



## Santa Fe Metropolitan Planning Organization

*"Promoting Interconnected Transportation Options"*



### Santa Fe MPO Transportation Policy Board

Thursday, March 23, 2017

5:00 P.M.

City of Santa Fe Offices @ Market Station

500 Market Street, Suite 200, Santa Fe, NM

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

### AGENDA

**CALL to ORDER**

**ROLL CALL**

**APPROVAL of AGENDA**

**APPROVAL of MINUTES:** *February 23, 2017*

CITY CLERK'S OFFICE

DATE 3/15/17 TIME 3:25

SERVED BY Mark Tibbitts

RECEIVED BY 8888

#### A. 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*
2. What is ITS? – *MPO Staff*
3. Status of District Projects and Update on Design of Modifications to the Intersection of NM 599 and Via Veteranos (CR 70) – *Paul Brasher, DE, NMDOT District 5*
4. Update on the Call for Projects for the FFY 2018-2023 MPO Transportation Improvement Program – *MPO Staff*
5. Update on Transportation Improvement Program (TIP) projects – *MPO Staff*

#### C. MATTERS FROM THE MPO STAFF

#### D. MATTERS FROM THE SFMPO TRANSPORTATION POLICY BOARD

#### E. MATTERS FROM THE NMDOT AND FHWA

#### F. ADJOURNMENT – Next Scheduled Meeting: May 25, 2017

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



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TRANSPORTATION POLICY BOARD  
Thursday, February 23, 2017

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

**CALL TO ORDER**

A meeting of the Santa Fe MPO Transportation Policy Board was called to order by Vice-Chair Joseph Maestas, at approximately 5:00 p.m., on Thursday, February 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  
Tamara Haas, DOT  
Commissioner Anna Hansen  
Councilor Signe I. Lindell  
Councilor Ronald S. Trujillo

**Members Excused:**

Mayor Javier M. Gonzales  
Commissioner Robert Anaya  
Governor Charlie Dorame, Tesuque Pueblo

**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**

A Staff Memorandum dated February 20, 2017, to Transportation Policy Board Members from MPO Staff, regarding *February 23, 2017 Transportation Policy Board Meeting Agenda*, is incorporated herewith to these minutes as Exhibit "1."

**MOTION:** Councilor Trujillo moved, seconded by Councilor Lindell, to approve the Agenda, as presented.

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

#### **APPROVAL OF MINUTES – NOVEMBER 17, 2016**

**MOTION:** Commissioner Moreno moved, seconded by Commissioner Hansen, to approve the minutes of the meeting of November 17, 2016, as presented.

**VOTE:** The motion was approved on a voice vote, with Commissioner Moreno, Commissioner Hansen, Councilor Lindell and Tamara Haas voting in favor of the motion, no one voting against, and Councilor Trujillo abstaining.

#### **ELECTION OF OFFICERS:**

Mr. Tibbetts said officers are elected each calendar year. The City changes its representative to this Board every two years following an election – the City in March, and the County in January. He said, although there is nothing in writing that makes it official, typically the Vice-Chair usually becomes the Chair, and a new Vice-Chair is elected. He said typically the offices are alternated between the City, the County and Tesuque Pueblo.

Chair Maestas said he would be honored to serve as Chair if the Board would like.

**MOTION:** Commissioner Hansen moved, seconded by Councilor Lindell, to nominate Commissioner Ed Moreno to serve as Vice-Chair, that nominations cease and to elect Ed Moreno by acclamation.

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

**MOTION:** Commissioner Hansen moved, seconded by Councilor Lindell to nominate Councilor Joseph Maestas to serve as Chair, that nominations cease and to elect Joseph Maestas by acclamation.

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

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

There were no matters from the public.

## **B. PUBLIC HEARING**

### **1. APPROVAL OF AMENDMENT 5 TO THE FFY 2016-2021 TRANSPORTATION IMPROVEMENT PROGRAM. (MPO STAFF)**

A copy of *Draft Amendment 5 to the Transportation Improvement Program FFY 2016-2021*, is incorporated herewith to these minutes as Exhibit "2"

Keith Wilson presented a brief overview of the process by which the TIP is adopted.

Mr. Wilson reviewed the proposed changes in Amendment 5 via slide presentation. Please see Exhibit "2," for specifics of this presentation.

*The Board commented and asked questions as follows:*

- ◆ Councilor Trujillo asked if the bridge at St. Michael's Drive will be included.

Mr. Wilson said S100340 was a study to look at the interchange, and this amendment moves the ADA improvements under all St. Michaels projects.

- ◆ Councilor Lindell asked if S100430 is the Ramp off 599 coming into town.

Mr. Wilson said yes.

- ◆ Councilor Lindell asked if these are funds for the actual project.

Mr. Wilson said those funds are for the construction of the improvement, noting it is being designed at the District, and Mr. Lopez said that is correct.

Mr. Wilson said the Rail Trail underpass is a funded project and they want to move to the design phase.

- ◆ Councilor Lindell asked if it has been approved to do the Rail Trail underpass there.

Mr. Wilson said it was a project that went through a safety audit and engineering evaluation, and then was awarded Highway Safety Improvement Program funding.

- ◆ Councilor Lindell said she is overwhelmed at the cost of the underpasses. She said then this is being done for bicyclists and pedestrians.

Mr. Tibbetts said that is correct for the Rail Trail.

- ◆ Councilor Lindell said this isn't something she personally would be supporting.

- ◆ Councilor Trujillo asked if these are to be factored into the alternatives.

Mr. Wilson said no, noting we went through that process. In the Bicycle Master Plan, there was a staff recommendation for consideration of what is called a pedestrian hybrid beacon, which is somewhat like a traffic signal. You push a button and you get flashing lights and a walk signal. They went forward with that and worked with New Mexico DOT Roadways, and worked with the District and submitted an application to the Highway Safety Program at the DOT. They determined the rail unit raised concerns because of its proximity to the rail tracks and the conflicts of a wig-wag traffic signal with the wig-wag and rail gate crossing signals. The Committee kicked it back and said we needed to do a more detailed evaluation of options for that location. So they funded a Road Safety Audit which was a more detailed evaluation of a pedestrian hybrid beacon, a full signal at that location and a grade separation of the trail. He said the Federal Rail Administration came back and said under no circumstances can you do the pedestrian hybrid beacon at the Rail Trail crossing.

Councilor Trujillo asked if all the options were considered.

Mr. Wilson said yes. He said under the original Road Safety Audit, an option considered was sending people to the adjacent intersection which is several hundred feet away. That study recommended a further study of grade separations. He said an underpass can be done there. He said this is an existing trail with significant use, which crosses a 6 lane facility, which can't be left as is because of potential conflicts. He said this takes one of the conflicts at that location out of the mix.

- ◆ Councilor Lindell asked if the underpass is the only viable solution.

Mr. Wilson said yes, after all of the analysis, noting it was one of the more rigorous evaluations in which he has been involved for this type of project.

