

SUMMARY INDEX
SANTA FE MPO
TRANSPORTATION POLICY BOARD
 Thursday, March 23, 2017

<u>ITEM</u>	<u>ACTION</u>	<u>PAGE</u>
CALL TO ORDER & ROLL CALL	Quorum	1
APPROVAL OF AGENDA	Approved	2
APPROVAL OF MINUTES – FEBRUARY 23, 2017	Approved [amended]	2
MATTERS FROM THE PUBLIC	None	2
 <u>ITEMS FOR DISCUSSION AND POSSIBLE ACTION</u>		
PRESENTATION ON THE PROCESS OF INSPECTING, RATING AND MAINTAINING BRIDGES WITHIN THE MPO PLANNING AREA	Information/discussion	2-6
WHAT IS ITS [Intelligent Transportation Systems]	Information/discussion	6-7
STATUS OF DISTRICT PROJECTS AND UPDATE ON DESIGN OF MODIFICATIONS TO THE INTERSECTION OF NM 599 AND VIA VETERANOS (CR 70)	Information/discussion	7-10
UPDATE ON CALL FOR PROJECTS FOR THE FFY 2018-2023 MPO TRANSPORTATION IMPROVEMENT PROGRAM	Information/discussion	11-12
UPDATE ON TRANSPORTATION IMPROVEMENT PROGRAM (TIP) PROJECTS	Information/discussion	12-15
MATTERS FROM THE MPO STAFF	Information/discussion	15

<u>ITEM</u>	<u>ACTION</u>	<u>PAGE</u>
MATTERS FROM THE SFMPO TRANSPORTATION POLICY BOARD	Miscellaneous	15
MATTERS FROM THE NMDOT AND FHWA	None	16
ADJOURNMENT NEXT SCHEDULED MEETING: MAY 25, 2017		16

**MINUTES OF THE
SANTA FE MPO
TRANSPORTATION POLICY BOARD**
Thursday, March 23, 2017

CALL TO ORDER

A meeting of the Santa Fe MPO Transportation Policy Board was called to order by Councilor Joseph M. Maestas, Chair, at approximately 5:00 p.m., on Thursday, March 23, 2017, at Market Station, 500 Market Street, Suite 200, Santa Fe, New Mexico.

ROLL CALL

Members Present:

Councilor Joseph M. Maestas, Chair
Commissioner Ed Moreno, Vice-Chair
Edward Escudero [Alternate for Governor Dorame]
Tamara Haas, DOT
Commissioner Anna Hansen
Councilor Signe I. Lindell

Members Excused:

Mayor Javier M. Gonzales
Commissioner Robert Anaya
Governor Charlie Dorame, Pueblo of Tesuque
Councilor Ronald S. Trujillo

Others Attending:

Mark Tibbetts, MPO Officer
Keith Wilson, MPO Planner
Erik Aune, MPO Planner
Melessia Helberg, Stenographer

There was a quorum of the membership in attendance for the conducting of official business.

APPROVAL OF AGENDA

MOTION: Commissioner Hansen moved, seconded by Councilor Lindell, to approve the Agenda, as presented.

VOTE: The motion was approved unanimously on a voice vote.

APPROVAL OF MINUTES – FEBRUARY 23, 2017

The following corrections were made to the minutes:

Page 8, Item 2, paragraph 7, line 1 correct as follows: "...in ~~fire~~ prior meetings..."

Page 10, paragraph 3, line 3, correct as follows: "...a ~~WIP~~ WIPP Route..."

MOTION: Councilor Lindell moved, seconded by Edward Escudero, to approve the minutes of the meeting of February 23, 2017, as amended

VOTE: The motion was approved unanimously on a voice vote.

A. MATTERS FROM THE PUBLIC

There were no Matters From The Public.

B. ITEMS FOR DISCUSSION AND POSSIBLE ACTION

1. PRESENTATION ON THE PROCESS OF INSPECTING, RATING AND MAINTAINING BRIDGES WITHIN THE MPO PLANNING AREA (PATRICK ROMERO, NMDOT, DISTRICT 5)

A copy of a power point presentation, *District 5 Bridge Section*, provided for the record by Patrick Romero, is incorporated herewith to these minutes as Exhibit "1."

A copy of *Project Bridge Color Template Inspection Reports*, provided for the record by Patrick Romero, is incorporated herewith to these minutes as Exhibit "2."

