

MINUTES OF THE
SANTA FE MPO
TRANSPORTATION POLICY BOARD

November 8, 2007

CALL OF ORDER

A regular meeting of the Santa Fe MPO Transportation Policy Board was called to order by Chair Miguel Chávez at approximately 3:00 p.m. in the City Council Chambers, Santa Fe City Hall, 200 Lincoln Avenue, Santa Fe, New Mexico.

ROLL CALL

Roll Call indicated the presence of a quorum as follows:

Members Present:

Councilor Miguel Chávez, Chairman
Commissioner Jack Sullivan
Commissioner Michael Anaya
Mayor David Coss [arriving later]
Councilor Matthew Ortiz
Commissioner Virginia Vigil

Members Absent:

None

Staff Present:

Mark Tibbetts, MPO Officer
Lucas Cruse, MPO Senior Planner

APPROVAL OF AGENDA

Councilor Chávez asked the audience if they were present for items A-3 and B-1 on the Railrunner and selection of Railrunner stations. [A large number of hands were raised.]

Councilor Chávez asked the Board if they would consider amending the agenda, hearing 3A and then B1 and then allow for public comment after those items.

Councilor Ortiz requested they move up A -4 also and have them packaged together..

Councilor Ortiz moved to approve the Agenda as amended with items A-3, A-4, and B-1 moved

to the front of the agenda. The motion was seconded by Commissioner Anaya.

Mayor Coss arrived at this time.

Commissioner Sullivan noted there were two other resolutions that were on the agenda that had been tabled at the last meeting to this meeting. He said they seemed to have disappeared from this agenda and asked what had happened to those action items, B - 2 and B - 3.

Councilor Chávez said this was an amended agenda so if he wanted to bring those up at the next meeting he could do that. He said they wanted to have this discussion on the agenda now so that it could be structured. He said they could be brought back but this was in the interest of time.

Commissioner Sullivan didn't think he could bring them back because they would have to be re-noticed but the action of the Board at its last meeting was to table them until November 8th and that was a Board action.

Councilor Chávez apologized and said he would see if they could be put on the next agenda.

Commissioner Sullivan asked how they got taken off this agenda.

Councilor Chávez repeated that it was in the interest of time and we wanted to spend more time on these presentations.

Commissioner Sullivan asked who was "we".

Councilor Chávez said "myself and staff."

Commissioner Sullivan said "You mean you could take it off the agenda?"

Councilor Chávez said the Chair and staff do have some discretion to structure the agenda so that they could allow for discussion on these items.

Commissioner Sullivan said the Board had a unanimous motion to table it and that "was a motion that you made, to table the item until the November 8 agenda. That was a Board action."

Councilor Chávez said "so we will miss one Policy Board agenda, Commissioner Sullivan."

Commissioner Sullivan said he didn't think the Chair could take off an item that had been tabled to be on the agenda.

Councilor Chávez summarized to Mayor Coss that the motion on the floor was to amend the agenda and hear item A-3, A-4, and B-1, then hear public comment, and then proceed with the rest of the agenda.

The motion to approve the Agenda as amended passed by majority voice vote with all voting in favor except Commissioner Sullivan who voted no.

Commissioner Sullivan protested that the agenda was not properly presented..

Councilor Chávez said it was an amended agenda.

Commissioner Sullivan agreed it was an amended agenda but the agenda must include those items tabled at the next meeting. He said it was in the Rules of Order.

A. INFORMATION/DISCUSSION ITEMS

3. Update from NMDOT/MRCOG regarding Rail Runner Phase II:

Mr. Chris Blewett shared a Power Point presentation. He said they had a meeting on Oct 23 and Oct 30, public meetings with lots of verbal and written comments and were still getting email as of today. He thought they had done well in getting the word out. He thanked Commissioner Sullivan and Councilor Ortíz for their assistance in that regard.

Today, he said they had 150 additional questions, 26 pages of them. He said they were addressing all of them and hoped to have them out early next week. He said they would send it out to the email list provided and have it on the web site.

Noise

Mr. Blewett went briefly through the noise issues and comments.

He said they chose an alignment utilizing existing corridors. They analyzed train noise and determined no sound walls were needed. He said if they had needed to use sound walls, they would have had to use 14' walls continuous.

He reported that they met with residents of Casa Linda. Two were in favor and seven were opposed.

At the first public meeting they had similar results. So there were differences of opinion about the sound wall.

He reported that they have committed to a tree planting problem that probably won't do much for noise reduction but would help with appearance. He added that there were some other noise issues and hoped to have them out next week.

Environment

Mr. Blewett said the biggest environment issue was prairie dogs. He said they delayed that portion between or south and north of Zia until next May to relocated the prairie dogs. He said they relocated 141 of them that were near the pumice plan and in the I-25 corridor. They also flagged where known colonies were and the contractor wouldn't disturb that area. He said they were now looking for viable sanctuary areas.

Dust

Mr. Blewett said a concern was the use of potable water in construction. He explained that it was used because of restraints on the use of effluent but they have now resolved those and they would use effluent to deal with dust. He said they established a hot line and also cut the amount of construction days from 90 to 45 days.

Property Values

There were positive property values for residences within half mile of station, esp. Santa Rose. The corridor was an active train now and horn noise and engine noise was there now.

He said there were supplies storage issues and they had resolved that.

He thought the three miles of trails would have positive effects of property values. He explained that the criminal activity and vandalism rates would decrease along the rail corridor because of an active presence there and noted that the engineers would have radios to contact law enforcement regarding those activities.

Safety

Mr. Blewett said they were addressing safety through design. They spent lots of time on design of crossings and they would be the safest nationally. They also realigned the line at Zia and St Francis for car back up.

He pointed out that most of the existing rail was jointed and old so that would be replaced with safer rails. In addition, there would be for the first time a signal system for this kind of service.

He said the station parking lots would have communications, including cameras and emergency phones, night sky compliant lighting. The cameras would be continually monitored. It was proven in Albuquerque where people could not smoke.

MPO

Mr. Blewett said there were 20 separate issues presented.

They had a training for local law enforcement last week in which all of local law enforcement staff in Santa Fe were invited. Many did, including Santa Fe Police Dept, La Cienega, Fire Dept. There were three days of intensive class work to deal with emergencies that might arise and a section on terrorist threats. He said a full-scale exercise with Amtrak and Railrunner equipment was conducted. He commented that this was something that needed more attention and the result of Railrunner would mean more regular training exercises.

He said they were active participants in LIFESAVER. It was a public awareness campaign targeting school children. He said they would increase it prior the start of service.

Traffic

Mr. Blewett said they did extensive analysis of traffic conditions on queues and gates down at various intersections. That identified some specific concerns, Zia and St. Francis and Cerrillos and St. Francis. He explained that the train would not increase the level of service there but they were trying to identify ways to improve the situation. Another was for residents living on Galisteo fearing that the train might make it worse.

He said they optimized the design as much as possible at Zia & St. Francis, including right turn movements and evaluating ways to reduce the gate down time.

At Zia and St. Francis, they were committed to restoring every bit of green time on Zia and would create a minor inconvenience on St. Francis so no net impact. He added that they worked with Santa Fe traffic engineering staff for everything they thought would be helpful.

He said they were considering a move for Galisteo and a traffic signal at Galisteo and Rodeo perhaps. They also would extend the right turn from St Francis to Zia and a potential for conduit to interconnect the signal system. He said they would continue to analyze and to work on them.

That concluded his presentation.

Councilor Chávez thought the public input would give them some added information. He asked if the presentation covered both NMDOT and MR COG. Mr. Blewett agreed.

Commissioner Vigil asked how the DOT responded to the amount of parking needed at some of these stops and how it would be coordinated with Park & Ride services.

Mr. Blewett said they had indicated in their findings that the downtown rail station was fairly well spoken for. He noted there was a fairly large parking facility being built there but one of their biggest issues was trying to find added parking at the South Capital Complex station. He said that DOT was committed to a minimum of 200 spaces there. He said in their analysis so far, that appeared to be adequate but there was room for more if needed.

Commissioner Vigil said that at the last County Commissioners' meeting they had a unanimous consensus that I-25 at 599 would be recommended. She said, "that would be a sort of defunct kind of stop." She asked how he would address the issues regarding something that intersects I-25 and 599 – two major highways.

Mr. Blewett said one of the reasons in their early analysis they felt it would be a good location because it was at a major crossroads and, more importantly, there was a tremendous amount of public space available for all kinds of parking.

Commissioner Vigil asked if the design would include the parking component.

Mr. Blewett said if the Board decided that site should be pursued, then yes. He said they were committed to do site concepts for that area, do additional traffic analysis and parking needs analysis and that would be part of their subsequent effort..

Commissioner Sullivan asked if he addressed item 3- I on the agenda or 3-iii.

Mr. Patricio Guerrerortíz said they had a possibility of having a full time person for 3 months dedicated to this and they were making a decision on who would fill that position and the other possibility was that they would offer up to the equivalent, up to \$30,000 for the peer review that he was anticipating.

Commissioner Sullivan asked if he was saying there was no change in that item.

Mr. Guerrerortíz said it was the Board's decision on what their preference would be.

Commissioner Sullivan said that was still being reviewed by the County Manager now.

Mr. Guerrerortíz said that was what he understood as well.

Commissioner Sullivan explained that the County didn't have as much traffic engineering capability as the City in-house, so they did need that representative..

Commissioner Sullivan asked Mr. Blewett about his comment that the contractor would primarily use effluent. He noted that the DOT had made a request to Santa Fe County for the use of 86 acre/ft of water from the county for the Railrunner. He said that would be 28 million gallons. He asked if that request was now to be reduced because of the use of effluent. He asked how much water would be requested from the County.

Mr. Guerrerortíz said they were securing the majority of water required for the project to be treated effluent. He said they made contact with the City as well as the Penitentiary and they were going to obtain the majority of the water from those sources as treated effluent. He said they might at times need additional water because they didn't have the resources to provide all of the water needed and they would also procure some water storage for those days when they needed more than they could get from those sources. He said their commitment was that the majority of the water needed would be recycled water.

Commissioner Sullivan said he understood and asked how much potable water he was estimating now that they would need as opposed to the 86 acre/feet originally estimated.

Mr. Guerrerortíz said at this time, they estimated they would need about 2 million gallons per month and that need could increase to about 8 million gallons per month. He said it was for construction water

Commissioner Sullivan asked how much of that would be potable.

Mr. Guerrerortíz said that, at this point, they anticipated that at least 80% of that water would be treated effluent. He said they were securing the largest sources of treated effluent in this region for that purpose but they might need some supplementary water from potable sources.

