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**SANTA FE MPO TECHNICAL COORDINATING COMMITTEE**  
**August 2, 2010**

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**MINUTES OF THE  
SANTA FE MPO  
TECHNICAL COORDINATING COMMITTEE  
MONDAY, August 2, 2010**

**INTRODUCTIONS:**

**a. CALL TO ORDER**

A meeting of the Santa Fe MPO Technical Coordinating Committee was called to order by Chair John Romero at approximately 1:30 p.m., on the above date in the Council Chambers, City Hall, 200 Lincoln, Santa Fe, New Mexico.

**b. ROLL CALL**

Roll Call indicated the presence of a quorum as follows:

**MEMBERS PRESENT**

John Romero, Chair – City of Santa Fe  
Shelley Cobau for Jack Kolkmeier – Santa Fe County [arriving later]  
Phil Gallegos – NMDOT District 5  
Andrew Jandáček – Santa Fe County  
Richard MacPherson for Reed Liming – City of Santa Fe  
Eric Martinez – City of Santa Fe  
Larry Samuel – Tesuque Pueblo  
Greg Smith – City of Santa Fe

**MEMBERS ABSENT**

Mike Kelly for Jon Bulthuis – Santa Fe Trails  
Robert Martínez – Santa Fe County  
Jack Valencia for Josette Lucero – NCRTD  
One Vacancy - RPA

**STAFF PRESENT**

Mark Tibbetts – MPO Officer  
Keith Wilson – Senior Planner

**OTHERS PRESENT**

David Harris, NMDOT  
Frank Sharpless, NMDOT  
Anne McLaughlin, NMDOT

**c. APPROVAL OF AGENDA**

Mr. Wilson said there was another amendment under 2a.

**Mr. Janáček moved to approve the agenda as presented. Mr. Smith seconded the motion and it passed by unanimous voice vote.**

**d. Approval of Meeting Minutes from June 28, 2010**

**Mr. Smith moved to approve the minutes of June 28, 2010 as presented. Mr. Janáček seconded the motion and it passed by unanimous voice vote.**

**1. COMMUNICATIONS FROM THE PUBLIC**

There were no communications from the public.

**2. ITEMS FOR DISCUSSION AND POSSIBLE ACTION:**

**a. Review and Recommendations of an Amendment to the 2010-2013 Transportation Improvement Program**

Mr. Wilson recalled at the last TCC meeting in June he announced a formal amendment of the TIP (on page 3 for an additional \$3 million for operation of Rail Runner in 2011). This went out for formal public review. He didn't remember the date of notice. Subsequent to that amendment, this morning he got a request for additional amendments to FY 2008 - Transit funding (top of page 2) to add \$8,900 of JARC money (Section 5316) and \$136,000 of New Freedoms money (Section 5317). It needed a 50% local match. Technically the 5317 should go for public review but the JARC money didn't.

Mr. Gallegos explained that any adjustments over 15% of the total would require a formal public process. NMDOT needed that TIP amendment made to have it on the STIP.

He talked with Mr. Archuleta this morning who said the public involvement requirement done in the August submission was sufficient for the TIP amendment process. It might be required but the MPO had the right to waive that process and piggyback off of the DOT's public process.

Mr. Wilson understood then that it was not specific what was formal and what was administrative. It just said a significant amount and they had used 15% or more as the threshold. Staff were just notified on Friday and this money would expire at the end of September and wouldn't be available after that. It was not the same for the 5317 money. They could ask the TCC to make a recommendation. They had until the 12<sup>th</sup>

when it would go to the TPB and could be out for ten days for public review.

Mr. Gallegos said it would be on public review at the Transportation Commission.

Mr. Wilson concluded that they could ask the TCC to ask for a waiver of the public review here and do it at the TPB if they felt comfortable with it.

Mr. Harris said the scope of work was technically changing but it was really just more money for Santa Fe Trails, extending service over a longer period of time. So the TCC had to think of it a little bit differently.

Mr. Wilson thought they could take these two individually so as not to muddle the Rail Runner money.

Mr. Tibbetts was not sure of the advantage in separating them would be.

