

SUMMARY INDEX
SANTA FE MPO TECHNICAL COORDINATING COMMITTEE
September 28, 2009

ITEM	ACTION TAKEN	PAGE(S)
INTRODUCTIONS		
a. Call to Order	Convened at 1:30	1
b. Roll Call	Quorum Present Later	1
c. Approval of Agenda	Approved as amended	3
d. Approval of Minutes - July 27, 2009	Deleted from agenda	3
COMMUNICATIONS FROM THE PUBLIC	None	3
ACTION ITEMS:		
a. Possible TIP Amendment	Approved	3-5
INFORMATIONAL/DISCUSSION		
a. Santa Fe Area Transit Service Plan Update	Discussion	2
b. Enhanced Regional Transit/Rail Study Update	Discussion	2-3
c. MTP Progress Report	Discussion	7-8
d. UPWP Budget Update	Discussion	8-9
e. Update on Santa Fe Studies	Discussion	5-7
1) I-25 Corridor Study		
2) NM599 Interchange Priority Study		
3) St. Francis Drive Corridor Study		
f. Rail Runner Service Update	Discussion	9
MPO OFFICER REPORT	Report by Mark Tibbetts	9
TCC MEMBER COMMUNICATIONS	Discussion	9
ADJOURN - Next Meeting: Oct. 26, 2009	Adjourned at 3:15 p.m.	9

**MINUTES OF THE
SANTA FE MPO
TECHNICAL COORDINATING COMMITTEE
MONDAY, September 28, 2009**

INTRODUCTIONS:

a. CALL TO ORDER

A meeting of the Santa Fe MPO Technical Coordinating Committee was called to order by Mr. Keith Wilson in the absence of both Chair and Vice Chair members at approximately 1:40 p.m., on the above date in the Council Chambers at City Hall, 200 Lincoln Avenue, Santa Fe, New Mexico.

b. ROLL CALL

Roll Call indicated the presence of a quorum as follows:

MEMBERS PRESENT

Robert Martínez – Santa Fe County
Jon Bulthuis – Santa Fe Trails [arriving later]
Phil Gallegos – NMDOT District 5
Andrew Jandáček – Santa Fe County
Jack Valencia for Josette Lucero – NCRTD
Larry Samuel – Tesuque Pueblo
Shelley Cobau for Jack Kolkmeier – Santa Fe County
Greg Smith – City of Santa Fe

MEMBERS ABSENT

Jon Romero, Chair – City of Santa Fe
Mary Helen Follingstad, Vice Chair – RPA Director
Reed Liming – City of Santa Fe
Chris Ortega – City of Santa Fe

STAFF PRESENT

Mark Tibbetts – MPO Officer
Keith Wilson – Senior Planner

OTHERS PRESENT

Colleen Baker - Santa Fe County
Tim Rogers – NMDOT
David Quintana – NMDOT

Fred Pearson
Tom Trowbridge - NMDOT

c. APPROVAL OF AGENDA

Postponed until a quorum was achieved.

d. APPROVAL OF MEETING MINUTES FROM JULY 27, 2009.

Postponed until a quorum was achieved.

1. COMMUNICATIONS FROM THE PUBLIC

None.

2. ACTION ITEMS:

a. Possible TIP Amendment – Kennedy Line Rail Trail

Postponed until a quorum was achieved.

3. INFORMATIONAL/DISCUSSION

a. Santa Fe Area Transit Service Plan Update – RPA Staff

Mr. Wilson announced that the RPA hired Charmey Associates to do this planning to try to expand transit services. They would meet this afternoon from 3-5 p.m. to prioritize the elements of the project. This item would become a long-standing agenda item and hopefully next month he would have more details on it.

b. Enhanced Regional Transit and Rail Study Investigation Update – MPO Staff

Mr. Wilson explained that this was an investigation that came out of the St. Francis Drive study. It was separated out to explore how to get a more enhanced regional transit study under the RPA. It involved the NMDOT, New Mexico Rail Runner, NCRTD, Santa Fe Trails, and others. He said it would come down to how much money there was available for such a study. They would identify some next steps and time frames.

Mr. Smith arrived at this time, making a quorum. The Committee went back to the action items with Mr.

