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SANTA FE MPO TECHNICAL COORDINATING COMMITTEE

OCTOBER 7, 2010

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**MINUTES OF THE
SANTA FE MPO
TECHNICAL COORDINATING COMMITTEE**

MONDAY, OCTOBER 7, 2010

INTRODUCTIONS:

a. CALL TO ORDER

A meeting of the Santa Fe MPO Technical Coordinating Committee was called to order by Mr. John Romero, Chair 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
Mike Kelly for Jon Bulthuis – Santa Fe Trails
Phil Gallegos – NMDOT District 5
Andrew Jandáček – Santa Fe County
Reed Liming – City of Santa Fe
Eric Martinez – City of Santa Fe
Greg Smith – City of Santa Fe
Shelley Cobau for Jack Kolkmeier – Santa Fe County
Robert Martinez – Santa Fe County
Larry Samuel – Tesuque Pueblo
One Vacancy - RPA

MEMBERS ABSENT

Jack Valencia for Josette Lucero – NCRTD

STAFF PRESENT

Mark Tibbetts – MPO Officer
Keith Wilson – Senior MPO Planner

OTHERS PRESENT

Claude Morelli – NMDOT
Steve Coca, SW Bellamah Neighborhood Association

c. APPROVAL OF AGENDA

Number 2 c. Recommendation of Memorandum of Agreement (MOA) between the NMDOT and the MPO was postponed to the November 8, TCC agenda.

Mr. Smith moved to approve the Agenda as amended. Mr. Gallegos seconded the motion and it passed by unanimous voice vote.

d. APPROVAL OF MEETING MINUTES FROM August 23, 2010

Mr. Jandáček clarified on page 3, 4th paragraph "the county requested the road be removed from the plan to be consistent with SLDP"- the road was to be removed from the *list of study roads*.

Mr. Robert Martinez moved to approve the Minutes of August 23, 2010 as amended. Mr. Gallegos seconded the motion and it passed by unanimous voice vote.

1. COMMUNICATIONS FROM THE PUBLIC (Exhibit 1)

Mr. Dan Stone of Santa Fe said he came to a public meeting and sent his comments on September 30 but they were not on the website. He presented a copy of his comments and asked they be a part of the public record.

He said since the Rail Runner began operations in 2008, 24 trains were run in and out of the Rail Yard and 8 were out of service trains. He said the City of Santa Fe won't let the Rail Runner park trains in the rail yard for reasons unknown, so the empty trains were parked all over the city.

He said when the plans were presented to the city all vibrations from Rail Runner operations were to be contained in 100 feet railroad easement. He said vibrations were cast 300 feet in all directions in a 600 foot path throughout the city and was offensive and going on for two years.

He said the city had the authority to regulate the Rail Runner in the city. He asked TCC to convince them the Rail Runner should be regulated within the city because unregulated it was chaotic and similar to living within a half mile of a runway of a major airport.

Mr. Stone said if the city freed up the downtown rail yard and it would cut out 8 trains per day in and out of the city. He said something had to be done.

Chair Romero said he would forward Mr. Stone's comments to the city and to Rail Runner/MRCOG.

Barbara Levin with the Candlelight Neighborhood Steering Committee submitted written comments. She said the steering committee was concerned the document made a big point of the public testimony but the contents of the document were exactly the same as the highway document from 2005.

She said the steering committee protested the placement of the underpass between Siringo and Zia Road because a colony of homeless lived under the bridge at St. Francis Drive and Zia Road. She said if placed where it wasn't seen there would be a larger problem of homeless. She said they asked MPO to reconsider the placement of the underpass (page 58 of the document.)

She said they don't believe Zia Station is a TOD (transit oriented development) or that the area around it should be labeled as such. She said it was adjacent to a 30-year-old residential area and the land around the station rated R-1 and they wanted the residential to remain R-1.

Ms. Levin said on page 23 of the document and throughout, the concept of a walk-able community was always tied to mixed use. She said there could be a walk-able community without a mixed use or TOD development and that should be clarified.

