eric Martínez – City of Santa Fé
Tamara Baer for Greg Smith – City of Santa Fé

MEMBERS EXCUSED:

Jon Bulthuis – Santa Fé Trails
Shelley Cobau for Jack Kolkmeier – Santa Fé County
Robert Martínez – Santa Fé County
Tony Mortillaro – NCRTD
Vacancy - Tesuque Pueblo

STAFF PRESENT:

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

OTHERS PRESENT:

Mr. Claude Morelli, NMDOT
Mr. Michael Wright, NMDOT

APPROVAL OF AGENDA

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

APPROVAL OF MINUTES - August 22, 2011

Mr. Gallegos requested a correction to the minutes. He came in later and was not absent.

Ms. Baer moved to approve the minutes of August 22, 2011 as amended. 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

a. Review and possible action on amendments to the FFY 2012-2015 Transportation Improvement Program for release for Public Review

Mr. Wilson said the handout showed the amendment to add a project for the Acequia Trail Railyard Crossing (across St. Francis). It would be funded with City funds. It was a significant regional project and needed a STIP # for sign off. It was in the appendix of the TIP and in the list of projects. It was straightforward and not affected by feds because design was city funded. It needed approval to publish for public review and would be approved in December.

Mr. Martínez said it was basically there to place it in the STIP and get a control number. It did cross a US Highway so they had to get sign off on the EA for federal highways and they were required first to have it in the STIP even though no federal funds were allocated. If it was in the STIP they would be happy with it.

Mr. Martínez said they were waiting for a public hearing to occur and then would take it through Council with a recommendation.

Mr. Jandáček said there had been several emails on funding and asked what it was.

Mr. Martínez said it was partially funded through the parks bond. It was first allocated for the SFCC Trail but thrown out and transferred to this one. Construction was estimated at \$3-4 million. They had money to go through the design.

Mr. Jandáček asked if there were funds allocated to this that were used for other purposes. Mr. Martínez said no.

Mr. Gallegos said they shifted the STIP cycle so he would see if he could get it prioritized.

Ms. Baer asked if it was part of the original parks bond.

Mr. Martínez said it was not. It happened through an amendment, taking the place of the College Trail. That was why it was never estimated to cover cost of construction.

Ms. Baer moved to approve it. Mr. Martínez seconded the motion and it passed by unanimous voice vote.

b. Discussion of Unified Planning Work Program Funding and Task Amendments

Mr. Tibbetts said they talked about this at the last TCC meeting on ideas for monies that come out of the \$11,000. He would bring a formal amended draft of UPWP to the October meeting. They were in the process of reviewing all of the tasks they outlined and some funds would go to professional services and shift some of the tasks in certain functions and phasing some out. The new money would replace pedestrian money with some on-call services for the traffic demand model and specific tasks to work on that. They also talked about traffic safety as well as pedestrian crossings. They were trying to be more specific for the TCC at their next meeting. They would talk to DOT before the meeting.

c. Update on the design and artwork for the NMN599/CF62 Interchange

Mr. Gallegos shared the design and artwork for the bridge. He showed what he would present at the public meeting on October 6. The first showed the concrete barrier that had mountain scenes. On the northbound side, Tesuque Pueblo proposed artwork and on the southbound side, Agua Fria proposed artwork.

Then he showed the pictures of plantings they would plant within the roundabouts. The contractor would maintain them the first year and then city or county after that. They were native, low-water species.

He then showed the Tesuque art to be put on the abutment walls. Tesuque once raised turkeys so it would be turkeys, corn stalks and pueblo structures. The other wall had a crooked snake and crooked corn stalks with sunrise over pueblo structures. They would be painted.

The Agua Fria Village artwork was a little too detailed and wouldn't work very well so he would ask them to simplify it a little bit. It showed a pack mule and cattle in a mountain scene.

The other was La Vida Real that also needed to be simplified. It showed a wagon, a person panning for gold and building an adobe wall.

