



Santa Fe Metropolitan Planning Organization

"Promoting Interconnected Transportation Options"



Santa Fe MPO Technical Coordinating Committee

Tuesday, February 20, 2018, 1:30 P.M.

City of Santa Fe Offices @ Market Station

500 Market Street, Suite 200, Santa Fe, NM 87501

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

AGENDA

CITY CLERK'S OFFICE

DATE 2/15/18 TIME 1:00 P.M.

SERVED BY Mark Tibbetts

RECEIVED BY [Signature]

- ◆ Call to Order
- ◆ Roll Call
- ◆ Approval of Agenda
- ◆ Approval of Meeting Minutes from January 22, 2018

1. Communications from the Public

2. Items for Discussion and Possible Action:

- a. Review and Recommendation for Approval of Amendment 2 to the FFYs 2018-2023 Transportation Improvement Program – *MPO Staff*
- b. Review and Recommendation of MPO Resolution Supporting Air Quality – *MPO Staff*
- c. Review and Recommendation of MPO Bylaw Change to TCC Membership – *MPO Staff*
- d. Report on Public Meeting for NM 599 / Via Veteranos Interim Safety Improvements – *NMDOT District 5*
- e. Update on Transportation Improvement Program projects – *MPO Staff*

3. Matters from the MPO Staff

4. Matters from TCC Members

5. Adjourn - Next TCC Meeting: Monday, March 19, 2018

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

**SUMMARY OF ACTION
SANTA FE MPO TECHNICAL COORDINATING COMMITTEE
CITY OF SANTA FE OFFICES @ MARKET STATION
500 MARKET STREET, SUITE 200
TUESDAY, FEBRUARY 20, 2018, 1:30 PM**

| <u>ITEM</u> | <u>ACTION</u> | <u>PAGE</u> |
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| CALL TO ORDER | | 1 |
| ROLL CALL | QUORUM | 1 |
| APPROVAL OF AGENDA | APPROVED | 1-2 |
| APPROVAL OF MINUTES JANUARY 22, 2018 | APPROVED | 2 |
| COMMUNICATIONS FROM THE PUBLIC | INFORMATION/DISCUSSION | 2 |

**ITEMS FOR DISCUSSION AND
POSSIBLE ACTION**

| | | |
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| REPORT OF PUBLIC MEETING FOR 599/VIA VETERANOS INTERIM SAFETY IMPROVEMENTS | INFORMATION/DISCUSSION | 2-6 |
| REVIEW AND RECOMMENDATION FOR APPROVAL OF AMENDMENT 2 TO THE FFYS 2018-2023 TRANSPORTATION IMPROVEMENT PROGRAM | APPROVED | 6-8 |
| REVIEW AND RECOMMENDATION OF MPO RESOLUTION SUPPORTING AIR QUALITY | POSTPONED | 9-12 |
| REVIEW AND RECOMMENDATION OF MPO BYLAW CHANGE TO TCC MEMBERSHIP | APPROVED | 12-13 |

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| UPDATE ON TRANSPORTATION IMPROVEMENT PROGRAM PROJECTS | INFORMATION/DISCUSSION | 13-14 |
| MATTERS FROM MPO STAFF | INFORMATION/DISCUSSION | 14 |
| MATTERS FROM TCC MEMBERS | NONE | 14 |
| NEXT MEETING | MARCH 19, 2018 | 14 |
| ADJOURN | ADJOURNED | 14 |

**SANTA FE MPO TECHNICAL COORDINATING COMMITTEE
CITY OF SANTA FE OFFICES @ MARKET STATION
500 MARKET STREET, SUITE 200
TUESDAY, FEBRUARY 20, 2018, 1:30 PM**

1. CALL TO ORDER

The meeting of the Santa Fe MPO Technical Coordinating Committee was called to order by Keith Wilson, Chair, at 1:30 pm, on Tuesday, February 20, 2018, at the City of Santa Fe Offices @ Market Station, 500 Market Street, Suite 200, Santa Fe, New Mexico.