- ◆ Commission Hansen said as someone who drives St. Michaels, she wholeheartedly supports an underpass there, commenting that seeing people trying to cross St. Michaels is frightening. She said that is a huge intersection with the train, commenting she is surprised that more people haven't been killed by the train at that intersection at St. Michaels. She thinks an underpass is exactly what is needed, and she doesn't want to use the overpass.
- ◆ Chair Maestas said he uses the trail, and this is a multi-lane roadway with a median, and pedestrians can be stranded. It's not good at the peak traffic hours. He said the City just established an overlay for the St. Michaels Drive Corridor and the whole area. One of the premises of the overlay is to make it a more pedestrian friendly, bicycle friendly area. He can't see us having this dangerous crossing and trying to improve the entire St. Michaels Drive Corridor under the whole ReMike. He agrees with Commissioner Hansen.
- ◆ Councilor Trujillo asked if it will be concrete construction.

Mr. Wilson said the contract was based on concrete blocks.

Stephen Lopez, District 5, Technical Support Engineer, said there are standard drawings for concrete box culverts. The plan is to use a concrete box culvert for the structure because they have standard drawings which would facilitate the construction. He said the primary concern is maintaining that to the City Trails and they would have to tie back to the St. Michaels pedestrian access, so that's part of the plan as well.

Mr. Wilson said to be clear, this amendment doesn't talk about whether or not this project is funded, but this just moves it within the TIP program where the funding is being allocated to facilitate it moving forward. He said NM-DOT is the lead on the project, and if you disagree with the project, then the City would need to approach DOT and tell them you don't agree.

- ◆ Chair Maestas said Highway Safety Improvement Program funds are highly sought after, and asked the federal pro rata for the funding.

Mr. Wilson said it is a 90:10 – 90% federal 10% state.

- ◆ Chair Maestas said that's good.

Mr. Wilson said typically it is 85% to 15%.

- ◆ Commission Moreno asked if an analysis of the overhead was done.

Mr. Wilson said yes, that was in the original analysis. He said the problem is on the south side of St. Michaels there is a steep drop-off. It is flat from 2<sup>nd</sup> street, but going to Siringo, there is a sharp drop-off. He said to create a bridge there, you would have to go for miles to get the required grades for ADA access to bring it up. Additionally, it is a national highway system, which requires the bottom of the bridge to be 16.5 feet above the level of the roadway. So all of those factors weren't going to work there. He said the tunnel will come out pretty much in grade on the south side of the roadway.

Mr. Lopez said one of the primary concern about the tunnel is draining the tunnel because of the tendency of the water to gather there during rainstorms. So we'll have to look at some kind of pump system or a way to get the water out of there efficiently, so it doesn't impede pedestrian or bicycle access.

- ◆ Chair Maestas said, "Just for the record. So 90% of the funding is federal, and I presume since this is a State DOT need, State money will cover the 10%.

Mr. Wilson said all of these projects, whether local or State, the State does the match. He said to clarify, the design funding is actually pedestrian litigation air quality funds, but the State is picking up the match. He said there is no City money in the project.

Mr. Lopez said the District has the interchange programmed for construction in FFY 20-21. They also are going to be a project on St. Michael's Drive to address the paving situation there – a subproject under 442 – paving and ADA to tie into Cerrillos improvements all the way to Botolph Hospital. They want to do this project before the interchange is constructed. It's in pretty bad shape and want to take care of it before it gets too bad.

- ◆ Chair Maestas asked the reason the paving rehabilitation in here.

Mr. Wilson said because they haven't identified the funding.

Mr. Lopez said they are working to clear that in their STIP so once funding is identified, they will put it in the TIP also.

- ◆ Chair Maestas asked if we can move it up, commenting given the state of the pavement in that section of St. Michael, 2021 is too long to wait.

Mr. Lopez said they can design it as a shelf project and have it ready to go once the funding is available, so they would like to do it in 2018 or 2019, if possible.

- ◆ Chair Maestas asked if we can find the design funding, and asked if that would be a topic for the TCC to discuss.

Mr. Wilson said that is part of the process, to work with the District in identifying the funding for these projects.

Mr. Lopez said, regarding the Road Diet Study, the alternatives will come out of that, but the District's position is we will improve the existing roadway itself, but any changes in the cross section of St. Michaels will be the City's responsibility to reconstruct. They want to preserve what is there, but any changes in the 6 lanes, would have to be coordinated by the City.

Mr. Wilson said documented funds will be reprogrammed.

Mr. Lopez said, regarding S100520, because of the way I-25 was built initially, we identified issues in the design that would involve design instead of a basic rehab project, more reconstruction. And because of that, they had to go back to the drawing board and redevelop the plans to make it constructable so there would be a minimum of change orders on the job.

Mr. Wilson said this is just documenting that funds will be reprogrammed into FFY 2018 for this project.

- ◆ Councilor Lindell asked if S100520 deals with repaving on I-25 itself.

Mr. Lopez said yes, between the Eldorado and Canoncito interchanges.

Responding to Commissioner Hansen, Mr. Lopez said this is between the ramp as mentioned earlier and the Guadalupe interchange. He said it is substandard height and in bad shape. They want to get it done because they have S100350 under construction this summer and they want to minimize projects to minimize disruption to the traveling public in that area.

### **Public Hearing**

There was no one speaking to this request.

### **Public Hearing was Closed**

**MOTION:** Commissioner Hansen moved, seconded by Councilor Trujillo, to approve Amendment 5 to the FFY2016-2021 Transportation Improvement Program, including the US84/385 Safety Maintenance Project which was included under shortened public notification, as presented.

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

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

### **1. APPROVAL OF THE DRAFT PRE-TEEN/TEEN INDEPENDENT TRANSIT AND MOBILITY PLAN. (MPO STAFF)**

A copy of the draft *Santa Fe MPO Pre-Teen and Teen independent Transit and Mobility Plan*, dated January 3, 2017, is incorporated herewith to these minutes as Exhibit "3."

Erik Aune presented information via slide projector. Please see Exhibit "2" for specifics of this presentation

*The Board commented and asked questions as follows:*

Councilor Lindell said, regarding the percentage of teen riders at 9.6% on Cerrillos Road, that seems to be a little bit of an outlier on that percentage. She is unsure statistically...she would investigate averaging all of this and coming out with 18.7%, because she thinks the ridership may be higher.

Mr. Aune said what to think about is how we want to delve deeper into the data.

Commissioner Hansen said Cerrillos Road has the highest ridership, so if you're weighing that against the total ridership of Agua Fria, it might be similar in the number of people.

Commissioner Hansen said she is not surprised about the ridership, but she wants to see more bus shelters along and in the south part of Agua Fria.

*[Councilor Trujillo's remarks here are completely inaudible]*

**MOTION:** Commissioner Hansen moved, seconded by Councilor Lindell, to approve the draft *Santa Fe MPO Pre-Teen and Teen independent Transit and Mobility Plan*, dated January 3, 2017, as presented.

