



# Santa Fe Metropolitan Planning Organization

*"Promoting Interconnected Transportation Options"*



## Santa Fe MPO Technical Coordinating Committee

Monday, August 21, 2017

1:30 P.M.

*City of Santa Fe Offices @ Market Station  
500 Market Street, Suite 200, Santa Fe, NM*

(Map: <http://tinyurl.com/l6kejeq>)

### AGENDA

CITY CLERK'S OFFICE

DATE 8/16/17 TIME 4:45

SERVED BY Mark Tibbetts

RECEIVED BY [Signature]

- ◆ Call to Order
- ◆ Roll Call
- ◆ Approval of Agenda
- ◆ Approval of Meeting Minutes from July 24, 2017

#### 1. Communications from the Public

#### 2. Items for Discussion and Possible Action:

- a. Review and Recommendation for a Proposed Amendment to the FFYs 2018-2023 Transportation Improvement Program – *MPO Staff*
- b. FFY2018 Safety Targets for New Mexico – *NMDOT, MPO Staff*
- c. Freight Planning Update - Paul Sittig, NMDOT
- d. Update on Transportation Improvement Program Projects – *MPO Staff*

#### 3 Matters from the MPO Staff

#### 4. Matters from TCC Members

#### 5. Adjourn - Next TCC Meeting: *Monday, September 25, 2017*

***Persons with disabilities in need of accommodations, contact the City Clerk's office at 955-6520, five (5) working days prior to the meeting date.***

**SUMMARY OF ACTION  
 SANTA FE MPO TECHNICAL COORDINATING COMMITTEE  
 CITY OF SANTA FE OFFICES @ MARKET STATION  
 500 MARKET STREET, SUITE 200  
 MONDAY, AUGUST 21, 2017, 1:30 PM**

<u>ITEM</u>	<u>ACTION</u>	<u>PAGE</u>
CALL TO ORDER		1
ROLL CALL	QUORUM	1
APPROVAL OF AGENDA	APPROVED	2
APPROVAL OF MINUTES	APPROVED	2
COMMUNICATIONS FROM THE PUBLIC	NONE	2
 <u>ITEMS FOR DISCUSSION AND POSSIBLE ACTION</u>		
REVIEW AND RECOMMENDATION FOR A PROPOSED AMENDMENT TO THE FFYS 2018-2023 TRANSPORTATION IMPROVEMENT PROGRAM	APPROVED	2
FFY2018 SAFETY TARGETS FOR NEW MEXICO	INFORMATION/DISCUSSION	2-4
FREIGHT PLANNING UPDATE	INFORMATION/DISCUSSION	4-5
UPDATE ON TRANSPORTATION IMPROVEMENT PROGRAM PROJECTS	INFORMATION/DISCUSSION	5
MATTERS FROM THE MPO STAFF	INFORMATION/DISCUSSION	5
MATTERS FROM TCC MEMBERS	NONE	5
NEXT MEETING	MONDAY, SEPTEMBER 25, 2017	5

**ADJOURN**

**ADJOURNED**

**6**

**SANTA FE MPO TECHNICAL COORDINATING COMMITTEE  
CITY OF SANTA FE OFFICES @ MARKET STATION  
500 MARKET STREET, SUITE 200  
MONDAY, AUGUST 21, 2017, 1:30 PM**

**1. CALL TO ORDER**

The meeting of the Santa Fe MPO was called to order by Dave Quintana, Vice Chair, at 1:30 pm on Monday, August 21, 2017, at the City of Santa Fe Offices @ Market Station, 500 Market Street, Suite 200, Santa Fe, New Mexico.