Commissioner Sullivan said if it were 8 million gallons instead of 2 million gallons, that would be a big difference, obviously and if 80% of it were treated effluent, they would still have 1.6 million per month of potable water to provide. He asked if that would come from the County.

Mr. Guerrerortíz said they had two alternatives: one would be directly from county distribution lines or it would be from other sources of potable water. He said that at this point they had not decided where that potable water would come from..

Commissioner Sullivan said those were still big numbers for him, or at least they were for the County. He said if they needed just 5 million gallons per month of total water needed and they met the goal of 80%, they would still need 1 million gallons of potable water and that would be 12 million gallons of potable water over a year or about 40 acre/ft of water.

He said right now the County got most of its water from the City under its water use agreement. He said their water was already allocated in that agreement. So he asked if there had been any discussion on where this potential 40 ac/ft or 12 million gallons might come from.

Mr. Guerrerortíz said they were currently discussing with County and with other property owners as to where that water would come from. He said that at this point, they were using treated effluent.

Commissioner Sullivan said they could safely say at this time that, until they made that agreement with the City or the County, or whoever had this extra water, they would be using treated effluent.

Mr. Guerrerortíz said at the present time they were anticipating the level of 2 million gallons per month total construction water and that could be supplied by the treated effluent sources that they had contacted.

Commissioner Sullivan said that up to this point, they had been taking water from the Counties and it was potable water. He said it was good to hear they were going to be situated to use effluent because the County did not have that much extra water.

Commissioner Sullivan said that was all he had questions on this and he would have other questions when they got to the stations.

Mayor Coss had no questions.

Councilor Ortíz said he had a number of different questions but first wanted to thank the Department, the Secretary and Under Secretary for their efforts to date. After the City held their first public meeting on this on October 23rd he thought the State really stepped up and had been open in terms of the public information they were willing to share. He said when the City passed the resolution that was significantly changed, he heard a commitment from State that they were going to continue with the public dialogue and asked if they had a schedule now of when the next series of public meetings were going to happen.

Mr. Blewett said they wanted to get their responses back out so they didn't have a schedule yet. He hoped we could squeeze one or more sometime in December. He said there were a number of other issues that had come up. He said they were issues that were beyond where they were at this point in the project, such as looking at bus connections and schedules and other things. He said they would start working on a schedule that would lay things out during the first quarter next Spring as well.

Councilor Ortiz said that was encouraging. He said another question was on their talk about the quiet zones, which were principally the only mitigation efforts they put forward as part of the noise issues. He said it was his understanding that if the quiet zones were put into place and an accident happened at the intersection, there would be a shift of the liability from the railroad operator (in this case, the State) to the entity that asked for the quiet zone.

He asked, since these were offered as part of their project, if there was an answer he could give either now or later on what the liability would be in what the State had designated as quiet zones. He asked, if they didn't have an answer now, if they could get it later.

Mr. Blewett agreed.

Councilor Ortiz said on the other issue, it was his understanding that the quiet zone part of the existing line stopped at the south complex and didn't go across St. Francis and Cerrillos and did not go into the City's Railyard development. He asked if that was true.

Mr. Blewett said that Alarid and Paseo de Peralta was the last crossing they had committed to quiet zoning, even though that one was in the Railyard. He said they were working with the Railyard because, as part of that project, two new road crossings had been put in. He said he participated in at least one phone call with the Federal Railroad Administration to figure out what needed to be done in the Railyard proper and those discussions were continuing. He said that all the way through Paseo was part of this project.

Councilor Ortiz asked if, as the Railrunner was going on into the Railyard development, as it passed Site Santa Fe and the Gross-Kelly Warehouse, and the Farmers' Market and Tomasitas and into the depot there would be still more work to be done on the noise that would occur.

Mr. Blewett said they had some discussions about that very issue about a year ago with the Railyard and the City of Santa Fe and at that point in time, he brought up the issue that if they were building new road crossings in the Railyard, they needed to figure out a way to make them quiet zone compliant. He said that as a result of those discussions they asked the Railrunner to take care of everything up to Paseo de Peralta project and they committed to do that. He added that subsequent to that, he had offered their assistance with what needed to be done in the Railyard.

Councilor Ortiz said okay. He asked, in terms of construction of the station or the remodeling of station at the Railyard, was that one of the stations that the State had committed to building or would that cost be borne by the City of Santa Fe.

Mr. Blewett said their assessment of that station, and part of it had to do with its historical nature, was that there was not a whole lot that was needed to be done there and not much they could do even if they wanted to. He said the one thing they had committed to doing (actually two) was to work with the Railyard and the State Historic Preservation Office on constructing what would be called a “mini high platform” there for the level of boarding to meet ADA. He said the brick platform there was historic so they had to be careful how they would do that.

He said there were some pedestrian access issues too that he thought were pretty well addressed in the Railyard Plan as it was now but there were some other things they wanted to look at. He said if those were not accommodated by the Railyard Plan, he had a time set next week to talk with some folks from the Railyard to talk about some of those issues.,

Councilor Ortiz said his last point was on the issue of the night-time construction noise. He asked if all of the residences had been contacted and gotten their monitoring devices. He said he had four more addresses to give.

Mr. Blewett asked him to give them to him. He said they had contacted all the rest and made arrangements for them to get a device.

Councilor Ortiz said he thought the State had made “leaps and bounds” from where the discussion originally started. He said they changed the resolution to come up with different language and a different approach and wanted to thank the State for stepping up to the plate. He said he was sorry that resolution was not here now for the Board’s consideration because he thought, if not a unanimous, at least overwhelming approval. He said he looked forward to having it pass the Council and having the City continue to work with the State to solve the issues as the project continued to come forward.

Councilor Ortiz said that would finish the discussion on A-3, I) and ii).

4. Station location priority recommendations from the SFMPO TCC

Mr. Tibbetts presented the report. He said the TCC (Technical Coordinating Committee) was made up of counterparts mirroring those on the TPB at a staff level who were the voting members. He said it included City, County, Tesuque Pueblo, and the RPA. He said the recommendation was based on a study that started in July with eight meetings and developed a matrix of various criteria that, on a technical basis, would determine the best sites for serving the County and City and complement the two designated and already determined station locations by the DOT.

He said the study map in front showed the study for a total of nine locations initially. He said that about half-way through they were given an even more technical slope analysis on the rail alignment that showed with anything more than a 1% slope, it would not work well to have an engine stop on a slope. So those locations with a slope outside that safety parameter and not beneficial for the train were dropped as station locations and cut them down to six locations that were within acceptable limits.

He said their study actually focused more on the I-25 corridor and less on the portion after leaving the I-25 corridor up to the Alta Vista station. He said they did that essentially because of a Transit Oriented Development (TOD) study that was in process to look at the urban dense area to try to capture more non-motorized traffic, neighborhoods that were in proximity to stations. He said the reason they looked at Zia, for instance, and the three being recommended were based on the alignment and the corridor along I-25.

Mr. Tibbetts said there were five station possibilities and were then studied with regard to time schedules and the TCC started from that premise to best serve the City and County.

He said the outcome was that the number one selection was 599; the number two recommendation was Zia and St. Francis; the number three recommendation was east of Richards and the I-25 corridor.

He explained that the main reason those were felt to be strong was because of the spacing – that they fit well in the spacing and would not increase any of the travel times that were originally used on the comparison of efficiencies of this. (Train service vs adding I-25 lanes).

He mentioned that the Zia recommendation was because there were two large urban trails (the Rail Trail as well as the Arroyo Chamiso Trail) both intersecting there and the fact that there were already built up neighborhoods around there. He said that was the only reason there.

He said the TOD study had not happened yet so the TCC felt the public hadn't had an opportunity for them to voice where they would like to see these stations.

He said the Richards station recommendation was mainly because of the ease to construct a station there. He said it would not require a tunnel or an overpass to get pedestrians into the median which the 599 would require. He said the 599 would require some sort of structure because there was not enough room for parking within the median and Richards had ample parking space in the median.

He said at 599, the general opinion was that it would serve the County very well and was probably the strongest for the County but it was not strong for the City because it would require a trip south that everyone in the City would have to drive their cars to at this point. He noted there had been some discussion of changing the bus routes of Santa Fe Trails to serve that station but at this point, Santa Fe Trails actually did go by the Richards Station and close to the Zia area. Even so, the 599 location would require a fairly large parking lot if that were the only stations built.

Mr. Tibbetts said that for those reasons, the TCC recommendation was for a suite of five stations total: 599, Zia, Richards, plus the ones by DOT.

Councilor Chávez asked for Board questions.

Mayor Coss said he understood the County recommended the 599 station and it seemed to rank pretty high on the technical evaluation, as well. But he didn't think the City was prepared to recommend Zia right now. He explained that it was a land use decision because there were a lot of people who lived around Zia right now. He noted that the downtown Railyard station had bus service, taxi service, and parking and so did the DOT station.

He said he did not feel as much urgency to select a third station within the City limits as maybe some others did. He said he saw in a real estate magazine that the owners of Zia thought it was a great location for a station. He said it might be but he thought it needed to go through a City land use process and probably would take longer than what the DOT was envisioning to give an answer on that on. He said it was pretty happy recommending 599 as part of the MPO.

Councilor Chávez said he had a question for both Mr. Tibbetts and Mr. Blewett: He said as they moved forward in the public comment portion on the rail alignment and discussed station locations; the next thing to follow would be TOD and how that would play out in existing neighborhoods and infrastructure. He asked, as they moved forward, if the public portion would try to capture all of those pieces moving forward concurrently as much as possible.

Mr. Blewett agreed but thought there were a couple of different ways it could go forward. He said that as the Mayor mentioned, if the City was interested in pursuing at least additional analysis on Zia and St. Francis and looking at the land use side of that, that was enough that they could be supportive of and do more work on. But he said it would be a joint process because there were certainly issues that might come up that they would have no way to respond to because they would be related to land use.

He said that was also true for Richards as well. He said their interest was making sure that stations that come on line, and he had said it before, they were not deciding forever and ever that this was it. He felt there were good reasons sometimes to take time and figure out how they would work best and more could come up. He submitted that even when the Board felt they had done them all, they probably hadn't.

He said they would commit to the public process and keep alive what was germane and the process of the City and County, should they pursue additional station locations..

Councilor Chávez asked Mr. Tibbetts if the planning could be done in tandem so they would not be duplicating on how they went through a second or third round of public meetings.

Mr. Tibbetts agreed. He said the concern the TCC had studied over the last several months and worked with Mr. Blewett on for probably three years now but more intensely during these last 4-5 months; were the issues of how people were going to use this service, how it would benefit Santa Fe and how this station would be used.

He said it was critical to have a transit system that would integrate with Santa Fe Trails, with the non-motorized community because it was important that people not have to use their cars all the time in order to use this train, and accessibility and proximity to where people lived was a necessary component.