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

## **2. UPDATE ON THE STATUS OF THE SAFETY IMPROVEMENTS ON NM 599 AT COUNTY ROAD 70 (VIA VETERANOS) – NMDOT DISTRICT 5.**

Stephen Lopez, District 5, Technical Support Engineer, said they are planning to do a directional turn-lane, at CR70, similar to those on Cerrillos Road. They want to consider signs at the County Road 70 intersection to have a solar powered flashing stop sign to alert drivers approaching 599 that they have to stop there. On 599, they would like to alert drivers there is an intersection where traffic could be entering from. He said we have to make the intersection as safe as we can in the interim. He understands it is a priority for the 599 Corridor for an interchange. The funding for that is several years out, so we can't really get to an interchange at this time to construct it as part of the original 599 Corridor Plan.

Commissioner Hansen asked when it is planned to do this.

Mr. Lopez said a study is being started in this year to do a reprioritization of the 599 Corridor, because the original prioritization plan had this location identified for an interchange as a second priority, and the first priority was the one built at South Meadows. He said construction of the Jaguar Interchange changed the whole priority, noting it was part of the original prioritization plan. He said they need to step back and reprioritize the existing stop controlled sections, including Airport Road, to prioritize our funding for construction of new interchanges on 599.

Commissioner Hansen asked, without doing an interchange, if there is some way to close CR70, close it with concrete barriers.

Ms. Haas said she thinks the Commissioner's question is leading to when are we going to make the construction improvements to make the modifications to CR 70 and New Mexico 599 to improve the safety at that intersection.

Mr. Lopez said Commissioner Hansen is talking more about blocking left turns from 599 onto County Road 70.

Ms. Haas said in fire meetings, one of the solutions is that the District was looking at cutting off left turn accesses for CR70 from 599 so you can't make a left turn, and they're only looking at right-in-right-out off the frontage roads from CR70/NM599 and there would be no vehicles allowed to go directly across 599. She doesn't know if that has changed.

Mr. Wilson said there was a presentation by Paul Brasher, Acting District Engineer. He said a year or so ago, the District had a public input meeting on possible alternative improvements at that location. It is his understanding that the District is moving forward with this alternate, and putting something in the

median to prevent straight across and left turn in and out at all County Roads. He said, "Approving a structure at this location, means someone could go straight across, but coming 'here,' you can make a left turn, coming 'here' you could do a right."

Commissioner Hansen asked if they can make a left coming from the other side.

Mr. Wilson said you could make a left turn to the north.

Commissioner Hansen asked if that will "stop the carnage."

Mr. Wilson said this is the beginning to do that.

Commissioner Hansen asked if that is in the works, and Ms. Lopez said yes.

Ms. Wilson said he understands from Monday's presentation that they are expecting a 50% design within the next two months, with a final design by the end of November, and an application for Highway Safety Improvement Program funds to fund this process which will take \$300,000 to \$400,000.

Councilor Hansen said she gets a lot of correspondence from constituents about this intersection, noting it is one of the highest volume questions she gets on a regular basis – when are they going to do something about 599/CR70.

Mr. Lopez said before they commit to an alternative, they would like to have another public meeting to present the alternative to be constructed to make sure everyone is comfortable with what we're doing and get input from emergency responders on doing the access there, instead of the frontage road and going toward West Alameda. They want to have that before they commit to the actual construction plans to do that.

Commissioner Hansen asked when you plan to do that.

Mr. Lopez said once we have 60% plans done, we'll do the public meeting for the proposed improvement.

Chair Maestas asked when that will be.

Mr. Lopez said probably in June at the Nancy Lopez Center, which was where the previous meeting was held.

Chair Maestas asked Mr. Lopez to let the Board know the specifics of the meeting as soon as everything is firm.

Chair Maestas said we all know that 599 is a designated WIP Route, and that the U.S. Department of Energy (DOE) paid for the initial construction. He said to assume we won't need anything beyond the initial construction is naive, noting there are \$85 million of grade separated interchanges being proposed.

He asked the possibility of going back to the DOE for help. He said these proposed improvements far exceed the original cost of the road, which he recalls was built at a cost of \$30 million.

Ms. Haas said the cost was in the neighborhood of \$26 to \$30 million.

Commissioner Hansen said 599 is a nuclear highway, and the fact that we no longer have an end date for cleanup from LANL, and there is a Consent Decree with no public input and no timeline for cleanup, 599 will continue to be a WIP Route and a nuclear highway.

Chair Maestas said if there ever was a legislative agenda item on Federal Transportation he thinks this should be it from the City and the County.

Responding to Councilor Trujillo, the Chair said he is saying we should go to DOE to get federal funds to do those interchanges.

Commission Hansen said we shouldn't be doing development close to the route.

Chair Maestas suggested the TCC can suggest this.

Mr. Wilson said this may impact other roadways that may not be up to standard to accommodate potential additional vehicles for the project, and if we build the interim solution that could push off the ultimate goal of an interchange in the future. He said they don't believe that will be the case. He said there seems to be consensus from the County and City representatives that this should be a high priority and the next logical project. He said Mr. Lopez mentioned a new prioritization study of the entire corridor. He said there is a consensus that we want an interchange there, and it is the next priority from a regional perspective.

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

A Staff Memorandum with attachment, dated January 23, 2017, from Keith Wilson, Senior Planner, to Eligible Agencies, regarding Federal Fiscal Years 2018-2023 Transportation Improvement Program – Call for Projects, is incorporated herewith to these minutes as Exhibit "4."

Mr. Wilson, reviewed his Memo of January 23, 2017. Please see Exhibit "4" for specifics of this presentation.

Chair Maestas asked to whom the official request goes – the CEOs or the TCC representatives.

Mr. Wilson said he sent it to this Board, the City and County Managers, and the TCC staff are the filters for making these things happen. The staff will be working with the elected officials or powers that be within the chain of command to ensure the proposals go to the appropriate person(s), and staff can then bring them forward. He said staff will be willing to help facilitate conversations with the appropriate staff at the City, County or the DOT.

Councilor Trujillo said he remembers a proposal for an interchange at I-25 and Richards Avenue.

Mr. Wilson said it is in the 25 year transportation plan, but it is a very low priority, noting all priorities are reevaluated every 5 years. He said if you can convince DOT that it is a project for consideration in the development in the TIP, it would come forward, but through the evaluation process it would be at the bottom of the list. He said that is a project of \$5 million to \$10 million.

Commissioner Moreno asked what we can do to move it up, what are the factors.