2. ROLL CALL

MEMBERS PRESENT

Keith Wilson, Santa Fe Trails, Chair
John Romero, City of Santa Fe, Interim Public Works Director
Dave Quintana, City of Santa Fe
Ray Matthew, Santa Fe County
Diego Gomez, Santa Fe County
Erik Aaboe, Santa Fe County
Richard MacPherson, City of Santa Fe
Paul Kavanaugh, Santa Fe County
Tony Mortillaro, NNMRTD
Edward Escudero, Pueblo of Tesuque
Noah Burke, City of Santa Fe

MEMBERS ABSENT

Paul Brasher, NMDOT

OTHERS PRESENT

Mark Tibbetts, MPO Officer
Eric Aune, MPO Transportation Planner
Soamiya Chavez, NMDOT
Lawrence Lopez, NMDOT
Jennifer Mulling, NMDOT
Brad Fisher, NMDOT
Melicent D'Amore
Kris Campbell
Elizabeth Martin, Stenographer

3. APPROVAL OF AGENDA

Mr. Matthew asked to change the agenda order by putting item D before item A.

MOTION A motion was made by Mr. Matthew, seconded by Mr. Aaboe, to approve the agenda as amended.

VOTE The motion passed unanimously by voice vote.

**4. APPROVAL OF MINUTES
JANUARY 22, 2018**

MOTION A motion was made by Mr. Romero, seconded by Mr. Escudero, to approve the minutes as presented.

VOTE The motion passed unanimously by voice vote.

5. COMMUNICATIONS FROM THE PUBLIC

Ms. D'Amore said she lives at 16 Taro Road in Eldorado. She was there to speak regarding the recycled asphalt pavement that is being put down there.

Ms. D'Amore's comments are herewith attached to these minutes as Exhibit "1".

Chair Wilson thanked Ms. D'Amore for her time and comments.

Mr. Gomez said that work is being performed by Santa Fe County Road maintenance crews. They agreed not to put any more millings on any other roads. This request was made by the El Dorado Road Association. The person she can contact to verify that is the Santa Fe County Public Works Director at 992-3015. They plan on doing some sort of treatment as well so that the millings don't remain as the driving surface.

Ms. D'Amore said thank you very much.

6. ITEMS FOR DISCUSSION AND POSSIBLE ACTION

This item was moved before item A.

**D. REPORT OF PUBLIC MEETING FOR 599/VIA VETERANOS INTERIM
SAFETY IMPROVEMENTS**

Mr. Lawrence introduced himself and Ms. Mullins. Both are with NMDOT. Ms. Mullins is with the Environment Division of the NMDOT.

Mr. Lawrence said on February 8, 2018 we had a public meeting on NM599 and the 599/ Via Veteranos Interim Safety Improvements. 54 people were there. That is not counting the NMDOT staff in attendance. County Commissioners Hansen and Moreno were also present. It was well attended. The Project Development Engineer, Manuel Maestas, did the presentation. It was very interesting and there were lots of ideas. Our project is an interim improvement to improve safety. We want to do it quickly. The public was very concerned with the overall corridor and overall improvements.

Mr. Lawrence said regarding improvements, there was a lot of the dialogue that was different from each other. Some wanted the interchange done. We talked about the history of the area and the fatalities. We presented intersection data and the proposed improvements. We could not finish the presentation because the dialog got so full. We had a prioritization study done in 2010 to figure out repairs and the order they should be done. Another prioritization study is being done by Lee Engineering in Albuquerque now. We are going to use the results of that study to identify how we are going to approach long term improvements. What we were presenting at the meeting was not long term improvements. We presented peak hour traffic numbers and showed our solution to eliminate movement across 599 and to have a protected right turn lane. It is a simple solution and is inexpensive. We have \$500,000 available to do the work. It is targeted to do the work this year.

Mr. Lawrence said he found the meeting a challenging thing. His cousin was one of the latest fatalities there. It is a very dangerous site. It is good that we are making an effort toward better safety. One life saved is worthwhile.

Mr. Lawrence said we had many questions from the public. Some examples are they wanted to know if this would delay the long term solution. Will it change the priority level of the interchange. We assured them that is not the intention. They said we should approach the MPO to get this on the schedule. Why was the MPO not consulted on changes. You need to lower the speed limit on 599. Paul Brasher joined the discussion at this time. Paul said the intention of 599 was to be a relief route. It is a good idea to add speed signs, but how do we control behavior. There is only so much you can do. Enforcement is one thing that can be done. An individual came up with the idea to do a petition to designate this area as a safety corridor for police control. They were concerned that by making drivers turn right that would impact the traffic on 599. We explained that we are putting in acceleration lanes for traffic to safely enter 599. They asked is this going to force more traffic on 599. We did present an alternative crossing. Some thought that was great, some thought it was an inconvenience. There were pretty heated discussions.