He said the fear or concern they have had was that if, for instance, 599, which was an excellent choice of a station for the County, even though it required auto traffic to get to it. He pointed out that people lived in Bellamah or at the end of Rodeo Road would have to make a choice when going to Albuquerque whether to drive down to 599 or take a bus into town first and then coming out. He said it just made a difference if they didn't have that closeness, that accessibility.

He said it would be the same for those living in the Eldorado area, basically would be either going all the way to downtown Santa Fe or driving all the way from Eldorado to 599. He said that at that point it might be a matter of why should they take the train if they were already a third of the way there driving. He said the idea was to capture as many people that didn't have to use their car to use this train service. He added that it could also become the basis for a future local service.

He reminded them that they talked early on about the fact that Eldorado had a line and it was a choice between choosing the Lamy line or the I-25 corridor and the Community College and eventually, there might be a local service out there, basically using the same track coming from there. He said they didn't expect that the Railrunner would be doing local service necessarily from the beginning.

He said they understood that it took time for this to grow and develop but that was why they felt designating the stations was important but also felt having that input and not having the door shut by saying one more station and that was it, it would short-circuit the whole process of what that TOD study was trying to do. He said it was trying to get public input and to give people a chance to look at it and try to understand how it would impact them.

He said in most cases, those who had ridden on the Railrunner knew it was very impressive how it worked. He said it was also very impressive how many more people were using it all the time and how they were arranging it inside the cars to accommodate up to a hundred bicycles inside those cars instead what they first thought to have maybe a half dozen.

He said as long as the DOT wanted to work together and keep that door open, it was great to help the City and the County.

B. ACTION ITEMS

1. Selection of Rail Runner station locations

Councilor Ortiz said he wanted to echo what staff was saying because they were talking about the one location now because of financial limitations but he understood they could have up to four or even five along the line to serve the Santa Fe area and that would not cause a major disruption to the service. He asked if that was correct.

Councilor Chávez said that was stated earlier and the discussion was to allow public input.

Mr. Blewett agreed. He said in the work they did earlier, if they got too carried away and had more than five it would mean they would be looking more at local instead of an express train. He said they wanted to make sure the travel time was compatible.

Councilor Ortiz said regarding the projected cost for the third station, that there had been discussions about various types of stations and said he understood the limitations and assumed there would be increased costs if they made a recommendation for a station at 599 because of some of the physical characteristics there.

He asked if there was a set amount that the state had designated for that third station and if so, if it could be apportioned differently so that they might have some for the state station and some for other stations if a public process (which still hadn't been talked about) was the way they would get that information and public input on it. He asked if there was a pot of money they could talk about or if it was one station and one station only.

Mr. Blewett thought part of it did depend on what stations they were talking about. He said that any stations that were in the I-25 median would cost more. He said the way they looked at it, if the Board were interested in the station at 599 and were to approve that as a location, it would be a pretty expensive venture.

Councilor Ortiz asked if the state had the resources to pay for that one.

Mr. Blewett agreed.

Councilor Ortiz said if they approved that one station and then, as a public process, identified another location or the public decided they wanted another location in addition to that one, if they could then do some kind of an apportionment so there would be some amount already dedicated to another station... a "stop and go" station... or something that was simpler and didn't require that kind of infrastructure. He asked if that was possible within the project budget.

Mr. Blewett said there were still some moving parts in the budget that they were trying to tie down. He said it was dicey but still possible. He said they were trying to get things put in place before service started but if he was talking about a simple one where they didn't have to build huge parking lots and things like that. He explained there was a huge range in the cost of a potential station and it could be anywhere from \$750,000 all the way up to as much as \$6 million, depending on how elaborate they wanted to get.

Councilor Ortiz clarified that the choice that was before the Board would dictate the kind of process they would have for the public. He felt if they were talking about a sort of either-or possibility, that they only had one station and had to come up with a process to decide what location was best, then that process was set up like a matrix of each possible station and there would be advantages and disadvantages to each location and then they would just discuss. He felt that process was the hardest to in terms of a public process.

But if out of those six or seven potential locations, they had two or three identified as the top three and the public really wanted to see those happen and if they were given some discretion on choosing how to allocate the resources that otherwise would have been for just one station and have that spread to more than one station, that would be a more open, more organic public process. He said they first needed to get a handle on that first before they decided what kind of public process they would set out on.

He said he knew the City had a grant from the State to do a kind of charette design type of process for just within the City limits. He said they would hire a consultant to go through and spend the money to get out and have public input to design what the best scenario would be, have that presented and then have a rank process, but that was only within the City limits. He said they were told that very clearly.

He said that seemed to him, to have a whole other part to it; the Richards Avenue and the I-25 and the 599 station. And if they were not going to have a station at the complex and then right at St. Michael's Drive, one right after another, if that was not feasible, he wanted to know why the City was spending that money on a consultant to study that option. He wondered if there could be a reshuffling of the resources to find a process that would work from the local perspective and from the State's perspective, and, most importantly, would work from the public's perspective. He said those were his questions.

He thought there could be more than one station but if they were being told that the State would only pay for one station, it would limit them.

Mr. Guerrerortiz explained that it was important to keep in mind that they were using a source of funding for which there was a lot of competition. He said it was a project that was being completed with GRIP funds. He said as long as it was a project that was alive and in the works, they could show that the station they were talking about would be included as part of the project. But once the project was completed or was accepted as completed, whatever funds were left over, it would be reallocated to the projects that were waiting to be funded.

Councilor Ortiz said the whole Board knew they had to use it or lose it but the question was on how much flexibility they had in deciding how those funds would be used. He asked what if they said they wanted two stations, if they would tell Santa Fe absolutely no.

Mr. Guerrerortiz said they would not.

Commissioner Sullivan said he wanted to go over some of the components that resulted in the County's unanimous recommendation for the 599 location.

He said the County knew the City had concerns for making the Railrunner more commuter friendly and it was a good long-range goal to do that. But in the immediate future he said the County looked the other direction as being equally important and that was getting people from the Santa Fe area and the Extraterritorial Zoning area to Albuquerque and how they could do that.

He said the 599 location was the recommendation from County staff based on its proximity to other highways; from 599, bringing people from Pojoaque/Tesuque area as well as traffic from the Eldorado area and also from the rapidly growing Highway 14 area. He said seemed to be where the majority of the County's growth was positioned in the next decade and would cause an increasingly used interstate or Rail runner stop, whichever. He said that was very important in the Commission's selection.

He said the other issue was on bus service. He said they had a commitment from Jack Valencia of the Regional Transit District that NCRTD would have funds that had come from Los Alamos as well as Santa Fe County and the Feds for expanded transit service past the Community College and on to the IAIA campus and onto Route 14 through Rancho Viejo and then back into the City. He said that was already under discussion and would be coming forward very quickly and would be ideal for that connection with transit and bus service. He said they felt that was already taken care of and, in fact, was already funded, so they had that to look forward to.

He said the other thing the County was responding to was Mr. Guerrerortíz and Sec Faught's advice to them to get some type of a regional concept to the station locations and thought this one did. He said they needed to make that decision as soon as possible so they could utilize those GRIP funds. He said the legislators in the southern part of the State were asking why the northern people got the money instead of them. He felt in the upcoming session there would be a lot of controversy over the amount of funds spent on this GRIP project and excess funds would inevitably be reallocated somewhere else.

Commissioner Sullivan said they wanted to be first in line to get some of those funds. He thought the public process within the City was important as well and if there was an inexpensive train location that came forward and the project isn't done yet, maybe they could "shoehorn" it into the process. He said he knew he was speaking for DOT here but felt it would be the reasonable thing.

He summarized that those were the issues the County looked at to benefit county residents. He said the other thing he would suggest to look at was that in the TCC report was the suggestion that they move forward with Environmental Studies for all three of these stations.

He said that for the Zia and Richards stations, it was probably premature and needed to find out first if those were the best ones to serve the public. Secondly, he noted that the environmental situations changed so rapidly that the environmental document would soon be out of date and would need to be updated anyway.

He thought they probably didn't want to move forward on added environmental documents until the stations were really "nailed down" and the MPO said that was where they really wanted them and then they could look to complete the environmental assessments. He said those environmental documents were extremely expensive and would require public participation and discussion. So if we got started on all three environmental studies they would be more or less saying, ipso facto, that they had approved those other two locations and he was hearing the City saying they wanted more process to review the other locations so he felt they should hold off on the others and wait until the decision was closer.

Mayor Coss said he would be quick so they could hear from the public. He said he was just thinking about when they were trying to construct 599 and while they were arguing about where the interchanges go and what should the right of way be through Santa Fe Estates, Gov Johnson four-laned a road to Carlsbad and they were still not done and he four-laned a road to Farmington.

He agreed with Commissioner Sullivan that they were facing in January during the legislative session, the money left in GRIP would disappear in a hurry so they needed to look at these station decisions pretty soon. He felt Richards and Zia made sense and even Cerrillos and I-25 made sense but they would take a little longer and the County has already said 599 was strong. He said in the City they had the issue of land use and with GRIP, time was the issue.

He also pointed out that the money for charettes was a separate pot of money from GRIP and not under the same kind of threat that by January it would go elsewhere. He thought the idea of Councilor Ortíz to expand the use of that money and look at Richards and Cerrillos, had some merit.

He thought they should tell the DOT how to nail this down before January because if it was not, they would be four-laning the road from Farmington to Durango which they were trying to figure out where the next station should be located.

Mr. Tibbetts clarified that on the TOD study, it was not just the charettes but included a whole market analysis. In the first phase they would create a context for the land use study component and do it through a public meeting. It was now being held up as a tabled contract but if not held up further, it could possibly be done by January.

Public Comment.

Councilor Chávez allowed three minutes each for the public comment.

Merritt Brown, 2905 Rodeo Park Drive East, representing the owners of the pumice plant at Zia Road and St. Francis and want to let the Board know they would be advocating for a stop at their site and understood fully that any kind of entitlements for that site had to go through the full land use process for the City of Santa Fe and were prepared to do that. He said they were fishing for a recommendation from this body for the Zia/St. Francis station because of the issues Mr. Tibbetts raised on trails, accessibility, etc.

He said they had felt hamstrung regarding transfer of ownership over the recent months until they knew if it would be a station stop. He said they had a meeting with neighbors a few nights ago and explained to them where they were with the demolition of the pumice plant and their land use plans.

He said they had a letter from St. Vincent's Hospital they wanted read into the record on transportation for their 1,800 employees, etc. He said they would push for that stop and come forward with those recommendations soon.