Mr. Wilson said the issue with the I-25/Richards Interchange is that, ultimately, the Federal Highway has to approve it as a location. He said the criteria is that you have to have exhausted the local road network. They don't want the Interstate being used as a local road for people going from one interchange to the adjacent one. He said a lot of priorities we have and are implementing now, are toward building out the local road network. The Northeast and Southeast connectors are part of the plan to build out the local road network — potentially widening Richards. He said a bunch of projects need to occur before we think about considering an interchange at that location. He said, "We can want it all we want, but Federal Highway ultimately will come back and say we're not ready for that yet."

Commissioner Hansen said then #2 on this list, the Northeast connector, goes from St. Francis, to Oshara is number 2 on the list at the moment.

Mr. Wilson said yes.

Chair Maestas asked if it wouldn't be at the discretion of the State.

Mr. Wilson said no, it is the County.

Councilor Trujillo said there was a exit which was stopped because it was going through the neighborhood on. He said he wants to discuss this further.

Commissioner Hansen said she thinks it is a priority to get Richards all the way across from Cerrillos to Rodeo.

Councilor Trujillo said there were issues because Game and Fish owned part of the land, it would cross an arroyo and it would have been a failed intersection. *[Most of Councilor Trujillo's remarks here are inaudible].*

Mr. Wilson said there was a conceptual roadway alignment, which the Policy Board removed based on the comments received, and identified a potential arroyo crossing between Zafarano and Camino de las Campanas. He said Councilor Harris has shown an interest in trying to pursue something there. He said staff is happy to discuss it.

Chair Maestas asked staff to place a discussion on the next Agenda, regarding possible projects to be submitted for funding in the TIP.

#### **4. UPDATE ON TRANSPORTATION IMPROVEMENT PROGRAM (TIP) PROJECTS. (MPO STAFF)**

A copy of *Santa Fe MPO – Transportation Improvement Program (TIP) Project Status Summary*, dated February 20, 2017, is incorporated herewith to these minutes as Exhibit “5.”

Councilor Maestas thanked Mr. Wilson for highlighting the changes in Red, commenting it makes it easy to follow.

Councilor Lindell asked if there will be restrooms in the Sheridan Transit Center.

Mr. Wilson said, unfortunately not.

Councilor Lindell said she doesn't know the reason we didn't, because we discussed it at different times. She guesses the design is finalized. She thinks it is a tremendous failure to build without restrooms. She said the City has ongoing continuous discussion about downtown restrooms. This was a perfect opportunity to do that, and she thinks we missed it.

Mr. Wilson said it was evaluated, but there was just nowhere along that corridor to do that.

Councilor Lindell asked if there wasn't enough room in the building.

Mr. Wilson said there is no building construction in the project, and all they're doing is widening the sidewalk on one side which is substandard now and renewing the infrastructure along the roadway. He said several months ago, we were asked to look at that before the design was finalized. They looked at the design and concluded there was nowhere within the constraints of the corridor to fit bathrooms.

Chair Maestas said the thing about having public restrooms there is that the bathrooms would be prone to vandalism, however the restrooms definitely are needed.

Mr. Lopez said the status of the Northeast/Southeast Connector says here, it was approved by the DOT, but a formal review has not been done by the DOT for compliance with location study procedures, and NEPA. He said that happened last week, and it was determined that the study has several fatal flaws in it, so they are meeting with the County on Tuesday, to get them to do an addenda to the study to make sure it does comply with the location study procedures and NEPA.

Commissioner Moreno asked if it is a procedural thing.

Mr. Lopez said yes, because the study was funded by the FHWA, it has to meet FHWA standards for compliance with location study procedures at NEPA and it fell short in several categories.

Commissioner Moreno asked what is the next step.

Mr. Lopez said they are meeting with the County on Tuesday to review what needs to be done to bring it to standard for DOT approval. He said the Commissioner can attend that meeting, and he will send him an invitation. He said they have a lot of interest in the study and want to make sure it moves forward so it doesn't fall out of TIP.

#### **D. MATTERS FROM THE MPO STAFF**

##### **1. REVIEW OF MPO PLANNING PROCESS AND SFMPO JPA**

A copy of *The Santa Fe MPO Transportation Policy Board and Technical Coordinating Committee Training, Orientation and Reference Manual*, updated February 15, 2016, is incorporated herewith to these minutes as Exhibit "6."

Chair Maestas asked if a presentation is mandated by-laws, and asked if we can have this at the next meeting.

Mr. Tibbetts said they have handed out copies [Exhibit "6"], and there is a power point on the Santa Fe MPO website which is a refresher for current members. He will sit with new members individually and go over the points. He said we have to show that we are handing out these things. He said this is more of a self-educated process.

Chair Maestas said then members can meet with staff and ask questions.

Mr. Tibbetts said there is a requirement for him to present this at the first meeting of the year, and encourage members to go to the website. He said the intent today is not to do a power point, but to inform the Board about this, hand out some of the documents, and to make staff available to sit one-on-one with members of the Board and to answer questions.

Mr. Tibbetts said in the JPA there is a 70:30 local match on all federal funds for planning. He said that had been borne 100% by the City until 2015, when the by-laws were revised. That process is ongoing with the County paying its 30% share. He said this is based on a ratio of the population of planning area.

Chair Maestas asked the basis for the *pro rata*.

Mr. Tibbetts reiterated that it is based on the population of the overall planning area.

Chair Maestas asked if we always recognize the decennial census numbers, or do we use intermediate counts.

Mr. Tibbetts said they are using 2010 census figures.

Chair Maestas said perhaps staff can discuss this on a lighter agenda.

Mr. Tibbetts said there was a request from the November meeting for a sufficiency rating of all bridges, which he has done and which is on an Excel spreadsheet. He said this can be presented at the next meeting. He said staff was asked to get a Google Earth perspective. He said he will do a presentation on this at the next meeting.

Chair Maestas asked staff to prepare one slide that explains how the rating is done – a very basic presentation so the Board understands the sufficiency rating, and how the rating qualifies it for different kinds of bridge improvement money.

Mr. Tibbetts said he can get the bridge inspection reports from District 5 as well.

#### **E. MATTERS FROM THE SFMPO TRANSPORTATION POLICY BOARD**

Councilor Trujillo said he won't be attending the next meeting which will be in March 2017, and asked Mr. Tibbetts to contact Councilor Dominguez to attend as his alternate.

Commissioner Moreno said he spoke with Randal Kippenbrock, SWMA, and he is requesting that SWMA and the MPO figure out how to avoid conflict between the two organizations with the November meetings.

Mr. Tibbetts said he will work with Mr. Kippenbrock in this regard.

Chair Maestas said, regarding Intelligent Transportation Systems (ITS), there was a call for projects. He said in terms of capacity building, he would like a presentation on ITS technology that has been integrated into the MPO Transportation System, and what ITS is. He said that is low hanging fruit. He said it is good to maximize getting traffic through safely using ITS.

Mr. Wilson said we should be thinking about other ITS components as part of a project. He said the purpose of ITS is that ultimately it is a certification for a project, and the ITS Bureau has to sign-off on the project. He said there is a good lead time during which we can coordinate with the ITS Bureau for NMDOT about integrating ITS components smoothly into the project.