Chair Maestas said, regarding Items B(1) and (2), it's important for us as Policy Board members to have a good working knowledge, or at least a basic understanding of things on which we will make decisions. For example, the bridge being considered for improvement or full replacement. He said we discussed ITS project on prior TIP amendments, and it's important to understand the concept of Intelligent Transportation Systems [ITS] going forward. He said during the next several months, hopefully we will have opportunities to pick a subject of interest and something you want to know more about, but not to spend a ton of time on, to get a working knowledge of some of these concepts and aspects of transportation we'll be making decisions about.

Patrick Romero presented information via power point. Please see Exhibit "1" for specifics of this presentation.

The Board commented and asked questions as follows:

- Commissioner Hansen asked what is being done to prevent suicide.

Mr. Romero said they have a committee assigned to determine what we can do about the problem, noting they just had a jumper last week. He said there is a call box on the bridge which people can use to call DOT.

- Unidentified asked what are spalls.

Mr. Romero said when a piece of concrete has popped out on a bridge deck it is called a spall instead of a pothole which is on a road.

- Commissioner Hansen asked if he has a copy of the Bridge Replacement List with him

Mr. Romero said no, but he can get it for her.

- Chair Maestas asked Mr. Romero if he will be addressing the on system and off system bridge, commenting that was once a distinction when it comes to federal funding on which this Board decides. He asked if he separates and prioritize them because of the funding set asides.

Mr. Romero said he has 4-5 pots of money at any time. However, when it comes to rehab, he has federal funds for rehab which is in one pot, and within that pot he has NH bridges, NHS bridges and non-NHS bridges. He said he has \$2 million annually for NHS bridges. He gets \$200,000 to \$300,000 annually for non-NHS bridges, so there is a big difference. He said the non-NHS bridges typically are the ones that need more maintenance work than the NHS bridges. He said they are caught up on making sure that everything on major

highways is in really good condition or is being replaced. He said he has State money, what is in the STIP, and sometimes he has special State money when the State has money to spend on projects. He said he has to coordinate to get the most value for the money.

- Commissioner Hansen asked if they closed the bridge over *[inaudible]* Creek next to Abiquiu Dam during the rehabilitation.

Mr. Romero said no, it was down to one lane, because the nearest detour is 100 miles away.

- Commissioner Hansen asked if he said he replaced 5 bridges with 2 bridges on the Diverging Diamond, and Mr. Romero said yes.
- Commissioner Hansen asked if that is a good selling point, and Mr. Romero said yes.
- Commissioner Hansen said she has constituents who complain about the Diverging Diamond, how difficult it is to deal with.

Mr. Wilson said he gets those emails and calls as well. The response is that it was going to cost equally as much, if not more, to replace those 5 bridges and keep the configuration which has deficiencies as well. So, for the same amount of money – \$20 million either way, they fixed the other deficiencies. He said people are amazed it cost \$20 million. He tells them we had to spend \$20 million on those bridges, but wouldn't have the ongoing maintenance funds. So there are 3 bridges we no longer need to maintain.

- Commissioner Hansen said explaining this to her constituents would go a long way to help them to understand the reason that was done.

Mr. Brasher said it would be beneficial for Mr. Romero to talk about the use of grout, and the bridges, and how many are owned by the State and County to get a feel for the size of his job.

Mr. Romero said there 600 bridges in the District, 200 of which belong to cities and counties and the rest belong to the State.

Mr. Romero said with regard to the grout, we drill into the ground, and they put 1,000-1,500 psi into the ground – they pump it into the ground.

- Commissioner Hansen asked if they are fixing the parking garage at the State Capitol.

Mr. Romero said no.

Mr. Brasher asked Mr. Romero to talk about jacking up the bridges.

Mr. Romero said they had a bridge just under 16 ft. in height, noting the feds really like us to keep the 15 foot clearance underneath. He said a couple of bridges have been hit many times, so they have had to do major reconstruction. He said they had a company to come over and straighten a girder which had been hit and bent. He said they have lifted 10 bridges in the past 10 years to give a better clearance over the roadway.

Mr. Romero continued, saying the feds won't approve a project unless they have the 15 foot clearance. He said the Bridge at Guadalupe is set for accelerated bridge construction, and they are going to keep the bridge closed for one weekend. They will recast all the parts on the deck at the factory. He said that construction is programmed for this year, but doesn't know if that contract has been issued, noting it is approximately \$1.7 million. He said they are paying someone to videotape the whole project.