Carla Thompson, 1122 Green Valley Road in Albuquerque said he worked for S. F. Brown in public communications and community relations. He said he would not repeat what her client, Merritt Brown, just stated. She said they believed public projects needed public acceptance and they had been busy since this meeting was announced a week ago, to assess the public input from the neighbors near Zia Road and St. Francis Drive.

She said she wanted to share some of the input they had received from these neighbors. She said to Commissioner Sullivan that, to their knowledge, no one was objecting to the site at 599 but what they were doing was to support the Zia Road stop also.

She said they had a group of neighbors the other night and had over 40 neighbors there. She asked those who were present at this meeting to stand up. She said all of them at the meeting supported the Zia stop and the Board would hear from some of them at this meeting.

She said she was glad they were able to get together and talk about the TOD developments.

She said they had contacted St. Vincent's Hospital and St. Francis at Zia was one of most dense areas of the City. She said this stop would mean they could bicycle or walk from this site to St. Vincent's on

the Arroyo Chamiso Trail so more people would be served without having to use their cars. She said they understood the 599 stop would serve more commuters and tourists, all of whom needed to be served.

She said she was asked by Alex Valdez, President and CEO at St. V's whose letter she read. The letter gave strong support for the Zia stop. "We employ 1800 staff and many commute from Albuquerque and becoming very expensive with higher cost of gasoline. The St. Vincent's could offer shuttle service from the train stop to the hospital, eliminating the need for additional transportation."

She said they also contacted Randy Lichtenfield, CEO of the University of Phoenix, who also supported the Zia train stop. They were interested in creating a trail from medical center and the university for commuters.

She said there were also four public school systems in that region including Chaparral Elementary, Santa Fe High School, St. Michael's High School, Capshaw and the University of Phoenix. She said they contacted the SFPS Superintendent who was in support of this. She asked the Board to please think of the teachers and staffs of these institutions as well as patients who could bike or ride to Zia station.

Councilor Chávez urged the speakers to abide by the three-minute time limit.

Adrian Romero, a Children and Youth Rights Activist, said she felt their interests needed to be protected for the future. She said she was presenting the deed of conservation easement to Mr. Tibbetts. She said she understood this was also tied to Alvord and she wanted to speak to the School Board about that.

She felt the community needed to manage its resources and thought Commissioner Sullivan's concerns with water were very good. She said the community needed to know how that project would manage these resources. She said our kids need public transportation that was reliable and safe. The buses were not always safe and the public process was so important.

She noted that they were facing different cultures coming in and the culture was changing rapidly. How do we even know what the process is. She said many people didn't feel comfortable coming up to talk to the Board. She said she tried to get youth to come but they didn't feel secure.

She said she lived in Berlin and Zurich and because of the public transportation there, she never had to buy a car. She hoped the Board wouldn't lose the money on January 1st. The important thing on the train was for the kids to feel safe and hoped they could look at the way the kids access it.

Richard Wood, 2197 Lustre Court, which as the crow flies, was about two blocks from pumice plant. He wanted to confirm that they did meet with S.F. Brown and most of his neighbors were in support of the vision of S. F. Brown to have a rail station stop at Zia and have the services they said would be on their property. It would mesh well with his neighborhood and the railroad station.

He said one of his major concerns was traffic and safety at that corner. He said he would stay concerned about it and would watch carefully on the design of the station there if there was one. Trying to take a pragmatic approach, the train would come so he would prefer to have a station there in his

neighborhood.

Kay Homan 2325 Calle Luminoso, that was directly behind the pumice plant. She said she would support a train station there and would definitely use that station.

Bill Conway 206 MacKenzie Street, said he was here to discuss process. He said he, with partners, owned one of the candidate sites and pointed it out on a map display, on the west side of Cerrillos. He said his property was midway between the Cerrillos Road and 599 interchanges.

He explained they also had an arrangement with the property owner across the interstate whereby they could provide access to a train station on their property from both sides of the highway.

He said he met with Mr. Tibbetts many months ago and introduced the site to him..

He said regarding process, that, as it said in the handout, there was extensive technical analysis done on the alternative station locations. He said they offered to submit technical analysis of their property and it was never requested . He added that he didn't even know about this meeting until he read about it in the paper. He said he was just asking that they be given the opportunity to describe the advantages and disadvantages of their location in a technical way so it could be considered in the context of the alternatives being considered.

He said they had pledged to Mr. Tibbetts and others that they would do a Transit Oriented Development on the property and thought it was a tremendous location to serve the broad community and had access arrangements already worked out with DOT as part of their work on Hwy 14. He said it was just a simple process to be included in the process.

Councilor Chávez thought they could work on that.

Ken Hughes, 2300 W. Alameda, suggested they get together with the staff down in Albuquerque re land use study to see how they did the station location process. He explained that the Railrunner was not mentioned in the contract; it was rail service. He said the public input there would be of great benefit. It would enhance local serving rail and people could work there, shop there, not even where they lived. He hoped the Board could get the contract going.

Regarding the 599 stop, he thought it just seemed like more driving and more sprawl.

John Mahoney, 4101 Indian School Road in Albuquerque. He said they had a couple of slides he wanted to put up and said he represented Las Soleras, which was a master planned, mixed use community on the south side of Santa Fe .

He showed Las Soleras area on a map and said it was outlined in yellow with I-25 on the south side, with two miles of frontage on I-25, two miles of Railrunner. He said on the north was existing neighborhoods including Nava Adé, and on the east was Richards and on the west, generally, was Cerrillos. He pointed out the 599 interchange and the Community College on the displayed map.. He said they were centrally located on the south side and pointed out Tierra Contenta.

He said he understood the recommendation of the Committee and understood this was a pretty major crossroads and made a lot of sense. He said he also understood the pros and cons of within the city limits. He said they owned property up to Zia and St. Francis and developed the shopping center and medical buildings there, and across the street from the proposed station.

He said, in looking how to place another or various stops along the corridor, he looked at who it would serve. He said it would serve people coming in from the south, obviously and their community would have mixed uses. He showed the master plan for Las Soleras and said they would have housing approaching 3,000 units, with roughly a third of it affordable, about a thousand affordable households. He pointed out commercial and office areas. He said the yellow area would be for a hospital to be built over next 20 years. He said they had been in conversation with two hospitals and one was under contract to buy a piece of land he pointed out.

He felt their central location made it easy to get to, not only as a patient or visitor but also for an employee.

He said they believed this was the right location for a train stop. He pointed out where the TCC had studied a location nearby. He said they moved the proposed location on their master plan that was recently approved by the EZA to the northeast in order to reach a minimum of three miles away from 599. He said the stations needed to be that far apart to maintain speeds. He identified the other uses within the development including office and restaurant. He showed an area for high density housing and another they submitted to the EZA for a mix of housing densities.

He pointed out where Buckner Road would run through it and said their engineers were working on the design now for construction after the first of the year. He pointed out the location for a school and several parks. He also showed where the proposed Richards Ave station had been. He said that if an interchange were to happen there, the parking area would go away so it might not be a good location for the train station.

Mr. Mahoney said they were proposing that should the MPO and COG accept it, they would build a structure for the rail station and a parking structure as needed in a public-private partnership so the cost would be tracks coming up to the station. He said they would then turn it over to the regional authority at no cost to the government.

He said they based the design on the Bataan Building design to be representative of Santa Fe and yet with a little modern touch. He said it was simply a sketch done on a computer to show what it would look like. He said as the developer, would participate, spend the money and build these and the only cost to the State would be the track. He said they would provide the infrastructure to make it accessible as soon as the stop was there. He provided several views of what would be the station building and parking lot. He added that they didn't have existing neighbors next door but a clean slate so it could be done very quickly.

He asked that the Board consider this in their study as another stop on the south side and consider it against what might happen at Richards and at Cerrillos Road

Lois Sury, 2172 Candelario St. which was in the Candellight neighborhood. She said she was a realtor in Santa Fe and enjoyed it very much. She said she had been visiting with many people that worked in small businesses and bought property behind the K Mart as well as people that work in K Mart and the government offices nearby. She said they told her they felt it would be wonderful to have a train stop at Zia and would use it and be able to walk to work instead of drive from Albuquerque to Santa Fe.

She said some of her neighbors who worked at Los Alamos and could not be at a meeting at 3:00 in the afternoon because of their employment restrictions, told her they would like to have the train stop there so when they got older, they could use it to get to the larger hospitals in Albuquerque and to go to the airport in Albuquerque.

Tom Romero, no address given, said he spoke at the public meeting last week and joined with the neighborhood group that met and discussed the Zia Road station possibility. He said the only issue he raised and felt was important – his connection, obviously(?) was the Railyard and what was going in there and the connection of people coming into the city and the different facilities available for them. He said he was also involved with another institution but was not speaking on their behalf.

He said the issue he raised which he thought was really critical was about the users of this particular rail. He said if they only built it for the commuters, the numbers given out last week were 4,500 people from Albuquerque come to Santa Fe each day and 600 go out. He said that meant it was primarily for those coming from Albuquerque to Santa to work.

He felt any location dealing with them, unless tied specifically to all the places of employment, meant it really made sense to just get them to one place. The people leaving to go to Albuquerque might use 599 but not necessarily, so there was no certainty that those 600 people going out would just line themselves up at 599.

He said what had not been mentioned was the local usage and the opportunity to lay in place the infrastructure for the use of those rails to add to the solutions of public transit in Santa Fe. He felt the locations of the stations were really important in terms of enabling people from different parts of the city to move within the city, using this particular mode of transportation. He suggested that the people on the south side where there was lots of development could have their access to downtown facilitated without them having to drive their cars into town.

He asked the Board to consider the public input process the way to decide on these stations so that these uses could be considered.

Dan Clavio, living down Richards Avenue, said he supported the recommendations of the TCC. He said as someone who drove Richards Avenue a lot, it was wise to consider the growth down there like the 3000 residences in Las Soleras, Oshara Village and others.

He felt they would be remiss on not planning for that and would help keep the cars off the street and allowing many to ride the train into Santa Fe. He added that the station there was probably the cheapest one so they should let the state pay for it.

Angela Schacklebordore and a resident of the Rodeo Road area. She said she often commuted and had a husband and daughter who also commuted across Zia and St. Francis. She said she was in support of the train station at Zia and St. Francis and said it needed to be designed for safe crossing with bicycles and pedestrians there in conjunction with the improvements for the Arroyo Chamiso Trail.

There were no further speakers from the public.

Councilor Chávez thanked to all the public who participated for their comments. He said he felt that deviation from the agenda was worth it.

He commented regarding effluent and the quality of the effluent that at the Public Utilities Committee last night, Kosti said the City's effluent was of the highest quality so if they could trade a gallon of potable water for effluent, they were ahead.