Chair Maestas asked staff to do a brief ITS presentation to give everyone a general understanding.

Ms. Haas asked if there is an ITS Plan for the Santa Fe MPO boundary area or architecture.

Mr. Wilson said he believes the District has an ITS Plan.

Chair Maestas said we can talk about that at the next meeting, "make it appropriate, not too long, and very condensed."

**F. MATTERS FROM THE NMDOT AND FHWA**

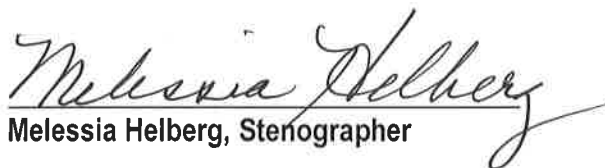
There were no matters from the NMDOT and FHWA.

**G. ADJOURNMENT – NEXT SCHEDULED MEETING MARCH 23, 2017.**

There was no further business to come before the Committee, and the meeting was adjourned at approximately 6:40 p.m.

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**Councilor Joseph M. Maestas, Chair**

  
**Melessia Helberg, Stenographer**



# ***NMDOT***

## ***INTELLIGENT TRANSPORTATION SYSTEMS***

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# ***Intelligent Transportation Systems – ITS***

***ITS is the use of technology  
to make our highways safer and more efficient***

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## ***Why ITS and Why Now?***

Our ever increasing population continues to create more traffic and make our roads more congested. Congestion is not only a hazard, it costs hundreds of millions of dollars in lost productivity each year, it contributes to environmental pollution and it has quality of life implications.

We can no longer solve today's transportation problems using yesterday's solutions. Acquiring more space and building more roads is no longer the default option, and in fact, is fast becoming non-feasible.

Through the strategic deployment of various devices along our highways, the NMDOT can make better use of our existing infrastructure, making it safer and more efficient.

# ***ITS – NMDOT's Current Functionality***

***ITS helps the NMDOT Do Its Job in Various Ways***

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***The NMDOT uses ITS to:***

- Observe road conditions and monitor traffic
- Advise motorists and the public of road and traffic conditions
- Monitor weather conditions effect on our roadways
- Detect and Manage Highway Incidents
- Manage maintenance and construction activities

# *ITS – Roadway and Traffic Surveillance*

*ITS Allows the NMDOT to Know What's Going On the Roadway*

---



Roadside Cameras Provide Images  
of Road Conditions and Traffic



Roadside Detectors Collect  
Traffic Information

- Traffic Volumes
- Vehicle Speeds
- Lane Occupancies
- Vehicle Classifications

# *ITS – Transportation Management Center Operations*

*ITS Allows the NMDOT to Be in a Central Position  
to Collect and Share Information with Transportation Stakeholders*

---



The TMC acts as a Nerve Center Collecting Information from the Field and Sharing it with:

- Incident Management
- Law Enforcement
- Traveling Public
- Other Transportation Agencies
- Transit Operations

Albuquerque Transportation Management Center

# ***ITS – Advanced Traveler Information Systems***

***ITS Helps Keep the Public Informed***

---

***TRAVELER INFORMATION SERVICES*** – *Provide Real Time Information So Drivers Can Make Informed Decisions About Their Traveling Plans*

**NMDOT Provides Drivers with Travel Information Through:**

- Dynamic Message Signs
- Road Conditions Website
- Road Conditions Telephone Hotline
- Radio Broadcasts

# ***ITS –Dynamic Message Signs***

***ITS Gives Drivers Real Time Information on the Go***

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DMSs Tell You  
What's Ahead As  
You're Driving

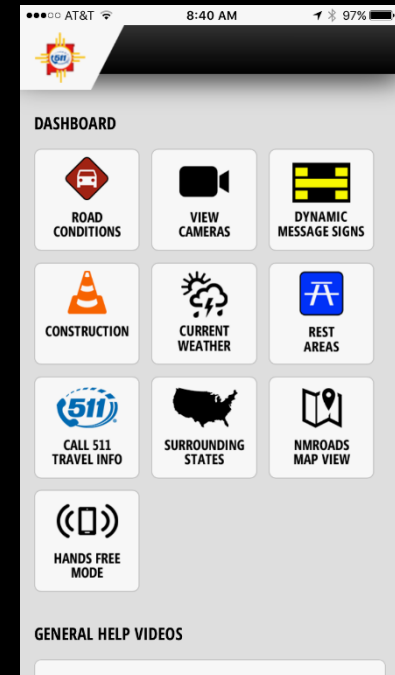
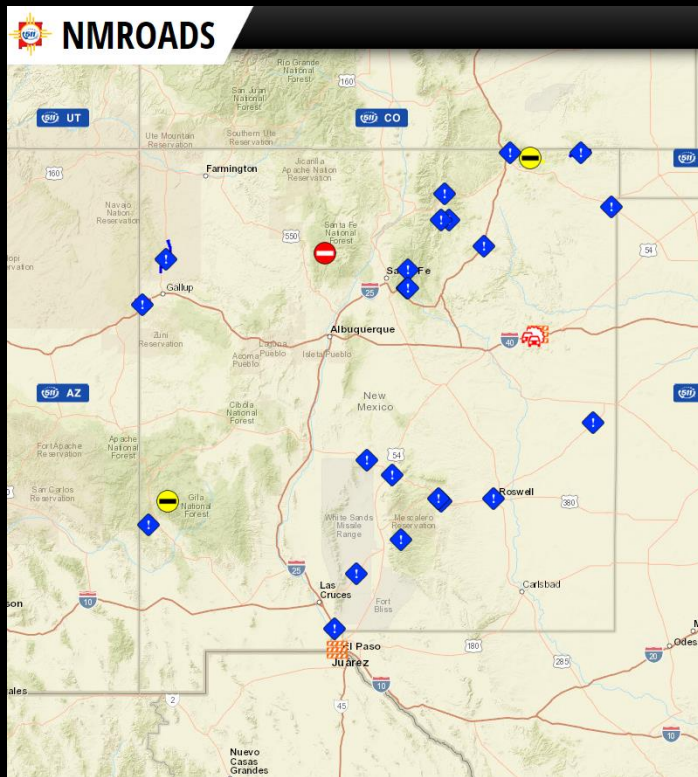
Placed at Locations  
Where Drivers Can  
Make Critical Decisions  
About Route Alternatives



# ITS – Using the Internet

## ITS Allows Drivers to Plan Ahead

NMDOT Road Conditions Website - [www.nmroads.com](http://www.nmroads.com) – Know Before You Go



The APP

# ITS – Flexible Platform to Grow On

Road Conditions Website - [www.nmroads.com](http://www.nmroads.com) – Responsive to Public Requests

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Latest version was released in mid-December, its new attributes include:

-Live Camera Footage

- E-mail & Text Notifications  
of Road Conditions

I-40 @ Carnuel 05/05/2008 02:18:56 PM



Sign Up

X

NMRoads.com can automatically send you a variety of notifications about specific roadways or incident types. To take advantage of these features, please create an account.