Wilson chairing the meeting in the absence of the Chair and the Vice Chair.

c. APPROVAL OF AGENDA

Mr. Martínez moved to approve the agenda. Mr. Gallegos seconded the motion.

The agenda included the approval of the minutes of the July meeting. Mr. Boaz stated that those minutes were already approved at the August meeting. Mr. Wilson said it should have said August 24th minutes.

The Committee decided to amend the agenda, deleting consideration of the minutes and moving Item e up to be after b.

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

d. APPROVAL OF MEETING MINUTES FROM JULY 27, 2009.

This item was deleted from the agenda.

2. ACTION ITEMS:

a. Possible TIP Amendment – Kennedy Line Rail Trail

Mr. Trowbridge said the NMDOT's Bicycle/Pedestrian/Equestrian Advisory Committee at their most recent meeting in Raton approved pursuit of this multi use trail that would link Rancho Viejo in south Santa Fe to Eldorado. In the time since that meeting they had enlisted the support of Santa Fe County. Under the scenario they outlined, DOT would provide the engineering services but Santa Fe County would take the lead on it. The trail would link Eldorado and Rancho Viejo in a way that would be much shorter through the Kennedy Line Trail than any other road alignment.

Ms. Baker said they were bringing it forward today because the project was gaining some momentum and they wanted to get it into this process so the State could leverage its expertise and bring all the efforts together. The overall trail concept was from I-25 frontage at Rabbit Road where the old rail line connected to the Burling North-Santa Fe down near Galisteo. Overall it was about 15 -16 miles long. Of that, the NMDOT was particularly interested in collaborating on the part from Rancho Viejo to Eldorado - about 3 miles in length.

They were also having conversations with Tim Rogers and the MPO looking at Rabbit Road through Oshara Village in the SFCC District to Rancho Viejo connections with the full Urban system as shown on Map Z of the handout. It would be an urban type multi-use trail. Santa Fe County was bringing it forward as

a joint project of the Transportation Planning and Transportation Division with Open Space and Trails. County staff had been working on acquisition at the southern end because they had a large open space at that end. There, it would transition to a more rural type trail. They were currently working on the acquisition phase and with DOT on the designing phase. They were putting money into the acquisition of the corridor and once it was on the state program, they could begin construction.

Mr. Wilson said he was working through the technicalities to get it on the STIP.

Mr. Gallegos said they were currently working on the 2013 projects, so it would have to be put in the current STIP or wait for two years.

Mr. Wilson said a project with local matching funds didn't go on the STIP.

Mr. Tibbetts said it was the only one that was flexible - 2013. That project was positioned for 2013 for \$600,000 for 2013 and then adjusted down to \$50,000 and the recommendation being proposed now was \$200,000 for the Rail Trail and \$100,000 designated for this Kennedy Line Trail.

He explained that they were looking for connections and extensions of the main spine trails. Each one has been extended but they were making sure there were connections and functioned well in what they were right now. They had the north SFCC connecting with Rabbit Road Trail. If they put everything in the Rail Trail, they could not be sure how much it would be a viable commuter corridor at this point and might take a longer term to get it to commuter status.

Mr. Gallegos said on the trail projects, 2-P money was the most reliable source of funding. He suggested if they took some of this money in an amendment, it was perfect timing for the STIP to go to November meeting for approval by the Commission. If it was approved, they could get it into the November STIP.

Mr. Trowbridge said this was presented to South Viejo Homeowners' Association and they didn't want equestrian use included. So the MPO might need to suggest to the DOT the need to look into other possibilities of right of way for horseback riders.

Mr. Gallegos asked how much they would want to shift to this new project.

Mr. Tibbetts said it would be listed under ROW Acquisition or Design Planning.

Mr. Gallegos was okay with that as a brand new trail.

Ms. Baker clarified that they had planning, environment and design all within DOT.

Mr. Gallegos recommended \$100,000 toward it and then down the road, as projects changed, it could be adjusted.

Ms. Cobau asked if it would be an asphalt trail. Mr. Tibbetts agreed.

Ms. Cobau said the County could we add \$25,000. She asked if they didn't want horses in Rancho Viejo.