Responding to a question from Mr. Escudero, Mr. Brasher said it starts with the ramp.

Mr. Romero said they are going to make all the deck parts at the factory, and install everything together over the weekend, and hopefully get the bridge open by Monday morning.

Mr. Brasher talked about the difficult approach to the bridge, but there is a lot of traffic on it and traffic control is very complicated, as well as that the National Cemetery creates a lot of traffic. They will pay special attention to traffic control to make things as smooth as possible during construction. The contractor will have stiff financial consequences if the project runs late, reiterating that there is an aggressive schedule.

- Chair Maestas suggested they work with the City PIO, to let the public know what to expect. He said it is kind of in District #1, but it will impact everybody coming in and out of the City.

Mr. Brasher said they have a very aggressive PIO in District #5, as with all Districts, Rosanna Rodriguez, who updates NM Roads their website. He said she updates road conditions every 10 minutes and is really on top of notifying the public and the news media, local governments and such. They hold meetings announcing the commencement of projects such as this one that impact the public, letting people know when they will start, the traffic controls and such as best as they can. There is very aggressive traffic control monitoring in the District, noting their inspectors are making sure they adhere to the technical plan. It includes night time as well.

Mr. Brasher continued saying, if there is confusion among you all as to the functioning of the Diverging Diamond now that it is built, he would be willing to come back and give a presentation like this one on the Diverging Diamond. He could provide the design criteria, the goals that were established and how it works, and what we have left to do.

- Commissioner Hansen said it helps to explain this to the constituents.

Mr. Brasher said he would be willing to sit with the constituents as well.

- Chair Maestas said Mr. Romero didn't talk about accommodating a waterway – when a bridge sits over a waterway.

Mr. Romero said there isn't much of an issue in the Santa Fe area with that. There was an issue in the north recently, a design of a bridge with little or no free board. He said they typically get a design exemption for that. He said they have to design for a 100 year flood.

- Chair Maestas reiterated that he thinks it's important for us to know what goes into evaluating bridges and how a bridge gets on the list for rehabilitation or replacement. He said he has a better understanding after the presentation. He thanked Mr. Romero for the Bridge Inspection Report for DeFouri Bridge which is being replaced.

2. WHAT IS ITS (MPO STAFF)

A copy of a power point presentation, *NMDOT Intelligent Transportation Systems*, is incorporated herewith to these minutes as Exhibit "3."

Mark Tibbetts, MPO Officer, presented information via power point. Please see Exhibit "3," for specifics of this presentation.

Mr. Tibbetts noted he got the power point from Charles Remkes of DOT who has been involved in the ITS for a long time. He has offered to attend the Board meeting and make a presentation.

Commissioner Hansen asked if they put a message board at St. Michael's.

Mr. Tibbetts said temporary message board go up, but knows of no permanent ones. He said generally there are message boards when there is major construction. He said there is one near the Old Pecos Interchange.

Chair Maestas asked what kinds of ITS has been implemented in Santa Fe, and asked if we have signal preemption for Fire and Santa Fe.

Mr. Tibbetts said yes.

Chair Maestas said we have traffic signal interconnection. So we have implemented certain aspects of ITS. He said there are safety applications using advanced technology that is effective. He said this a tried and true tool, noting they provide greater benefits in bigger cities, but it can help places like Santa Fe. He said it has helped during peak hours.

Chair Maestas asked when there is a call for projects, if there are areas where we can use this technology, bring that forward and ask staff to vet it to see if the application is viable.

Mr. Wilson said there is a concentration on things such as digital message boards. He said installing a message board is part of the Diverging Diamond project, and ITS is one of the components.

3. STATUS OF DISTRICT PROJECTS AND UPDATE ON DESIGN OF MODIFICATIONS TO THE INTERSECTION OF NM 599 AND VIA VETERANOS (CR 70) . (PAUL BRASHER, DISTRICT ENGINEER, NMDOT DISTRICT 5)

[STENOGRAPHER'S NOTE: Mr. Brasher presented information using several aerial color photographs, but those were not submitted for the record.]

Responding to a question from Mr. Brasher, Chair Maestas said we went through the power point last time, so there probably is no need to go through the entire list, and the other Board members agreed.