E-mail: \*

username@myorganization.com

Password: \*

password

Password: \*

verify password

Phone Number:

Ex: (555) 555-5555

Cancel

Create Member

# *ITS – Multiple Options for the User*

*Road Conditions Hotline - 511 – Easy to Use & Easy to Remember*

---



In addition to the Road Conditions Telephone Hotline Number of 1-800-432-4269, the NMDOT made road condition information available to the public last year by dialing



Easier to Remember, Easier to Dial

Menu Driven so the User Can  
Access the Specific Road Information  
They Are Interested In

# ***ITS – Capitalizes on the Value of Information***

ITS Helps the NMDOT Monitor the  
Effect of Inclement Weather on Driving Conditions

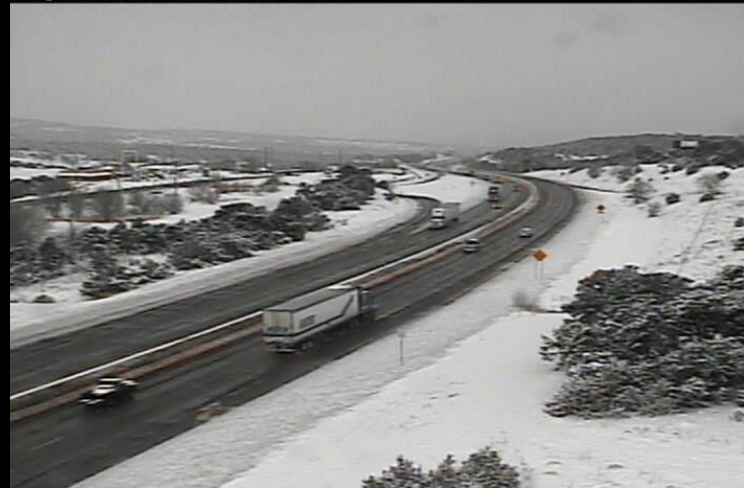
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I-40 @ Sedillo Hill 03/05/2008 02:42:05 PM



Sedillo Hill - March 5, 2008

I-40 @ Sedillo Hill 03/06/2008 08:17:39 AM



Sedillo Hill - March 6, 2008

**What a Difference a Day Makes**

# ***ITS – Mitigating Incident Impacts***

*ITS Allows for Early Detection of Incidents and Coordinated Management Efforts*

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Highway Emergency Lending Patrol

**The TMC supports incident management by:**

- Using CCTV to Monitor the Incident and Surrounding Road Conditions
- Radio Communications with APD and BCSO Dispatch
- Dispatch HELP Trucks to Provide Backup and Traffic Control

# ***ITS – Flexibility in Applications***

## ***ITS Platforms Can Be Portable and Re-usable***

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### **Maintenance and Construction Activities**

The NMDOT uses portable and programmable devices to guide motorists through work zones.

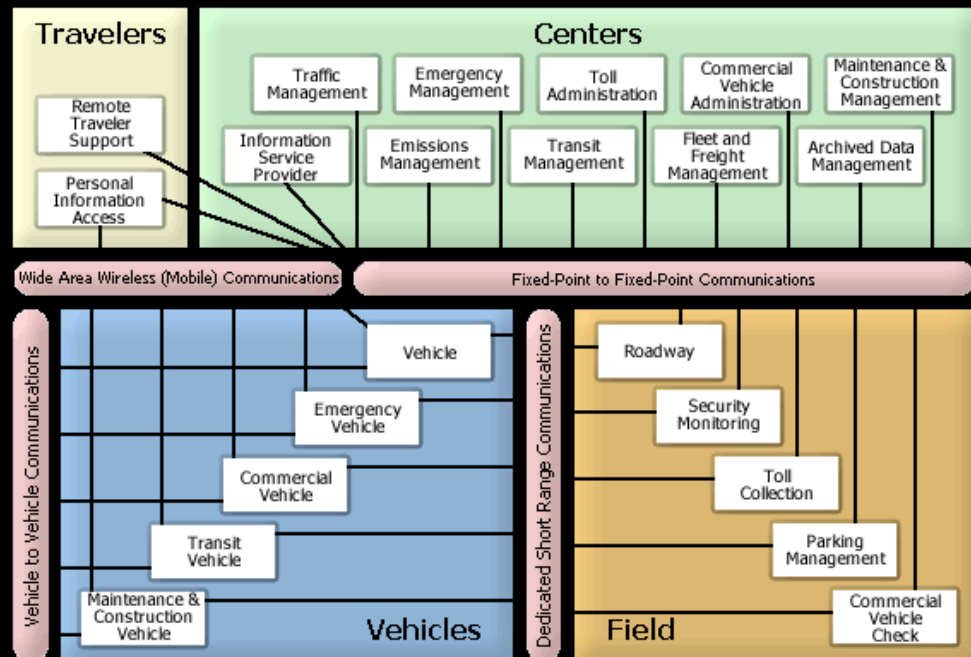
Having remote communications  
With them increases their functionality  
to include work zone monitoring and  
sharing video images.



# ITS – Opportunities Among Shareholders

## ITS Benefits Shared Across Jurisdictions

- NMDOT has developed an ITS Architecture that maps out how ITS is to be deployed.
- It identifies functional transportation needs that can be met with ITS.
- It considers the Stakeholders that will be served in the area where those needs exist, and
- How ITS can be deployed in the most economical fashion.



ITS Architecture Diagram

# ***NMDOT***

## ***INTELLIGENT TRANSPORTATION SYSTEMS***

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NMDOT – ITS Bureau  
809 Copper NW  
Albuquerque, NM 87102

505-222-6550

[www.itsnmdot.net](http://www.itsnmdot.net)



