



Santa Fe Metropolitan Planning Organization

"Promoting Interconnected Transportation Options"



Santa Fe MPO Technical Coordinating Committee

Monday June 22, 2015, 1:30 P.M.

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

(Map: <http://tinyurl.com/l6keieq>)

AGENDA

- ◆ Call to Order
- ◆ Roll Call
- ◆ Approval of Agenda
- ◆ Approval of Meeting Minutes from May 18, 2015

1. Communications from the Public

2. Items for Discussion and Possible Action:

- a. Review and Recommendation on the FFY2016-2021 Transportation Improvement Program — *MPO Staff*
- b. Review and Approve Release for Public Review of an Amendment to the FFY2016-2021 Transportation Improvement Program — *MPO Staff*
- c. Review and Recommendation on the Metropolitan Public Transit Master Plan — *MPO Staff*
- d. Review and Release for Public Review of the Draft Pedestrian Master Plan — *MPO Staff*
- e. Review and Recommendation on the proposed changes to the National Highway System (NHS) Roadways — *MPO Staff*
- f. Presentation on Draft Metropolitan Transportation Plan 2015-2040 — *MPO Staff and Jenny Young, Felsburg, Holt & Ullevig (MTP Consultant)*

3 Matters from the MPO Staff

4. Matters from TCC Members

5. Adjourn - Next TCC Meeting: Monday July 27, 2015

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.

CITY CLERK'S OFFICE

DATE 6/17/15 TIME 2:30pm

SERVED BY Mark Tibbets

RECEIVED BY Alicia Harty

**SUMMARY INDEX
 SFMPO-TCC MEETING
 June 22, 2015**

ITEM	ACTION	PAGE(S)
ROLL CALL	Quorum present	1
APPROVAL OF AGENDA	Approved as presented	2
APPROVAL OF MINUTES May 18, 2015	Approved	2
1. COMMUNICATIONS FROM THE PUBLIC	None	2
2. ITEMS FOR DISCUSSION AND POSSIBLE ACTION		
a. TIP 2016-2021 Review & Recommendation	Approved	2
b. TIP 2016-2021 Amendment	Approved	2-3
c. Public Transit Master Plan Recommendation	Approved	3
d. Pedestrian Master Plan Public Review	Discussion	3
e. National Highways System Recommendation	Discussion	4-5
f. 2015-2040 Draft MTP Plan	Discussion	5-10
3. MATTERS FROM MPO STAFF	Discussion	10
4. MATTERS FROM TCC MEMBERS	Discussion	10
5. ADJOURNMENT - Next Meeting: July 27, 2015	Adjourned at 3:35 p.m.	10

**MINUTES OF THE
SANTA FÉ MPO
TECHNICAL COORDINATING COMMITTEE**

June 22, 2015

CALL TO ORDER

A regular meeting of the Santa Fé MPO Technical Coordinating Committee was called to order on the above date by Mark Tibbetts in the absence of John Romero, Chair, at approximately 1:30 p.m. in the Large Conference Room, 500 Market Station, Suite 200, Santa Fé, New Mexico.

ROLL CALL

Roll call indicated the presence of a quorum as follows:

MEMBERS PRESENT:

John Romero, Chair, City of Santa Fé [arrived later]
Erik Aaboe, Santa Fé County
Vicki Lucero, Santa Fé County
Desirae Luján, City of Santa Fe
Richard MacPherson, City of Santa Fé
Ray Matthew, Santa Fe County
Anthony Mortillaro, NCRTD
Dave Quintana, NMDOT [arrived later]
Jon Bulthuis, Santa Fé Trails
Greg Smith, City of Santa Fe

MEMBERS ABSENT:

Charles Dorame, Tesuque Pueblo
Adam Leigland, Santa Fe County
Maria Lohmann, Santa Fé County

STAFF PRESENT:

Keith Wilson, Senior MPO Planner
Mark Tibbetts, MPO Officer
Erick Aune, MPO Transportation Planner
Nathan Todd, Summer Intern

OTHERS PRESENT:

Carl Boaz, Stenographer
Jason Coffey, Urban and Regional Planner, NMDOT
Jenny Young, FHU, MTP Consultant

APPROVAL OF AGENDA

Staff requested a change to remove item 2.d the review of the Draft Pedestrian Master Plan and release for public review. The plan will be presented at the next meeting.

Mr. Aaboe moved to approve the agenda as amended. Mr. Bulthuis seconded the motion and it passed by unanimous voice vote.