She said on page 78, it stated that Zia Station would be mixed use. She said they strongly objected to the statement since formal, official action had not been taken to rezone the land. Residents wanted to maintain the livability of the Candlelight area and mixed use could drastically change their way of life and their vistas and the document should be changed.

Celeste Newbrough with the Candlelight Association said the terminology about community input and citizen input was most important to her but wasn't reflected in anything that came out. She said also the studies echoed each other. She said a governing body had not decided about the land around Zia Station and the Association thought it was planning by presumption. She wanted more caution taken when making statements when decisions hadn't been made.

James O'Hara, 1872 Camino del Padilo, with the Candlelight Association said he lived across from Zia Station. He said the MPO assumed the vacant land around the Zia Station would be approved for mixed development. He said the approval of the station would significantly increase traffic on Zia, Galisteo and St. Francis Drive, already overcapacity.

Mr. O'Hara said in the absence of a formal plan, he recommended references to mixed development be removed from context to Zia Station. He said the statements sanctioned the development which was yet to be decided by a decision-making body and affected his due process because the reference gave tacit approval to a TOD and mixed development for future planning.

Frank Pearson, 4121 New Moon Circle urged the TCC to explicitly address the disposition of comments made on the draft Metropolitan Transportation Plan (MTP) regardless if accepted and reflected in a revised MTP or otherwise disposed of.

Steve Coca, Southwest Bellamah Neighborhood Association said he would first comment that there was no sign in sheet and a lack of agendas.

He asked for confirmation on the October 7 Transportation Policy Board (TPB) meeting and was told the date would be changed. He asked when the minutes of the meeting would be available for inspection.

Mr. Tibbets replied the minutes were due in eight business days but were not official until the MPO TCC committee met again on November 8, 2010.

Mr. Coca asked on the approval of the draft MPO for a roll call vote. He said it was important people knew how individuals on the board voted.

He said on the Richards Avenue White Paper, it was unfortunate that neither the public nor the association was asked to be involved and there were no comments from anyone who lived on Richards or Siringo Road. Also the Vista del Prado neighborhood was not included or asked to be a part of that paper.

Mr. Coca asked that the draft MPO remove references to a Richards Avenue extension. He said the MPO received numerous public comments regarding Richards Avenue issues such as increased vandalism,

crime, traffic volume and speeding and said for that reason, he was there.

Christine Sherman, Bellamah Association, said on 6/21/05 the same proposal was before the Regional Planning Authority and was deleted from the 2005 plan (page 8 of the minutes of that meeting.) She said 8.2 on page 143 of the MPO stated the plans must be consistent with the City of Santa Fe and the Santa Fe County plans.

She said Bellamah had been fighting that for 40 years and numerous comments were submitted the previous week. She said the MPO wasn't consistent with all of the considerations in the federal regulations that controlled such plans and hadn't taken into account environmental or the value of maintaining old communities.

She said they were an old community that was suburbia in 1960 and growth had taken place around them. She said the commuting and weekend traffic was intense and there wasn't enough time for a study and she feared further congestion. She said the public was put on the defensive and asked for comments within 30 days and that was a short time for people to get their comments together.

Ms. Sherman said she would appreciate the comments be read about Siringo Road. She was concerned her community would be disrupted and the property values decreased. She said they were asked to give up a chunk of equity and serenity.

John Potter, 2300 West Alameda Street G3, from the Alameda Homeowners Association commented about West Alameda shown as an arterial. He asked if the designation could be changed to more appropriately, a connector or residential street, as it was all residential. He said it was only shown in the document of the draft of streets and not discussed in the rest of the document.

Mr. Wilson said the designation was made in 2004 and the plan doesn't propose it be made a principal arterial; it only stated the fact of how it was classified now. He said a reevaluation would be done of classifications of roadways over the next couple of years and the appropriateness of the classification would be looked at.

