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SANTA FE MPO
TRANSPORTATION POLICY BOARD (TPB)
APRIL 14, 2009

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MINUTES OF THE
SANTA FE MPO
TRANSPORTATION POLICY BOARD

TUESDAY, APRIL 14, 2009

CALL TO ORDER

A meeting of the Santa Fe MPO Transportation Policy Board was called to order by Commissioner Mike Anaya, Chair on this date at approximately 9:30 a.m. in the Santa Fe City Councilors Chambers at City Hall, 200 Lincoln, Santa Fe, New Mexico.

ROLL CALL

Roll call indicated the presence of a quorum as follows:

Members Present:

Commissioner Mike Anaya, Chair
Mr. Robert Anaya
Miguel Chavez
Mayor Ron Coss
Councilor Robert Mora, Vice Chair
Commissioner Virginia Vigil

Members Absent:

Councilor Matthew Ortiz,
Commissioner Liz Stefanics

Staff Present:

Phil Gallegos, NMDOT, District 5 Asst. Engineer
Mark Tibbetts, MPO Coordinating Officer
Mr. Keith Wilson, Senior Planner

Others Present:

Lawrence Barreras, NMDOT
Mary Helen Follingstad, Executive Director, RPA
Mr. Harris, NMDOT
David Quintana, NMDOT Project Engineer
Mr. Albert Thomas, Project Manager, Bohannon Huston
Charmaine Clair, Stenographer

APPROVAL of AGENDA

Mayor Coss moved to approve the agenda as presented. Councilor Chavez seconded the motion and it passed by unanimous voice vote.

APPROVAL of MINUTES: March 19, 2009

Councilor Chavez moved to approve the minutes of March 19, 2009 as presented. Councilor Mora seconded the motion and it passed by voice vote; Mr. Robert Anaya abstained from the vote as he hadn't been in attendance the previous meeting.

ACTION ITEMS:

1. Approval Of FY 2010-13 SFMPO Transportation Improvement Program (TIP)

Mr. Tibbetts said that TIP came from the long range Metropolitan Transportation Plan (MPO) over a four year period and was fiscally constrained and was required to show funding was in place. He said that was the case in projects listed for FY 2010 and 2011. FY 2012 and 2013 were not fiscally constrained and had been included because how much funding would be received wasn't known.

He said the TCC discussed The Airport Road Safety Improvements Project be moved from FY 2013 to FY 2012 and he would work with District 5, NMDOT to finalize FY's 2012-2013. He asked for approval of the TIP for the final placement of projects in 2012 and 2013 and said the projects could be introduced at that time but would go through the TCC (Technical Coordinating Committee) for an estimated total cost.

He said work had been done on two of seven of the American Recovery Reinvestment Act (ARRA) and the projects that were listed and DOT had submitted a project list. He asked for approval of the document with the understanding that the document would be amended in a month.

Commissioner Vigil said there were several projects she wanted the authority to consider as part of the document. She assumed there could be a presentation of the projects at the next meeting and in the interim would go to the TCC for recommendation and an amended TIP would be presented to the board in the June meeting.

Commissioner Vigil said one project was with the joint city/county Buckman Direct Diversion. She said lines had to be transferred to the southern part of the county and would go through South Meadows and that would be a problem. She said the County went out for general obligation bonds but the Buckman Diversion Lines were ready and imperative for stimulus money to be considered to assist with the South Meadows Project. She wanted that included in the coffers and for staff to present the need for the project to be a part of the decision making process and prioritized.

She said Santa Fe County participated in the creation of a media district and that resulted in a significant economic development project for the community in the Santa Fe Studios; a film project that was collaborated with many of the educational institutions with the city and county. At issue was the access to the media park off of Highway 14 and acceleration and de-acceleration lanes would be needed. She asked the project be considered because it qualified for stimulus dollars and was a joint project that benefited the entire community.

Mr. Tibbetts clarified that the ARRA money was allocated to the districts and unlikely all of the projects would be done. He said the Airport Road and Santa Fe Rail Trail Extension and the Rodeo Road Enhancement Project would be funded and it wasn't final there wouldn't be more money and once the

amount to be received was determined he would have a better idea of how many other projects could be funded.