Councilor Ortiz said he didn't sit on the EZA so he wouldn't comment on some of the mistakes of the presentation from Las Soleras but they were open and vain.

Councilor Ortiz moved that the MPO recommend that the money they had allocated currently be used to consider at a minimum four different stops (the site recommended by the County Commission at 599, the Las Soleras site, that we study Zia/St. Francis site, and some other site between Zia Road into the city) and that the consultant be focused on those particular four sites for the expressed purpose of eliciting public input and getting conceptual design and getting a better sense of how those proposed site locations interconnect with proposed and existing infrastructure.

Mayor Coss seconded the motion..

Councilor Chávez asked if Councilor Ortiz was speaking to the existing Santa Fe Trail and how that interfaced.

Councilor Ortiz agreed. He said it would be those four sites and not the seven sites that were planned. He said because it was going to be a public process, when they got the results, he hoped the consultant could actually give them the breakdown of the advantages and disadvantages of each because each of them had advantages and disadvantages.

Councilor Chávez commented that he had also suggested earlier that the MR COG had a planning process in the southern area, Valencia County etc. and asked if he intended to include that.

Mr. Blewett said he could shed a little light on that. He said he knew that the people who developed the RFP and gone through this process for the City of Santa Fe had been doing a lot of work with the people who were doing the same thing in Albuquerque that worked for the Council of Governments. So he thought a lot of that had gone on.

Mr. Tibbetts mentioned that two other sites were mentioned in the public input: the west and east sides of Cerrillos and I-25. He said the reason those sites, and since the Las Soleras presentation, it was a very tight parameter on that east side and when they moved that site according to their proposed plan, it moved

outside of those parameters and was in a sloped area. He said the basis of this was from the consultants, from the DOT, their subcontractors and was stated by Tim Harris that those sites were not in an acceptable area because of the slope factor. The move of Las Soleras to the east moved it outside of those parameters. He said that was why the proposed site on the west side was taken out of the study.

Councilor Ortiz said, as he understood it again, it would be easy for him to make a personal judgment on the Las Soleras site but he wanted to respect the public process and the fact that they had amended their site so he would continue to have that site as part of the study component of it. He said it had to be part of the public process and he didn't know if they needed to put some kind of time limitation so they could pass it. He suggested maybe they could have it as public process and vetting by the consultant. He asked Mr. Blewett when they needed to have those recommendations in.

Mr. Blewett said if they wanted a station by opening day, they shouldn't push it beyond the end of January.

Councilor Ortiz recommended it be done by the TPB meeting in January 2008.

Mr. Tibbetts asked if he meant the ones in the TOD study.

Councilor Ortiz said if this motion was successful, they could then go back to the Finance Committee and dislodge it out of Finance, pass it at Council, so that the public process, the vetting process, the matrix process, Had to be before this Board and could make the decision at the January 2008 meeting.

Mr. Blewett apologized to add one thing to that. He thought the important thing in this was related to the funding debate. He said if the Board wanted to take a little more time; if it made sense to do that, he thought it would be okay but the COG needed to commit those funds and needed to do it soon. He said if they didn't mind that this time next year, you were saying that station, because you took your time with it, would open two months after the opening service started, it would not be a big deal.

Councilor Ortiz said that was the time pressure they were placed under so they were just trying to be responsive to that time pressure. And if he was saying they had more time and, therefore, the consultants would have more time to conduct their public process, then the Board needed to know that.

Mr. Blewett said he was only saying that the trade off would be on the back end and if the Board understood that, then they could have more time.

Mr. Tibbetts clarified that apparently the only delay was getting the contract through Council and signed. He said the Consultants were ready to go.

Councilor Ortiz said it could get approved at Finance and then it could get approved at City Council by the end of November.

Mr. Tibbetts said he did not know what the process was once the contract was approved.

Mayor Coss said if it was approved November 28th he could sign it Nov 29th.

Commissioner Vigil said this was a little bit too fast. She said there were several options that they heard from members of the audience tonight and they also had a Technical Review Committee that had made specific recommendations whom they had not heard from. She said the motion itself, was exclusive of some of those options and if they wanted to go forward with a matrix evaluation, that matrix evaluation should include all of the options that had been brought before the Board; the ones they heard tonight, the ones the Technical review Committee had recommended, and that included what was recommended, it included south of Zia and St. Francis and it also included east of Richards Avenue and I-25.

She thought part of the problem with this project was that it had been on such a fast track that they were making decisions without the appropriate analysis that could be brought forth to them. She felt they did have a little bit of time at this point to allow possibly for some more public input, possibly the Technical Review Committee could come before the Board.

She said she had a memo in front of her that she would like to asked the Technical Review Committee some more questions about. She thought the pace in trying to get this done was really too fast and they still had the opportunity to make a better informed decision. She said she was not ready to say, "let's just limit the recommendations to the four options of the motion.

Councilor Ortíz said he would withdraw my motion.

Councilor Chávez said to Commissioner Vigil that the County had already decided on 599 with no public input at all.

Commissioner Vigil disagreed.

Councilor Chávez said there was a disconnect there. The County wanted to rush it to fit the County's needs but then this public had their concerns.

Commissioner Vigil said that was incorrect to Councilor Chávez about the County deciding on 599. She said the County had, through its own process, some input with regard to what the options were. She said the County also had staff review it and the County decided to make a decision to come forth to this body to consider that and now, this body was saying that there were other options.

She said the County had not made any decision of that kind but decided to present that option here and now this body was saying let's limit those options to only four and not all of the others the Board had before them.

Councilor Chávez said that was not how he understood the debate of how the motion was structured. He said 599 was on the list that was review by the TCC. He said it seemed like a contradiction to him.

Mayor Coss said he wanted to clarify and asked if the TCC recommended 5 sites.

Commissioner Sullivan said they recommended three.

Mayor Coss said probably the difference was that the motion was to allow Las Soleras or Richards site, that Councilor Ortíz's motion left a little bit of work for the Consultants to do in that area and what it should be exactly in that area. He noted that they had all the time in the world to consider these stations and the more they added, the more they were talking about local service that local government was going to provide rather than the commuter rail service from Albuquerque.

He said they had all the time in the world to do that "if we want to pay for them ourselves but if we want to get them in this legislative session and them preserved and have as much of it paid for as possible by this project law, then we need to decide by early January." He felt it was not unreasonable for four out of the five or four, which was one more than three, they would continue to study and move forward with.

Commissioner Sullivan felt the problem was that they were dealing with the City process here and they had three members that represented the County and they were dealing here with a city process, Councilor Ortíz was recommending that would determine or make a technical recommendation as to where the regional station should go in the County.

He said the County was the elected body; the County had gone through its process and the City members might not like it and the County representatives might not like the City process. He said, nonetheless, the County had unanimously come forward that from the regional standpoint, the 599 location made very good sense for where they envisioned the growth in their growth management plan in the EZ and in the County.

He said they certainly acknowledge that it was nice to have a lot of commuter stations and he thought the process for doing that was well intentioned and should go forward. He didn't think there was any way to complete it by the first week of January and they shouldn't because that, in itself, was too fast. His suggestion at this point was that they move forward; give the DOT the direction it needed with the 599 location and then proceed with the balance of the study sites that the City wanted to include in the City and see where it went.

He said it Mr. Blewett and Mr. Guerrerortíz could find it in their budget, then perhaps they could it get done before that GRIP money disappeared or went to other projects. But he thought that at this time, from a regional planning standpoint, and this MPO was a regional organization. He said the MPO boundaries went out to the end of the EZ but all the comment this evening basically, had been about city commuter concerns. He said they were the MPO, not the City Council and he didn't hear them addressing the regional need for a regional station at that location and that was what they did as a County Commission.

He said they should give the DOT the green light that it needed to start the studies for that station and currently process utilizing those funds but that process also had to include the County because now in the motion, he was talking about stations in the County.

He said the MPO had no fiscal or other supervisory control over that study; it was a City function. He felt he had to state quite strongly that as much as they had given consideration for the City, he would like some reciprocity and some consideration of the County's recommendations as well.

Councilor Ortiz said that, given the way that they were entering into this dynamic with the City and the County, he thought what they were doing with the proposed motion was giving the County resources that were not otherwise available to them; that the City was going to take money that was specifically designated in this grant for consideration of City stations and they were going to extend that into the County.

He said he thought they were doing the County a service in evaluating those particular stations. He thought that by considering and winnowing down here the focus for the consultant, that they would 1) still have the public process, 2) refocus that effort, and 3) come out with a better product for them to consider. He said, "like it not, City stations are going to be regional stations because the bulk of the regional population is still within the City limits, even within the EZ, even despite some of the approvals that have been happening with some projects in the EZ."

He added that regional stations outside the City limits would have an impact upon City residents so he thought they could redirect and refocus this work that was only going to be City work and spend some of that money and spend some of that effort out in the county. He thought that coming up with a smaller list of stations they would have a better, more focused process.

He said it was not to give any opinion on the County's recommendation on 599. It was there. The County made it. He said he was not going to question the process they used in coming up with it; it was a recommendation and he respected their jurisdiction.

He said there were other proposals the TCC determined. One of them was the Zia Road/St. Francis Station. He said the State recommendation for the Richards Avenue at I-25, he supposed, if they wanted to expand it, it would not be feasible to have a station in the median at Richards Avenue and have a station 600 yards later at Las Soleras so if they needed to come up with a better definition to study just that corridor or that segment, then maybe that would be a way of solving it.

He said if the County Commissioners sitting on the MPO didn't want to have those locations studied, he supposed they could just study the City sites. He said that process, itself, and even now, seemed unwise to spend \$200,000 just study if they would have a station at Second Street, or a station at St. Michael's Drive, or one at Zia Road, or one at Richards Avenue.

He said it seemed to him they could make better utilization of those resources. And he thought those resources could be utilized by the MPO, not just by the City, but if the County Commissioners were not in favor of that, he supposed they could make a recommendation that the City proceed with a revised contract to study only two sites, the Richards site and the Zia/St. Francis site, and the City would develop the process, get the public comment, and then come back in January, and try to consider how those sites would fit with the sit the County Commission had recommended and they could go about that in the same manner too..

He said he did not want to exclude the County from that process and asked what would feel most comfortable for the County members of the MPO.

Mr. Tibbetts said he would give a brief history of it. He said the County was in the process when the City received the grant to do this TOD study. He said when the RFP was made, the MPO staff approached City staff (it went to the hands of the Long Range Planning City staff) to say "Can we somehow create a phase in this context to look at all the potential station sites along this and have the public weigh in and give what sites worked best for them.."

He said that was to be the first of three phases of the contract. He said once they had whittled it down to two or three sites, those would be looked at in much more detail for the land use issues and the other phases of the grant would be focusing on how those would fit into a neighborhood to have access to rail service. He said that was how they requested doing that.