2. ITEMS FOR DISCUSSION AND POSSIBLE ACTION:

- a. Recommendation of Final Draft Metropolitan Transportation Plan 2010-2035
MPO Staff (Exhibit 2)

Mr. Wilson said public and agency comments were reviewed and no changes were made to the major recommendations. Text was clarified based on comments received and public input.

A summary of the corrections follow:

- In the Executive Summary- *complete streets*, was changed to *multi-modal* to encompass pedestrian, bike trails, transit, and rail.
- On planning efforts the wording was changed for the Regional Bikeway and Pedestrian Plans to make it consistent and bullets were used.
- Page 58 had a clarifying paragraph about multiuse trails added to highlight the significance of trails within sub divisions.

- Page 61- more information was added to the pedestrian section on pedestrian and sidewalk infrastructure.
- Page 62- what Safe Routes to School was, was clarified.
- Page 64- the paragraphs were re-ordered to read better. The statement about "freight within the state was moved almost exclusively by truck" was suggested as technically inaccurate; a lot of freight was moved by rail.
- Page 69 within the sustainable transportation tool box- clarifying language was added about the studies on marked and unmarked crossings and alternative crossing solutions.
- Page 70, Parking- a paragraph was added about bike lanes and how parking impacted them.
- Page 70, Multimodal Level of Service- a sentence was added to highlight the city's current investigations into the enhancement of St. Michaels Drive and Airport Road use and a link to the corridor studies and where to find the recommendations from the studies.
- Public input showed complaints that MTP hadn't addressed intersections along St. Francis Drive, specifically Zia Road; text was highlighted there and the corridor studies for 599 and the SLDP language for people to find those projects.
- The Richards Avenue connection between Rodeo Road and Cerrillos Road- many comments were received that opposed and many who supported that. A column in the draft gave justification and the study section between Aqua Fria and 599.

Mr. Wilson was asked to read the section to the committee because of the number of comments received.

Mr. Tibbetts said that was included because the city had guiding policies and the Arterial Roads Task Force wanted a compact network of small streets to connect neighborhood to neighborhood. He said the premise was the existing negative impacts in that neighborhood.

He said Campanas and Carlos Rey north/south were the only two options and over the years. It was never seen as a multi lane path but the White Paper analyzed a major connection. He said how to address the existing problems in the neighborhood was looked at and the reason why design of the connection was critical as well as the neighborhoods.

Ms. Cobau said an earlier comment was made that originally the neighborhood was in the suburbs and the city built around it and was now a population center. She said it was important for those who lived in population centers to understand there had to be roads for them get in and out. She said philosophically they had to anticipate the roads would grow from small two lane pavement to collectors or arterial roadways as the population grew.

Chair Romero said the policy board would make the final decision and it was a public hearing but he jotted down specific questions that could be answered now.

He said first, the reference to the Zia Station as a mixed use development. He said the Richards Avenue and the detriment to Bellamah would be good to present to the policy board. He said the intent was not to create new traffic but to displace traffic going through the area.

Chair Romero addressed the public and explained the MPO TCC was just a recommending committee but the Transportation Policy Board was a public hearing and could be structured so the public could make presentations and have a dialogue with the board.

Mr. Tibbett's said the meeting was scheduled tentatively on October 20 and the newspaper and neighborhood associations would be advised of the date. He encouraged everyone to attend.

Mr. Wilson continued with the last of the changes:

- It was emphasized that Richards Avenue was in the first phase of the project and had a lot more to be done. The plan still had to go through the full environmental process and construction, etc. It was important to point out the negative impact to property, etc.
- Chapter five, Projects and Future Funded Projects were identified in the TIP. A new table (5-1) was added for Program Projects and the old 5-1 Future Projects would become 5-2 of maps and projects. Estimated costs for Aqua Fria were \$3.5 million and South Meadows at \$4.25 million.
- Page 100, the Santa Fe Transit Center and Santa Fe Place Transit Center- the sentence "no major updates were planned," was struck as new upgrades were planned.
- Chapter 6 where regional priorities were shown- the current priorities that included current projects were identified and would be added to the publicly funded priority map.
- Zia Station language was reviewed. Some statements were more positive than they should have been and were toned down to as *proposed by the developer*.
- The final proposed changes were discussed at the last meeting; to add and change the classification of some roadways based on the information and be consistent with the sustainable development plan.

