

**SUMMARY INDEX**  
**SANTA FE MPO TRANSPORTATION POLICY BOARD**  
**February 11, 2010**

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Roll Call	Quorum Present	1
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E. COMMUNICATIONS FROM NMDOT/FHWA	None	10
F. ADJOURN - Next Meeting - Mar 11, 2010	Adjourned at 5:00 p.m.	11

**MINUTES OF THE  
SANTA FE MPO  
TRANSPORTATION POLICY BOARD  
February 11, 2010**

**CALL TO ORDER**

A regular meeting of the Santa Fe MPO Transportation Policy Board was called to order on the above date by Commissioner Liz Stefanics at approximately 3:00 p.m. in the City Council Chambers, City Hall, Santa Fe, New Mexico.

**ROLL CALL**

Roll call indicated the presence of a quorum as follows:

**MEMBERS PRESENT:**

Commissioner Liz Stefanics, Chair  
Mayor David Coss, Vice Chair  
Councilman Mark Mitchell  
Councilor Matthew E. Ortíz [arriving later]  
Mr. Lawrence Barela for Mr. Max Valerio, DOT  
Commissioner Virginia Vigil

**MEMBERS EXCUSED:**

Commissioner Michael Anaya  
Councilor Miguel Chávez

**STAFF PRESENT:**

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

**OTHERS PRESENT:**

Ms. Jeanette Walther, Bohannon & Huston  
Mr. Eric Wrage, Bohannon & Huston  
Mr. David Quintana, NMDOT  
Mr. Claude Morelli, NMDOT

**APPROVAL OF AGENDA**

**Commissioner Vigil moved to approve the Agenda as presented. Mayor Coss seconded the motion and it passed by unanimous voice vote.**

## **APPROVAL OF MINUTES – January 14, 2010**

**Commissioner Vigil moved to approve the minutes of January 14, 2010 as presented. Mayor Coss seconded the motion and it passed by unanimous voice vote.**

### **A. MATTERS FROM THE PUBLIC**

None.

### **B. ITEMS FOR DISCUSSION AND POSSIBLE ACTION**

- 1. FY2010 Transportation Improvement Program Amendment: to increase the amount of Federal Funding for Rail Runner Operation and Maintenance Costs to preserve Weekend Service to Santa Fe – MPO Staff**

Mr. Wilson provided a handout and briefly explained the amendment. It was necessitated by the need for additional funds for the Rail Runner. A transfer from surface transportation monies was used to cover the deficit. The transfer added \$750,000 to the funding.

While making the changes he also made some administrative changes. Cerrillos Road was previously under the City and now was under a State match. On page 4, the \$201,000 surface enhancement for Santa Fe on the Rail Trail and Central RR Trail were moved up to 2012 on the TIP to conform with the STIP.

Commissioner Vigil said she received an email regarding the Rail Runner. There was a high concern regarding the management of ticket collections to and from Albuquerque. It was an issue of management. She asked if there was a way to inform the DOT of the issue.

Mr. Wilson said it was not in their purview.

Mr. Barela said they had looked into the matter and were requiring improvement. It was also brought to their attention at the legislature and they were working to improve it.

Councilor Ortiz arrived at this time.

Commissioner Vigil asked if they needed to bring that to the NCRTD.

Chair Stefanics said the RTD only dealt with connectivity but the Executive Director could take it to the statewide group.

Commissioner Vigil asked to whom she could refer them.

Mr. Barela asked her to send them to him.

**Mayor Coss moved to approve the amendments. Mr. Barela seconded the motion and it passed by majority voice vote with all voting in the affirmative except Councilor Ortíz who abstained.**

## **2. Santa Fe Corridor Studies**

Mr. Dave Quintana introduced the speakers for the studies. NM599 by Ms. Jeanette Walther, I-25 - by Mr. Dan Anderson and St. Francis by Mr. Eric Wrage.

### **a. NM599 Interchange Priority Study; Presentation of the Phase B Recommendation Priorities – NMDOT & Bohannon Huston, Inc.**

Ms. Walther reported that they finished the draft of the Phase B on the evaluation of alternatives. She presented the alternatives last time and today would present the priorities. After the public meeting on March 3<sup>rd</sup> they would put it together in final draft form.

She showed the priority list of 10 preferred alternatives. The criteria included accident level; existing traffic volume, projected traffic volume; most public input; total cost; LOS; and Circulation around the corridor (discontinuity of frontage roads). Some intersections didn't exist so they gave them the next level.

Public input included attendance at public meetings as well as letters and emails. The two highest by volume were CR62 and Caja del Rio. The top priorities were CR 62, CR 70 and Caja del Rio. They monitored bias and found the top five were still the top five. The total need for funding was \$85 million.

Chair Stefanics asked if this was a discussion item today. Mr. Wilson agreed.