**2. ROLL CALL**

**MEMBERS PRESENT**

John Romero, Chair, arrived later  
Dave Quintana, City of Santa Fe  
Ray Matthew, Santa Fe County  
Paul Brasher, NMDOT  
Diego Gomez, Santa Fe County  
Anthony Mortillaro, NCRTD  
Paul Kavanaugh, Santa Fe County  
Erik Aaboe, Santa Fe County  
Thomas Martinez, Santa Fe Trails

**MEMBERS ABSENT**

Richard Macpherson, City of Santa Fe  
Edward Escudero, Pueblo of Teseque

**OTHERS PRESENT**

Mark Tibbetts, MPO Officer  
Eric Aune, MPO Transportation Planner  
Keith Wilson, Santa Fe Trails/MPO  
Paul Sittig, NMDOT  
Wade Patterson, NMDOT  
Soamie Chavez, NMDOT  
Marcie Eppler, NMDOT  
Brad Fisher, NMDOT  
Elizabeth Martin, Stenographer

### **3. APPROVAL OF AGENDA**

**MOTION** A motion was made by Mr. Aaboe, seconded by Mr. Martinez, to approve the agenda as presented.

**VOTE** The motion passed unanimously by voice vote.

### **4. APPROVAL OF MINUTES**

Ms. Martin said Mr. Escudero was shown as present when he was absent.

**MOTION** A motion was made by Mr. Aaboe, seconded by Mr. Martinez, to approve the minutes as amended.

**VOTE** The motion passed unanimously by voice vote

### **5. COMMUNICATIONS FROM THE PUBLIC**

None.

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

#### **1. REVIEW AND RECOMMENDATION FOR A PROPOSED AMENDMENT TO THE FFYS 2018-2023 TRANSPORTATION IMPROVEMENT PROGRAM**

Mr. Wilson said this information is in the packet. He reviewed the information.

Mr. Wilson said the change is to project S100250 and moves the funding from FFY 2020 to FFY 2022 and reduced the amount from \$6 million to \$5,116,193. This amendment went out for public comment. There was no public comment received. We need a recommendation from this Committee to the Policy Board.

**MOTION** A motion was made by Mr. Martinez, seconded by Mr. Aaboe, to recommend approval of the amendment to the Policy Board.

**VOTE** The motion passed unanimously by voice vote.

#### **2. FFY2018 SAFETY TARGETS FOR NEW MEXICO**

Mr. Aune said this information is in the packet. He reviewed the information.

Mr. Aaboe asked are those stats statewide and does that detail exist at the MPO level.

Mr. Aune said yes they are statewide and yes that level of detail does exist at the MPO now.

Mr. Mortillaro asked where in the plan does it talk about how they are going to achieve those reductions. What specific steps will be taken.

Mr. Wilson said as we move forward and these targets are set, we will have to justify projects as they are added what they do to satisfy congestion and reduction in traffic deaths and other types of performance measures. We have to justify those. The State will be judged on how they met these targets.

Mr. Wilson said what is an example of the type of things that could have an effect on these factors like reducing fatalities and serious injuries.

Mr. Wilson said the Strategic Highway Safety Plan has a high level safety focus on many areas.

Mr. Brasher added that the emphasis will be in the design for elements of design that will increase safety. What is missing is that a lot of these accidents have to do with impaired drivers. That is beyond the scope of our design. That needs to be tackled by increased awareness and heightened law enforcement. He heard that they floated the idea that the blood alcohol content level in New Mexico should be lowered to .05. There is an eye toward safety in design.

Mr. Mortillaro said some of this related to people's behavior that none of us can control. How do you impact that through design.

Mr. Brasher said that is right. Drunk and text behavior.

Mr. Wilson said if we are not meeting our safety targets the Feds can come in and redistribute some of that funding. They can reallocate it to education and awareness. It is very rare that you have a cluster of fatalities that you can address. You see more serious injury clusters. He has been fully involved in this for awhile. The State is looking at a more data driven system for identification of hot zones.

Mr. Patterson said the whole idea of going to these performance targets is when you develop the TIP and prioritization of projects if they have put a lot of thought into safety measures they will float to the top. All of the projects will become more data driven over time. That is the intention. It is true that some are beyond what we can address, but it is to put the attention to the forefront of projects taking more of an assertive approach.