Ms. Baker agreed and said they could use the spur trail for that. It was a matter of educating the homeowners that it was a public trail, not a homeowners' trail. The County was calling it New Mexico Central. She said they usually separated equestrian trails from bicycle & pedestrian trails.

Mr. Wilson summarized that they wanted to adjust the allocation to shift \$100,000 to the New Mexico Central Rail Trail from Rabbit Road to Avenida Eldorado.

Ms. Baker said they could call it the Eldorado section - I-25 to Avenida Eldorado.

Mr. Jandáček moved to amend the TIP to include the New Mexico Central Trail with the termini at I-25 and Avenida Eldorado for ROW acquisition, design and construction in the amount of \$100,000 and reducing the Santa Fe Rail Trail amount from \$301,000 to \$201,000. Mr. Bulthuis seconded the motion and it passed by unanimous voice vote.

3. INFORMATIONAL/DISCUSSION (continued)

e. Santa Fe Studies Update – NMDOT

1) I-25 Corridor Study

Mr. Quintana reported on the studies and announced the public meetings. He received an email from Councilor Ortiz about a City Council meeting that effectively killed the Governor Miles extension but it did remain on the MTP as an extension. He would give him a call to explain why they were continuing it.

Mr. Smith said City staff has been meeting with concerned citizens on this and discussed whether the group would contact Councilor Ortiz on it.

Ms. Cobau asked what the I-25 study identified at Richards.

Mr. Quintana said it was a potential interchange.

Ms. Cobau asked if it would include extension of the bridges.

Mr. Quintana said the widening of Richards would require a widening of the bridge. The type of interchange had not been determined.

Ms. Cobau noted that on the Las Soleras plat there was an area of about 12.5 acres at the northwest corner of Richards and I-25 reserved for a future interchange.

3) St. Francis Drive Corridor Study

Mr. Quintana reported they had a public meeting on Sept 16 as an open house. A news article seemed to indicate that the study was promoting the TOD at Zia Station. So they got comments from that neighborhood that they were not for it. But at the meeting it was made clear that this study was not promoting TOD development there.

2) NM599 Interchange Priority Study

A public meeting was scheduled for next Tuesday at Genoveva Chávez Community Center from 5-7 p.m. for presentation of Phase A findings. Another would be scheduled later.

A developer (Mr. Cook) was developing an interchange at 599 and Jaguar Drive. It was 100% developer driven and had no effect on publicly funding projects along 599.

The 3 study teams had conference call last week to discuss formatting of the decision matrix and agreed that matrix formatting would be consistent.

Mr. Smith noted that when the City approved the Tierra Contenta MP in 1994 there was in the MP a \$100,000 pot of money was set aside for that interchange. In recent discussions with the TC Corporation, they understood there was not a foreseeable time frame when that money would be available.

So land use assumptions for Tierra Contenta were up in the air. The 1995 MP was still the official land use assumptions.

Ms. Cobau asked if this interchange would access property on the City side of 599 or the County side of 599.

Mr. Quintana said the DOT understood that everything there was locally driven - public funds for upgrade - such as from developers. Their study was solely for publicly funded projects.

Ms. Cobau thought there could be a grade separation there.

Mr. Quintana thought the State reserved right of way for an overpass at Jaguar. It actually went a little south where an overpass would be feasible.

Mr. Tibbetts asked if the developer was committed to that. Mr. Quintana agreed.

Mr. Quintana clarified that the location was where it was on the original study and the purchase was made in the 1980's.

Mr. Wilson said the map was in the study packet.

Mr. Gallegos said it was scheduled to start next April.

Mr. Quintana agreed and added that it had no affect on the study work. It would be treated as an existing condition.

Mr. Wilson asked if it would come to TCC in the next couple of months. Mr. Quintana agreed and said it needed to show up on the STIP.

Mr. Quintana said the developer was working with Tierra Contenta on it. They were talking about keeping the land use the same.

Mr. Smith said the City would have a pre application meeting to annex the land south of the airport and zoning of the property. It was not officially filed yet.

c. Progress Report on Metropolitan Transportation Plan Update – MPO Staff

Mr. Tibbetts provided a handout for the update. The introduction was in the last update. He shared how they were going to organize and how improvements would work and how well the system worked. They had to meet 8 plan factors that were listed on section 1.4 on page 4. It was broken out by roadways, bicycle and pedestrian, etc.