Paul Brasher, District Engineer, NMDOT District #5, said the Diverging Diamond project was done on time, on budget. There has been confusion on behalf of the public as to how to use it, but people are adapting to it. He said they received a lot of communication when it first opened, but those complaints have fallen to practically none. He said there is concern expressed by users of the southbound to northbound ramp, because there is a yield condition at the bottom of the ramp, and people aren't used to having to yield when they come up to a ramp and curve.

Mr. Brasher continued, saying the contractor is done with the work on the Diverging Diamond, although there still are a few punch list items. Some are weather sensitive involving concrete and asphalt, and they will be back next month when weather more temperate and more reliable. He said they re-seeded the side slopes of the ramps and roads, and vegetation is

showing up. They are now getting positive feedback from the public on using the Diverging Diamond, commenting people seem to “have adapted and overcome.” He said the advantage of this interchange is that there are fewer conflict points than with a traditional interchange, and one of the reasons it was selected. The project was successful and will be totally complete in a few months after the contractor finishes its punch list items.

Mr. Brasher continued, saying another project listed is the Canoncito Interchange on I-25 at milepost 294, east of Eldorado, noting Eldorado is 294. The interchange is complete, and the contractor only has to make improvements to the seeding and will be going back soon.

Mr. Brasher said the Arroyo Hondo Bridge preventive maintenance, which is a bridge deck overlay which you will see going on. There are ramp modifications at 599 and 385. There is the New Mexico 599 Interchange Reprioritization Study, which ties into the discussion of Via Veteranos/County Road 70 discussion. A consultant has been hired to study the prioritization of interchanges on 599, the Relief Route around Santa Fe. He said the consulting firm is Lee Engineering and it will be looking to updating a 2010 study before Jaguar Interchange came along, to re-think, re-establish the priorities for interchanges along this route.

Mr. Brasher continued, saying CR70 at Via Veteranos is along that route, which has been the site of two fatalities over the past two years. He said what they are going to do there is to construct a median one way to allow restrictive left turns. A person coming northbound or southbound on 599 can make a left turn off 599, but you cannot access 599 from CR70. He said you can turn off 599, you just won't be able to turn onto 599. He said in January 2015, they conducted a Signal Warrants Study to see if it warranted a traffic signal, and it failed to warrant a traffic signal. He said there was a lot of public inquiry suggesting we should signalize it. He said rear end collisions increase when you signalize anything.

Mr. Brasher continued, “If you look at that median concept right ‘there,’ a person would be able to.... you could make a left in, you can make a left off , but then you won't come out and do ‘this,’ make ‘that turn, right there’.” He said the speed limit is 55 mph through this reach and it is going to stay 55 mph through this reach, noting they got a lot of calls, emails and letters from the residents asking that they do something. He described the two accidents that happened there.

Mr. Brasher said the 2010 Prioritization Study called for construction of an interchange ‘here,’ so they did put it on a priority list. He said when the 599 Corridor was built, there was enough right-of-way for an interchange to be constructed – a typical interchange. He said they are in design right now. He demonstrated how a person can access the interchange.

Commissioner Hansen said, “I have residents requesting a southbound at West Alameda at *[inaudible]*.”

Mr. Brasher said this is just a comment, and we are at 60% design on this, but we have no funding for this and are hoping to get Safety Funds to construct this, probably \$400,000. He said 'this' is what it would look like. He said there is a Prioritization Study going on. He said they recognize that ultimately there will be an interchange 'here' with a bridge and so forth, so they consider what they are doing now as an interim safety measure. He said, "If you're driving this way and if you stop and look at it, there is not a sight distance problem. This is a straight line all the way back to 'here.' There is no curb, horizontal or vertical, and there's plenty of sight distance. It's just that traffic at certain times of the day is such that people don't have the patience to wait for a gap in the traffic to occur. It does occur, and when it does, these gaps are very very large."

Mr. Brasher continued, "With each fatality I went out the next day. First at 10:00 a.m., to check a couple of things. One to see if sun was in this person's eyes, but the sun was in the wrong place. And the second was, and I went out at the same time as the accident, 5:30 p.m., the next day to see if the sun was possibly in 'this' person's eyes, and the sun was way way 'here' and didn't seem to be a factor. But also at the same time to verify there was nothing wrong with the geometry of the road, it wasn't a horizontal curve that you couldn't see around. It wasn't a vertical curve you couldn't see over. And it's nothing out there. I took a photograph, just to record it, but we had to do something, and a lot of people felt we had to something. There is a minority of people who actually really strenuously object to us doing anything there. But this is what we have planned. 60% design. It will be another several months before the design is finalized, and we can find a place to get several hundred thousand dollars from safety money, that's what we would build right 'there'."