Mr. Wilson addressed Richards Avenue and said the county expressed a study session from Agua Fria to New Mexico 599. He said there was no proposal for change. Changes of designations were made and corrections to what was designated as New Mexico 14 improvements.

Ms. Cobau said it seemed since they had the Siler Road Bridge across the Santa Fe River, the extension of Siler Road to Siringo could be studied.

Chair Romero said that would mean they would have to go back to public meetings.

Mr. Wilson said the plan could be amended at any time through an amendment process and was required to be updated every 5 years. He said if the TCC was happy with the changes proposed, edits would be made and presented to the policy board.

Mr. Tibbetts added the TCC should recommend a plan with or without edits or the program money would be in jeopardy.

Mr. Smith moved to approve the recommendation approval of the plan with the edits as proposed and additional edits as appropriate.

He said the plan he worked from had text about the Richards Avenue interchange and I-25 and recognized in the text that Richards Avenue was a controversial issue for many years. He suggested a similar acknowledgement was needed of the controversy of the Richards Avenue connection between Rodeo and Cerrillos Roads.

Mr. Gallegos seconded the motion.

Mr. Eric Martinez said on the multiuse trails, he wasn't sure it was beneficial to indicate many of the trails would not meet the guidelines for the bike facilities. He said on the last sentence for the purposes of safety and efficiency it was anticipated the Bikeways Master Plan would provide an intersection between roads and trails.

Mr. Tibbett's said MPO tried to be consistent with standards; whether roads or bikeways and the wording could be looked at. He said because it was a federally reviewed document they had to be more inclusive.

The committee discussed the wording and offered suggestions.

Mr. Wilson said he would scratch the sentence if it was a sticking point.

Mr. Eric Martinez said the pedestrian crossings paragraph referenced a FHWA study with an excerpt highlighted that could potentially be taken out of context. He wasn't sure the paragraph was necessary and appeared to give engineering guidance.

Chair Romero said he agreed with the excerpt and that a crosswalk with appurtenances was good on some terrains but others had added volume where it wasn't recommended. Mr. Wilson replied if consensus, he would excerpt it, it wasn't a major recommendation.

Mr. Eric Martinez suggested language on parking, "such strategies had been employed on existing facilities to better accommodate pedestrians and bicyclists..." or something to that effect.

He said the added text for Richards Avenue was good. On the last paragraph about the no-build alternative it could be important to know in the study of environmental classes, a full evaluation of alternatives would be employed.

He suggested on the Table 5-1 for the Acequia Trail, Bridge/Tunnel, the bridge/tunnel be crossed out and crossing put in until a recommendation was made.

Mr. Morelli said the pedestrian crossing issue was looked at and there was a real crash problem in the community. He said it was encouraged to look at mid crossing locations appropriately and to design them to be safe. He said some worked and could be reevaluated. He said he wasn't sure what the resolution was and it sounded as though the language was being taken out entirely.

Chair Romero said he was fine with leaving the reference to the document but not to pull the specific excerpts. He said the document was relatively new and he thought it okay for it to be referenced.

Mr. Morelli said the study was published in 2003-04 and his point was not to take it out entirely.

Mr. Wilson clarified he would keep the first sentence and reference to the name of the document and keep the paragraph minus the "contrary to popular belief."

Mr. Tibbets said the tool box was an overarching document that a pedestrian plan was specified from. He said more recommendations could be given in the pedestrian plan.

Mr. Eric Martinez said the point was to highlight that pedestrians were a vital user to the transportation network and provisions to look at improvements, including safety improvements, were part of what the document was about.

Mr. Morelli said that captured the sentiment and the document should be included in a footnote.

Mr. Jandáček said in reference of the future study of Richards/Henry Lynch extension; with other comments he heard he thought it prudent to add that the study should also evaluate other alternatives to that extension and include that the residents of Agua Fria had opposed the road extension.