Mr. Wilson said it just might be clearer for someone investigating the record.

Mr. Gallegos said they could just approve each amendment.

Mr. Wilson said it was just so the things that have gone thru public review wouldn't be muddled by this.

Mr. Gallegos agreed but it was still one amendment.

Mr. Wilson asked for the three to be considered separately.

Mr. Tibbetts said if it was just an administrative change they would not have to go through the public process but they needed waiving of public process on the 5317 and clarify that it was not changing the scope but extending services.

**Mr. Janáček moved to approve the CROM3A amendment to the TIP for the Rail Runner. Mr. Gallegos seconded the motion and it passed by unanimous voice vote.**

**Mr. Gallegos moved to approve the 7842 amendment to the TIP. Mr. Smith seconded the motion and it passed by unanimous voice vote.**

**Mr. Gallegos moved to approve the 7843 amendment to the TIP with the waiver of the 30 day public review to be concurrently with the STIP. Mr. Smith seconded the motion and it passed by unanimous voice vote.**

Mr. Gallegos had a question for the City regarding the Cerrillos Road safety project.

Mr. Martínez said that tomorrow it would be ready.

Mr. Gallegos asked if was for 2011 then. Mr. Martínez agreed.

Ms. Cobau arrived at this time.

**b. Update on the development of the 2010-2035 Metropolitan Transportation Plan**

Mr. Tibbetts shared a few introductory comments. At the last TCC meeting on June 28 he handed out a draft that was subsequently not finished but subsequently addressed the draft comments by DOT and got an extension of 6 months through end of calendar year and got a recommendation to consider a consultant to help put it in its final version.

The handout before the TCC was the status of the revision into a different format and adding sections that were not fleshed out yet. The consultant was engaged through Parsons Brinkerhoff, Chuck Green from Portland Oregon. The MTP Review Committee and the DOT planning section had met weekly and last week was the final meeting, going over this draft. They were looking for a final version to present to the TPB on August 12.

Mr. Wilson referred to the PERT Chart. They adjusted it by one week to make sure the draft was complete before public review. This draft was still a work in progress. A lot of contact had been pulled into this format and they were still beefing up and filling some of the holes. They were looking at how to prioritize the projects and trying to figure out how it could show the top ranking projects that would meet the goals and objectives.

By next Wednesday they would have a pretty good draft and meet with DOT staff on the morning of August 12 and then present it to the TPB in the afternoon. They would send out the draft to all TCC members. The final draft should be final by next Week for additional comment.

They would hold at least 3 public meetings during September and bring the final version to the TCC on October 7 for review and to the TPB by Oct 14<sup>th</sup>.

Mr. Martínez asked if they received concurrence from DOT and FHWA on the schedule.

Mr. Wilson agreed. The consultant helped them meet the schedule by turning things around very quickly.

Mr. Tibbetts added that they also backed up on the stakeholder outreach and sent out to a big list including letters to the truckers' industry, Fish and Game, HOAs, etc. We had a couple of responses so far. The letters informed them that comments could be made up until September 24.

Ms. McLaughlin said DOT agreed with this aggressive schedule. Chuck Green and the Committee were doing a good job. It reads pretty well now.

Mr. Wilson highlighted the new sections. The introduction outlined the challenges they faced, defined the MTP and he mentioned some highlights from it. Also presented was how it coordinated with the State

Multi-modal plan.

Then it talked about the planning structure - MPO structure.

Page 18 talked about the full public participation process.

Chapter 2 talked about community structure - beefing up demographics and employment data; also challenges in demographics like large growth among those over 65 and a slowing in overall growth.

Page 23 highlighted geographic growth areas.

Mr. Sharpless and Mr. Harris excused themselves from the meeting.

Mr. Wilson said this section dealt with cultural environment; old trails; existing conditions of the transportation network.

Page 32 showed traffic volumes and congestion. They needed more included here including economic conditions impact. The congestions were not near as severe as in Albuquerque. They beefed up the bridge conditions and Mr. Gallegos agreed to get him more information.