Mr. Mortillaro said after projects are approved will there be an attempt to see if that project met what it said it would do.

Mr. Patterson said that is where this is headed. It is not clear how that will be done yet.

Mr. Aaboe said some of the projects that will happen in the next 4 years are safety related. There will be an opportunity to take those that conventionally address safety as a priority.

Mr. Patterson said those projects in the hopper were not put there with that intention but that is true.

Mr. Aaboe said in the absence of data we don't necessarily have an understanding of where safety is a significant concern. Is a qualitative assessment that this will likely improve safety an opportunity to be addressed.

Mr. Wilson said for crashes, data is available. Not easily available but available. The challenge we have had is the level of effort to manipulate the data to identify locations. The State has been working to make that data more available. Once hot spots are identified then you need to get the actual crash reports and that has been difficult. The State started scanning those reports so it should get easier. We are not looking to develop targets for the MPO. On these major things the more you aggregate it down the less specific you get. We are looking at adopting statewide targets and bringing the project criteria in line with those.

### **3. FREIGHT PLANNING UPDATE**

Mr. Sittig, handed out his presentation, which is incorporated into these minutes herewith as Exhibit "1", and he reviewed it.

Chair Romero arrived at the meeting.

Mr. Quintana asked does this additional funding take away from other programs.

Mr. Sittig said no, it is a set aside.

Mr. Tibbetts said St. Frances gets a lot of truck traffic. 599 is the truck route and that is stated on a sign. Are there any plans to encourage or message boards that have estimated delays going through St. Francis as opposed to 599 that will show that the time savings would be significant.

Mr. Brasher said he doesn't know of any plans at this time but that is feasible. It would be an easy install.

Mr. Sittig said if you have any questions or concerns please contact him.

**4. UPDATE ON TRANSPORTATION IMPROVEMENT PROGRAM PROJECTS**

Chair Romero asked Mr. Wilson if we have updates on the projects.

Mr. Wilson said he has not had time to do the updates since the July meeting. He will work on an overhaul of this list for the September meeting if that is okay.

Chair Romero said that is fine.

Mr. Tibbetts said on the Cerrillos interchange he gets questions about the weeds along the pedestrian/bike pathway. Is there a schedule maintenance program of mowing weeds there and will there be planned maintenance for that area.

Mr. Brasher said there will be. We have started mowing and will take care of that and will keep up regularly with it. There will be routine maintenance. We were hoping we could wait until the end of this month but with all the rain and growth we could not wait.

Mr. Tibbetts asked is the seeded ground cover the extent of the budget for landscaping.

Mr. Brasher said yes. The contractor will be taking care of a couple of acres where the ground was disturbed. It will be re-seeded. We do have some erosion showing up and we are keeping up with that. The contractor will be making some refinements to the bridge surface in the next couple of weeks as well.

**7. MATTERS FROM THE MPO STAFF**

Mr. Aune introduced the MPO's new NMDOT liaison, Soamie Chavez.

**8. MATTERS FROM TCC MEMBERS**


None.

**9. NEXT MEETING, MONDAY, SEPTEMBER 25, 2017**




**10. ADJOURN**

There being no further business before the Committee, the meeting adjourned at 2:20 pm.



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John Romero, Chair



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Elizabeth Martin, Stenographer



## NMDOT Freight Planning Update

Paul Sittig, Technical and Freight Planning

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Santa Fe MPO Technical Coordinating Committee