He said the county recommendation was to remove the road as a study and county commissioners agreed. He said if there was a need to leave it in to be consistent with other comments about public opposition against the Richards extension, it was also appropriate to make the same remark about the Richards/Henry Lynch extension.

Mr. Smith and Mr. Gallegos accepted the friendly amendments.

A roll call vote was taken of each committee member:

Chair Romero voted yes and said specifically with the Richards crossing, there were pros and cons. He said he wanted to go to the policy board for the final determination if the pros outweigh the cons or vice versa.

Andrew Jandáček voted yes, with the proposed amendments.

Mike Kelly, Richard McPherson, Eric Martinez, Shelly Cobau, Robert Martinez and Larry Samuel all voted yes.

The motion passed by unanimous voice vote.

b. Recommendation of Amendments to the 2010-2013 Transportation Improvement Program for release for Public Review -MPO Staff (Exhibit 3.)

Mr. Wilson said the proposed amendments to the Transportation Improvement Program (TIP) were presented at the last meeting. He worked with the district and Mr. Gallegos to solidify the proposed amendments into TIP.

He went through the proposed changes to fiscal year (FY) 2010. A summary follows:

- Page 1 of 11, the New Mexico 599/Jaguar Interchange Project was moved from FY2010 to FY2011. Privately funded; with no impact on fiscal constraints.
- The South Meadows Road Construction would receive federal funds of \$4.25 million (\$3 million county bond and \$1.25 million of GRT regional roads.) The intent was always to move the project up to the correct fiscal year. It would not be listed in the STIP but was in the TIP.
- Four changes discovered not in the TIP, were added; the bridge preservation, resurfacing, open grade friction to 599 and work on Project US 84, ADA upgrades.

The proposed changes for FY 2011 were as follows:

- The New Mexico 599/Jaguar Drive Interchange Project moved from FY 2010-2011.
- Intersection improvements by the Studio Project and 14 in the STIP and added to TIP. Phase 1-\$1 million was county funded; Phase 2 funded by the developer. Mr. Wilson added the state wanted to push the project further, with the opening of South Meadows.
- The New Mexico 62 Interchange was added to FY 2011. Currently \$4.7 million of funding and the district would apply for an additional \$2 million. The project would be fully funded in 2011 and be designed in house. Mr. Gallegos added it would go to bid next fall.
- Interchange bridge improvements at St. Francis Drive and Cerrillos Road. The district proposed to separate the I-25 St. Francis Drive Interchange and I-25 Cerrillos Road Interchange and add traditional components of improvements. Mr. Gallegos said the improvements would be mainly bridge deck replacement and sub and superstructure improvements and rehabilitation. It was WIPP funded, not DOE monies and would not be charged to the STIP funds.
- The Transit Rail Project request to add Las Soleras Station into FY 2011 construction into TIP; would be added also to the STIP. Privately funded project over \$2 million.
- Final changes in FY 2012- the I-25 Cerrillos Road Interchange Project. Mr. Gallegos said the project was moved to 2012 because the I-25 study recommended modifications that were compounded by Las Soleras and Wal-Mart traffic impact analysis. The study showed problems and extra time was required to do route modifications and an intersection justification report to the FHWA. Money was moved to fund the project for \$4.7 million in 2012.
- The final change (page 8 of 11) would strike out the supplemental road because it was moved from 2013 to 2010.

Mr. Wilson said the changes if approved, would be out for public review the next day through November 7. The next TCC meeting proposed was November 8 and TCC would recommend the TIP amendment; a vote to approve changes would be on November 17 and then go on to the State Transportation Commission for approval and incorporation into the STIP.

Mr. Gallegos said more of STIP and WIPP dollars was brought into the MPO area with the proposed amendments. He said he couldn't stress enough a quorum would be needed in the meetings for the amendment process and was very important the money be obligated and spent or it could be moved for use on other projects.