Then it went into existing transit systems with Santa Fe Trails and RTD. It also dealt with the rail system, bikeway system and the same for pedestrian stuff. Aviation was summarized.

Transportation safety - crash information and trends should be done soon. Then air quality standards would be presented.

Transportation Needs section was reviewed next.

Page 56 was a new section on Sustainable Transportation Toolbox.

Section 5 was the MTP Prioritized Plan and Projects with goals and objectives.

At the end it had recommended next steps.

Chair Romero asked if they had to update the bicycle LOS.

Mr. Tibbetts said they were working toward that.

Chair Romero said the City was already doing bike lanes on arterials. He asked if in the LOS it would say where they would need 2 bike lanes.

Mr. Wilson said no but how they could get an amount of traffic through a corridor and how that would affect the LOS for bicycles and pedestrians. Balancing the modes was important.

Mr. Tibbetts said California was now working on Level of Quality instead of LOS.

Chair Romero agreed it was not just efficiency. The LOS didn't affect how fast you had to walk.

Mr. Martínez said it was a matter of nomenclature.

Mr. Tibbetts noted that AARP was working on levels of danger at crossings. Older people needed more safety to cross the intersection. It was a realization of what was going on in population changes.

Mr. Wilson said they needed to do more work on. The Toolbox was just a continuation of those themes.

Ms. Cobau said she was at a roundabout conference in Rio Rancho. She didn't think they should give way too far on pedestrians.

Mr. Tibbetts agreed. A lot of it was public education.

Ms. Cobau said a signal for pedestrians at roundabouts would defeat the purpose of roundabouts.

Mr. Tibbetts agreed.

Ms. Cobau said the ADA was trying to legislate signals at all roundabouts. We should not let special interest groups force them to overdesign those intersections.

Mr. Wilson hoped there could be rational solutions that were individually reviewed and customized for the location.

Ms. Cobau suggested they might need a section on ridiculous federal rules.

Mr. Tibbetts said this document was to educate the public and conform to federal standards. The general rule was to endorse a context sensitive approach.

Mr. Wilson said page 74 talked about systems plans and they were trying to pull this one together. Proposed policies for that mode and emphasis on furloughing this plan in the future.

Page 103 showed recommended next steps that highlighted the tasks over the next few years.

Page 105 showed the final plan and fiscal constraints. There would be more massaging of this but this was the outline for it.

Chair Romero said it needed more on LOS. He agreed with sustainability - bicycles, etc. The City spent a lot of money on an elaborate trail system. But no matter how many signs they put up, they needed to identify areas that were not suitable. They should not have bike lanes on St. Francis. If they had a trail

system, that would be much safer. Bikes and cars didn't always have to be on top of each other. Some people went to an extreme on these things.

The question was how they could make St. Francis any safer for bicycles.

Mr. Tibbetts agreed it was tricky. St. Francis was a kind of expressway through town. Alternative routes were needed.

Chair Romero thought they were walking a thin line here. Road striping cost a lot and they didn't last much more than a year.

Mr. Tibbetts said safety and functionality were both important factors. Lighting and strategic crossings were needed. It was not just marking crosswalks but also lighting them.

Mr. Martínez thought they had to be very careful on this. It was- not just opinion. He advised staying clear of too much specificity.

Mr. Wilson said they would look through it and make those options clear and the TCC could give them feedback.

Ms. Cobau thought if they were going to be implementing a plan with certain alternatives, maybe they needed to help people realize that some of them were more expensive than others.

Mr. Wilson agreed and maintenance needed to be considered too.

Mr. Tibbetts added that they would address the lack of funds for projects. They needed to look at shared ways of implementing it. No one was talking about big increases - maybe just interim solutions with the most important ones getting done now.

Ms. Cobau said there were ways to consider reducing costs.

Mr. Tibbetts said this plan didn't get into those specific strategies or tools. The how to do part was being left to another document.

Mr. Wilson said this was not to dictate specific treatments but to suggest types of treatment that might be usable.

Mr. Janáček said some roads you might evaluate as primarily for vehicles but you could bring out other considerations or other issues.

Mr. Wilson said those things were covered in Complete Streets. The MTP could reference where to find those criteria.