## Santa Fe MPO – Transportation Improvement Program (TIP) Project Status Summary

Control Number	Project Title/Description	Lead Agency	Project Cost/Funding	Status
<b>ROADWAY PROJECTS</b>				
S100070	NM599/Jaguar Drive Interchange & Ext of Jaguar Drive Construction of a New Interchange and connecting Roadways	NMDOT D5	\$9,593,000 100% Privately Funded [FFY2013]	<b>INTERCHANGE CONSTRUCTION COMPLETE</b> <b>Construction of Jaguar Rd Ext Underway</b> <b>Currently Scheduled for Completion Spring 2017</b> <i>Note: Interchange will not open until Jaguar Connection is completed</i>
S100120	North-East/South-East Connectors Location Study Study following NMDOT Location Study Procedures. NE Connector from St Francis to Richards Ave. SE Connector from the NE Connector to eastern edge of Windmill Ridge Subdivision, also including extensions of College Dr., Avenida Del Sur and Sunshine Mesa	Santa Fe County	\$500,000 \$427,200 (Federal) \$72,800 (County) [FFY2012]	<b>NMDOT APPROVAL OF PHASE A/B REPORT RECEIVED OCTOBER 2015</b> <b>Phase C Environmental Report in Development</b> <b>Expected to be completed by March 2017</b>
S100121	North-East Connector (I-25 Frontage Road) - ROW Acquisition, Design and Construction of a New Section of Roadway and Upgrade of Existing Roadway	Santa Fe County/ NMDOT	\$3,651,644 \$ 225,000 (County) \$2,927,725 (Federal) \$ 498,919 (State) [FFY2016 & FFY2018]	<b>AWAITING NMDOT/FHWA APPROVAL OF PHASE C REPORT before moving into Final Design and ROW Acquisition.</b> <b>NMDOT in process of renegotiating a new MOU with the County. Design on hold.</b>
S100122	South-East Connector – ROW Acquisition, Design and Construction of a New Roadway	Santa Fe County	\$6,775,000 \$6,775,000 (County) [FFY2016 & FFY2018]	<b>AWAITING NMDOT/FHWA APPROVAL OF PHASE C REPORT</b> <b>County finalizing RFP for release for Design Services.</b>
S100130	Cerrillos Road Reconstruction Phase IIC Camino Carlos Rey to St Michaels Drive Design, ROW Acquisition and Reconstruction. Improvements include construction of an underground storm water drainage system and multi-modal facility upgrades for vehicles, pedestrians, transit and bicycle use.	City of Santa Fe	\$11,000,000 \$9,398,400 (Federal) \$1,601,600 (State) [FFY2013, FFY2014 & FFY2015]	<b>Construction Started March 2016</b> <b>Project 45 Days behind Schedule. Minimal Traffic delays expected as they complete medians and landscaping by Mid Nov. Final paving will be completed in Spring 2017</b> <b>Project Website: <a href="http://www.cerrillosroad.com">www.cerrillosroad.com</a></b>
S100140	I-25 at Cerrillos Interchange Interchange Improvements, Bridge Replacement/Rehabilitation Diverging Diamond Interchange Preferred Alternative.	NMDOT D5	\$20,999,999 \$17,839,040 (Federal) \$3,160,959 (State) [FFY 2014 & 2015]	<b>Construction started June 2015.</b> <b>Project Substantially Complete</b> <b>Ribbon Cutting held October 31, 2016</b> <b>Project Website: <a href="http://www.santafeddi.com">www.santafeddi.com</a></b>
S100160	I-25 at Canoncito Interchange Bridge Replacement, Drainage and on and off Ramp Improvements	NMDOT D5	\$8,400,000 \$7,176,960 (Federal) \$1,223,040 (State) [FFY2013]	<b>INTERCHANGE CONSTRUCTION COMPLETE AND OPEN TO TRAFFIC</b> <b>Aesthetic Wall by Church to be Completed next month</b>
S100230	NM14 (Cerrillos Rd) ADA Study ADA Feasibility Study and ROW Acquisition	NMDOT D5	\$1,250,000 \$1,068,000 (Federal) \$ 182,000 (State) [FFY2018 & FFY2019]	<b>FUNDED IN FFY2018 &amp; 2019</b>
S100250	Interstate Pavement Preservation Pavement Preservation at various location along Interstate 25 in the MPO Area	NMDOT D5	\$10,000,000 \$8,544,000 (Federal) \$1,456,000 (State) [FFY2020 & FFY2021]	<b>FUNDED IN FFY2020 &amp; 2021</b>
S100270	Pedestrian Signal Head Upgrade Upgrade all 415 pedestrian signal heads at 58 intersections to countdown type. This countermeasure is related to reducing pedestrian related crashes.	City of Santa Fe	\$300,000 \$277,920 (Federal) \$22,080 (State) [FFY2015]	<b>FUNDING OBLIGATED 09/03/15</b> <b>Installation of new Pedestrian Signal Completed 05/20/16</b> <b>Project Close out in process</b>

## Santa Fe MPO – Transportation Improvement Program (TIP) Project Status Summary

Control Number	Project Title/Description	Lead Agency	Project Cost/Funding	Status
S100340	NM466 (St Michaels Drive) Pedestrian ADA Improvements	NMDOT D5	\$323,629 \$276,509 (Federal) \$47,120 (State) [FFY2019]	<b>FUNDING MOVED TO FFY2019 WITH TIP AMENDMENT 3</b> <b>Project being proposed to be moved under S100440 with Amendment 5</b>
S100350	Guadalupe Street Bridge (#6487) Off-Ramp Rehabilitation (Bridge Deck Replacement)	NMDOT D5	\$1,500,000 \$1,281,600 (Federal) \$218,400 (State) [FFY2017]	<b>FUNDED IN FFY2017</b> <b>Design Development Underway.</b>
S100370	Agua Fria/Cottonwood Drive Intersection Safety Improvements Design, ROW Acquisition and Construction of a Roundabout at the Intersection of Agua Fria St/Cottonwood Dr	City of Santa Fe	\$1,200,000 \$1,111,680 (Federal) \$88,320 (State) [FFY2015 & FFY2018]	<b>DESIGN FUNDING OBLIGATED 08/20/15</b> <b>Design Started April 2016</b> <b>Public Input Meeting Held 09/21/16</b> <b>Construction Funded in FFY2018</b>
S100420	FR-2098 Arroyo Hondo Bridge Preventative Maintenance Project Bridge Deck Overlay	NMDOT D5	\$312,000 \$266,573 (Federal) \$45,427 (State) [FFY2017]	<b>FUNDED IN FFY2017</b> <b>Design Development Underway. Construction scheduled to be Let in Jan 2017</b>
S100430	NM599/US84-285 Ramp Modification Lengthen SB On-Ramp from NM599 to US84/285	NMDOT D5	\$395,819 \$338,188 (Federal) \$ 57,631 (State) [FFY2018]	<b>FUNDED IN FFY2018</b> <b>Proposed to add \$404.184 to project with Amendment 5 to reflect Latest Engineers Estimate.</b>
S100440	St Francis Dr/St Michaels Dr Interchange Improvements Study, Design and Construction of Improvements to the Interchange	NMDOT D5	\$750,000 \$427,200 (Federal) \$322,800 (State) [FFY2016 & FFY2019]	<b>Study Awarded to Radian Engineering</b> <b>Study underway July 2016.</b> <b>Number of changes proposed with Amendment 5</b>
S100450	US84/285 & NM502 Bridge Maintenance Project Bridge Maintenance on Bridge #9312 inside MPO Planning Area and Bridges #7516, #8943 and #8661 outside the MPO Planning Area	NMDOT D5	\$3,407,344 \$2,911,235 (Federal) \$ 496,109 (State) [FFY2017]	<b>Project Funding moved to FFY2017 by Admin Mod</b> <b>Additional \$1,198,044 in funding added with Amendment 4 to reflect latest Engineers Estimate.</b>
L500219	Defouri Street & Guadalupe Street Bridges Project Replacement of the Defouri Bridge (#4063) and Rehabilitation of the Guadalupe Bridge (#6944)	City of Santa Fe	\$1,259,543 \$ 80,000 (State) \$1,179,543 (City) [FFY2016]	<b>Project rebid. Expect Council approval of contract by December 2016</b> <b>Construction expected to start March 2017?</b>
S100460	Guadalupe Street Reconstruction "Road Diet" The proposed project identified through the RSA is the following: Lane Reduction, Pedestrian Improvement, bicycle Improvements, Signalized Intersections Improvements, Lighting, Drainage Accommodations, new Signing and Striping.	City of Santa Fe	\$4,000,000 \$3,582,900 (Federal) \$ 362,500 (State) \$ 54,600 (City) [FFY2017 & FFY2019]	<b>DESIGN FUNDED IN FFY2017</b> <b>Funding Agreement going through process for City Council Approval.</b> <b>CONSTRUCTION FUNDED IN FFY2019</b>
S100480	Old Santa Fe Trail Bike Lanes Construction of Bike Lanes to the Existing Roadway	Santa Fe County	\$559,063 \$559,063 (County) [FFY2016]	<b>PROJECT COMPLETED MAY 2016</b>
S100490	NM599 Interchange Reprioritization Study	NMDOT D5	\$240,000 \$205,056 (Federal) \$ 34,944 (State) [FFY2017]	<b>Project Added with Amendment 4.</b>