He said South Meadows was in FY2013 and could be moved to FY2012. The state would be involved with design and construction of the acceleration and deceleration lanes and a joint sponsor by the county would be proper and possibly incorporated into their maintenance and highway preservation money.

Councilor Chavez asked about the list that would be presented by the DOT and when the lists would be reconciled.

Mr. Tibbetts said it wasn't clear how much money would be received and everything was delayed a year and only funding for the current fiscal year was certain. He said 2010 started in the fall and he had been told fiscal year 2010-11 were set.

Councilor Chavez asked where the Siler Road Extension Project was in the mix.

Mr. Tibbetts said the project was ready to bid and final funds from other sources had been looked at and would come from impact fees or the RPA (Regional Planning Authority) GRT (gross receipts tax) and would be a matter of the match money being finalized.

Mayor Coss said some of his questions had been addressed for South Meadows and the project should be right behind Siler Road but asked about money in the TIP for the Buckman Project that was ready for 2011 and would need a bridge and had no funding.

Commissioner Vigil said the Siler Road Cooperation staff had received an additional \$250,000 from the RPA that provided the match dollars required and the project was ready to move forward.

Councilor Chavez moved the South Meadows Project be moved to FY 2012 to mesh with other projects and to be in line with the Buckman Direct Diversion and that staff include the components of the funding and design as part of the presentation. Mayor Coss seconded the motion.

Councilor Chavez asked if there would be time to coordinate the design and construction of the water pipeline and the construction of the bridge to avoid being in the way of one another.

Mr. Tibbetts asked the District 5 representative, Assistant District Engineer, Phil Gallegos to address the relationship with the district and how the MPO would fund projects and coordinate them.

Commissioner Vigil said her intent was to ensure the project was part of the mix and gain information about the most appropriate way the project could move forward and be best supported.

Mr. Robert Anaya asked that Mr. Gallegos address the impact to the list and provide his perspective on the effect of other projects moved up a year.

Mr. Gallegos said the TIP for FY2010 and FY2011 was fiscally constrained and the project proposed for federal funding would be in FY2012-FY2013.

Commissioner Vigil said she intended to disclose the need for the project and though constraints currently existed, the future was undetermined and should there be additional stimulus dollars the appropriate process had been followed to elevate the priority of projects.

Mr. Gallegos said the DOT would approve the projects and would go to the committee in May with approval in June. He said it would be difficult for everything to get in and critical that the MPO recommended the top priorities.

Commissioner Vigil asked about special projects that were lobbied through government entities and said she wanted to protect the fidelity of the process and was concerned how the projects would be placed and in what order.

Mr. Carreras of the DOT said he fully expected a redistribution of moneys following the first appropriations and the priorities would be followed.

Mr. Robert Anaya asked if the motion passed and South Meadows moved from FY2013 to FY2012 would that be at the bottom of the priority list and would it be based on resources.

Councilor Chavez said the Cerrillos Road Reconstruction Project came to mind that had been on the list for many years and the priorities had been set and funding was in place and would continue. He said his motion was to plan ahead and recognize that South Meadows in conjunction with the Siler crossing was based on need and should be bumped up and the construction should be moved up a year or two and that wouldn't preempt funding that was currently in place.

The motion passed by unanimous voice vote.

Commissioner Vigil moved to make Highway 14 a part of the American Recovery Investment Act. She said even if a second flow of dollars, the project should be part of that to protect the fidelity of the project. Mayor Coss seconded the motion.

Mayor Coss asked if it would go to TCC for review; he had never seen the design or discussed the project.

Mr. Tibbetts recalled there had been a similar request on Highway 30 to add acceleration and deceleration lanes and the state took the project over and worked the request through the pavement preservation maintenance budget. He said the project went through the process, part of which was the TCC.

Councilor Chavez said the media park project and the benefit to the media industry on the state could be discussed and on the surface seemed to be off site improvements generated due to the development of the business park. He said the improvements, funding source, impact fees, matched state funds etc. should be looked at and discussed by the TCC prior to the board's discussion. His motion had included the project go to the TCC and the discussion could be continued when the issue returned to the board.