Commissioner Vigil appreciated all the effort going to the community. As they took action on the last item for the TIP they shifted the projects around depending on dollars available. She asked if the dollars became available for an interchange it that would be strong for moving it up.

Ms. Walther agreed but added that this was just for public monies so any with developer money would move it up. In addition, if there were only \$4 million available, then a \$6.5 million project would not fit the budget. This was simply a recommendation of the priority projects.

Chair Stefanics asked when they would take action.

Mr. Tibbetts said it was a recommendation now. Staff would put together a fiscally restrained MTP that would then be presented first to TCC for technical review and then to TPB at either the April or May meeting. There would be plenty of public meetings along the way and had already started the public information based on these corridor studies. No action would be taken until the draft plan was presented.

Chair Stefanics asked if it would be better for TPB members who had concerns to give them early or

later.

Mr. Tibbetts said early was always better. Their constituents would be writing them also.

Commissioner Vigil asked if the NWQ was factored into the prioritization.

Ms. Walther agreed that it was part of the traffic model. But they also considered that the traffic study for NWQ didn't show a link to 599 except at Ridgetop Road so they looked at Camino los Montoyas in it. If approved, that could be connected to NWQ.

Commissioner Vigil explained that the concern of people there was that it was approved solely with the Ridgetop access. She thought they were having a traffic study after each approval. It would be nice to have access but didn't know when it would occur. She would like to align it with the concerns there.

Ms. Walther said this study didn't preclude connection of NWQ at Las Montoyas. The plan had to be flexible.

Commissioner Vigil asked if the \$11 million included access to NWQ.

Ms. Walther said it did not and wasn't sure how much that would cost. There could be access in the middle.

**b. St. Francis Drive Corridor Study; Presentation of the Phase B recommendations – NMDOT & Bohannon Huston, Inc.**

Mr. Eric Wrage - Bohannon & Huston provided a handout with his power point presentation.

They finished Phase A and were now in Phase B and their draft report was complete. It was presented to the TCC and the Project Management Team (PMT). Mr. Wrage went through the presentation.

The study showed that with the Richards interchange in place, the traffic on side streets was greatly reduced. Even with all signalized intersections on 599 it would not make much change on St. Francis. Cerrillos at St. Francis was not affected much by regional improvements.

He showed a map and explained the legend about St. Francis at Zia. They didn't want to recommend a solution at Zia until decisions were made about Richards. When the Zia platform opened they would recommend the improvements be put in place so there was a sidewalk or trail to get to the platform.

At Guadalupe the recommendation was to rebuild the bridge and add an auxiliary lane. The ramp was non-standard now. A right hand ramp would be much more expensive. A weave there was acceptable. Another alternative would bring south bound lanes as close to northbound lanes to eliminate the need for walls. They were working on the assessment now. The bridge would be longer and more expensive but with no walls.

At the Cerrillos Road Intersection with St. Francis a grade separated intersection would be better but significant ROW would be needed along with utility relocation. That would cost an estimated \$44 million so they recommended that design be discarded.

Access Control was an issue with lots of driveways there now. The map showed where some access points could be eliminated.

He also recommended bringing back the auxiliary lanes at St. Michael's Drive and recommended that the St Francis at St. Michael's interchange to a diamond configuration.

ITS was upgrading. He listed the features and noted that in the future adapted signal timing would be incorporated. ITS had the architecture now and was still in the development stage.

The Preliminary Recommended Projects were arranged as short term projects; medium term projects and long term projects.

Commissioner Vigil asked about the current design of the Zia Rail stop including parking.

Mr. Tibbetts said there was a small parking area north of Zia at the trail head. The final plan called for underground parking and on the surface would be a drop off for buses and pedestrian drop off /pick up. That brought up sidewalks on the perimeter so the station could be separate from the build out.

Chair Stefanics thought they took a position that favored pedestrian with only a few parking spaces for disabled persons.

Mr. Tibbetts agreed. The parking there would be for the development and not for the train. It would be a kiss and ride limited parking design.

Councilor Ortiz had yet to hear from the developer that they had even made a development plan yet. The developer stalled it. It was just to be a drop off station with no dedication for parking.

In conversation with Rail runner Councilor Ortiz made a commitment when the developer had to pay for part of the realignment that the developer would provide money for crossing to the east side.

Mr. Barela agreed that it was a pedestrian and drop off location. DOT had been working with the developer on the developments and would keep the TPB informed.

Commissioner Vigil asked if anyone could tell her all the pots of money available for these projects.

Mr. Wilson said that was part of the MTP process to identify pots of money for them. As they went through them, they would show far more projects than money they could get. So they had to do a prioritization for them.

Commissioner Vigil said the transit enhancement study needed to continue and asked where that money would come from.

