

Santa Fe Metropolitan Planning Organization

"Promoting Interconnected Transportation Options"



Santa Fe MPO Transportation Policy Board

Thursday January 28, 2016, 4:30 P.M.

City of Santa Fe Offices @ Market Station
500 Market Street, Suite 200, Santa Fe, NM
(Map: <http://tinyurl.com/l6kejea>)

AGENDA

CITY CLERK'S OFFICE

DATE 1/20/16 TIME 9:01 a

SERVED BY Mark Tibbetts

RECEIVED BY [Signature]

CALL to ORDER

ROLL CALL

APPROVAL of AGENDA

APPROVAL of MINUTES: *November 19, 2015*

A. MATTERS FROM THE PUBLIC

B. ITEMS for DISCUSSION and POSSIBLE ACTION:

1. Election of Officers – *MPO Staff*
2. Review and Approval of Changes to the SFMPO Bylaws – *MPO Staff*
3. Approval of Public Transit Planning (Section 5304) Grant Award– *MPO Staff*
4. Update on Bike-Share Program Development – *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 February 25, 2016

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.

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MPO TRANSPORTATION POLICY BOARD
January 28, 2016**

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**MINUTES OF THE
SANTA FE
MPO TRANSPORTATION POLICY BOARD
Market Station
January 28, 2016**

CALL TO ORDER

The Santa Fe MPO Transportation Policy Board was called to order by Chair Carmichael Dominguez, at approximately 4:20 p.m., on Thursday, January 28, 2016, at Market Station 500 Market Street, Suite 200, Santa Fe, New Mexico.

ROLL CALL

Members Present

Councilor Carmichael Dominguez, Chair
Commissioner Henry Roybal, Vice-Chair
Tamara Haas, DOT
Commissioner Miguel Chavez
Councilor Peter N. Ives

Members Excused

Commissioner Robert Anaya
Councilor Patti J. Bushee
Mayor Javier Gonzales
Governor Robert Mora, Tesuque Pueblo
Commissioner Liz Stefanics

Others Present

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 Chavez moved, seconded by Commissioner Roybal, to amend the Agenda to hear Item #B(3) first, then Item B(2), postpone Item #B(1) to the MPO meeting of March 24, 2015, and then return to the regular agenda, and to approve the Agenda as amended.

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

APPROVAL OF MINUTES – NOVEMBER 19, 2015

MOTION: Tamara Haas moved, seconded by Commissioner Roybal, to approve the minutes of the meeting of November 19, 2016, as presented.

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

A. MATTERS FROM THE PUBLIC

A copy of a statement for the record by Nohemy Bojorquez-Flores is incorporated herewith to these minutes as Exhibit "1."

Nohemy Bojorquez-Flores, an organizer at Chainbreakers, read a statement into the record detailing their issues with the Bikeshare Program and asking for consideration of the issue of equity. Please see Exhibit "1," for specifics of Ms. Bojorquez-Flores' statement.

Commissioner Chavez noted there is a flyer on the Bike-Share Pilot Program, and asked if it correlates with the presentation.

Chair Dominguez said he presumes it is part of the presentation in Item B(4), and we can have that discussion when we get to that agenda item.

Commissioner Chavez asked if staff has met with Chainbreakers to work on developing the pilot project.

Mr. Wilson said that will be part of the presentation.

B. ITEMS FOR DISCUSSION AND POSSIBLE ACTION:

1. ELECTION OF OFFICERS (MPO STAFF)

This item is postponed to the meeting of March 24, 2016.

3. APPROVAL OF PUBLIC TRANSIT PLANNING (SECTION 5304) GRANT AWARD. (MPO STAFF)

A copy of a letter dated January 5, 2016, to Mark Tibbetts, MPO Officer, from David C. Harris, Transit Manager, Transit and Rail Division, NMDOT, regarding Award Letter for Federal Fiscal Year (FFY) 2016 Federal Transit Administration Section 5304, is incorporated herewith to these minutes as Exhibit "2."

Eric Aune said the MPO was awarded \$24,000 for a Pre-teen and Teen Independent Transit and Mobility Plan, noting a match of \$6,000 match is required.

Mr. Aune noted, for the record, the letter should be dated "2016" instead of "2015."

Chair Dominguez asked if the MOA has been drafted.

Mr. Aune said that is in process, noting Mr. Tibbetts is working with the City to get the cash match.

Chair Dominguez said then the MOA will determine how we spend the money.

Mr. Aune said yes, and how and to the extent the resources will be allocated.

Mr. Wilson said staff is asking for approval to accept the grant, and the MOA then will be created.