He went through it briefly and highlighted some portions.

The final part summarized the specific projects in several categories and then a financing plan would be added. It would be updated every 5 years and he hoped to have a draft by January.

Mr. Rogers commented briefly on the healthiness of bikeways that would do planning for the complete streets system and the urban bikeway system. Page one was a system to get around the city by bicycle and started with the four main trails: River, Rail, Arroyo Chamiso and Acequia. The next few sections were complicated but showed the needed improvements. It was an overlay. Some were just additions or corrections.

He went briefly through some of the other maps and said there would be more to come.

Mr. Wilson said they engaged BTAC and would be on their agenda for the next couple of months to go through the ideas. The ultimate goal was to develop the connections for major routes so they could start pursuing them through other means. They would work with GIS when they get back up and running to pull together the maps. He thought they should get good progress by the end of the year and have a good plan in place. They would continue to work with the County on the roadway studies and hopefully, they would all come together by the end of the year. He agreed that it now needed some wordsmith work.

Mr. Tibbetts said they expected to go to the public in October and start of November with a schematic

overall approach and the draft in January. They were seeking to gain an overall perspective with connectivity and utility. Unless they could get the public to see those adjustments and tweaks to make it usable, they won't achieve a change. So it needed some practicality.

Mr. Jandáček said the County was working with Al Pitts and Ed Hayes on a future roads plan for the SFCC District to include in it. They had some initial results from the models and discovered findings that - along New Mexico 14 that would be at E and F levels by 2020. Richards surprisingly didn't appear to have a level of service below C. So they were more concerned with traffic volumes on New Mexico 14.

They would continue to work with the consultants and would give a status report later on the roads network. They were taking the ARTF recommendations to see how many of them were applicable today and working out the road network for safety improvements. They would be meeting with the modeler and could inform the Committee of them. The E and F levels were in the media park district. That was contributing to it but they hadn't discussed the findings with the modeler yet.

Mr. Wilson said they planned several public meetings in various parts of the City and in Eldorado.

Mr. Valencia asked what width was necessary for the ROW for a bike trail and the approximate cost per lane mile.

Ms. Cobau said the County usually asked for a 20' row.

Mr. Quintana said the cost could be \$650,000 per mile for a multi-use trail.

Mr. Valencia thought that seemed excessive.

Ms. Cobau said at that rate it should be part of the roadway row.

Mr. Valencia said without a rational figure, the work of planners and officials was not going to get there. So he was asking for a number to correlate with it.

Mr. Wilson offered to work on those unit costs.

Mr. Tibbetts agreed they needed to have some reality on the costs.

Mr. Valencia said that should give the TCC a chance to have constituent support for the projects.

Mr. Tibbetts agreed.

The Committee briefly discussed the extension of Richards Avenue at Buckman.

d. Unified Planning Work Program Budget Update – MPO Staff

Mr. Tibbetts said there were additional funds for planning that would be spent first as it was unobligated funds that came to the MPO recently.

Mr. Quintana asked if he could get a copy of that.

Mr. Tibbetts said it was on the consent calendar for City Council but he could provide a copy.

f. Rail Runner Service Update – MPO Staff

Mr. Tibbetts explained they had been approached by several people about the Zia station so it was a regular item on the agenda. They were also were looking at local service. The limitation was from the EA on the number of trips they could have in a given day. So they could not expand without another public process.

Mr. Pearson thought the St. Francis corridor study would have a lot of influence on the Zia Station opening and they were a few months away from getting all the information from that study.

4. MPO OFFICER REPORT

Mr. Tibbetts said he had already covered what he needed to report.

5. COMMUNICATIONS FROM TCC MEMBERS


Mr. Gallegos announced they would be getting a new District Engineer who would probably be an interim at first.

6. ADJOURN – Next TCC Meeting: Monday October 26, 2009

Mr. Gallegos moved to adjourn the meeting. Mr. Valencia seconded the motion and it passed by unanimous voice vote. The meeting ended at 3:15 p.m.

Approved by:

Submitted by:



Carl Boaz, Stenographer