Mr. Lawrence said some asked why not start the permanent solution now and build to off ramps instead to lead into the final solution. Mr. Brasher said that is not the idea of what we are trying to accomplish with the money we have. We are trying to present a solution for safety within the money we have. The Reprioritization study may

have an impact on the decisions. That is the jest of what we are dealing with. The biggest source of consternation was that a lot of people felt slighted that they would not be able to cross at that intersection.

Mr. Gomez agreed.

Mr. Lawrence said there was confusion regarding if this was a public input meeting or a public information meeting. Our intention was to have a public information meeting. We did not intend to take input. There were public input meetings in the previous study effort. There was one gentleman who said this was a good solution. We had some members of the public who supported it and some that did not. The dialogue will have to continue into the future.

Ms. Mullins said the public meeting presentation is on our website and a link to the handouts that were provided. There is a 2 week comment period that ends this Thursday. When the study is finalized it will be on the website. We will share it with the people who attended the meeting as well.

Mr. Romero said you said the 2010 alignment study was what determined this solution.

Mr. Lawrence said no that is not the case.

Ms. Mullins said it was looked at in the prioritization study.

Mr. Wilson said the 2010 study was an interchange prioritization study. That studied alternatives for that location. It was focused on the interchange.

Ms. Mullins said in 2014 was when there were public input meetings on that intersection.

Mr. Romero said the public perception is that it was structured as not a public hearing, but as public information. The safety money being used for this, does it not require alternative analysis to spend it.

Mr. Lawrence said he can't speak to that.

Ms. Mullins said the prioritization study looked at that. When we look at these alternatives it is always a balance. We look at the resources available. We don't have \$8 million to build an interchange right now.

Mr. Romero asked does the reprioritization study you are doing now support this.

Ms. Mullins said yes.

Mr. Romero said for the record the City prefers the interchange be done. The majority consensus of this MPO was to have the interchange programmed for 22 or 23. That would be out 4 to 5 years.

Mr. Gomez said there was some concern from the people at the meeting that the DOT was not willing to give a date for the completion of construction for an interchange. There were big concerns that this interim fix will be the permanent fix. You guys were not willing to give dates.

Ms. Mullins said Paul said it has to come through the MPO.

Mr. Gomez said we already agreed that it should go on the STIP.

Mr. Romero said when that was happening Paul did not say that was a possibility.

Chair Wilson said we don't have control over funding. We work cooperatively with DOT. When we developed the last STIP the money was going to St. Michaels Drive. The MPO did express a desire that the interchange be the next regional priority. The challenge is the funding. Our next action item is regarding the \$500,000 interim plan.

Mr. Aune said you indicated this interim improvement would be under construction this summer.

Mr. Lawrence said it should be ready to go to construction by summer.

Chair Wilson said so we are looking for October 1st funding for this.

Mr. Quintana said for programming funding for the interchange we need to have someone in charge of programming. Maybe we need to have the folks in charge of STIP funding to be at the meeting and to be more collaborative. Trying to do this within the District is not going to work.

Mr. Romero said it seems like the reprioritization study is going toward the interchange. If we could work toward programming for the interchange that would be good. Get the interim fix and get the interchange on the plan to ease the public concerns.

Ms. Mullins said she has seen a fair number of support voices come in through comments.

Chair Wilson said this prioritization study has kind of gone underground. The County and the City were involved in meetings in November, but then they stopped being informed. We said at the next meeting we needed to have Paul to know what priority was given to the interchange. What is the next step for MPO, the City and the

County for participation in that study.

Mr. Lawrence said he does not know that off the top of his head. It is in progress. He will see if this time next month he can get the MPO an update on that. He will follow up. It would be worthwhile to have you guys involved.

Mr. Romero said we got a draft of it.

Mr. Gomez said he did too.

Chair Wilson said we are going to vote to make a recommendation to the Policy Board on the \$500,000 for the interim fix. He would like to have a commitment that the interchange is the next priority and that this fix will not preclude that from happening.