Mr. Tibbetts said there was room for privately funded projects in FY2010 and could happen a lot sooner as long as the project had recognized funding.

The motion was passed by unanimous voice vote.

Mr. Tibbetts said originally the Airport Road Safety Project included the existing pavement being resurfaced and had received \$250,000 safety funds this year. He said stimulus money went to shovel ready and changed the Airport Road and public works had changed the project to a rehabilitation and replacement of the pavement to be a candidate for the funds under the ARRA and moved to FY2012 so the design could be coordinated for landscaping as money became available.

Mayor Coss moved that Airport Road Safety Improvement be moved from FY2013 to FY2012. Commissioner Vigil seconded the motion and it passed by unanimous voice vote.

Mr. Robert Anaya moved that the overall TIP be approved. Councilor Chavez seconded the motion.

Mr. Tibbetts said to clarify, the RailRunner site at Las Soleras had been approved in November with conditions. To move the process forward an addition under the transit rail project was presented by the state for an environmental study and preliminary design for Las Soleras and would be privately funded in the amount of \$500,000. He said all of the improvements for the station platform, pedestrian bridge etc., at that site would be paid by the developer and the preliminary design enabled the cost to be determined and would address many of the issues.

Commissioner Vigil supported the study and said the study made a strong contribution to the RailRunner. She recalled a request that Richards Avenue be considered and asked how that would fit in with the study.

Mr. Tibbetts said this study would be authorized by the DOT and the environmental study (as a federal facility) would look at how 599 addressed concerns and the additional cost to construct a pedestrian bridge.

Commissioner Vigil asked how the study would fit into the study for alternative sites.

Mr. Tibbetts said the DOT and the FHWA would look at the need, impact and safety and address if there would be an adverse impact or public safety would be compromised. He said the TPB had determined a need for a station in the area and the Las Soleras Group benefited that the study would be paid for and would occur sooner.

Commissioner Vigil said the timeline of the environmental study appeared if action was taken it would move forward with the DOT. She asked where the DOT was with the comprehensive I-25 corridor study and if the timeline coincided with information being gathered with alternative stops.

Mr. Tibbetts said the corridor study had been ongoing and a presentation would be done by the consultants and would address questions and the station as a preferred location.

He said a good question to clarify was if a future interchange would be looked at and the impact and should at least be coordinated with the other environmental study.

Commissioner Vigil said she would have a discussion with DOT personnel.

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Chair said a he had received a letter from the DOT (*Exhibit 1*) that requested the Las Soleras station be put on the TIP.

The motion passed by unanimous voice vote.

2. Approval of FY 2010 UPWP (Unified Planning Work Program) (Exhibit 2)

Mr. Tibbetts said this document was required for staff compliance with the federal regulations as an MPO and different tasks were listed to be performed by staff. There were three components to the document: Program Administration, Data Collection, and Planning Activities. He said a list of obligated projects that had been funded, a public participation program and other documents that included programs staff wanted to initiate, had been approved by the board.

He said staff had looked at the development of a traffic count program customized to the area with public web access to provide information on traffic and a more interactive website that would include meeting announcements and present documents. He said the UPWP laid out what had to be done by staff and few changes were made from the previous year.

Councilor Chavez said on the *Bike to Work Program* he wanted to look at ways the theory could be expanded to focus on alternative transportation and wouldn't focus only on biking. He said people could ride the bus or walk and bus schedules could be provided and other ways to promote all of the ways to get to work walking, biking and the use of buses.

Councilor Chavez moved to approve the UPWP. Councilor Mora seconded the motion and it passed by unanimous voice vote.

INFORMATION DISCUSSION

STATUS OF SANTA FE STUDIES (NMDOT)

a. I-25 Corridor: Report on issues of concern and range of alternatives under consideration (CH2MHILL)

Mr. Dave Quintana said he would address Las Soleras station as a preferred site and said the city had moved forward with the assumption Las Soleras had been approved by the MPO and the TPO and to meet the schedule of the corridor studies and should there be a change in the future, a re-evaluation of the I-25 corridor study would be done.