Mr. Jandáček asked about how they would construct the artwork. He had noticed a lot of the artwork had pieces that fell off on the highway through Tesuque.

Mr. Gallegos said those were tile whereas these would be imprinted right on the concrete. They were trying to figure out how to fix those tiles. These would be more like Cuyamungue and Buffalo Thunder.

Ms. Baer asked if they had on-call contract.

Mr. Gallegos said they did for aesthetics. They went through their contract sensitive solution here.

Mr. Macpherson thought tile would last longer than the paint on concrete. Paint needed a lot of maintenance.

Mr. Gallegos thought the paint was pretty durable. It was holding up well at Buffalo Thunder.

He passed around the roundabout configuration grading. This would go out for bid in December and they hoped to finish construction in March.

Ms. Baer thought the art design seemed to be problematic because the abutments were clearly separate from the bridge. It was a major entrance into Santa Fé and it was fine to get the communities to make suggestions. Agua Fria and La Vida Real were too detailed but the others seemed amateurish. She liked what was done in the Pojoaque Corridor. There was too much going on and it was not balanced well.

Mr. Gallegos showed where they were going (on the abutment). The art was subjective - some would like it and others wouldn't. They were soliciting comments right now. The decision rests with the context sensitive bureau.

Chair Romero thought leaving the abutments plain would be better and keeping the painting on the bridge.

Mr. Jandáček agreed about the overall busyness. In the public review there was need for some consistency with recent structures and perhaps having some existing images could be part of the review to keep some aesthetic consistency. That might help to steer the discussion into a good final design.

Mr. Gallegos agreed to take that back to them.

Mr. Tibbetts noted this was the Veterans' Memorial Highway and they wanted to do something more in keeping with that. There might be an argument to keep it more neutral. He asked if context sensitive staff made the modifications or if it would go back to the artists.

Mr. Gallegos said it would go back to artists. He said the Jaguar bridge would be modeled after Ridge Top. They could still make changes to it.

Chair Romero described the Jaguar design which had lots of reds and browns in it.

Mr. Wilson said he emailed that out to people this morning.

Mr. Gallegos asked if it would go to TPB on the 10th.

Mr. Wilson said he gave them the option.

Mr. Gallegos said Bill Hutchinson would describe this in detail at the public meeting on Thursday at 6 p.m.

d. Update on the status of the Federal Transportation Bill Reauthorization

Mr. Wilson said he had been passing along information. On September 16 the House and Senate passed a continuing resolution on Saffeltu for an additional six months at \$20 billion and whole thing was \$41 billion through March 31.

Mr. Gallegos hoped that was what it was because last week the Commission heard 37%.

Mr. Tibbetts thought it came out the same for New Mexico because they had to take off the debt service.

Mr. Gallegos wasn't sure they could get anything appropriated within that six month period. The only project they would have ready to go before March was the 599/62 interchange. So all the rest had a potential for no funding.

Mr. Wilson said that meant the County needed to hurry up to utilize the funding. He listed the two county trails and agreed to pass along information. It would be kept as a standard agenda item until something happened.

3. MPO OFFICER REPORT

Mr. Tibbetts said the TPB passed the MTP amendment to move the frontage road near I-25 and proposed Jaguar crossing. Paul Lindbergh would come to the next meeting to update the I-25 corridor follow-up and they would look at alternative designs.

The quarterly MPO Association meeting would be held on Wednesday. He listed some of the topics they would be considering. It was all day at the Santa Fé Convention Center.

The Bikeways Plan was looking good. Their draft was on the MPO web site. There would be formal hearings in November.

4. COMMUNICATIONS FROM TCC MEMBERS

There were no communications from TCC Members.

5. ADJOURN - Next TCC Meeting: Monday, October 24, 2011

The meeting was adjourned at 2:35 p.m.

Approved by:


John Romero, Chair

Submitted by:


Carl Boaz, Stenographer