Commissioner Chavez said then the funding is specific to the grant application, and narrow in scope.

Mr. Wilson said yes, it is tied to proposal that we submitted, and specific for the Pre-Teen and Teen Independent Transit and Mobility Plan.

Mr. Aune said that will be imbedded in the scope of work.

Commissioner Chavez asked if the \$6,000 match is a percentage of the grant.

Mr. Wilson said yes, the FTA funds require a 20% match.

MOTION: Councilor Ives moved, seconded by Commissioner Roybal, to approve the Public Transit Planning (Section 5304) Grant Award, as presented.

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

2. REVIEW AND APPROVAL OF CHANGES TO THE SFMPO BYLAWS (MPO STAFF)

A copy of the Bylaws and Operating Procedures, redline version showing the proposed changes, is incorporated herewith to these minutes as Exhibit "3."

A copy of page 2 of 6, Santa Fe MPO Bylaws, amended June 26, 2014, is incorporated herewith to these minutes as Exhibit "4."

The proposed changes were reviewed by Keith Wilson, noting at the last meeting the Board asked staff to come forward with a proposed By-Laws change to allow telephonic participation at Policy Board Meetings in Section III(D) which isn't permitted under the current By-Laws. He said there also is some suggested cleanup language relating to the reorganization of City, County and State departments and changes at the MPO.

Mr. Wilson said language has been add to the end of III(D) Voting Procedure as follow: *Members must be present to vote. However, in the event of no quorum, and at the discretion of the Chair, voting by telephone may be allowed.*

Councilor Ives said he is concerned that when staff redefined the voting procedure, there is a piece missing. He said there is no indication a quorum needs to be established by virtue of participation by telephone which is the intent. He wonders why it is discretionary, and he thinks it's we either do it one way or the other.

Chair Dominguez said one reason they wanted to make it discretionary is if an attempt to contact was made and no one answers. He said, for example, if the Chair feels a Board member is minutes away, or can't make it because they're stuck in traffic. He is unsure how the County does it, commenting he believes the County has that rule.

Commissioner Chavez said yes, but in most cases telephonic participation is allowed to be able to establish a quorum for whatever reason. He said they don't want that to become a pattern of participation, but if there is sufficient reason not to be able to attend and participate telephonically in the meeting on all items on the agenda. He said they are trying to accommodate our busy schedules and allow more telephonic participation. He said he is on the RTD Board, and attends meetings twice a month in Espanola. He said he tries to be in attendance at the full Board meetings, but participates telephonically in the subcommittee meetings. He said we want this amendment for flexibility more than anything else, so we can plan ahead and allow telephonic participation.

Councilor Ives said we are trying to solve the issue of no quorum, and to establish a quorum by allowing members to participate telephonically. He said there should be no voting unless there is an established quorum, and the proposed language suggests that voting would occur when a quorum doesn't exist, so that language needs to be tweaked to make that change. He said if the intent is to limit the opportunity for people not to be present, i.e. not to incentivize people to not attend, perhaps add language at the end of the sentence on III(D) that says: *No member shall be allowed to participate by telephone more than two times in a given calendar year.* He said it could be similar language, but a limitation that says we still expect you to attend meetings.

Chair Dominguez said part of the challenge is that we don't find ourselves with a practice where 5 people are calling in and the Chair is in attendance by themself. He said he believes the County tries to police itself in making sure that doesn't happen.

Commissioner Roybal said the County has one additional requirement and that is that the person state on the record that they are unable to attend in person, and thinks that would be a good requirement for that change.

Commissioner Chavez said he thinks we can simplify the language and allow people to participate by telephone calls. He thinks the Board should police itself and the member should justify the reason for the participation by telephone and keep it to a minimum.

MOTION: Councilor Ives moved, seconded by Commissioner Roybal, to approve the proposed amendments to the By-Laws, but to insert the following language in lieu of the proposed language, at the end of the sentence in Section III(D) Voting Procedure: *However, if no quorum is present for a meeting, a quorum can be established by telephone participation by one or more members, provided, however, that each member shall state their reason for not being able to attend in person.*

DISCUSSION: Ms. Haas asked if we would want to have pre-approval by the Board Chair for a member to participate telephonically, so we know ahead of time.

Chair Dominguez said there are two things, notice ahead of time that a member can't attend in person, but can participate telephonically, so the Chair could make that acknowledgment at the beginning of the meeting. The other scenario could be that we don't have a quorum, and need a quorum, and we can call a member to participate by telephone to make sure we have a quorum.