APPROVAL OF MEETING MINUTES FROM MAY 18, 2015

Mr. Mortillaro moved to approve the minutes of May 18, 2015 as presented. Mr. MacPherson seconded the motion and it passed by unanimous voice vote.

1. COMMUNICATIONS FROM THE PUBLIC

There were no communications from the public.

2. ITEMS FOR DISCUSSION AND POSSIBLE ACTION:

a. **Review and Recommendation on the FFY2016-2021 Transportation Improvement Program – MPO Staff**

Mr. Wilson said the TCC approved this for release for public review May 20th ending June 18th and there were no public comments received. A Public Open House was held June 2 with only one person showing up and they had no comments.

He said administrative errors were corrected for S100-121- the total amount should be \$3.651 not \$3.4 million. S100-420 an administrative modification to the current TIP moved the funding to 2017; and S100-410 construction funding actual should be \$3.686.

Chair John Romero arrived at 1:40 p.m.

Mr. Bulthuis moved to recommend approval of the FFY 2016-2021 Transportation Improvement Program to the Transportation Policy Board. Chair Romero seconded the motion and it passed by unanimous voice vote.

b. **Review and Approve Release for Public Review of an Amendment to the FFY2016-2021 Transportation Improvement Program – MPO Staff**

Mr. Wilson said August 15 is the deadline to make amendments to the TIP. The NMDOT District 5 requested to add a bridge preventative maintenance project- S100450. He said out of the \$2.2 million

project \$810k (thousand) is for a bridge within the MPO area. He proposed a 15 day public review period from July 1-15 followed by a recommendation to the TPB in July to incorporate into the STIP.

Ms. Lucero asked if this will be the same as the DeFouri Bridge Project.

Mr. Wilson replied he understood that this can be added because it is less than \$2 million and only used in state and local funds. He offered to double check for clarification. He thought the DeFouri Bridge could be added administratively.

Mr. Aaboe moved to approve the proposed amendment S100-450 with the addition of the DeFouri Bridge project if it cannot be amended administratively. Ms. Lujan seconded the motion which passed by unanimous voice vote.

c. Review and Recommendation on the Metropolitan Public Transit Master Plan – MPO Staff

Mr. Aune introduced Nathan Todd a summer intern and Jennie Young from FHU who would present on the MTP. The TCC members were asked to introduce themselves.

He displayed the public comments on screen. He said changes from the public review to the final document were largely contextual and reflects that the RTD will begin a Santa Fe Ski Basin shuttle in October and that the RTD will develop a long range plan. Other elements were provided for accuracy.

Mr. Aune said if recommended, follow-ups would be to extend the MPO contract to do a bus stop assessment for the region. They will not only look at each bus stop, but the connectivity and mobility to the Pedestrian and the MTP Plans and how people get to and from transit stops. There were meetings with SFCC (Santa Fe Community College) in the process and a SFCC member now sits on the City Transit Advisory Board (TAB). There will be a meeting in a couple of weeks to discuss implementation.

Mr. Mortillaro moved to recommend the Metropolitan Public Transit Master Plan to the Transportation Policy Board. Mr. Bulthuis seconded the motion.

Mr. Bulthuis thanked staff for their efforts in the long process. He said the City has looked for this in the City Transit Division for a long time. He said there are a lot of projects he hopes will now be approved, because this model plan was adopted.

The motion to recommend the Metropolitan Public Transit Master Plan was passed by unanimous voice vote.

d. Review and Release for Public Review of the Draft Pedestrian Master Plan – MPO Staff

Mr. Tibbetts said there will be a 30 day public review. The comments will be noted and returned to TCC to recommend approval or not. The final draft will then be forwarded to TPB as soon as possible by the end of July or first of August.

Mr. Quintana arrived at 1:46 p.m.

e. Review and Recommendation on the proposed changes to the National Highway System (NHS) Roadways – MPO Staff

Mr. Wilson passed out a handout and two maps. He said it was mandated that all principal arterials be added to the NHS with the caveat that if the principal arterial is not connected on both ends it should not be part of the NHS. A number of routes were added: Rodeo and Airport Roads were principal arterials and St. Michael's Drive and Old Pecos Trail. The DOT made edits to keep the connectivity of the NHS system in the downtown area.

Mr. Wilson said this is an opportunity to recommend changes. He said a plus of being on the NHS system is they are eligible for National Highway priority funds. The downside is there are a lot of requirements and tracking; a higher level of performance, data collection and design requirements and when not in conformance with the system, federal highway approval is required.