Mr. Ross Lujan said there had been two stakeholder meetings and a public information meeting that listened to public concerns. He said based on the input, drafts had been created and four elements of concern had surfaced.

He said there were concerns with crash data on the corridor and the need for connectivity to cross I-25, access for emergency vehicles and specifically the community college district and system connectivity on how the public would access the community college district and lastly, travel demand.

He said there were several congestion points and the study would anticipate the growth issue and try to correct them. He said after each stake holder meeting there had been a project management team meeting to discuss the findings and what should be included as criterion for the corridor.

He said the initial study would look at concepts that addressed the purpose and identify the need and would be evaluated based on the criteria from which a shorter list of alternatives would be developed and presented to the DOT and MPO.

He said the 11 x 17 map (Exhibit 3) had the concepts of the study based on input from the public and the directions from the DOT. He briefly described the concepts.

- A new interchange at Richards Avenue to mitigate many of the concerns.
- Frontage roads along the I-25 corridor (shown in yellow)
- System connectivity would be addressed with new bridges (shown in red) at Camino Carlos Rey, Yucca and Beckner at Dinosaur.
- Analysis of whether to widen to six lanes.
- Improvement of existing interchanges; the public wanted to avoid a signal being added.

He said there would be a public information meeting May 5th and the concepts would be presented to the public.

He said on page 2 of the document, based on the May 5 meeting, the draft would be presented to the TCC prior to a June 11 presentation to the MPO. He said comments would be addressed at that time and the document would be submitted to the DOT on July 15.

Mr. Quintana introduced Mr. Albert Thomas, Project Manager and Vice President of Traffic Operations for Bohannon-Huston.

Commissioner Vigil said that Santa Fe County had undergone one of the strongest sustainable growth management plans and had looked at growth patterns and areas for sustainable growth and asked why the evaluation criteria had not included growth patterns and growth areas.

Mr. Lujan said the growth anticipated was in the model created and he understood the evaluation would be based on any anticipated approved roadway and said, for instance the Santa Fe Studios would be incorporated into the study.

Commissioner Vigil said the corridor studies should be looked at in terms of the growth potential and she wanted to see a balance of where the population density was and what the potential growth pattern would be.

b. St. Francis Drive Corridor: Report on issues and concerns from public meetings (Bohannon-Huston)

He provided the following information on the study:

- Zia Road was one of the heaviest and most congested intersections in the corridor with problems in the morning and afternoon peak. Cerrillos Road in the p.m. peak and Cordova in the morning were below acceptable levels of service.
- A safety analysis had been completed for the years 2003 and 2005 that showed the corridor had 853 total crashes; 533 occurred at intersections and 538 of those were rear end crashes. Crash rates on the corridor were below the state and Santa Fe County average. A stretch between Cerrillos and Paseo Del Peralta had a higher crash rate and would be looked at for safety concerns that should be addressed.
- Right-of-ways varied from 250-330 feet to as narrow as 95 feet and constraints had been identified and would be worked with as the plan moved forward.
- Four public meetings and a joint meeting and two stakeholder meetings were held in March at both the north and south end and a lot of good public input had been received. Stations that had been set up for traffic operations and safety, bicycle/pedestrian/and transit station, and environmental urban design station and MPO had a station on regional issues.
- Public issues were expressed as: improved livability, enhanced pedestrian and bicycle experience along the corridor, reduced congestion; signal timing and ITS (intelligent transportation systems.) The general consensus was for more sidewalks, better bicycling accommodations and a range of solutions had been suggested by the public from the St. Michael's merge condition, the interchange configurations at Zia, the St. Francis underpass to be taken under Cerrillos, bike lanes and signal timing improvements and more signs for trucks to use the 599 bypass.

He said currently there were three studies being conducted by the city that he would follow closely. He said the purpose of the proposed St. Francis drive project was to increase mobility for all modes of travel, to mitigate the effects of traffic for the increased vehicular traffic anticipated, and provide multi-modal connectivity. The need for the project was to provide transportation options that would be compatible with long-range planning goals of the local and regional governments, to respect the interests of the adjacent properties and to maintain the established quality of life.