Mr. Lawrence said that is his understanding, but he can't make a commitment like that.

Mr. Romero said that could be the agreement at this time, but get kicked down the road later. It is important to get public, City and County buy in. It helps for us to be involved in the process as stakeholders as opposed to telling us this is what we are going to do. It would be nice if we all could come to an agreement.

Mr. Matthew said he was at meeting. One thing he heard a few times was some residents that were concerned that the interim safety improvement would impact local roads. They encouraged the DOT to work with the County on that. It was a very contentious meeting. A sizeable amount of people wanted the intersection closed completely. A sizeable amount was opposed to any restrictions at all.

Chair Wilson said thank you.

A. REVIEW AND RECOMMENDATION FOR APPROVAL OF AMENDMENT 2 TO THE FFYS 2018-2023 TRANSPORTATION IMPROVEMENT PROGRAM

Mr. Aune said the public review has been completed. He reviewed the packet information and stated that no public comments were received. We are asking you for a recommendation to the Policy Board for approval of the amendment.

Mr. Romero said he recommends approval, but with a recommendation to prioritize the full interchange at this intersection sooner than later.

Mr. Mortillaro said can we put that as a footnote to that recommendation on paper.

Chair Wilson said we can make any recommendation we want. This should not preclude the interchange.

Mr. Mortillaro seconded the recommendation.

Mr. Romero restated that he recommends approval of the TIP amendment with prioritized funding for the interchange.

Mr. Aaboe suggested that they retile the document to include the word interim. Emphasize interim.

Mr. Quintana asked how big of a rush are we in. We need to get it right.

Chair Wilson asked have we made the TIP entry yet.

Mr. Aune said no.

Chair Wilson said we could add interim in the scope.

Mr. Aaboe said it would be more valuable for everyone looking at the STIP itself to see that it is an interim improvement. That is an essential element.

Mr. Romero asked has the Policy Board had a substantial discussion about this yet.

Mr. Tibbets said no. It is on the agenda for Thursday.

Mr. Romero said he agree with Eric. We have time. We need to have it in the public notification and the one page form.

Chair Wilson said the online STIP is what people see now.

Mr. Matthew said at that meeting they did present it as an interim solution. The public notice said interim solution.

Mr. Gomez said it says safety improvements not interim.

Chair Wilson said we can make a recommendation to the Policy Board to approve this with the addition of the word interim.

Mr. Tibbets said we could invite the STIP people to the meeting.

Mr. Aune said we could ask the Policy Board to retile it as the Interim Intersection Safety Improvements.

Mr. Gomez said it is on DOT.

Mr. Romero said he rescinds his recommendation.

MOTION A motion was made by Mr. Aaboe, seconded by Mr. Mortillaro, to recommend adoption of Amendment 2 with the recommendation to the Policy Board to retitle S100580 to be NM599/Via Vetaranos Interim Safety Improvement and to ask that these interim improvements do not preclude the prioritization of an interchange at this location.

Mr. Aune said for the record during this process the DOT reached out to him to potentially include S100430 ramp modifications in this amendment. At that time the public review was open. The purpose was to move \$880,000 for this fiscal year out to fiscal year 21. He requested for them to provide a reason for this move because this, over the years, has been an important project for this Committee. He wanted to let you know for the record. They are also debating with him if they can make this an administrative amendment or not. We have talked about this in this room for years. He can move forward with an administrative amendment or bring it back to this Committee. They asked to include this in the amendment. He asked them to wait until they answer.

Chair Wilson said lets continue with the amendment.

VOTE The motion passed unanimously by voice vote.

Chair Wilson said to Eric's point, he thinks they can do that administratively. It is a significant safety improvement we have supported. The funding was already moved once. You could say to them that they need to bring that through the process.

Mr. Mortillaro asked what was the reason for wanting to move it back.

Mr. Aune said he never heard back from them. Until he sees the memo he does not feel comfortable making that decision.

Chair Wilson said this has been hanging out there for a long time.

Mr. Aune said when he gets the answer from them he will share it with the MPO-TCC.

Chair Wilson said that sounds good.