Mr. Tibbetts said they had some planning money from 5303 for planning. But they were looking at parking with DOT and NCRTD and Santa Fe Trails to come up with a study. It would be complex. It would require coordination with NCRTD, Santa Fe Trails, Shuttle, Park and Ride and Rail Runner.

Commissioner Vigil thought it made sense to her to go through the planning process and also to know where the dollars would come from before they even prioritized.

Mr. Tibbetts commented that back in 2006. The studies had \$1.6 million and only a fraction of that would be available for the expansion study.

Commissioner Vigil asked if in the request they had to identify a specific project.

Mr. Tibbetts said they did. They needed to make sure it qualified for the federal surface transportation program. Both reduction of traffic and increase of transit were possible. Transit was getting a higher profile right now so earmarks were always possible. The federal legislature would work on it once health care was taken care of.

Commissioner Vigil asked if they would then apply for federal funding. Mr. Tibbetts agreed.

Commissioner Vigil asked if staff would come before the TPB before submitting the application for funding. Mr. Tibbetts agreed.

Councilor Ortiz asked if there was a rough estimate on the traffic signal implementation program.

Mr. Wrage said not yet; it depended on which signals were required.

Councilor Ortiz asked if they needed to consider the conditions on the station itself. The station was being held hostage for economic concerns. He wondered if they would be allowed to reconsider that part of the condition.

Mr. Tibbetts said the City had the final word on opening that station. Once the City decided the conditions were satisfied, they could act to have it opened. The next step would be to discuss with councilors and commissioners and the developer had to come forward with a development design.

Councilor Ortiz asked if the City could decide when. Mr. Tibbetts agreed.

Mr. Barela said the construction was tied to the access to the station so that had to be worked on.

#### **c. I-25 Corridor Study; Presentation of the Phase B Recommendations – NMDOT &**

## **CH2MHill**

Mr. Dan Anderson showed a PowerPoint presentation for the I-25 study. He said the main purpose was to make improvements to safety, access, system connectivity and travel demand. They formed a stakeholders' group and had study sessions through the year. They developed some initial concepts and received input from the public. They did a detailed study on alternatives and now were presenting the alternatives.

He shared the prioritized list. Four of the alternatives were not being recommended. Improvements to each of the interchanges; adding auxiliary lanes to I-25 and an interchange at Richards Avenue.

Changes to the interchanges were primarily safety changes with longer ramps. They were all relatively close. Some had to cross multiple lanes so longer ramps would be needed to maintain safety.

At St. Francis was the only design change. The ramp could not handle the projected flows so a signalized intersection was proposed.

He showed an LOS map if no improvements were made. I-25 would have a red LOS. With all improvements except the system connections it would relieve the LOS considerably.

The new systems connections would help disperse the traffic some but at a significant cost. There was a lot of opposition to extending Governor Miles or Camino Carlos Rey.

The Richards Interchange would be very good for emergency vehicles since they could not cross the median there.

Councilor Ortiz noted that some people had displeasure with the options. Some HOAs said if they did that interchange, they needed to have an extension of Richards considered.

Commissioner Vigil thought the biggest difficulty the Santa Fe River Trail had was with the purchase of easements. She wondered how much assessment was placed on this and if all the ROWs were there for these proposals or if they needed to do more purchasing.

Mr. Anderson said for I-25 they would make the improvements within existing ROW. With the Richards interchange they looked at a very tight footprint. Some additional ROW might be needed for the ramps and could cost about \$150,000.

Commissioner Vigil asked if ROW was an issue for 599.

Ms. Walther said they had all of it except for 3 projects. That was DOT ROW now.

Mr. Wrage said there was not sufficient ROW at Zia.

Commissioner Vigil asked if they considered condemnations for privately owner ROW.



Mr. Barela said it would be either through purchase or condemnation.

Mayor Coss asked if with the interchange Richards would require a connection to Cerrillos in order to function properly.

Mr. Anderson said they didn't look at that. They studied operations on I-25 itself and adjacent communities like SFCC. An extension to Cerrillos would obviously make the interchange there even more important. He was not sure about the reverse.

Mr. Quintana said they were also looking at providing some technical information on how that interchange would be helpful. It was needed to help operations on the south side regardless. They were also hoping to provide the MPO with technical information on impacts both positive and negative on Richards.

Mayor Coss felt they were stuck unless they could figure out how to pay for more transit.

**3. City of Santa Fe Resolution No. 2006-65: A resolution reintroduced by Councilor Ortíz that recommends the MPO delete the extensions of Governor Miles Road and Camino Carlos Rey from the Metropolitan Transportation Plan – MPO Staff**

Mr. Tibbetts reported on the background of this resolution. Councilor Ortíz came to the MPO in 2006 to request that they take off the proposed extensions of Governor Miles and of Camino Carlos Rey. The MPO decided to wait until these studies were completed. To clarify, in the study when they showed system connections, they were talking about auxiliary roads. He described some of the details that went with these proposed extensions. The plan was based on projections of growth. The Rancho Viejo Homeowner Association was opposed to the plans.