Chair Dominguez said general language can be included that says: *A Board member shall notify the Chair as soon as possible if they can't attend in person, but are available by telephone.*

Commissioner Chavez said he is going to give staff credit, and the benefit of the doubt, because staff does try to poll members 1-2 days before the meeting to determine who can and who cannot be in attendance. He said in that querying process, staff could identify who can't attend and who needs to participate by telephone, so we have that information on the date of the meeting. He said that might help us to better manage our time on the day of the meeting.

Mr. Wilson said the biggest challenge is that we call 2 days in advance and think we have a quorum, but on the day of the meeting people can get stuck elsewhere, or a member will have to leave at a certain time. He said if staff knows there won't be a quorum prior to the meeting, then they will reschedule.

Chair Dominguez said he believes there is sufficient language in the By-Laws to provide that flexibility.

Mr. Wilson said they have a conference calling device which will allow more than one person to participate telephonically at the same time.

Commissioner Chavez said there seems to be a gap in participation by Tesuque Pueblo.

Mr. Wilson said Mark Tibbetts has been doing outreach to the Pueblo and has been in constant contact with Governor Mora and Charlene who coordinates his activities. He said Mr. Tibbetts is trying to organize a meeting with the Governor in the next 2-3 weeks to talk to them about what we do as an MPO and what they need us to provide to them.

Chair Dominguez said the membership and voting status is provided in the membership.

Commissioner Chavez, quoting from page 4 of 6 of the By-Laws, said the non-voting advisory agencies to the TCC are:

Federal Highway Administration;
Federal Transit Administration;
Santa Fe Public Schools,
New Mexico Department of Transportation – Planning and Safety Division;
New Mexico Department of Transportation – Rail and Transit Division;
Northern Pueblos Regional Planning Organization; and
North Central New Mexico Economic Development District.

Mr. Wilson said Tesuque Pueblo is a voting member.

Chair Dominguez pointed out that we can make any needed changes to the By-laws at any time.

Councilor Ives said he spoke with Mr. Tibbetts last week, and he had the meeting in his calendar, but not that he would be here definitely, saying he appreciates the telephone call and was happy to attend the meeting

Chair Dominguez said in Section II(B)(2) Vice Chair, it provides that the Vice Chair will be elected by a simple majority at the first meeting each year, and asked if that is a fiscal year or a calendar year.

Mr. Wilson said staff has taken that to be a calendar year. He said it was on tonight's agenda, and the Board took action to defer the election of officers, so he believes there is no violation of the By-Laws.

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

4. UPDATE ON BIKE-SHARE PROGRAM DEVELOPMENT (MPO STAFF)

A copy of *Santa Fe Bike-Share Pilot Project*, entered for the record by staff, is incorporated herewith to these minutes as Exhibit "5."

Erik Aune presented information regarding the program. He said Albuquerque's program grew rapidly and they now have 75 bicycles at 15 stations, and now want to expand to 225 bicycles and 47 stations. He said the City is in the process of transferring the leadership role to Rio Metro, which is now considering the details. He said the model has changed dramatically since 2013, noting it is less expensive, the technology allows more flexibility and they are not stuck going from

station to station. He said for a \$25 annual fee they get the first 90 minutes free. Each bicycle is equipped with a key pad and the mobile phone is used to unlock the code. He said it provides a robust series of data, so the ridership can be mapped over time. He noted that the average rental is 1 hour and 20 minutes for each rider.

Mr. Aune said the MPO is contemplating working with Rio Metro to have 4 stations open in Santa Fe for Bike to Work Week in May 2016. This is a pilot project, similar to Albuquerque's. He said he has met several times with Chainbreakers about its concern. He said the program is set up such that the community can think about the where, when and why, and then submit proposals. He noted he has provided updates to BTAC which approved supporting the pilot program for this year. He said there are opportunities, noting this is not a set in stone program, and it is dynamic in nature. He said Albuquerque has produced a map of its stations.

Mr. Aune said last year Bernalillo County awarded \$570,000 federal funds to expand the program, and now is working through Rio Metro to spend those funds effectively in 2016. He said currently, it is funded by PNM grants, private sector funds and some funding from the City.

Chair Dominguez said he has not been a big fan of the Program as introduced and proposed to the City in the past, primarily because of the social equity issues that have come up and with which we continue to struggle in this community. He said he has made it clear in other programs relative to bicyclists, that the whole issue of equity needs to be addressed, for example the GUTS program. We need to be sure that bicycles are not just a mode of recreation for some, but are a critical mode of transportation for others. He said he doesn't know enough about the program to know whether or not it addresses some of that, commenting he has a lot to learn. He noted this isn't an action item this evening, it is for information. He said there are members of this Board that need to be educated about what this really means, and what it really is.