## Santa Fe MPO – Transportation Improvement Program (TIP) Project Status Summary

Control Number	Project Title/Description	Lead Agency	Project Cost/Funding	Status
S100520	I-25 Pavement Preservation – M.P. 290 -294 (Eldorado to Canoncito IC)	NMDOT D5	\$7,500,000 \$6,408,000 (Federal) \$1,092,000 (State) [FFY2016]	<b>FFY2016 funding was obligated but project was not let? Updates being proposed with Amendment 5.</b>
<b>TRANSIT &amp; RAIL PROJECTS</b>				
TS00110	Downtown Transit Center Sheridan Ave Improvements Construction of ADA-compliant pedestrian, bicycle and transit facilities, and streetscape improvements	City of Santa Fe	\$2,340,824 \$2,000,000 (Federal) \$ 340,824 (City) [FFY2016]	<b>FUNDING TRANSFERRED TO FEDERAL TRANSIT ADMINISTRATION Design Finalized. Awaiting FTA Approval to release funding. Construction expected to start Fall 2017</b>
S100510	Installation of Rail Crossing Lights & Gates at Alta Vista St Crossing For Rail Trail	NMDOT Rail Bureau	\$97,000 \$87,300 (Federal) \$ 9,700 (State) [FFY2017 & FFY2018]	<b>\$20,000 of Funding moved from FFY2017 to FFY2018 by Admin Modification on 02/10/17</b>
S100530	Installation of Rail Crossing Lights & Gates at CR51, BNSF Crossing # 013721M – Canoncito	NMDOT Rail Bureau	\$350,000 \$315,000 (Federal) \$ 35,000 (State) [FFY2018]	<b>New Project added with Amendment 4</b>
<b>NON MOTORIZED PROJECTS</b>				
S100280	Santa Fe River Trail – Connections and Improvements Multi-use Trail connections, crosswalks and trail widening, from Camino de Chelly to Defourin St.	City of Santa Fe	\$439,070 \$250,000 (Federal) \$189,070 (City) [FFY2015]	<b>CONSTRUCTION FUNDING OBLIGATED 09/14/15 Construction started November 2016</b>
S100281	Santa Fe River Trail/E. Alameda St Pedestrian Improvements Design and construction of pedestrian improvements including new sidewalk, retaining structures and handrail along East Alameda Street and Santa Fe River.	City of Santa Fe	\$455,000 \$388,752 (Federal) \$ 66,248 (City) [FFY2014 & FFY2015]	<b>CONSTRUCTION FUNDING OBLIGATED 09/01/15 Construction Started August 2016 Project expected to be completed in November 2016</b>
S100282	Santa Fe Rail Trail – Segment 4 Construction of a natural surface Multi-use Trail parallel to the Santa Fe Southern Railroad from Avenida Vista Grande to Avenida Eldorado	Santa Fe County	\$471,213 \$96,798 (Federal) \$374,415 (County) [FFY2015]	<b>CONSTRUCTION FUNDING OBLIGATED 08/03/15 Construction Contract Awarded Construction started July 2016</b>
S100390	Acequia Trail/Railyard Crossing Construction Construct a Multi-use Path Grade Separated Crossing (Underpass) of St Francis Drive (US 84/285)	City of Santa FE	\$4,290,463 \$3,665,772 (Federal) \$ 624,691 (City) [FFY2015 & FFY2016]	<b>CONSTRUCTION FUNDING OBLIGATED 09/17/15 Additional \$470,464 in CMAQ-Flex funding added 12/14/15 Construction started October 2016 Construction Suspended for Winter.</b>
S100410	El Camino Real Buckman Road Retracement Project (NM FLAP TRAIL 77000(1)) Design and Construction:: Segment 1 - 5ft natural surface recreational trail from USFS Headquarters Trail to USFS Dead Dog Trail (9.6 miles). Segment 2 - 10ft Multi Use Trail from Santa Fe River Greenway Trail to USFS Headquarters Trail (4.7 miles).	Santa Fe County	\$3,311,095 \$2,829,000 (Federal) \$482,096 (County/City) [FFY2015 & FFY2016]	<b>Design Phase underway June 2015 30% Design Complete. Currently Preparing Environmental Document and Final Design CONSTRUCTION FUNDED IN FFY2016</b>

## Santa Fe MPO – Transportation Improvement Program (TIP) Project Status Summary

Control Number	Project Title/Description	Lead Agency	Project Cost/Funding	Status
S100470	Rail Trail Underpass at NM466 (St Michaels Drive) The proposed project identified through the RSA is the following: Design and Construct a Trail Underpass	City of Santa Fe	\$3,135,000 \$2,808,504 (Federal) \$ 285,000 (State) \$ 41,496 (State) [FFY2017 & FFY2019]	<b>DESIGN FUNDED IN FFY2017 being proposed to be moved under S100440 with Amendment 5</b> <b>CONSTRUCTION FUNDED IN FFY2019</b> <b>Through Administrative Modification lead agency was changed from City to NMDOT.</b>
S100500	Improvements to Motocross & All Terrain Tracks and Facilities at La Tierra	City of Santa Fe	\$278,200 \$236,470 (Federal) \$ 41,730 (City) [FFY2017]	<b>Recreational Trail Program Funding Award</b> <b>Added to TIP by Administrative Modification 04/08/16</b> <b>NMDOT Planning managing process.</b>