He said he looked at criteria and proposed changes that are appropriate and when requesting to remove an item, listed the justification. He reviewed his list of proposed changes: Guadalupe no longer meets the principal arterial requirements for any NHS requirement and should be removed (on the back of the first page). Alameda from St. Francis to Old Santa Fé Trail does not meet the criteria and Old Santa Fe Trail does not make sense as an NHS roadway. Old Pecos Trail no longer has connectivity and makes sense to be removed along with a stub south of the Interstate. Rodeo Road was downgraded to a minor arterial, alleviating the need to be part of the NHS.

Mr. Wilson said because of the criteria, he recommends Airport Aviation Drive be removed from the NHS. He said as part of the functional classification they discussed increasing from a minor arterial to a principal arterial. He said once the connection is made they will monitor volumes, but currently it is not justified as a NHS roadway connection to the airport.

Mr. Wilson said he ran the list by Chair Romero that morning and he was in agreement.

Mr. Mortillaro asked how the roads got into the system; did they meet the criteria before.

Mr. Wilson said some did meet the criteria, but at the time they were reviewing the functional class system for the area. He thought there might have been some who were unfamiliar with the actual roadways, because they look different on a map.

Mr. Aaboe asked if Mr. Wilson had gone back to DOT, since they added the roadways.

Mr. Wilson said based on previous conversations he thought the DOT had looked at making those connections. He said DOT will review the larger picture and might have feedback.

Chair Romero said the functional classification map has the road to the airport as a principal arterial. He asked if that road should be downgraded next time.

Mr. Wilson said he asked DOT if they should switch Aviation Drive to Jaguar Drive and the feedback was to leave as is for now until the volume increases.

Mr. Bulthuis clarified that the municipal airport has been upgraded to about 130,000.

Mr. Aaboe moved to approve the recommendations as presented to the Transportation Policy Board. Mr. MacPherson seconded the motion, which passed by unanimous voice vote.

f. Presentation on Draft Metropolitan Transportation Plan 2015-2040 – MPO Staff and Jenny Young, Felsburg, Holt & Ullevig (MTP Consultant)

Ms. Young said the draft MTP is close and she wanted to provide information on the schedule and present an overview of the MTP plan elements. She explained she has worked on the plan for 8 months and the schedule was divided into 8 chapters.

She said Chapters 1-6 are on the website and ready for TCC review and comment. The proposal is to finish Chapters 7 and 8 and have the TCC reconvene Monday to review the prioritized project list.

Mr. Wilson explained they want to clarify the list of priorities established by the TCC a few months ago.

Ms. Young said the full draft of the MTP would be ready July 1st for the review of the two remaining chapters and the document as a whole. Committee comments are requested by July 13 and the responses would be turned around for a final review for the 30 day public comment period on July 20, 2015. Public comment will be followed by public meetings and ideally the adoption by the TCC of the MTP by the end of August.

She said this is a performance-based MTP plan. The plan integrates the previously adopted Bicycle Plan and the Pedestrian Plan which is close to complete and weaves them into a consolidated Metropolitan Transportation Plan that covers all modes.

Ms. Young reviewed the eight chapters. A summary of her presentation follows:

Chapter 1: *It Matters* – conveys the value of the City's transportation system to provide mobility, movement of freight, benefits of quality of life and health, the economic benefits and affordability. Sections are included on:

- Emerging Trends: increased biking and walking activities, climate change, a decrease in VMT (vehicle miles traveled), aging effects on the demand for transportation, mobile and vehicle-to-vehicle technology.
- Financial outlook overview
- Performance-based Planning and MAP-21 Requirements.

Chapter 2: *Our Vision*- recurring themes and outreach to the community with a sample of responses from the surveys. The information and values from the community were formulated into seven goals of the MTP, which align with the state and federal goals:

- MTP Goals: Safety, System Preservation, Multimodal Mobility/Accessibility, Congestion Relief, Economic and Community Vitality, Environmental Stewardship and Partnership and Funding.

Chapter 3; *Santa Fé Metro Evolves*- Regional land use and demographics and why land use is a concern when talking about transportation.

- Natural /Cultural Environment: Household growth/ Employment Growth and Population Age

Mr. Aune said this plan recognizes that land use and demographic growth makes a difference and scenario planning can contemplate multiple views of growth rates and where those are located. The plan speaks to the need for possible scenario planning in the future.

Mr. Tibbetts said Santa Fe is consistent with the state transportation plan. He said the state made the point when doing their transportation plan that all MPOs and RTDOs should be consistent and information come from the same source. They see areas like Rio Rancho or Las Cruces that competes with Santa Fe in aging or millennial sectors, driven by employment opportunities. The scenario is to update the projections every five years to confirm they are still valid.