Councilor Ives said on the information sheet [Exhibit "5"] there are three different dollar categories for various types of use. He asked in purchasing the \$25 annual membership, do you need either of the other two, and Mr. Aune said no.

Councilor Ives said then it's just a one shot and you're in, and Mr. Aune said yes.

Councilor Ives noted the sponsorship talks about a two-year lease, so it is a \$20,000 investment for a single station for them to come in and provide that with all the "bells and whistles," and asked who pays that.

Mr. Aune said it could be any number of organizations or individuals. He said Albuquerque is broadening its portfolio of funding so that the net cost of each station could be deferred or lessened. He said the \$10,000 annual fee can be used as matching. He said it all depends on the funding coming through. He said they are submitting an application to PNM for expansion for a specific dollar amount.

Councilor Ives said then none of the money for these 4 stations is coming from private businesses where those stations are located, and you basically are seeking grant funding.

Mr. Aune said they are looking for grant funding, noting the New Mexico Energy & Minerals Department has dedicated some funding.

Chair Dominguez asked if he is saying there are no local funds.

Mr. Aune said no. It is to clarify that the New Mexico Department of Energy & Minerals has dedicated two years of funding. The Santa Fe County Economic Development Division is looking at providing funding, and hopefully, PNM will provide funding as well.

Chair Dominguez said then these are two separate pots of money – one from State Energy, Minerals and Natural Resources, and one from the County.

Mr. Aune said currently the Middle Rio Grande COG is managing Albuquerque's program and serving as fiscal agent, in concert with Albuquerque Downtown Merchants.

Councilor Ives asked how the four sites for the pilot program were selected.

Mr. Aune said pages 86-87 of the Bicycle Master Plan, when adopted, have a specific recommendation to establishing a bike sharing program, noting Energy & Minerals would like to see one at the South Capitol Complex. He said we want to keep the pilot program stations close enough together so it would have economies of scale. In Albuquerque they started with 2 locations downtown and as it expanded they thought about connectivity. He said that program is expanding to other parts of the community where there is a need or a demand.

Councilor Ives asked about expansion plans to Santa Fe's west side.

Mr. Aune said that would depend on the success of the pilot program, and if funding is available. He said they look at the need, feasibility and available funding.

Councilor Ives said then the Albuquerque program has successfully sought \$570,000.

Mr. Aune said the money has been appropriated and Rio Metro is going out for RFP.

Mr. Wilson said with the connectivity to the Railrunner, it makes perfect sense that Rio Metro is taking over the management of the company, since it has vested interests at both ends of the line in Albuquerque and Santa Fe.

Councilor Ives said then there is no prohibition against private parties from encouraging businesses to step up to the plate, either as single entities or shopping centers, to put funding forward which could be utilized to establish an additional station.

Mr. Wilson said the ultimate direction is that there will be just one funding source, commenting it's open to anyone who wants to provide funding for a station to come forward.

Councilor Ives asked what we know about the anticipated ridership.

Mr. Aune said, for example, for the expansion in Albuquerque, within an 8 month period about 823 members signed up, with a ridership of about 3,000. He said it's a new program which is relatively strong.

Commissioner Chavez said the flyer notes Location #3 Santa Fe County Admin. Building, which is in the City, but it's a County building, and thinks that should be changed to say County property.

Mr. Aune said that can't be done because the County doesn't own the right-of-way.

Commissioner Chavez said, with regard to the La Solana Center, the County owns one of the buildings in La Solana Center, which is the HR Building, and it rents other buildings there as well. He asked how the La Solana Center will work.

Mr. Aune said it is included in the parking lot in the central parking.

Commissioner Chavez asked how that would be County property.

Mr. Aune said the County owns a portion outright, and he can provide those details for him later if he would like.

Commissioner Chavez thanked Mr. Aune and said he would like to have that information.

Commissioner Chavez asked Mr. Aune if he has visited the site to see if it would work for the station.

Mr. Aune said yes, it is ideal, noting he is working closely with staff.

Commissioner Chavez said he is in support of the program, and thinks the pilot project sounds good, although he doesn't know how the numbers will work in terms of membership, commenting we don't have Albuquerque's population. He said on an economy of scale, perhaps we can make it work.

Councilor Chavez asked if Zagster is leasing the space, and what Zagster brings to the equation – is it a turnkey operation, bicycles and such for a fee.

Mr. Aune said yes. The turn-key operation includes the liability insurance, maintenance and operations and the website hosts locals to do the service. He said a local bicycle rental group wants to do the maintenance.

Commissioner Chavez asked what the sponsors pay for – do they pay for the services provided by Zagster.