Mr. Brasher said, "And we'll post it. We'll say No Left Turn on 599 down 'here,' so if somebody gets.... they don't get there before they figure out they can't make a left. Nevertheless, somebody will come up 'here,' want to go left, and they'll cut across the median, or they'll just hook a right, come up 'here,' make a U-Turn, and come down 'this' direction. So we may cable this and put in medians in. We'll put some obstruction down 'here' just to discourage somebody from wanting to do that. You can't stop them, you can't stop people completely. The geometry is such that we can't make a wall barrier out 'here.' We won't make this absolutely impossible for somebody to get over. That in itself may impose a hazard, but we'll discourage them."

Chair Maestas asked about pylons.

Mr. Brasher said they will have something like that as markers, but when the drivers are doing that, they'll know they shouldn't.

Commissioner Hansen said, "Of course they'll know, but they're going to do it."

Chair Maestas asked, in the interim, if they have thought about designating that portion as a safety corridor. He knows there are criteria, and if there are a lot of speeding violations and

accidents, it can be designated with special signage. It's a speed reduction zone, a double fine zone.

Mr. Brasher said yes, and that is likely to fall out of the Prioritization Study as a recommendation. He said between 2003 and 2007 the accidents on 599 were lower here, per lane mile traveled, than they were in most places, and were a bit over the average. He said the accidents that occurred on 599 didn't occur in the horizontal curves and not so much at the intersections. He said the issue is that there have been 2 fatalities for those kinds of reasons.

Commissioner Hansen asked if there will be a public meeting for the community.

Mr. Brasher said yes, in the latter part of April, probably two, just to discuss the concept right now with the public *[inaudible here]*.

[Commissioner Hansen's remarks here are inaudible] She asked if this body will know about the meetings ahead of time.

Mr. Brasher said yes there will be public notice.

Chair Maestas said with this emphasis on infrastructure investment by the current federal administration, we probably should identify huge needs, like all of the 599 interchanges. He said as discussed previously, this is a DOE funded facility because it's a WIPP Route. However, back then, nobody anticipated all the development and the need for grade separated interchanges. Regardless, it's here, and he thinks the Board should try to identify the huge infrastructure funding needs, and the 599 needs which he believes is about \$81 million or 4 times the original cost to build 599. He thinks the MPO should take a position on that, in some form. He said, "This is just kind of a parking lot issue, but wants to see how we can elevate the importance of seeking federal funds for the 599 interchanges. We're going to continue having problems. We'll fix one, but there's going to be more at-grade accidents and T-Bones and fatalities. And I think we ought to pressure the Feds and this request in queue."

Councilor Lindell asked if we are working on a project right now where 599 comes into town, where there is "absolutely the shortest merge lane in the history of ever."

Mr. Brasher said yes.

Councilor Lindell asked the construction timeline.

Mr. Brasher said there is funding in the next fiscal year.

4. UPDATE ON CALL FOR PROJECTS FOR THE FFY 2018-2023 MPO TRANSPORTATION IMPROVEMENT PROGRAM. (MPO STAFF)

Keith Wilson, MPO Planner, said we are just keeping this on the agenda. It primarily is on the TCC level at this point. All of the discussion is about the deadline for everyone to submit their proposed projects for consideration and the development of the TIP. He said they will be coming back to look at the Metropolitan Transportation Plan and looking at potential funding. He said we will meet again in May, they will have a draft of that next step, and it will be out for public review at that point. He said we can discuss what is coming up in the June Policy Board meeting to approve set priorities, because by that time, we will know what funding will be available.

Mr. Tibbetts said in 2010, the DOT and federal funds paid for a prioritization of the interchanges. At that time, and at the time of 599 construction, it always was designed to have all interchanges and no intersections. He said eventually, we will have all interchanges on 599 to meet the safety goals of the DOE-funded WIPP Route and encourage more traffic to use that as a relief route for through traffic instead of using St. Francis. He said what Mr. Wilson alluded to, is instead of having several projects from different entities in this particular iteration of the TIP, the TCC requested by Resolution at its Monday TCC meeting, for staff to write a letter to the District #5 Engineer, that this is a State facility, and the City or County basically would be deferring really to, we want to have these interchanges on the TIP. He said funding is already programmed until 2022. There are no federal funds available, so right now, we're 5 years out to get an interchange at County Road 70/Via Veteranos. So the letter would basically request that the DOT submit, in this call for projects, the interchange at Via Veteranos/599, and to have that in the mix to be considered by this Policy Board in May, for a new TIP.