B. REVIEW AND RECOMMENDATION OF MPO RESOLUTION SUPPORTING AIR QUALITY

Mr. Tibbets said the Policy Board Chair, Councilor Joe Maestas approached staff saying that he wanted a recommendation to the Policy Board from the MPO-TCC to support air quality and to look at green house gas emissions and the bigger issues. It is part of our NTP to mention the environment. We are in attainment. We don't trigger any toxic or particulate levels. This is at the behest of the Chair.

Mr. Aune said the first Resolution he drafted is in your packet. He reviewed the Resolution. He said he was not clear on the intent, but this draft is general support. He received a response that it was not the Councilors intention to have just such supportive wording. He wanted action items. Those 4 action items proposed by the Councilor have been added to the second draft. The second draft is incorporated into these minutes as Exhibit "2". That is his intent to modify how we do business.

Mr. Aune reviewed each action item. We could look at this in a broad based way if we want to spend the money to do an analysis for Number 1. Number 2 is very difficult.

Chair Wilson said the project we just approved could potentially have a negative air quality prioritization as an example. Forcing people to drive further.

Mr. Aune said in Number 4 the MTP does look at commuting trends, but at a higher level. The Councilor wants really refined and specific data. Maybe we could work with UNM to get more refined data. We may have to hire a consultant.

Mr. Aune said the Councilor wants a recommendation today from this Committee.

Mr. Aaboe asked the request is to have this Resolution be considered by the Policy Board. Is there a time line.

Mr. Aune said the Councilor wants this to be heard at the Policy Board meeting this Thursday. He is very passionate about this.

Mr. Quintana asked how much flexibility is in your budget.

Mr. Tibbets said we have enough to pay staff and a bit more.

Mr. Romero asked where are we with our traffic counts and other priorities. This would be taking away from staff time when we are in an attainment area. We have some of the most clean air in the country. Optimizing our traffic signals and getting some of that data goes into the reduction of GHG. The proposed requirement for ranking and trying to model and figure out is a lot to ask for of our budget and time.

Mr. Aune said we have not looked at the cost specifically. That will be part of the discussion.

Mr. Quintana asked should a fiscal impact have been done on this.

Mr. Romero said he thinks so. You will need more resources to do this. City or County or both and the Pueblo and the public need to be on board with it. It will cost time and money.

Mr. Alejandro said he is the City Renewable Energy Planner. The Sustainable Santa Fe Commission is tasked with this kind of planning and plan. Prior to working on the plan we selected a GHG measurement tool in order to access Santa Fe GHG emissions as a whole. We went through 4 or 5 months and gathered data from various resources. The bottom line is we compiled this data and shared it with experts. It was a very rigorous approach. He agrees with Mr. Quintana regarding concerns in terms of asking MPO staff to provide resources and time to quantify GHG emissions, but the Sustainable Santa Fe Commission could probably take a big part of that work since we already underwent that study. He doesn't think Councilor Maestas understood the role of the Commission when it comes to aggregating the data. He is happy to remind Councilor Maestas that on an annual basis what is in the Sustainable Santa Fe Plan will have to be updated by the Commission on an annual basis. He thinks the Commission along with himself and perhaps MPO staff can do that reporting.

Chair Wilson asked is that model refined enough.

Mr. Alejandro said when you look at GHG emissions as a whole something like intersection improvement has a very small impact. What this protocol intended is to look at this if you are going to remove large amounts of vehicles off a road because you are putting in a train or bus system.

Mr. Aune asked is it accurate to state that the intent of some of it was to recognize that one of the major goals of this plan is to eliminate carbon emissions by 2040 which is a huge challenge.

Mr. Alejandro said yes, he agrees with Eric. The point of the plan is to develop a road map in which the City will achieve carbon neutral by 2040. It is one of the most aggressive plans in the country. Through the GHG survey we did, there are things in this plan that will help reduce that carbon emission. The biggest part is from cars. For the Council it is about making our Transportation Plan better and reduce carbon. That is a tough challenge. The sustainable Santa Fe Commission has said once we develop this plan and it is adopted by the Governing Body we will track policies and procedures to see if we are making a meaningful reduction.

Mr. Matthew said this Resolution before us is for the purpose of asking us to make a recommendation to the Policy Board for adoption. Could we somehow say that

this Resolution as it stands needs to consider the fiscal impact to the Unified Work Program of the MPO. Number 1 is looking at project level, not a metropolitan level. The draft UPWP had not contemplated those activities. If the Resolution passed it would need to. The fiscal impact is really important. He doesn't feel good supporting this Resolution as it stands without having the fiscal impact considered.