He said the County Planning Director was invited to participate when they interviewed all the consultants that responded to that RFP. He said Jack Kolkmeyer was invited but he sent Shabih Rizvi, the Transportation Planner for the County and he attended those oral presentations. He said they had the County involved in that and had the MPO involved and the whole intent was to customize that grant to at least have one component of it that would look at the issue being discussed tonight to try to get down to a short list.

He said the TCC did a short list and did not have the public input. He said the TCC meetings were public meetings but they did not have that many from the public in attendance. He said they had this forum and the previous meeting on the sixteenth to try and start bringing some of the issues in general about the rail. He said the first phase suggested by Councilor Ortíz was exactly what MPO staff were trying to do here; to get a short list, based on the public input, so they would have all those components together.

He summarized that it meant they had already worked on this TOD and his comments were to clarify it for the Board.

Mayor Coss said he was hoping to support the motion and they seemed to be operating on a definition that 599 was regional but if the station was in the station, it was just a City concern and was not regional. He said he didn't get it and felt like, "here we go again." He said he didn't have a motion to make right now. He said he guessed he heard several things from the County that they just wanted the Board to recommend only 599 tonight.

Commissioner Vigil said the process was that it had been placed upon the Board was from the request and the requirements for making decisions with regard to where these rail stations should stop. She said it made sense to the County and the County actually conducted a public hearing with regard to this that they needed to look at discussing a parallel way of their strategic plan; their growth management plan. She said she had asked often if this was an express train; was it a regional transit system; if it was one or the other and there were different definitions.

She said the County was trying to pull it into the context of a regional transit system and in so doing, the County had to look at the rural component being addressed – not only for Santa Fe County but other counties. She said that as elected officials, there were many other government entities and they worked with tribal governments, they worked with other incorporated areas and they had a broader representation.

She said that as they look at this, the regional component was one of the assessments they needed to look at. She said she did not think regional was urban or rural but regional was having the best look at serving regions. She said 599/I-25 went through technical review and that was a recommended position but the Board of County Commissioners had a public hearing and discussed and wanted to bring to this body.

She didn't think that was the question before this Board. She thought the question before the Board was what, besides 599, and she thought the City went through its own process when it said the Rail Trail and the Department of Transportation were going to do other sites. She said she didn't want to get into what the processes of the City were and what processes were the County's. She said they had seven options before them and there were three specific sites. Those were the Railyard, the DOT station and 599 at I-25.

She said the other options that they were presented with tonight, and some of them... she was not that familiar that the residents around Zia and St. Francis were that much in favor of it. She said she went to a couple of hearings when she heard there was a disfavor to it. She added that she went to hear about the prairie dogs that needed to be addressed before they even made decisions.

She said her recommendation tonight and would make it in the form of a motion and she didn't have the specific sites. She believed that they could recommend to the

Commissioner Vigil moved that the Board recommend to the Department of Transportation that 599at I-25, the Rail Trail and the Department of Transportation stops by moved forward.

She said they could also recommend to them that the study be done that included Zia & St. Francis, east of Richards, I-25 that included the Las Soleras proposal and one other. She said that as a result of their public process, all of those recommended proposals needed to be a part of that study. She said they did not have enough information to make a decision to go forward on those.

She restated that her motion was to go forward with the three particular recommendations, that the remainder of recommendations be brought forward for further analysis; that the TCC who made these recommendations present the recommendation to the Board as to why they made these recommendations and that the Board conduct further public hearings on this. She said she thought it could be done before January 31st.

Commissioner Sullivan seconded the motion for discussion.

He clarified that if they wanted this process to work, it would be difficult to get it done by January because of Thanksgiving, Christmas, New Year's as holidays and wanted to have, he thought, and what Commissioner Vigil alluded to, was to ask why they should restrict it to these other sites.

He said they had made a strong commitment to the 599 site on the County side for regional reasons, for transit oriented reasons. He said there were other station alternatives and if the Board constricted itself and the consultant to have these done by January, the Board would not get the planning process wanted..

He thought his support of the motion was that they “hang in” and focus on the 599 site which had been recommended by not only the County staff but also by the MR COG as a good regional site, and also as an Mpo, that they support the study, utilizing this \$200,000 of TOD funds that the City had. He said that should be an intensive process to prioritize and locate additional stations and if they could get one or even more of those stations funded within the current \$425,000,000 that they had, then “great, so much the better.” He said if they could not, then they would have to go to other financing but he did not want to lose the funds they had already for one good regional station.

He summarized that they should move forward with the 599 station and then undertake a comprehensive study and as quickly as they could, see where the other stations would fall out. He said there were already two stations in the City and they did need a station in the County and they had a recommendation from County staff, the TCC and the MR COG, as where that should be. He asked that they get that one tied down and move on. He said that was a long second to the motion.

Councilor Chávez agreed and said it was a very generous second also.

Commissioner Anaya noted that Bill Conway mentioned one of the sites and he didn’t know exactly where that site was. He asked if he could be shown where it was on the map.

Mr. Cruse said it was on the west side of Cerrillos Road and it did fall outside of the three locations in the I-25 corridor that the DOT identified an having grade conducive to having a station.

Mr. Tibbetts showed them where it was located on the map..

Councilor Chávez said if it didn’t meet the criteria for grade they couldn’t put a station there because it wouldn’t work.

Some conversation took place at this point that were far from any microphone and not audible.

Mr. Cruse clarified that both the proposed station location by Mr. Conway and tonight’s Las Soleras proposal for station location fell outside of the grade requirements the Dot gave.

Mr. Tibbetts said they could be revisited again and it was not totally a closed case. That was what this study was to do; to revisit the information and make sure the process was done completely.

Mr. Cruse said they had recommended that the technical information be documented but it did identify only three locations in the I-25 corridor as being feasible. Those were, the entire area of the 599 interchange, a quarter mile east from Cerrillos and a quarter mile east from Richards.

Commissioner Anaya thanked the DOT and MR COG for their hard work on this project and for meeting with constituents in the area and coming forward with all the things they looked at. He said that to him, what Commissioner Vigil was presenting, made sense. He said the DOT was “sitting on the edge of their chair, waiting for us to make decisions and we can’t go on. We need to make a decision.” He felt this motion was a good motion and would allow DOT and MR COG to move forward and get this project done.

Mayor Coss asked if the MPO already recommended the Railyard and DOT stations.

Mr. Tibbetts said yes. He said those two were already determined definitely would be developed as stations. He said they were already in their plan.

Mayor Coss said that meant the motion, effectively, just said the third one the Board wanted would be 599.

Mr. Tibbetts agreed. He said the motion was that the third would be 599 as well as continuance of the public process to determine the best locations and to study the remainder of that area between 599 and Alta Vista, the DOT site.

Councilor Ortiz said he was not questioning the process the County Commission went through and didn't necessarily care because it was their business. But he said he could tell them that from being the most involved in terms of the public comment, that he had not received one comment, phone call, email, letter, or otherwise, in support of the 599 station. He said he had heard a lot of comments for and against on the Zia station, a lot of comments, mostly against, on Richards Avenue. But on 599 he had not heard one word.

He said that, given the process they used, they would not make the same mistake was made when they did the realignment; that is, because of time deadlines imposed by the State, they were forced to make a decision so that the State could continue with their project.

He said if they had more discussion on the alignment, and made a different decision on the alignment, then they would have had more ability to direct the kind of construction that was going on, and this site selection of this rail station, to say they were just going to select 599 and be done with it so they could let the State continue on their process; then that was not acceptable anymore.

He said that was not enough of a reason to say that 599 trumped all the other stations and, "we can come up with the public process to determine where the City is going to that fourth rail stations because we thought three stations were going to be put in for the region."

He said he understood those concerns and the City was used to doing things in a much more public and therefore sometimes much messier solution but without studying 599, vis a vis this loop proposal from Las Soleras, vis a vis the station at Zia and St. Francis, vis a vis any other station they could study, all they were getting was the recommendation by the County that this was the preferred site and not being able to compare that to any of the other sites.

He said if that was the process this Board wanted to have for whatever reason: because they needed to have a station in the County and they already had two in the two in the City... if it was that parochial, or it was because they wanted to allow the State to continue to steam roll this project... or for some other reason, he said he was telling them that was not the process the City was used to for doing things... the City was used to doing a public process that ranked choices and that wasn't the purpose of the motion so he was voting against the motion. He thought the motion achieved a particular purpose but it doesn't achieve the best public purpose.

Commissioner Vigil said for the City's process to identify the Railyard and for the City's process to identify the Department of Transportation site, whatever process it went through, came to this Board and the Board approved that. She said one of the clear distinctions that everyone in this room knew was that the County didn't represent the density of population that City elected officials did. So the City had the opportunity to go through a public process.

She said, "We, as all of the Commissioners have heard recommendations that 599, I-25 was acceptable. But we also represent rural areas where the density is not the same as it is here in the City." She said what the County was looking at right now in terms of where the growth management strategy was; where the growth was likely to occur.

She said when the County did analysis, they did it in a very different way. She said they wanted to and did engage the public in every possible process but the City had "to realize that we were actually looking at decisions from a different perspective. If it was solely on public process that we made this decision, we could have gotten the people from Cerrillos, we could have gotten people from Madrid, we could have gotten the people from Pojoaque, from El Sombrillo, from all of those northern New Mexico areas who haven't been engaged in this process as an organized area because they are out there doing the separate issues in many cases. If we got them involved said, You know what? There is a rail trail that's going to be coming here and its going to hit Santa Fe. How would this affect you? We're going to have a different discourse."

She said it was because they represented those people that they had their matters in a very different way. She said these were the people who, in the future, would hopefully benefit from a regional transit system. She said she hoped that the people here in Santa Fe through the dense population, realized that the County was dealing not only with what existed but with where they were going.

Councilor Chávez said he guessed he could appreciate part of what she were sharing with the Board but what he could not understand was how she felt rushed when it came to making decisions on station locations but not feeling rushed, for whatever process the County went through, to make the decision on 599, but felt too rushed to make the other decisions that had to fit into that regional system. He said he still saw a disconnect there and could not support the motion either.

Councilor Chávez called for a vote on the motion.

The vote on the motion resulted in a tie, three in favor and three against and thus failed.

Commissioner Anaya, Commissioner Sullivan, and Commissioner Vigil voting in favor. Mayor Coss, Councilor Chávez and Councilor Ortíz voting against.

Councilor Chávez said it appeared 599 would move forward outside of this process although it should be included in this process. He asked what the Board wanted to do now.