Chapter 4: *Getting Around*- shows an inventory of the system and the deficiencies of the transit system by rail, roadway and pedestrian/bikeway; a crash history with highlighted areas where crashes are highest and freight, aviation and maintenance.

Chapter 5: *Our Future Imagined*- a wish list of future transportation system needs; managing demand and the importance of considering land use and transportation together, sustainability, public health and complete streets and a comprehensive list of roadway project needs. The list of projects is currently being worked on and is not included. The Sustainable Transportation Design Toolbox is a series of best practices for designing transportation projects in a sustainable manner.

Chair Romero asked if appropriate to make suggestions on land-use decisions in the plan that would promote modality, etc.

Ms. Young said there are some strategies in Chapter six in the performance measures. She suggested Chair Romero make suggestions for those he feels are not strong enough. She said some of the strategies on land-use decisions are for staff to consider and some will fall to TCC and member agencies.

Chair Romero said it couldn't hurt to include it and would show the TCC is thinking about this.

Chapter 6: *Measuring Success*- goals are identified with performance measures and targets for the future and strategies to achieve the goals.

Ms. Young reviewed a series of slides regarding the performance measures for each of the goals: *Safety*: the objective is to reduce fatal injury and total crash rates. There are two performance measures: the percent of change in total vehicle crashes per VMT (vehicle miles traveled) and the total number of annual fatalities and serious injuries.

Mr. Aaboe noted that VMT might not be the best data to use for the pedestrian/bicyclist.

Ms. Young said the bicyclist/pedestrian data does not tell the whole story and it is common to use the number of bike crashes per 10,000 commuting bicyclists.

System Preservation- to maintain a high quality transportation system. Performance measures are the percent of road, bicycle, pedestrian, transit facilities in good or fair condition. Some performance measures have no data and Chapter 8 will have an action plan for the MPO to set up the data collection framework.

Mr. Mortillaro asked if the word *facilities* would have a definition.

Ms. Young applied that has not been defined yet, but will be needed to know what data to collect and measure. She said a definition could be added.

Multimodal Mobility and Accessibility- the objective is to improve the quality of transportation options. There are three measurements: the percent change in mode split (regionally); the percent change in annual transit ridership; and the miles of sidewalks, multi-use paths and on-street bicycle facilities.

Congestion Relief/System Operation- the objective is to improve travel time and reliability and increase the use of ITS technologies to improve the efficiencies of the system. The measure is to look at vehicle delay per capita.

Ms. Young said vehicle delay is not easy to measure. She explained the idea is to measure the delay experienced during travel as a result of congestion and to capture the amount of the delay in the system and divide that on a per person basis.

Mr. Wilson said the VMT is a standard measurement derived from Texas A&M data.

Mr. Aaboe said other possible performance measures for congestion could be quantities or traffic volume, or trips with LOSD or F intersections and the number of people affected adversely to measure the status of the intersections and trend over time.

Mr. Wilson said they could make clear that this would be a placeholder and there will be an action plan to look at this.

Mr. Bulthuis left the meeting at 2:25 p.m.

Chair Romero asked at what point they would have to demonstrate that they met the performance measure; is it a project to project basis or in the next revision of the MTP.

Mr. Wilson said his understanding is when they do a TIP project they have to show how they meet one or all of the performance measures, but he isn't sure when that would start.

Mr. Aaboe said a risk is if there is a performance measure they are unable to get information on to determine how, for example, building the Southeast connector would reduce vehicle delay per capita.

Mr. Coffey said they would start reporting to the DOT every 2 years once measures are established. He said everyone will submit together to FHWA (the Federal Highway Administration) and all of the reports will be merged. He said it is unclear what the penalties are for not meeting a target, so there is room to

maneuver.

Mr. Wilson said a project is funded for two years and they have discussed whether a five year time frame is more reasonable to see the impact on the criteria.

Chair Romero said it would be ideal to put into the scope of the project design and the consultant would get the *before* data and come back with the *after* data.

Ms. Young said it is important to think about the performance measures looking at the system of the entire region. She said once they have data and performance measures year by year, they should be able to see where to reallocate the funds.

Mr. Wilson said the goal or criteria could be to maintain the current level or improve or to ensure the standards do not degrade.

Mr. Mortillaro asked what performance measure is seen for areas characteristic of Santa Fe.

Ms. Young said she has seen the travel time index used that looks at a free-flow period ratio versus a peak congested period. That can be looked at system wide or on a project level.

Mr. Aaboe asked if the federal government has said the City will receive less [money] if targets are not met.