August 21, 2017

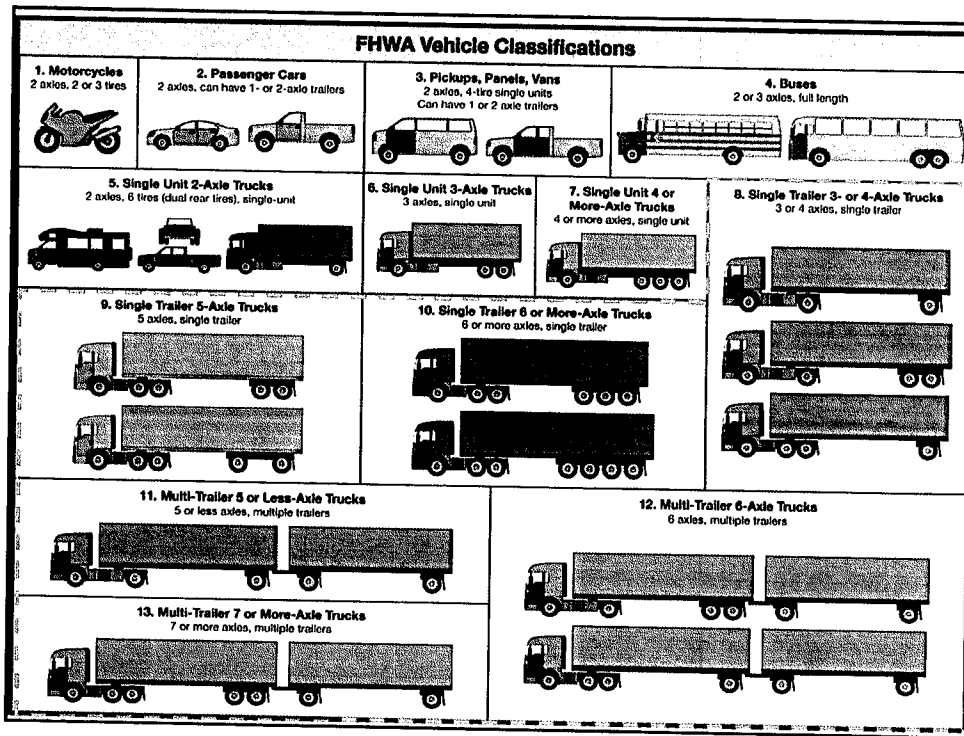
MSO Railyard

### What is freight?

- Trucks (road) – go almost everywhere, 1<sup>st</sup> & last mile
  - Different classes (5-13? 8-13?),
  - Full truck load and less than truckload (FTL/LTL),
  - Oversize/overweight (overdimensional) loads
- Rail – slow, bulk, regional support (~500 mile radius)
- Air – high value, critical deliveries
- Pipelines – bulk liquids
- Waterways – oceans, lakes, rivers; not in NM



**EXHIBIT** 1



## Federal regulation history

### Moving Ahead for Progress in the 21<sup>st</sup> Century (MAP-21)

- Signed into law on July 6, 2012
- Freight planning, coordination suggested, optional

### Fixing America's Surface Transportation (FAST) Act

- Signed into law on Dec. 4, 2015
- Specific freight funding designated, but
- State freight requirements as of Dec. 4, 2017



**TRINIC**

## Federal goals

National Multimodal Freight Policy and National Highway Freight Program include such goals as:

- Strengthen the National Multimodal and Highway Freight Networks
- Reduce congestion and improve productivity
- Improve safety, security, resiliency
- Maintain existing system
- Utilize innovative and advanced technologies



## Freight requirements

1. State Freight Plan, with
  - A. At least five-year forecast period
  - B. Fiscally constrained
  - C. Include "freight investment plan"
  - D. Describe how the State will invest and match National Highway Freight Program funds
2. Address Freight Movements on Interstates
  - A. Performance measures required from MAP-21



# Freight networks

1. National Highway Freight Network
  - A. Primary Highway Freight System (PHFS)
    - Mostly Interstate miles, but not only Interstate
  - B. Other Interstate portions not in PHFS
  - C. Critical Rural Freight Corridors (+20%)
  - D. Critical Urban Freight Corridors (+10%)
2. National Multimodal Freight Network
  - A. Performance measures required from MAP-21