Councilor Ortiz moved to consider, as part of the public process, utilizing the services that they had available through the state grant, a process that would rank, identify, and give preferences for five particular sites, the three sites that were specifically recommended by the TCC, the additional site that was proposed by the folks at Las Soleras, the other site put forward by Mr. Conway that was in between the Las Soleras site and the 599 site, and the Zia site and determine how each of them ranked in relation to each other and with the ability to give full measure and weight to the recommendations made already by the County Commission and also the decisions the County staff had come up with but see all five in a context.

Mayor Coss seconded the motion.

Commissioner Vigil asked if that was not the motion she just made.

Councilor Chávez said no.

Commissioner Vigil asked what it excluded.

Councilor Ortiz said it didn't exclude anything; it actually included everything but specifically does not make a recommendation that they would proceed with the 599 stop first, along with the two other stations and proceed with essentially a "second-tiering" of the four other sites. He said it would put 599, along with the four other sites in a process that would allow for public input, for a fair ranking and vetting by the contractor for all the sites. He said that was what was different from her motion.

Commissioner Vigil said she had to say that there had to be a fairness factor here. She said the City came forth with the Railyard and the DOT, She said if she understood, that had already been decided by this body because the City, under its own policies, identified those two sites and if she was incorrect, she asked that someone correct her about that.

Mayor Coss said the City asked for the Railyard station but the DOT selected the DOT station and the MPO agreed to it.

Commissioner Vigil said both of those recommendations had come before this body and they had taken action and agreed to those recommendations. She thought the fairness issue was that they had gone to a body with the recommendation for 599. The City had its own reasons for the Rail trail and she thought that would be a great place and she respected that process.

She felt that corridor between 599 and the next stop which was DOT was what they needed to identify through the study. She noted they had some excellent proposals like Zia and St. Francis, Las Soleras, Richards, and I-25. She said some of the options had come before them that could be technically dismissed but she didn't have sufficient rationale for them. But she said they had been through a process to identify 599 and it made sense.

Councilor Chávez agreed that 599 was on the list and was part of the study. He said there were a couple of comparisons that could be made. He said he was not diminishing the weight the County Commission had; it did have a lot of weight and he was not going to make a judgment that any of the

proposals they saw had merit or not because that was what the public process would vet.

He said what he heard was that 599 & I-25 station would be the most expensive because they would need to find a way to get people from one side of I-25 to the other side and that meant either a tunnel or an overpass. He said he didn't know what those costs were; those costs weren't in comparison to some of the other proposed sites. He thought cost would be one of the considerations that the MPO would want to have as well as what the state would want to have given the kind of budget constraints that they consistently and continually expressed to this Board and to the public.

He said another consideration that could be made when comparing the 599 site to any of the other sites was accessibility for other means of transportation. He said in that respect 599 was better than some of the others because of the connectivity of 599; because of the connectivity of Highway 14 and that comparison needed to be placed in context to some of those other stations.

He said the comparison was not saying 599 was out of the running but, in fact, was well in front... but was not going to be placed as the preferred third location and he thought that was the difference between his motion and Commissioner Vigil's motion that was deadlocked. He said it was his hope that they could engage the public in a process to get the public input on that.

He said if people from northern or southern parts of Santa Fe County wanted to participate in it, it would be a wonderful idea, He said they would need to be better educated on what the rural interests and concerns of the constituents were and the public process would encourage that.

Commissioner Anaya said he wanted to go back to the funding. He said if they were to go with this motion that was presented, "would we lose funding or was it going to extend? Would we lose funding for 599 if we support this motion?"

Mr. Blewett said he thought they tried to express the concerns the Department had about waiting too long. He said if this process could be wrapped up in early, early January, and identify a station for them to move forward with, then the risk of losing funding was low. He said if it dragged out much beyond that, then it might.

Commissioner Anaya asked on the funding they were talking about was for which stations and how many stations.

Mr. Blewett said they spent a lot of time with the numbers on this project and they tried to allocate a certain amount for stations. He said it would depend very much on what a station was and where it was. He agreed, as Councilor Ortiz said, that 599 would be a very expensive proposition and was more expensive than simply building a platform with a twenty-car parking lot. He said they had a little bit of flexibility in the budget but time was more important as it related to the funding than anything else.

He added that, as Mayor Coss pointed out, that was funding within the context of this project and it didn't forever preclude that Santa Fe could get other funding later on. He said he had mentioned at the last meeting that what they did in the Albuquerque phase was to have the Montañño station come in after the fact. He said legislative money was approved for that station and it was being developed now.

He said it was a good example of Santa Fe saying later that they should have thought of having a station at this other location and making it a priority and working through the legislators and getting funding for it.

Commissioner Anaya asked if they needed to prioritize stations.

Councilor Chávez said he thought they just needed to list them.

Commissioner Anaya said they had the two in the City and asked if they needed to put 599 third and go from there.

Mr. Blewett said what they asked was for this body to tell them what their priority was. He said what the TCC did in rank ordering them was helpful too because if it turned out that the Department could fund more than one, then they would at least know what number two on the list was. He said what they were asking for was to give them that priority ranking so they could get going.

Councilor Chávez said the motion of Councilor Ortiz was not to rank them but to include them in a study.

Councilor Ortiz said it would give a process to allow for the potential for ranking. He said because of the state's limitations and the limitations they placed upon the Board, the Board could not tell the State that they wanted three other stations and the State needed to put those three other stations as part of the system. He said that would go a long way but since the State had placed that limitation on the Board and said they only had enough money to put the one station in, the Board had to make that decision. He said they really wanted two stations but couldn't tell the State that because they would hear from the State that they didn't have enough resources and could not give three stations.

He said when he asked if they could split up that pot, the Board didn't even get a clear understanding that it would be allowed. He posed to Mr. Guerrerortíz, if the Board made a recommendation for three stations and expected the State to pay for them, did the Board have that authority.

Mr. Guerrerortíz said to Councilor Ortiz if the Board said today that they wanted three stations, they would try to accommodate that to the best of their abilities. He said they could not wait another six months to a year for the MPO to make its decision but if the MPO would decide tonight to have three stations, the Department would try to do that because it would be part of the project. But he added that they could not reserve the money for whenever the MPO could decide because they didn't have that ability..

Councilor Ortiz asked for clarification. He said if he made a motion for three stations and named their locations that the State would fund them or request a supplemental allocation for them.

Mr. Guerrerortíz said they had \$400 million and would try to accommodate the MPO with that money. He said in the project, they had provisions for stations the same way they did on the first phase.

Councilor Ortiz asked how much money was set aside for stations in the project.

Mr. Guerrerortíz said right now, they had a contract that was \$141 million for construction of the main line and the facilities that went along with it.

Councilor Ortiz asked if they had \$259, million left over then.

Mr. Guerrerortíz said no. He apologized and explained that the \$400 million covered all the way from Belen to Santa Fe. He said they had spent a good portion of the \$400 million. He said they had a \$115 million contract that was going to providing the main structure and on top of that, they would have out of the budget, \$141 million that was for stations and contingencies.

Councilor Ortiz asked how much was specifically set aside for stations.

Mr. Guerrerortíz said they had \$115 million plus 15% for contingencies and if they added that and then the budget for \$141 million, they could start thinking of the money could be for stations.

Councilor Ortiz asked if he was saying they did not have a particular line item in the contract specifically for station construction.

Mr. Guerrerortíz said they had general ideas but it depended on the recommendations.

Councilor Ortiz asked how much they had budgeted to build the two stations they got federal approval for.

Mr. Blewett said there was about \$3 million for those two combined.

Councilor Ortiz asked if there was anything in that \$3 million for either of those particular sites that was unusual or would require extra amounts for anything that they would otherwise have on any of the other proposed sites here that would drive up that cost.

Mr. Blewett said they were both cheaper because they would not have to build parking for either one.

Councilor Ortiz asked if the parking would add about 40% to the cost of it.

Mr. Blewett said there were also access issues and that was huge as well. He said if they ended up having to put traffic signals in at exit points or they wanted two ways in and out, etc. If said it really would depend on the station location.

Councilor Ortiz said really what they were talking about here was less than two percent of the value of the contract was being allocated by the State for these stations. Two percent of \$141 million was \$3 million for the construction of the stations.

Mr. Blewett explained there were a number of things they already knew because they were let contracts. He said what they were down to of the unknowns were the stations and the other unknown was that they had been asked to address traffic issues in the City of Santa Fe and some were more expensive than others. He said the other unknown was that they had not yet awarded a contract for the construction of

the Santa Fe Southern line from I-25 into the Railyard. He said they did a reasonable approximation of what they thought those would cost and what they had left over was about \$5 million for the other stations.

Councilor Ortiz asked if the \$5 million could be spread out to two stations.

Mr. Blewett said that would probably work providing the bids come in where they thought they would. And provided they could resolve these other things.

Councilor Ortiz concluded that the decision for the Board was, because they were under this time constraint and had a finite amount, he thought they could say this MPO wanted a third station and probably a fourth. They could make that recommendation and come up with a process for ranking as the most feasible how to have them defined. He said the State couldn't even tell the MPO, if the MPO asked them to make the determination of whether Zia Road or 599 should be constructed.

He said they couldn't even tell the Board from their analysis what the potential advantages and disadvantages were of Zia vs 599 in terms of the cost. He said one was easier but would cost more in traffic infrastructure and that would be mitigated at 599 but they would have to build a tunnel under I-25 to get to the train. He said that question the Board had to decide was the same conundrum the State had because they did not have a clear understanding of how much money was going to be left over for stations.

He said he thought if they didn't give the recommendation tonight that they would lose the money because it was already there. He said they needed to decide what kind of process was best in determining if they wanted one or more stations and his motion would still cover that. He said if the Commissioners wanted to give more points to 599 because it was approved by the County and approved by the TCC, he was willing to include that in his motion.

Councilor Chávez pointed out that the Zia Road and east of Richards were also recommended by the TCC so again, it was kind of picking and choosing.

Commissioner Sullivan said there had been a lot of time spent here by the City representatives and said he was just asking for some equal time here.

Councilor Chávez agreed to give him equal time after the DOT staff had responded to the motion.

Mr. Lawrence Rael commented in the sense of trying to move things forward and realizing they were difficult, said they were talking really about two months and the motion was to make a recommendation in January and to prioritize these stations by preference. He noted the County Commission had made a decision and they respectfully would support whatever decision this body made.

He said if we could get the motion on the table to move forward to have them ranked by January. He said what they would do in the meantime, they would look at the potential costs of building a station at 599 and one at Zia, for example, so that when they came back to talk with the Board and staff, they could say how much money they would have and what the costs would be and the Board would have some idea about what was possible.

He said they could sit here and debate them but as Councilor Ortiz said, a station on the Interstate was far different than it would be on Zia Road. He said they were talking about two months to do the study and if the Board came up with a recommendation in January, it would work. He said they would also have the costs associated with the decision the Board made.