Chair Wilson said his initial thoughts are that transportation is 50% of the GHG emissions, but why is that. It is development patterns, etc. He doesn't think this gets to the reduction of GHG emissions from transportation. The impact will be on development patterns. Having to go through air quality analysis for projects is very tough. The amount of resources to keep up with that is huge. It seems the way this is written won't even get us a .1 % change. It is going to be just a piece of paper on our website or MPO will have to spend at least one staffs time to complete this.

Mr. Alejandro said he is not advocating either way on this. Other Resolutions have been passed by the Governing Body putting additional responsibilities on staff to get that data. It is an onerous and undue need. It puts additional time and resources on staff that would be better spent on doing other things. The impact to the environment are negligible. It is not a deciding factor for if something gets done. He can say this as a staff person tasked to deal with some of those things. He understands the concern.

Mr. Romero said the specificity of this is that it requires us to look at every project, major and very small. This forces the MPO to include it in its UPWP. Without the fiscal impact report to see what will be sacrificed to do this he is unable to support it.

Mr. Escudero said basically looking at this new version of the Resolution with action steps rather than the first one he is not in support. This assigns tasks that should not be put forward. As a group of designers, planners and engineers we, as a general responsibility, try to get more efficient traffic flow. There is not a whole lot we can do that has not been looked at in the past.

Mr. Matthew said the first draft addresses a lot of concerns. It is broader. In transportation planning we always look at the infrastructure part, but there are land use considerations as well. That is a missing part in this. If we are not aware of this when we go for our land use decisions we are leaving out a big part of it.

Mr. Romero said we accommodate the traffic patterns, we don't create them. It is more of a land use thing. We don't have control of that. He is not sure how effective we would be in moving this effort forward.

Mr. Tibbets said he and Eric talked about this when we were tasked with it. Eric wrote the first draft which we felt was the way to go. Then he was asked by the Councilor to redraft it. We don't have that much authority. We are a planning body, but can call attention to GHG emissions. Draft 1 reinforces what we are doing. The other one is putting us into John Alejandro's domain to look at specific ways to measure. The

issue is do you want to recommend one or the other. We can give the recommended one to the Policy Board or both. It is on agenda for the Policy Board. They have the first one but not the second one.

Mr. Romero said we have to put in what Councilor Maestas wants to introduce.

Mr. Tibbets said we could say we have no recommendation now and that we need further discussion on the second draft of the Resolution.

Chair Wilson said we all expressed the onerous nature of these 4 action items on a staff that is small and has a limited budget. He doesn't know what this actually achieves. We have limited control over the majority of this stuff. It would be helpful if we don't support this Resolution to have a couple of points as to why.

Mr. Romero said he would like to postpone this until we get an FIR.

Chair Wilson said so defer it until we have an FIR

Mr. Quintana said yes and what will be sacrificed to be able to fund these requirements.

MOTION A motion was made by Mr. Quintana, seconded by Mr. Escudero, to postpone a recommendation on this to the Policy Board until we have the Fiscal Impact Report and what the impact would be on MPO staff, budget and the UPWP.

VOTE The motion passed unanimously by voice vote.

C. REVIEW AND RECOMMENDATION OF MPO BYLAW CHANGE TO TCC MEMBERSHIP

Mr. Tibbets said he is proposing to go from 12 members to 13. This gives us the opportunity to have intergovernmental representation and to look at having a member sitting on the TCC that would be the City Renewable Energy Planner or the County Sustainable Director, whoever is here. It would be like the category of the Mayor and the Mayor Pro Tem. It adds the perspective that we just discussed here. Having a different perspective will help to keep us on track.

Mr. Aaboe said Claudia's title is Sustainability Manager.

Mr. Tibbets said we will identify the positions for the slot for staff representation to communicate with the Policy Board. There is no cost impact and no quorum impact. It

would give us a more round perspective.

Mr. Mortillaro asked when they both show up who votes.

Mr. Tibbets said they can both attend and speak, but only have one vote.

Mr. Mortillaro said these folks are from 2 different entities and may have differing opinions.

Mr. Alejandro said he and Claudia communicate fairly regularly. We are on the same page on most issues. Transpiration for sure. We coordinate efforts. We can work out a schedule to rotate.