Mr. Aune said yes, reiterating it is a turnkey operation.

Commissioner Chavez said then Zagster isn't leasing the physical space to put the station on.

Mr. Aune said no, noting that Albuquerque uses an encroachment agreement to utilize public space, which is one way of doing that.

Commissioner Chavez said then that would apply to the right-of-way in front of the County Adm. Building.

Mr. Aune said Zagster owns the station, so there will be either a license agreement or a lease agreement by the City that looks at the use of a particular square footage. He said he will know more later.

Commissioner Chavez said if the funding and agreements were in place, theoretically there would be 5 bikes at each station, and Mr. Aune said yes.

Commissioner Roybal noted the flyer indicates \$25 annual membership, \$15 monthly membership and \$3 for a 24-hour pass. He asked if the \$3 charge is for someone who doesn't have monthly membership, and Mr. Aune said yes.

Commissioner Roybal said then the membership gives them 90 minutes a day, or they have to pay \$3 per hour, and asked if they hold the bicycle for 24 hours, could they pay \$3 for a 24 hour pass.

Mr. Wilson said you need to have a membership for the \$3, 24-hour pass. He said the idea is to park it at a station when you're not using it so somebody else can use it.

Commissioner Roybal said the bicycle can be returned to any station, but if the station is full they would have to find a station where there is a vacancy.

Mr. Aune said yes, noting it isn't dependent on the station where they rented the bicycle.

Commissioner Roybal asked if members can use the bicycle wherever Zagster has the bike share program.

Mr. Aune said they can use it in Albuquerque because it is a seamless program, but other cities would have different systems.

Mr. Wilson said the funds generated come back to the City. He said the cost is \$10,000 per station annually, so you know the bicycles are being maintained, and you basically get that "soup to nuts," service for that amount, so you know the total annual cost per year.

Commissioner Roybal said you can lock the bike if you go to the grocery store and such.

Mr. Wilson said yes, noting that the bicycle comes with U-Locks. He said if you're within the 90 minutes and you return it to a station there is no cost, other than the original membership fee.

Commissioner Roybal said when it is activated with your phone that links it to who actually has the bicycle. He asked if the person is responsible if it is stolen or damaged.

Mr. Wilson said that is correct, for the time you have it checked-out, but once it is checked into the station and you get conformation of return, then Zagster is responsible for any theft.

Commissioner Chavez said he has an old phone, and asked what happens with an old phone, or if someone has no phone.

Mr. Wilson said if you can text, it will receive a text.

Commissioner Chavez asked what happens if a person doesn't text.

Mr. Wilson said that is your choice.

Commissioner Chavez said then if a person isn't hooked up to the technology, and the person can't text or enter information into a box then they can't access the system.

Mr. Wilson said that is correct.

Commissioner Chavez commented that might not work too well, and asked if that is the only way it can work, because there may be homeless persons in transition that need transportation, but don't have a cell phone. He said this is an obstacle that might keep some people from using the system.

Chair Dominguez said that is a good point, noting he was going there at the end of the discussion.

Ms. Haas said she has seen the Albuquerque presentation, and although she isn't a bicyclist, it really impressed her. She said it's a really nice program that provides opportunity and gets that final mile connection. And because you can lock the bicycle if you're going to the store, she can envision people from South Capitol taking them at lunch to run errands. She said what Albuquerque found is that a lot of people try to get them back within the 90 minutes. She said it is an alternative for people who don't drive their car to work. She likes that there is no liability to the community and Zagster assumes the liability. She said, "It seems to me to be pretty risk-free having that venture out there."

Chair Dominguez asked about the liability – if a bicycle malfunctions and the person wrecks the bicycle.

Mr. Aune said insurance is provided through a lease agreement, and Zagster owns the liability.

Chair Dominguez said then Zagster carries liability if the person causes the accident.

Mr. Aune said that is articulated in the lease agreement with whatever organization is providing the bicycles, in this case Zagster. He said there can be an MOU for other issues. He doesn't know much about the legality of liability, but in any element, people may choose to sue everybody, regardless of the circumstances, noting Rio Metro has public insurance and they would follow through on that.

Chair Dominguez said his job as a policymaker is to reduce the liability as much as he can, and understands people usually go after those with the deeper pockets. He asked if providing public monies to a venture like this, opens a governmental agency to additional liability. He said Mr. Aune can provide the answer later if he would like.

Mr. Aune said there is a model, for example, where the municipality may take the role to buy into the program, purchase the equipment, and manage the program, and provide the operation, maintenance and liability, such as in Washington, D.C. This program has a different model where the ownership and liability is with Zagster. He said he can discover more detail if the Chair would like.