Ms. Cobau said she was surprised the Rabbit Road improvements were pushed back; it was previously discussed as a priority. She said the road functioned as a frontage road and also an alternative WIPP route and asked if the state could receive WIPP dollars for improvement. She said there was an inch and a half of pavement that would last the winter and the land developer was out of the picture. She said should it should be pushed up and wouldn't hold many more winters.

Mr. Wilson said a new TIP would be created for FY 2014-15 and requests made to agencies for projects in the next month. He said a better way to track and keep information current was looked at and a new process and format would be implemented for the next TIP to keep everything up to date.

Ms. Cobau added that Santa Fe County was shown as the lead. She asked that the DOT be the lead since it was a frontage road to an interstate highway.

Mr. Gallegos said the road doesn't operate as a true frontage road because of the interchange at Richards but future funding could be looked at. He said in the spring they would be in a new STIP and FY 2014-15 would be added and TCC could look at the possibility.

Mr. Eric Martinez suggested the FY 2013 for the Acequia Trail/Rail Yard Pedestrian Bridge be called a pedestrian crossing instead. He asked if the intent on the I-25 St. Francis Drive Interchange, FY 2011 was to request Rodeo Road Bridge be incorporated. He wasn't sure how that would affect STIP funding.

Mr. Gallegos said it was discussed previously that a letter could be sent to RDE (?) to request that be added and they could then look if other STIP funds were available. He said money could be freed if projects came in under estimate but a formal request was needed before it could be discussed. The city was required to match funds and the TIP would have to be amended.

Mr. Pearson said Rabbit Road was signed as a frontage road. Mr. Gallegos replied that would be looked at because the developer funds for improvements were lost.

Mr. Eric Martinez asked Chair Romero if he was familiar with the MOU (memorandum of understanding) between the county and DOT regarding the Rabbit Road Extension and the right of way transfer to the county.

Chair Romero acknowledged it had never taken place.

Mr. Eric Martinez said the MOU stated the county would build the extension by 2012 and the MOU with the developer was no longer in the picture. He said the MOU should be revisited with the DOT.

Mr. Gallegos agreed that was a good idea. He said he would have the district engineer at the meeting.

Mr. Smith moved to approve the changes to the FY 2010-2013 Transportation Improvement Program (TIP) for release for public review. Mr. Robert Martinez seconded the motion and it passed by unanimous voice vote.

Mr. Morelli said he attended a presentation on the ozone and there was a small chance that Santa Fe County could go to non attainment. He wasn't clear what part of the county but EPA would announce that by the end of the month and it probably wouldn't happen until after the election.

He said the mid region climate process for transit, DOT etc. could be significantly impacted to reduce emissions.

Ms. Cobau said that could change federal funding and eligibility. She said she wanted the source of the information.

Mr. Morelli said Santa Fe County was on the map and they should be aware. He said the air quality funds would probably be linked to the transportation and authorization.

c. Recommendation of Memorandum of Agreement Between the NMDOT and the Santa Fe MPO
-MPO Staff

Postponed until November.

3. MPO OFFICER REPORT

Mr. Tibbets said he worked on the MOA (Memorandum of Agreement) due December 31 and was focused on attendance at the policy board meeting.

4. COMMUNICATIONS FROM TCC MEMBERS

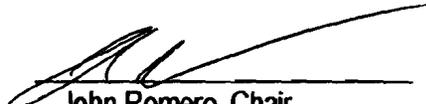
There were no communications from TCC Members.

5. ADJOURN – Next TCC meeting: November 8, 2010

Ms. Cobau moved the meeting be adjourned. Mr. Eric Martinez seconded the motion and it passed by unanimous voice vote.

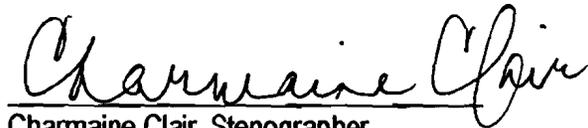
The meeting was adjourned at 3:18 p.m.

Approved by:



John Romero, Chair

Submitted by:



Charmaine Clair, Stenographer