Mr. Tibbets said they both look at the whole MPO planning area.

Mr. Mortillaro asked do you also take into consideration public transit projects or efforts.

Mr. Alejandro said yes. We look at regional public transportation systems.

Mr. Romero said they can be each others alternate.

Mr. Tibbets said we can do it that way.

MOTION A motion was made by Mr. Aaboe, seconded by Mr. Quintana, to recommend approval of bylaw change and to correct the title of the County staff person listed in the change.

VOTE The motion passed unanimously by voice vote.

E. UPDATE ON TRANSPORTATION IMPROVEMENT PROGRAM PROJECTS

Mr. Aune said he does not have anything specific for an update. If you, as an agency, would like to inform him here or via email that would be great.

Mr. Quintana said on item 100370 we are conducting a 30% design review next week and a utility coordination meeting. The monies have been moved from 2018 to 2019 for construction.

Mr. Gomez asked Mr. Fisher for the status of the location study for the connectors.

Mr. Fisher said he doesn't have anything to share, but will check on it.

7. MATTERS FROM MPO STAFF

Mr. Tibbets said our model is now updated. The consultant is sending him maps projected to 2040. As part of our long range plan we are looking at further study for the connection of Richards across Arroyo Chimsa. He is going to model that in both 2 and 4 lanes for the MPO. Anyone who wants to review it is welcome once it is available.

Mr. Romero asked did he calibrate it or is it just land use.

Mr. Tibbets said it is validated and calibrated. He used the 2016 traffic counts.

Mr. Romero said we have data that he could utilize. Origin and destination data if he wants it.

Mr. Tibbets said we are in the process of building our UPWP for 19 and 20. We are looking at tasks. If anyone has any ideas or suggestions send them to us. We will bring a draft to the March meeting.

Mr. Aune said this Thursday morning we will be meeting, working on and doing an analysis of the draft Bicycle Plan Interactive Project. The purpose is to look at the functionality of taking the Bicycle Master Plan and making it interactive on the website in a user friendly way. We will be asking the people in the room how we can do better. Then it will go out for public comment.

8. MATTERS FROM TCC MEMBERS

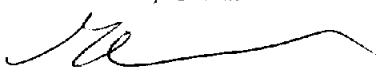
None.

9. NEXT MEETING MARCH 19, 2018

10. ADJOURN

There being no further business before the Committee the meeting adjourned at 3:35 pm.


Keith Wilson, Chair


Elizabeth Martin, Stenographer

1 **SANTA FE METROPOLITAN PLANNING ORGANIZATION**

2 **TRANSPORTATION POLICY BOARD**

3 **RESOLUTION NO. 2018-01_____**

4
5
6 **A RESOLUTION**

7 Of the Santa Fe Metropolitan Planning Organization (Santa Fe MPO) Transportation Policy Board
8 supporting the advancement of transportation investments and planning initiatives that served to
9 mitigate the impacts of greenhouse gas emissions and strives to support the goals set forth in the City
10 of Santa Fe's update of the "Sustainable Santa Fe 25-Year Plan" to become "carbon neutral by 2040"
11 and in turn supporting Santa Fe County's goals set forth in the 2015 Santa Fe County Sustainable
12 Growth Management Plan's goals to "support energy efficiency and renewable energy to reduce
13 greenhouse gas emissions and dependence on non-renewable energy use."

14 **WHEREAS**, the purpose of the Santa Fe MPO is to make critical decisions regarding
15 funding allocations for planned transportation projects within the Santa Fe MPO Planning Area; and

16 **WHEREAS**, the Fixing America's Surface Transportation (FAST) Act was signed into law
17 on December 4th, 2015 authorizing \$305 billion over fiscal years 2016 through 2020 for
18 transportation improvements; and

19 **WHEREAS**, transportation investments outlined in the Santa Fe MPO Metropolitan
20 Transportation Plan (MTP) anticipates approximately \$232.3 million dollars of investment between
21 2015 and 2040; and

22 **WHEREAS**, the Santa Fe MPO MTP defines sustainable transportation as "any means of
23 transport with low impact on the environment and includes green streets, walking and cycling, transit-
24 oriented developments, bike-share, green vehicles, car-sharing, and building or protecting urban
25 transport systems that are fuel efficient, space-saving, and promote healthy lifestyles; and