Mr. Tibbetts continued, saying there talk by the federal administration about the failing infrastructure and we need these funds to prove this point, and we want to get the bigger project onto the TIP. He said the letter basically will say that. His concern is that it is fine to have a request by Resolution, but technically, the TCC is a recommending body to this body. We can address that from the Policy Board or from the TCC. He asked if that letter should come from the MPO, otherwise it will be written from the TCC. He said this body will be deciding the final project anyway. All they're saying is can they request the DOT, District 5, to submit that as a project to go into this TIP.

Chair Maestas asked if the projects proposed already are in the plan, are perhaps being accelerated, are in the out years and we're moving those up.

Mr. Wilson said, for clarification, it wasn't a Resolution. It was a motion to ask to write the letter. If Via Veteranos/599 is the next priority in the 2010 prioritization for an interchange, we aren't going to get the results for the Study for another 8-12 months. He said the caveat is that we're programming funding for 22-23, and if the priorities change with that Study, we'll switch to the next priority change.

Chair Maestas said then it could be a placeholder, depending on whether the prioritization changes in the Study.

Mr. Wilson said the purpose of the request is, if someone doesn't submit a project formally as part of the Call for Projects, if the DOT doesn't submit that as a project by April 15, 2017, we can consider it in the development of the TIP. He said it wasn't saying we were going to fund it, it was just encouraging them to bring forward that project as part of the Call for Projects. He said if they do that, because we're working off the prioritization in our Metropolitan Transportation Plan, it would be the #1 project in consideration for funding, because it is the #1 priority for our MPO region. The purpose of the request is that the City and County staff recognizes the MPO process – it's looking at the region as a whole, and the priorities that are set, and people are comfortable supporting something that benefits the Region as a whole, rather than individual entities. However, it benefits individual entities as well, because it's right on the border between the City and County, so it meets multiple roles.

Chair Maestas asked for clarification, if our representatives on the TCC are bound to go through some formal process within their respective governments to say, okay, hey we need some ratification that these are the projects we're going to submit for consideration in the TIP. He said, "I want to make sure that we know what our staff is doing and what they're submitting, and if they are going through the Public Works Committee, for example, and whatever else.... I don't know whatever process other governments have. You guys probably have one too. I think these are key times where we need to know what our technical representatives are doing before it actually comes to us for formal action. So maybe the onus is on us, maybe it's on the TCC members, but there's got to be some coordination before hand, before it is formalized through the TCC and brought to us.

Chair Maestas said the deadline for submission is April 14, 2017, and he will do his due diligence. He said John Romero is our TCC representative. He would like for Councilor Lindell and himself to meet with Mr. Romero to make sure we're on the same page.

5. UPDATE ON TRANSPORTATION IMPROVEMENT PROGRAM (TIP) PROJECTS. (MPO STAFF)

A copy of *Santa Fe MPO – Transportation Improvement Program (TIP) Project Status Summary*, dated 02/20/17, is incorporated herewith to these minutes as Exhibit “4.”

Mr. Wilson reviewed the information in Exhibit “4.” Please see Exhibit “4,” for specifics of this presentation.

Mr. Wilson said most projects have been on winter hold. He noted that the DeFouri Bridge project started the beginning of March, asking if members have questions..

Chair Maestas said there is a process of redistribution of federal funds, and typically the States that demonstrate its ability to obligate all allocated federal funds. The States able to get redistributed funds have shelf projects, and asked if we have any shelf projects. He said that happens around September, noting it's “another parking lot issue,” but he wants to see how can we play a role in stepping forward with projects for consideration for redistribution funding.

Mr. Wilson said there is a “whole slew of process” to get these funds.

Ms. Haas said the plan specification has a whole process to get those funds.

Mr. Wilson said with a locally funded project, you don't have to go to that level of detail, so you typically don't have a shelf project with that level of detail. Secondly, for a local entity to get these federal funds it has to enter into a cooperative agreement with the DOT which takes several months for DOT to draft it and get it through the process. As you mentioned, these funds typically come available in August. They are for the fiscal year, so they have to be obligated by the end of September, which is impossible for a local lead project to take advantage of the funds, or at least it has been in the past.