He said an analysis would be needed of whether updated counts since the RailRunner began operation had affected any of the traffic operations and crash data went only to 2005 and data for 2006-07 would be incorporated and the 2030 analysis would be completed.

He said alternatives were looked at: lane reductions, lane widening, an expressway like Paseo Del Norte in Albuquerque with no at-grade intersections and possibly frontage roads. He said intersection improvements would be looked at and multi modal components would include the RailRunner transit stations and the pedestrian and bicycle connectivity and urban design options and on April 28th an Urban Design Alternative Workshop would be held.

Mr. Thomas said Phase A should be completed by the end of June and the next step would be the detailed investigation of alternatives and documentation with a preferred alternative recommended for implementation. He said that DOT would work closely with the MPO, the city, the county, the community and other agencies for implementation, phasing and prioritization of any projects recommended from the study.

Mr. Robert Anaya said he was aware of the extensive communication throughout the process and asked Mr. Thomas to address the public notices that had been sent.

Mr. Thomas said the DOT had extended the outreach for the necessary input and project management team meetings were held and the city, county and the MPO invited to participate. He said stake holder meetings included members of the planning organizations and the city and county planners and the DOT had recognized the input from the local participating agencies and communicated as much as possible.

Mr. Anaya suggested that the governing boards be briefed as the processes were evaluated.

Councilor Chavez asked when the St. Francis corridor study was expected to be completed.

Mr. Thomas said the Phase A Study, initial evaluation of alternatives, should be completed by June 26; a draft document would be submitted prior to that.

Commissioner Vigil said St. Francis Road affected everything and she would like Alameda, San Mateo, and Aqua Fria, considered. She said the three roads would directly be impacted by heavy truck traffic and were not designed to carry trucks. She asked that signage or design be a part of the study and discourage heavy traffic.

2. Update on NM Rail Runner Express

Mr. Tibbetts said he had discussed the update and said the last station under construction was at 599 and completion would be the end of June. Mr. Harris said there had been an update and the date had recently been changed to July 22.

3. Update on Regional Transit Operations

Mr. Tippetts said the March agenda had a presentation scheduled from the NCRTD that had been postponed. He said that Ms. Mary Helen Follingstad would provide information on how the RPA would develop the service plan for the NCRTD within the Metropolitan planning area.

Councilor Chavez said the presentation was to include both the RPA and the NCRTD and said as a footnote should also include the Santa Fe Pickup Shuttle Service as part of the parking division.

Councilor Chavez moved to postpone the formal presentation to ensure the NCRTD and Bill Hon from the Parking Division would be in attendance to explain how the Santa Fe Pickup Shuttle System worked with the Santa Fe Trails, RailRunner and NCRTD as part of the connectivity. He asked that the memo from the RPA, Executive Director (Exhibit 5) be noted for the record. Chair Anaya seconded the motion. The motion passed by voice vote.

Commissioner Vigil opposed the motion and said the RPA presentation would have been of value.

MATTERS FROM THE SFMPO TRANSPORTATION POLICY BOARD

There were no matters from the SFMPO Transportation Policy Board.

MATTERS FROM MPO STAFF

Mr. Tibbetts introduced Mr. Keith Wilson, the new senior planner.

Mr. Wilson said he had worked with the regional planning agency that fulfilled all the federal requirements in Massachusetts for over 13 years in a similar environment to the MPO. He said he had a degree in civil engineering and hoped to provide valuable information and be a resource for the MPO.

COMMUNICATION FROM NMDOT AND FEDERAL HIGHWAY ASSOCIATION (FHWA)

Councilor Chavez asked if the vice chair position had been finalized and Councilor Mora said he accepted the position.

Councilor Chavez said he wanted the record to reflect the request for the RPA and the NCRD to be coordinated as part of the presentation hadn't been done and wasn't an unreasonable request.

OTHER MATTERS FROM THE PUBLIC

There were no Matters from the Public.

ADJOURN: Next scheduled meeting is 9:30 a.m., Thursday, June 11, 2009.

Having no further business to conduct the meeting was adjourned at 11:17 p.m.

Approved by:

Commissioner Michael Anaya, Chair

Submitted by:



Charmaine Clair, Stenographer