10.1016

1 **WHEREAS**, The City of Santa Fe and Santa Fe County have made efforts to develop the
2 necessary policies, projects, programs, and infrastructure needed to further safeguard Santa Fe's
3 environment and begin to respond to threats associated with climate change; and

4 **WHEREAS**, carbon neutrality means achieving net-zero greenhouse gas emissions in carbon
5 dioxide equivalencies in the community by, among other things, increasing the number of renewable
6 energy-related projects, and implementing energy efficiency and energy conservation and carbon
7 sequestration programs and practices; and

8 **WHEREAS**, a Climate Working Group, on behalf of the Sustainable Santa Fe Commission ,
9 developed a greenhouse gas emissions inventory for the City of Santa Fe, the Santa Fe Metropolitan
10 Planning Area (MPA), and Santa Fe County; and

11 **WHEREAS**, the emission figures revealed that the largest emission sectors come from on-
12 road transportation (48-50%); and

13 **WHEREAS**, according to the United States Environmental Protection Agency (EPA) The
14 majority of greenhouse gas emissions from transportation are carbon dioxide emissions resulting from
15 the combustion of petroleum-based products where the largest sources of transportation-related
16 greenhouse gas emissions include passenger cars and light-duty trucks, and minivans, sport utility
17 vehicles, and pickup trucks; and

18 **WHEREAS**, The Santa Fe MTP' objective to "minimize impact on climate change" includes
19 baseline data from the Center for Neighborhood Technology's Housing and Transportation data
20 where 2015 greenhouse gas emissions calculated per household based on auto source emissions in the
21 Santa Fe MPO region was at 9.35 tons per household;

22 **WHEREAS**, the American Community Survey 2010, cited in Commuting in America, 2013;
23 Census Transportation Planning Package New Mexico Profile indicates that close to 80% of
24 commuters utilize single occupancy vehicles and only approximately 1% of commuters utilize public
25 transit and only approximately 3% of commuters walk or cycle; and

1 **WHEREAS**, the Intergovernmental Panel on Climate Change (IPCC) recommends modal
2 shifts from driving to walking, bicycling, and transit as a key mitigation strategy and that “Complete
3 Streets” are essential in order to make it possible for people to drive less and use streets to get around
4 more easily on foot, bike, and public transit; and

5 **WHEREAS**, the National Complete Streets Coalition, backed by detailed analysis indicates
6 that “the potential to shift trips to lower-carbon modes is undeniable... where places that are giving
7 people options are seeing a reduction in their emissions.”; and

8 **WHEREAS**, the proposed Sustainable Santa Fe 25 Year Plan’s objective for the
9 transportation sector is to “plan for and invest in a low-carbon, equitable and balanced transportation
10 system that supports a safe, healthy and resilient community.”

11 **NOW, THEREFORE, BE IT RESOLVED BY THE SANTA FE METROPOLITAN**
12 **TRANSPORATION POLICY BOARD** that:

13 1. The Santa Fe MPO Unified Planning Work Program (UPWP) be amended to include time
14 and resources dedicated to modeling or estimating all GHG emissions from existing and planning
15 projects that are approved for funding in the Santa Fe MPO Transportation Improvement Program
16 (TIP); and

17 2. That the Santa Fe MPO shall refine the project selection criteria found in the Santa Fe MTP
18 as it relates to projects eligible for the TIP to call out the best of variable rates of GHG emission
19 reduction to be included with additional ranking weight; and

20 3. That the Santa Fe MPO establish and track to the best possible level of accuracy, net
21 GHG emission reductions, as projects are included and implemented via the TIP; and

22 4. That the Santa Fe MPO embarks on an “Origin/Destination” study for the Santa Fe
23 Metropolitan Planning Area that specifically identifies inter-regional traffic patterns for the purpose
24 of more informed decision making for policies and projects dedicated to reducing single occupant
25 vehicle travel.

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PASSED, APPROVED, and ADOPTED this _____ day of _____, 2018.

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JOSEPH M. MAESTAS, CHAIR

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ATTEST:

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YOLANDA Y. VIGIL, CITY CLERK

9

APPROVED AS TO FORM:

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KELLEY BRENNAN, CITY ATTORNEY