Mr. Rael said that would do two things for both the City and County were very important. He said they would then have the information going forward to the legislature if the Board decided they wanted to have more stations. He said the request to the legislature could result as it did in Albuquerque to have funding for building after the fact. He said he respectfully would make that suggestion to the Board.

Commissioner Sullivan we could be like the happy prairie dogs in the power point. "Did you see that? They all had their little feet up and were all very happy."

He asked to offer another suggestion and realized they were still in discussion on Councilor Ortiz' motion. He asked that the Board decide to prioritize the first two that the TCC recommended: the 599 and the Zia Road one, and then the third one was east of Richards Ave and they heard some alternatives for that and some issues about whether the grade would work or not. He said then they could have the study for the remainder of the stations between 599 and the DOT building. He said it would give positive direction to the DOT prioritization-wise of the first two that the TCC recommended..

He said it sounded like they could fulfill that. He said he could empathize with them because they didn't know yet what the section between I-25 and the Railyard would cost because it was not yet under contract. He said in terms of the \$400 million budget, until that cost was finalized, they would still be dealing with estimates so if they moved forward with these two now and got them into the budget stream, they would have it at least partially done.

He noted that the work in I-25 median was just the first of two contracts and was a design build contract and would stop at the tunnel and didn't leave the median of I-25 so it didn't go into the City of Santa Fe. He said they had not let that contract yet so they were just estimating what the rest would cost.

He said his alternative suggestion, to keep things moving, was to provide the NMDOT with the prioritizations of items one and two as outlined in the TCC recommendation and then to move forward with the TOD study for additional stations as the study deemed appropriate.

Councilor Ortiz said as a restatement, the motion would then read that there was a motion to recommend as a priority the station at 599 and the station at Zia and St. Francis Drive, with a second recommendation that further study, the TOD study occur for any and all other proposed station locations in between the 599 station into the State Complex.

Commissioner Sullivan clarified that the two stations be in the priority of the TCC.

Mayor Coss asked if then the final decision would be in the January meeting.

Commissioner said the preferences would be made as soon as the study was done and if it was made in January, even better.

Councilor Ortíz said that came closer but to say that one station, 599 had a high priority than Zia and St. Francis, he couldn't say that right now, to be honest, because they hadn't compared those two sites or allowed the public to compare those two sites;. And they hadn't gotten the State's proposed costs for those two sites.

He said he thought, at the very least, if the Commissioner would accept that they had an equal preference for those two sites and that they continue to study all of these sites as well as those two sites, then he thought they had a recommendation. He suggested the Board forward both of those stations to them for their consideration and as a result of the process, come up with other locations..

Councilor Chávez said there was a motion and a second. He asked if Councilor Ortíz was amending his motion.

Councilor Ortíz said he wanted to hear what Commissioner Sullivan was saying to his restatement.

Commissioner Sullivan asked for an amendment, and Councilor Ortíz said he might if it were restated "like this."

Councilor Chávez said he wanted to ask the person who seconded the motion if he was agreeable to that.

Mayor Coss said he was.

Councilor Ortíz asked Commissioner Sullivan if he was agreeable to that. He said he felt that was a correct restatement of his motion, that they were not ranking one and two but were saying they both had an equal priority and they would study all of them in the context of the TOD for final recommendation in January.

Commissioner Sullivan asked that they leave out the priorities that were included in his recommended amendment to Councilor Ortíz' motion for a minute and say for discussion purposes that they were going to recommend these two stations to DOT.

Councilor Chávez asked which two.

Commissioner Sullivan said they were 599 and Zia Road at St Francis; those were the recommendations tonight – and they were going to study all additional stations through the TOD in the stretch between 599 and the General Office Building of DOT. He said the only thing he needed to clarify with Councilor Ortíz was that it would put DOT in the position of saying, if they didn't have enough money for both, which one should they do.

He suggested that if that was the case, then they would agree to come back to the MPO to say they couldn't do both and the MPO would have to decide between those two, then they would have to arm wrestle over that in January. He said he was trying to focus this decision making process down, if they gave them the priority of the two and start the study. He said he just didn't want to put DOT in the position of having to pick one over the other.

Commissioner Sullivan said if they could not do them both and no body knew yet because they didn't have all the budget numbers in but maybe by January they would. He said if they could do both, then the Board was done and resolved this and got two stations out of the deal, both of which he felt were good locations in his personal judgment "although I am not a City Councilor and that part of the City is not in District Five of the County Commission."

He asked if that would work with two that were not prioritized and then bring them back if DOT was not in a position to do them both.

Councilor Ortiz said while in concept it made a lot of sense to him personally, the City process that was required was for a public process and it was a time-compressed issue. He said he was willing to go with the recommendation if Commissioner Sullivan was willing to say the DOT needed a recommendation and they would give them two recommendations and study them in the context of all of the other station locations as a public process. He said the COG had committed to come back with actual numbers.

Commissioner Sullivan said it was not a commitment now if the Board told them 599 and Zia Road and they come back in two months and the Board said they went through the public process and decided differently.

Councilor Chávez said Councilor Ortiz had the floor and didn't interrupt Commissioner Sullivan the whole time when he had the floor.

Councilor Ortiz told Commissioner Sullivan that he could filibuster too. He said if this body were to change its mind, it would be from a public outcry for the Board to change its decision. He reiterated that part of the problem here was that they did not have an engaged public process to get the public input to determine what those stations would look like, how those stations would look, how those stations would fit in. He said the public process was almost equally as important as the decision the Board could make. He said they could make a summary decision but at some point they would be a disservice to the public.

He said he thought the motion proposed that he amended was probably a solid motion but if they deadlocked, then they deadlocked.

Councilor Chávez called for the question and asked Councilor Ortiz to restate his motion.

Councilor Ortiz said the motion was to direct the DOT that the Board was looking at two particular sites: a site at 599 & I-25 and a site at Zia & St. Francis and further would direct their consultant to study through a public process all of those sites and to come up with a ranked choice by the January meeting. He said in the motion there was a clear direction to the State that the recommendation was for two train sites and they would continue to study those sites in the context of the other sites for a final decision by the January meeting.

Mr. Guerrerortíz said the commitment could not be made unless there was a price tag. He said they would have to consider it after the Board made its final decision.

Councilor Ortíz explained that he didn't want to be held to the financial estimates for the stations.

Mayor Coss said he seconded it.

Councilor Chávez asked for a roll call vote.

Mayor Coss - Yes

Councilor Chávez - yes

Commissioner Anaya - no

Commissioner Sullivan - no

Councilor Ortíz - yes

Commissioner Vigil - no.

The motion failed three to three.

Commissioner Vigil said she had a recommendation. She said she felt what was happening was that there was not a lot of information. She said she would like to have further information at the December meeting. She thought they were deadlocking because there was not a clear understanding and they had not been able to exchange information. She said she was prepared to have the TCC recommendation be approved but felt very awkward. She recommended they move this topic to their December meeting where they might at least have some preliminary figures from DOT.

Commissioner Vigil moved to table this issue to the December meeting. Commissioner Sullivan seconded the motion.

Councilor Chávez asked staff to notice it as a public hearing.

Commissioner Vigil said part of our problem was in not grasping figures, not grasping the criteria for prioritization, not grasping costs/benefit, not grasping impact analysis, etc. Please give us additional information.

The motion passed by majority voice vote with all voting yes except Councilor Ortíz who voted against.

APPROVAL OF MINUTES: October 16, 2007

Councilor Ortíz moved for approval of the minutes.

Commissioner Sullivan said because they were very lengthy, he wished to postpone them to the next meeting.

Councilor Chávez said there was a request from Commissioner Sullivan to have the minutes transcribed verbatim and asked if they had them in verbatim.

Councilor Ortíz said they were verbatim.

Commissioner Sullivan said they just came out today.

Councilor Chávez said they were late because they were verbatim.

Commissioner Sullivan said there were a lot of omissions in there that should be looked at.

Commissioner Sullivan moved to postpone the approval of the minutes to the December meeting. Commissioner Vigil seconded the motion and it passed by unanimous voice vote.

Councilor Chávez asked if the Board wanted to postpone the information items to the December meeting also along with the rest of the agenda.

A. INFORMATION/DISCUSSION ITEMS

1. SFMPO 2008 meeting schedule

Mr. Cruse said he would be brief. He said item A1 was a draft meeting schedule for 2008. He asked the Board members to please review it. He said they were considering moving to bi monthly meetings, starting in February. He said staff would meet one-on-one with Policy Board members to keep everyone updated and they also could have other meetings as needed.

Councilor Ortíz said if they were going to have things on the table, staff needed to get with those people, particularly those at the Zia/St. Francis site because the Board needed to have some comparisons. They needed to decide how a 599 station was going to work, how much it was going to cost, how would it compare with a Zia/St. Francis site; what it was going to look like; what were some proposals that could be done, because they were going to be in a position of making a recommendation based upon absolutely no design or development criteria. He said they needed to have that kind of presentation fully flushed out and he hoped the staff was very clear in dealing with some of these sites that they cooperated with these sites.

He said they had 12 minutes on Las Soleras that no one had ever seen before and some of the ones that were more legitimate, that had a higher preference or priority didn't even get a chance to give any of that information. He said if they were going to be making a final decision, which is where the push was coming in December, he wanted to see more information than what they got.

Commissioner Vigil asked if they needed to take action on the draft meeting schedule agenda at the next meeting.

Mr. Cruse said yes, at the next meeting..

Mr. Tibbetts said they could have a January meeting or they were set up to have an emergency meeting if they needed to have one.

2. SFMPO membership study

This item was not considered at the meeting.

B. ACTION ITEMS

2. SFMPO Resolution: Rail Runner Alignment EA - Commissioner Sullivan

This item was not considered at this meeting.

3. City of Santa Fe Resolution: Rail Runner Service to Santa Fe- Councilor Ortíz

This item was not considered at this meeting.

C. MATTERS FROM THE SFMPO TRANSPORTATION POLICY BOARD

This item was not considered at this meeting.

D. MATTERS FROM THE SFMPO STAFF

This item was not considered at this meeting.

E. COMMUNICATIONS FROM NMDOT AND FHWA

This item was not considered at this meeting.

F. COMMUNICATIONS FROM THE FLOOR

This item was not considered at this meeting.

G. ADJOURNMENT

The next scheduled meeting was set for 3 p.m. on December 13, 2007 at a location to be determined.

Having completed the agenda to be considered at this meeting and with no further business to come before the Board, the meeting was adjourned at approximately 6:30 p.m.

Approved by:

Miguel Chávez, Chair

Submitted by:

Carl Boaz, Stenographer