Mr. Coffey said there is nothing specific about the penalties and state-wide they have not said what target level they are trying to achieve related to the performance measures. He said the process will have to involve the MPOs. He thought the federal government is fully aware there would be some ramp-up time.

He asked if the point of the document is what they will do with project limit or is it what they will do policy wise to reduce peak hour travel to shift to other modes.

Mr. Wilson said under multimodal it speaks to the percentage change in annual transit ridership and natural facilities. He said presumably if successful there, it will translate into success in the congestion.

Chair Romero said the federal government needs to be specific and have a specific list of objectives with a list of performance measures and the format.

Mr. Aune said at the spring quarterly meeting it was brought up that each MPO was doing performance measures and all were different. He said on policy, in the first meeting with the consultant and staff, they strived to have the goals articulated through both policy recommendations and the TCC project prioritization and performance measures. He said peppered throughout the document are recommendations of broader objectives that MPOs or member agencies and DOT or the community might do.

Ms. Young continued her review:

Economic and Community Vitality- to integrate infrastructure in a manner that supports economic development and increases equitable transportation access. The performance measure is the Housing and Transportation Affordability index, a standard measure. The 2015 baseline in Santa Fe for the measure is cost at 57% of income.

Environmental Stewardship- to minimize the impact on climate change. The two performance measures are Annual Tons of Mobile Source Greenhouse Gas Emissions and the number of projects that incorporate sustainable design elements.

Partnership and Funding- has two objectives; to increase regional cooperation involving multimodal regional transportation system and reduce SOB transportation demand. The performance measures are the same as earlier; the percent change in mode split over time. The second objective is to improve coordination and funding of project delivery. The performance measure is how much is allocated for transit, bicycle, pedestrian and roadway projects over time and how that varies.

Chair Romero said if the mode split stays the same, he does not want to set a performance measure that is independent to them for which they could be penalized.

Mr. Wilson said he does not see that the MPO would be penalized. He said they should look at these as useful measures that help them follow trends and see why they are not meeting measures and come up with strategies to improve.

Ms. Young said also without guidance on the federal level on performance measures and penalties, it will behoove the MPO to identify the measures they want to meet. They should identify those most valuable in understanding what prevents them from meeting their desired goals.

Mr. Smith left the meeting at 3:16 p.m.

Chapter 7: Making Choices- scenario planning and examples; prioritization framework; roadway project evaluation and an overview of the prioritization process for transit, bike and pedestrians.

Ms. Young reviewed the evaluation criteria for roadway projects and pointed out changes made since the last presentation:

- The *economic and community vitality* has a new criterion: will the proposed project add value to any surrounding commercial uses; will it support a more attractive, safe healthy and walk-able transportation experience.
- In *environmental stewardship criterion was added*: what level of environmental documentation is required for the project and how far along is the documentation process.

Chapter 8: Moving Forward- the financial summary and outlook; the fiscally constrained plan and an Action Plan focused on the next five years.

Mr. Wilson said revenue projections were developed by looking at the 2011-2015 TIP programs with federal, state and local funds. The average over the five-year period was roughly \$230 million for their fiscally constrained roadway projects and will probably have crossover to the bicycle, pedestrian and transit

elements. He said this will be available for review by the 29th of June.

Ms. Young said Mr. Aune handed out the Executive Summary of the MTP, a draft of what is included in the plan. The vision and goals are on the front page and the 8 chapters are listed across the bottom with a summary and key information from each chapter. The back page will have a concise summary of the priorities for each mode.

The next step is the meeting next Monday to review the prioritized project list. The full draft plan will be available by July 1 and TCC comments should be submitted by July 13th. MPO staff will be available to discuss how to address their comments and all of the comments will be addressed and incorporated. The review and release for the 30 day public comment will be at the TCC meeting on July 20, 2015.

Chair Romero left the meeting at 3:32 p.m.

3. MATTERS FROM THE MPO STAFF

Mr. Tibbetts will send notice of a workshop from 10-12, Thursday June 25, 2015 to move and facilitate the release of the Pedestrian Plan and ensure consensus with the plan.

4. MATTERS FROM THE COMMITTEE

Next TCC Meeting: Monday June 29, at 3:00 p.m.

5. ADJOURN

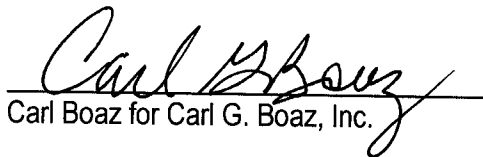
The meeting adjourned at 3:35 p.m.

Approved by:



John Romero, Chair

Submitted by:



Carl Boaz for Carl G. Boaz, Inc.