Chair Dominguez said this is something we need to discuss, obviously, and it has to be worked out. He said it sounds as if the model has evolved, especially from the last proposal provided to the City Council some 3 years ago, when the cost was \$500,000 for each station.

Mr. Wilson said a formal proposal was never brought forward, and that presentation was in relation to the TIP monies earmarked for bicycle share programs.

Chair Dominguez said the program has evolved and a lot has been learned. He said when he is was Washington, D.C. and saw the old model of bike share, it primarily was in areas of high tourism/visitors. He asked how he sees a program such as this evolving to the point where it becomes something that is beneficial to those who really need transportation to get to work, to the doctor's office, to school and such.

Mr. Aune said that is going to depend on funding. He said one of the critical discussions that has evolved in discussions by the City with Chainbreakers is the use of public funds. He said we have a pilot project that is centrally located downtown. He said the City could earmark funds for certain stations which would benefit a particular target population.

Chair Dominguez said then basically it is reallocating funds and being smart about locations.

Mr. Aune said that would be one to do it, or a private philanthropic foundation could provide funding.

Chair Dominguez said if the public sector were to do this themselves "flat out," there's not much we could do other than controlling some of the rights-of-way. His biggest concerns are these programs and how bike-sharing helps those folks who are in "need of transportation for every day reality, real kinds of reasons," and not just for convenience or recreation. It would be part of their

every day lives and they would rely on it for certain things. He said he has a lot of questions and the logistics of how it can work in impoverished communities and such.

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

A copy of *Santa Fe MPO – Transportation Improvement Program (TIP) Project Status Summary*, is incorporated herewith to these minutes as Exhibit "6."

Mr. Wilson presented information from Exhibit "6." Please see Exhibit "6," for specifics of this presentation. Mr. Wilson said this is the monthly update on projects and tracking the status.

Mr. Wilson said not much has changed over the past few months, because projects slow down in the winter. He noted the NM599/Jaguar Drive interchange is complete, but won't be open until Jaguar Drive is completed, noting part of the funding is to extend Jaguar Drive to the west, but he doesn't know when construction will begin on the western edge.

Mr. Wilson said the I-25 Cerrillos Road Diverging Diamond Interchange is on schedule, still on budget, and is on schedule for completion in December 2016.

Chair Dominguez noted this is an update, and if there were changes, it would require a formal amendment for approval by this Board, and Mr. Wilson said this is correct.

Mr. Wilson said if the Board has further questions they can call him.

C. MATTERS FROM THE MPO STAFF

There were no matters from the MPO staff.

D. MATTERS FROM THE SFMPO TRANSPORTATION POLICY BOARD

There were no matters from the SFMPO Transportation Policy Board.

E. MATTERS FROM THE NMDOT AND FHWA

Ms. Haas said, with regard to the DOT, the Planning Bureau Chief is resigning, so they are working on an advertisement to fill the position. She said Dave Quintana resigned and is now with the City of Santa Fe.

Responding to the Chair, Mr. Wilson said Mr. Quintana is now the Engineering Supervisor for Roadways, noting John Romero is the Engineering Division Director.

Commissioner Chavez said he had hoped for an update from NMDOT on the safety improvements at County Road 70/599, noting Mr. Quintana was working on interim solutions that he thinks had funding attached to them.

Ms. Haas said she will look into that and report the status next month. She said District 5 is really hurting right now, noting "Miguel retired as the District Engineer in May, and Habib was acting director, and Habib left in December. And Paul Brasher, District Engineer for Construction, is now the Acting District Engineer."

Commissioner Chavez said any information she has with regard to those safety improvements that he can share with constituents would be a big help.

Mr. Wilson noted the presentation from the public meeting is available at the website.

Commissioner Chavez said he thinks the preferred option has been selected and presented to the public.

Mr. Wilson said he doesn't know whether that ever went back to the public. His recollection is that they are designing the preferred alternative, but they are still looking for funding.

Ms. Haas reiterated that she will work to get the information for presentation at the next meeting.

F. ADJOURNMENT – Next scheduled meeting February 25, 2016

There was no further business to come before the Board, and the meeting was adjourned at approximately 5:40 p.m.

C. Dominguez

Councilor Carmichael A. Dominguez, Chair

Melessia Helberg

Melessia Helberg, Stenographer

Hello MPO members. My name is Nohemy Bojorquez-Flores. I am an organizer with Chainbreaker Collective. As some of you know, Chainbreaker is a membership-led economic and environmental justice organization with over 400 dues-paying members. Most of our members are bicyclists. Chainbreaker has been doing progressive bicycle advocacy in Santa Fe for over a decade. Through our Bicycle Resource Center, we have distributed 2,000 bikes to people who would otherwise not have been able to afford one and taught mechanic skills to 7,000 people. This has saved nearly 9 million dollars in fuel costs, conserved over 3 million gallons of gasoline and prevented almost 50 tons of CO2 emissions from entering our air.