Chair Maestas said there are State lead projects within the Metropolitan Planning Area.

Mr. Wilson said they have taken advantage of some of those, quite often as being a quick project for which funding has become available.

Ms. Haas said all projects have to be in the STIP. So what they're delivering this year is everything that is in FFY 17 of the STIP. If we do come into additional funds, or there is a project that isn't ready from 2017, we go to projects in the Districts that have projects in FY18 that already are fully designed and can be advanced. So the shelf project already has to be in an out year of a STIP, or it's not going to happen, because we can't do a STIP amendment. So they end up being

District projects. She said sometimes one of the Districts may not have all their projects ready, and they essentially lose their money to another District. Last year the redistribution amount was around \$20 million, and there were some major investment projects that ended up getting that funding allocated for them, because they already were fully defined, had supplemental funding and were in design.

Chair Maestas said it helps for everybody to know that.

Commissioner Hansen noted there are federal funds for the Northeast/Southeast connector. She said that is a priority, the second one down, and there are federal funds for planning which is supposed to be done by March. And what we're talking about seems like the perfect thing right now.

Chair Maestas said projects already in the TIP have committed funds.

Commissioner Hansen said the funds are committed, but it keeps not happening – the Northeast/Southeast connector isn't happening.

Chair Dominguez asked if this is a phased project.

Mr. Wilson said this project has evolved, noting we have discussed how it has evolved. He said the project was studied two years ago. The previous District Engineer and staff had committed that the DOT would take on the design and construction of the Northeast Connector, and that's when we programmed the funds in the TIP. The District Engineer retired, and the commitment to the funding required an amendment to the existing MOA regarding the Northeast Connector. When that amendment got to the general office, they took a closer look at this project and asked why are we taking the lead on an agency roadway.

Commissioner Hansen said it isn't a local roadway.

Mr. Wilson said but that was the determination. So over the last year, the County and the DOT have been in negotiation about how to reframe getting this project done. The last he heard was that the final details are being hashed out now, but he doesn't know when that will be analyzed. Ultimately, it will come before the County Commission.

Commissioner Hansen said nobody has come to the County that she knows, and she asked about this one right here.

Chair Maestas said perhaps you guys should talk off line about that to get a clear understanding of its status.

Commissioner Hansen said she would like for herself and Commissioner Moreno to meet with Secretary Church about this.

Mr. Brasher said it is not as inactive and going nowhere as it might look. He said fundamentally what will happen is the DOT will fund design of the Northeast Connector, and the County will construct, own and maintain the Northeast Connector. He said we can talk about the details of how we got to this point, but basically that's where we are. He said to firm the arrangement between the DOT and the County, a Memorandum of Agreement has been drafted and currently is in review by the County and the DOT. He said the Phase AB Report is being revisited to be sure it is as complete as it needs to be for the Northeast and Southeast Connectors.

Commissioner Hansen said she will be happy to talk with Mr. Brasher after the meeting.

Chair Maestas said it might be better to have him to go before the entire County Commission to give them an update of what is happening.

Commissioner Hansen said he could meet with the County Manager.

Chair Maestas said that probably would be a good first step, reiterating they can handle this "off to the side."

D. MATTERS FROM THE MPO STAFF

Mr. Wilson said the Zia Station opening date will be on Monday, April 24, 2017. He has the proposed schedule, and is working with the City's PIO and the Rio Metro's PIO to organize a ribbon cutting event on that morning. He said once they have hammered out the details, he will be sure the Board will get an invitation to the event. He has suggested that MPO Chair Maestas will be one of the officials to have an opportunity speak at the event, and he will work with the Chair in this regard.

D. MATTERS FROM THE SFMPO TRANSPORTATION POLICY BOARD

Chair Maestas said wants feedback from this Board on today's presentation, and if there areas the Board wants to know about to let him know. He promised he will keep these compressed and executive level type information presentations. He thanked Mr. Romero for coming and schooling the Board on bridge inspection and ratings. He thanked Mr. Brasher for his update on all the projects.


E. MATTERS FROM THE NMDOT AND FHWA

There were no matters from the NMDOT and FHWA.

F. ADJOURNMENT – NEXT SCHEDULED MEETING: MAY 25, 2017

There was no further business to come before the Committee and the meeting was adjourned at approximately 6:30 p.m.

Joseph M. Maestas, Chair


Melessia Helberg, Stenographer