Mr. Wilson said on the map it showed where the TCC thought the extension of Governor Miles would become a reconnection but it wasn't important enough. But if a future development came in the developer would be required to build it.

Chair Stefanics asked if that were to happen, if the extension request would it come back for the approval.

Mr. Wilson said the MPO map was used by developers and where the arterials were likely to be was what they relied on. He didn't know if it could be brought back.

Councilor Ortíz explained that this resolution came for two important things. At the last project of Carnino del Sur, it was understood by all that it was too costly. There would have to be some tunnel under the Interstate or something like it.

The extension of Governor Miles came as part of a project. In the process it was discovered that the developer didn't build the road wide enough. Because of that, it would be virtually impossible for Governor Miles ever to extend to Sawmill.

Councilor Ortiz said the resolution in 2006 was to take those two extensions off the map but the body here said they should study them more. They were not recommended

The only way a developer could work it out would be to buy out other developers. The roads in Rodeo Office Park were too narrow so it was impossible to build that road.

This was recognition of the impossible parts that had no chance of ever getting built. There were land owners in the in between part that also said there was no reason for it. This was just a ministerial clean up from the wrong decision the City made.

**Councilor Ortiz moved to approve the resolution. Mayor Coss seconded the motion.**

Commissioner Vigil asked if Camino Carlos Rey was extended from the intersection whether it would go into County jurisdiction or be in City jurisdiction.

Councilor Ortiz said the County jurisdiction didn't start until the south right of way for I-25.

Mr. Tibbetts agreed.

Commissioner Vigil explained that she didn't want to put the community in the same position as before when the Richards Avenue Extension was being considered. That extension was a situation where so many residents were opposed that it never occurred. This might not be similar but she wanted to know if the Board did act on this and say there was a connectivity that made sense to Rabbit Road, if this resolution would prohibit it.

Councilor Ortiz said the only road that could connect to Rabbit Road was Camino Carlos Rey south and the only way to do it was with a tunnel or an overpass across I-25 and neither was possible because of the cost.

The extension of Governor Miles east, even if there were no opposition, was impossible to do through Rodeo Office Park because of narrow nonconforming streets.

Commissioner Vigil asked if in the future the road might bypass that office park and go to the 285 ramp.

Mr. Wilson clarified that the little map was a snapshot of the 2008 update of the future roads network and showed it going to Galisteo instead. That was the section that the TCC talked about as a possible future roadway. The extension of Camino Carlos Rey was not on the map at that time. In order to get the roadway high enough to go over the railroad brought them to talk of a tunnel but there was no way to do that either.

Mr. Tibbetts said the City's issue was frustration with developers coming in and having the disconnects. There were several besides Richards to Cerrillos. Showing these connections on a long

range planning map could help fund them at City standards. That was the whole issue at South Meadows. The connections that were developer driven was a suggestion brought up by City staff and they were dependent on major arterials.

Councilman Mitchell agreed with Councilor Ortíz.

**The motion passed by unanimous voice vote.**

**4. Progress Report on the Metropolitan Transportation Plan (MTP) – MPO Staff.**

This matter was not considered.

**C. MATTERS FROM THE SFMPO TRANSPORTATION POLICY BOARD**

Councilor Ortíz said he had that letter and asked if he should share it with staff.

Chair Stefanics said yes, please.

**D. MATTERS FROM THE MPO STAFF**

Mr. Tibbetts said they had the professional service agreement with Tim Rogers for development of the Bikeways and Pedestrian plan.

He announced that they also began the public meetings - one at SFCC and one at the Library. The next one was scheduled for Tuesday at GCCC and the Board was invited. Staff were presenting the recommendations heard at this meeting and getting input from the public. Then they would bring forward a report from that discussion.

Mr. Wilson announced they were hosting a webinar on the 24<sup>th</sup> on Safe Routes to Schools as a kickoff for getting projects moving. He promised to send everyone an email.

Chair Stefanics said at 6 tonight at SFCC the County had a meeting on Richards Avenue entrances to the Community College.

Councilor Ortíz said the City had an application stalled at Public Works Committee - from Zia to Chaparral. He had contacts that would be interested.

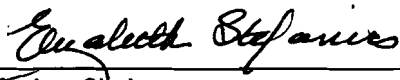
**E. COMMUNICATIONS FROM THE NMDOT AND FHWA**

None.

**F. ADJOURNMENT – Next meeting - Thursday, March 11, 2010.**

Having completed the agenda and with no further business to come before the Board, the meeting was adjourned at 5:00 p.m.

Approved by:

  
\_\_\_\_\_  
Liz Stefanics, Chair

Submitted by:

  
\_\_\_\_\_  
Carl Boaz, Stenographer