Our get-out-the-vote campaign in 2012 made the difference in the bond election that approved millions of dollars for bicycle infrastructure in Santa Fe. We also led the "Help Santa Feans Ride" rebate program that has already helped 275 people ride bikes and buses. Our organization has been highlighted around the country as a leader in both bicycle advocacy and civil rights work.

We are discouraged to see the bike-share issue resurfacing in Santa Fe. A 2012 bike share proposal was rejected by the people and by city council in large part because of the equity problems. We believe that the current proposal continues to fail to provide equitable access to all Santa Feans. A system that requires a user to have a credit card and cell phone would mean that many people who need transportation assistance would be unable to use it. This includes low-income people, youth, people experiencing homelessness and people who could not provide required paperwork. In addition, the proposal fails to distribute stations in a geographically equitable manner, leaving already underserved communities which tend to be low-income neighborhoods composed largely of people of color without access. Putting the control of such a system in the hands of a for-profit corporation from out of state does not inspire confidence that these problems will be addressed or that the program will be administered with transparency and accountability.

These problems are not unique to this proposal. Cities around the country from Washington DC to Portland to Denver to New York City have all seen these dynamics at play and have yet to fix the problem of equity. The lack of equity in bike shares is so wide spread that a national non-profit has been created with the sole purpose of trying to address it. Unfortunately, despite tens of thousands of dollars and multiple tactics, results have been unimpressive and bike shares have continued to fail to solve the equity problem. Even the Federal Highway Administration has flagged equity as a problem with bike share systems.

We continue getting the message that this program is inevitably coming to Santa Fe and that we might as well get on board. In many ways, this message demonstrates the sidestepping of democracy that we find problematic with privatization. And we do believe that it does not have to be that way. Policies and programs do not happen on accident and the effects they have on our community are not disconnected

The bike share proposal asks for public support and for tax dollars to be spent on a project that will, at best, ignore the needs of large groups of people in our community, and at worst, deliberately exclude

E. Bojorquez-Flores

them. We believe that our community members deserve more than token consideration and that the equity problem must be addressed before the program moves forward.

We hope that you will seriously consider equity . It is small decisions and projects like this that can either help unite the city or deepen a growing division between the haves and the have nots.

No public funds, no public support for inequity.

Thank you.



NEW MEXICO DEPARTMENT OF
TRANSPORTATION

January 5, 2015

Mr. Mark Tibbetts
MPO Officer
Santa Fe Metropolitan Planning Organization
P.O. Box 909
Santa Fe, New Mexico 87504-0909

RE: Award Letter for Federal Fiscal Year (FFY) 2016 Federal Transit Administration (FTA) Section 5304

Dear Mr. Tibbetts:

The Santa Fe Metropolitan Planning Organization (SFMPPO) has been awarded \$24,000 for the Pre-Teen and Teen (10-17) Independent Transit and Mobility Plan, this study requires a \$6,000 cash match.

A Memorandum of Agreement will be issued to the SFMPO outlining the scope of the study and the requirements set forth by the State and FTA.

Please contact Marcy Eppler at 505-827-5435 if you have questions on the Department's processes for FTA Section 5304 funding.

Sincerely,

David C. Harris, AICP
Transit Manager, Transit and Rail Division
New Mexico Department of Transportation

Copy: Keith Wilson, SFMPO
Erik Aune, SFMPO
Christine Sandoval, NMDOT
Marcy Eppler, NMDOT

Susana Martinez
Governor

Tom Church
Cabinet Secretary

Commissioners

Ronald Schmeits
Chairman
District 4

Dr. Kenneth White
Secretary
District 1

David Sepich
Commissioner
District 2

Keith Mortenson
Commissioner
District 3

Butch Mathews
Commissioner
District 5

Jackson Gibson
Commissioner
District 6

Santa Fe Metropolitan Pre-Teen and Teen (10-17) Independent Transit and Mobility Plan

What?