Mr. Smith said some people might tend to just go to Chapter 6 for all the answers.

Mr. Wilson said there would be a summary of it.

Mr. Tibbetts said they also wanted to prepare something that was more condensed. Here was how they were going to address the needs. The general public wasn't going to be interested in the entire document.

Mr. Smith agreed. People would want to know what the end result was.

Mr. Tibbetts clarified that it was a work in progress and not complete yet. They were trying to make the thread a bit more evident so it could be followed. If the policy wasn't very evident, that's the feedback they needed. Hopefully in the executive summary it would be more evident. This was to make the public aware that they were using lots of tools.

Ms. Cobau thought the document should show how a project got on the TIP.

Mr. Tibbetts said they would come back to the TCC with that this fall.

Chair Romero thought they should include the approach of Complete Streets in here.

The Committee briefly discussed some of the specifics of Complete Streets and examples.

Chair Romero agreed with the goals of Complete Streets but felt they needed to decide what the best place was to do it. Right now it was more of a reactive document.

Mr. Wilson said the UPWP would start identifying where the more important needs were for directing the resources. In five years they would be in a much better place to identify them.

Chair Romero said the MPO should identify the areas of greatest need, the problem areas.

Mr. Wilson said they were doing that now. But they needed to have comprehensive information to deal with it and make appropriate recommendations.

Mr. Smith said a systematic evaluation was an appropriate goal.

Chair Romero agreed that was what should be done.

Mr. Wilson agreed.

Mr. Gallegos said they wouldn't put any new projects in the STIP until a design phase was done first. That was required by the Feds and to have projects that were already environmentally cleared.

Chair Romero felt that the stronger they make this, the less they would get things at the last minute.

— They needed to have these policies in place.

Mr. Wilson said the document was to comply with federal requirements and the MPO wanted to fulfill them with what was here. He was glad to hear there was a process being developed at DOT for the TIP.

Mr. Gallegos wanted to be on the next agenda to review that process in September. DOT would start programming a new STIP next spring.

Mr. Wilson agreed that would work.

Mr. Martínez suggested adding in there what good planning tools were needed for the way projects were planned.

Chair Romero agreed a planning toolbox was needed.

Mr. Wilson agreed to highlight that in here - ways to identify highest needs - how to do better traffic counts. The UPWP would talk to all those issues they needed to address in the next few years. He thought they were moving in the direction Chair Romero wanted. He felt this had been a good conversation.

### **3. MPO OFFICER REPORT**

Mr. Tibbetts said they were getting caught up on quarterly reports and would be on track in the next week. Everything else had been dominated by this MTP.

He announced that Santa Fe would be hosting the MPO quarterly in September and the Santa Fe Complex modeling would be shown.

Mr. Wilson said a modeling system was being developed to test out impacts of various plans. They thought it would be a good time for a standalone presentation toward the end of September. All members would be invited to give input on it. There were many pedestrian webinars coming up too. He agreed to send out notices.

### **4. COMMUNICATIONS FROM TCC MEMBERS**

Mr. Gallegos said the 599 study recommended some changes. South Meadows was in 2013 but was already built so the MPO needed to decide where to spend the \$2.5 million in 2013. It was MPO money so this group needed to decide what to do.

Mr. Wilson said they could not add anything until Oct when the MTP would get approved.

Mr. Gallegos agreed.

Mr. Wilson clarified that it needed to be done by the next cycle. Mr. Gallegos agreed and said October was fine.

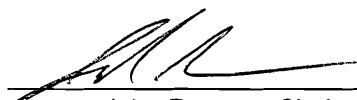
Mr. Wilson said that meant they would need to do it before the next STIP next spring. Mr. Gallegos agreed.

**5. ADJOURN – Next TCC meeting: Monday, August 23, 2010**

**Mr. Martínez moved to adjourn the meeting. Mr. Janáček seconded the motion and it passed by unanimous voice vote.**

The meeting was adjourned at 3:35 p.m.

Approved by:



John Romero, Chair

Submitted by:



Carl Boaz, Stenographer