- Determine after-school and weekend trips that pre-teens and teenagers make
- Determine the degree of independence in their travel
- Determine perceived and real safety measures associated with travel
- Map formal, informal paths and types of independent mobility movements (walk, skateboard, bicycle, scooter/moped, bus, other) (Independent mobility is defined as a pre-teen or teenager traveling through the community without assistance from an adult/parent and without an automobile.)
- Determine approximate age of when young people gain independence in their daily travels
- Demographic Mapping and Data Collection: # of youth age 10-17 in the Santa Fe Metropolitan Area and public/private school and residential locations.
- American Community Survey, 5-Year Estimates (2008-2012) 11,021 youth age 10-17 or 9.2% of metro area

Why?

Public transit, multi-use trails and formal and informal paths enable a certain level of independent travel though out the community. As pre-teens age they typically increase the diversity of after-school trips as extramural activities including sports, music, arts and employment opportunities increase. Generally in the United States, as teens attain driver's licenses their independent mobility option simply shifts to the single passenger automobile as well as their reliance on its use. However, recent trends indicated that youth primarily in urban centers are less attracted to automobile dependency for a variety of reasons. By analyzing current attitudes, perceptions and behaviors of youth in the Santa Fe Metropolitan Area in 2016 the Santa Fe MPO may achieve the following:

- Development of policies and programs that maximizes travel independence via transit and active transportation as youth move into adulthood.
- Provide parents and schools with resources and tools that encourage youth to safely travel within the community as using transit and active transportation as alternatives to the automobile.
- Increase employment access and opportunities for teens.
- Development of infrastructure gap analysis that supports current and latent demand for youth travel movements throughout the community.
- Develop new partnerships with SFP Schools, City Youth and Family Services, and Santa Fe Community Services.
- Encourage and increase transit ridership from all socio-demographic areas of youth and help to shift perceptions of walking, biking and transit from an un-cool negative stereotype to one of independence, freedom and safety.
- Develop metrics regarding ridership and origin/destination for local service providers.

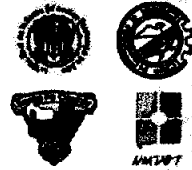
Jurisdictional Scope:

Similar to the development of the Santa Fe Metropolitan Public Transit Plan, the Santa Fe MPO will work with all public transit service providers to better understand the breath of how youth move within and through the community via transit and alternatives to the automobile. Examples of Santa Fe Indian School, and the Santa Fe School of Art and Design are examples of know populations of students that are commuting beyond local neighborhoods. Additionally, regional schools including Pojoaque Valley Schools and Edgewood will be included in the initial analysis to help discover what percentage of students may be utilizing public transit services passing through the Santa Fe Metropolitan Planning Area.



Santa Fe Metropolitan Planning Organization

"Promoting Interconnected Transportation Options"



Santa Fe Metropolitan Planning Organization

Bylaws and Operating Procedures

Approved by the Transportation Policy Board
August 13, 2009

Amended: June 25, 2012
November 19, 2013
June 26, 2014

Exhibit "3"

Bylaws and Operating Procedures

The Santa Fe Metropolitan Planning Organization ("SFMPPO") is established by a Joint Powers Agreement ("JPA") between the City of Santa Fe, Santa Fe County, Tesuque Pueblo, and the New Mexico Department of Transportation; approved by the New Mexico Department of Finance and Administration, and by designation of the Governor of New Mexico. The purpose of the MPO is to carry out the Metropolitan Transportation Planning Process as defined within the provisions of federal regulations contained in 23 CFR Section 450 and SAFETEA-LUMAP-21 Section 3005.

Federal regulations and the SFMPPO-JPA establish a number of operational and procedural requirements for the SFMPPO. The purpose of these Bylaws is to establish guidance for issues pertaining specifically to the SFMPPO that are not otherwise addressed in other documents.

SFMPPO Transportation Policy Board

I. Authority:

The SFMPPO Transportation Policy Board ("TPB") has authority granted under the SFMPPO-JPA, applicable to contracts and State and Federal laws and regulations, including but not limited to 23 CFR Section 450.

II. Membership:

The TPB is comprised of eight (8) appointed ~~appointed~~ ~~elected~~ officials from the member governing bodies identified in the SFMPPO Joint Powers Agreement ~~JPA~~. The TPB Membership shall be comprised of the following appointed officials:

City of Santa Fe

Mayor or Mayor Pro-Tem
Two (2) City Councilors

Santa Fe County:

Three (3) County Commissioners

Tesuque Pueblo

Tesuque Pueblo Governor or designee

New Mexico Department of Transportation ("NMDOT")

Cabinet Secretary or designee

TPB Members from each governing body can be selected or changed at any time. Notification of the selection of a TPB Member must be made in writing to the TPB Chair. A copy of this notification shall be kept on file at the MPO Office.

The following are non-voting, advisory agencies to the TPB:

New Mexico Department of Transportation, Planning and Safety Division