

Santa Fe Metropolitan Planning Organization

"Promoting Interconnected Transportation Options"



Santa Fe MPO Technical Coordinating Committee

Wednesday, March 9th, 2011, 10:00 A.M.

*City Councilor's Conference Room, City Hall
200 Lincoln Avenue, Santa Fe, NM*

AGENDA

CITY CLERK'S OFFICE

DATE 3-2-11 TIME 9:18 am

SERVED BY Keith Wilson

RECEIVED BY [Signature]

- ◆ Call to Order
- ◆ Roll Call
- ◆ Approval of Agenda

1. Communications from the Public

2. Items for Discussion and Possible Action:

- a. Review of the Draft 2012-2015 Transportation Improvement Program and Release for Public Review – *MPO Staff*

3 MPO Officer Report

4. Communications from TCC Members

5. Adjourn - Next TCC Meeting: Monday March 28th

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SUMMARY INDEX
SANTA FÉ MPO TECHNICAL COORDINATING COMMITTEE

March 9, 2011

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INTRODUCTIONS		
a. Call to Order	Convened at 10:00	1
b. Roll Call	Quorum Present	1
c. Approval of Agenda	Approved as presented	2
COMMUNICATIONS FROM THE PUBLIC	None	2
DISCUSSION AND POSSIBLE ACTION		
a. 2010-2015 TIP & Public Review Release	Approved	2-5
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ADJOURN - Next Meeting: March 28, 2011	Adjourned at 11:15 a.m.	6-7

**MINUTES OF THE
SANTA FÉ MPO
TECHNICAL COORDINATING COMMITTEE
WEDNESDAY, March 9, 2011**

1. INTRODUCTIONS:

a. CALL TO ORDER

A meeting of the Santa Fé MPO Technical Coordinating Committee was called to order by Chair John Romero at approximately 10:00 a.m., on the above date in the Councilors' Conference Room, Santa Fé City Hall, 200 Lincoln Avenue, Santa Fé, New Mexico.

b. ROLL CALL

Roll Call indicated the presence of a quorum as follows:

MEMBERS PRESENT

John Romero, Chair – City of Santa Fé
Jon Bulthuis – Santa Fé Trails [arriving later]
Phil Gallegos – NMDOT District 5
Shelley Cobau for Jack Kolkmeyer – Santa Fé County
Andrew Jandáček – Santa Fé County
Eric Martínez – City of Santa Fé
Greg Smith – City of Santa Fé

MEMBERS ABSENT

Reed Liming – City of Santa Fé
Robert Martínez – Santa Fé County
Josette Lucero -- NCRTD
One Vacancy - RPA
One Vacancy – Tesuque Pueblo

STAFF PRESENT

Mark Tibbetts – MPO Officer
Keith Wilson – Senior Planner

OTHERS PRESENT

Claude Morelli - NMDOT
Fred Pearson

c. APPROVAL OF AGENDA

Mr. Martínez moved to approve the agenda as presented. Mr. Gallegos seconded the motion and it passed by unanimous voice vote.

2. COMMUNICATIONS FROM THE PUBLIC

There were no communications from the public.

3. ITEMS FOR DISCUSSION AND POSSIBLE ACTION

a. Review of the Draft 2012-2015 Transportation Improvement Program and Release for Public Review

Mr. Wilson said last time they prioritized the projects. He passed out the list of priorities. Mr. Gallegos had reviewed it and told Mr. Wilson what DOT could commit to.

Mr. Gallegos said they had \$27 million for this FY and 2012-2013 was already fiscally constrained. The money was tight for the entire district. For the Santa Fé MPO they would move some things around.

Mr. Tibbetts arrived at this time.

Mr. Gallegos said for the Santa Fé MPO to program we would move some things around. For 2012 they would fund the study for the NE-SE Connector for \$500,000 and that would be available on October 1st. And for 2013, they planned to fund the design and right-of-way for Cerrillos Road at \$1.5 million.

Mr. Gallegos just got a huge list from Farmington and they had RPOs to include also. He had a lot of work to do on the allocations.

In 2014 they would fund \$4.75 million toward Cerrillos Road and the same in 2015 to do the project in phases to get to St. Michael's Drive. That was what DOT could commit to now.

They would do a STIP amendment to current STIP in May and then adopt the new STIP for 2014-2015 monies.

Mr. Wilson recalled they had talked about changing the format to make it coincide with the STIP format. MR-COG, Farmington and Las Cruces were changing theirs to the STIP format. He handed out the new format that showed exactly the full funding for that whole project over the years. He felt it was much easier to follow through the years and there was a separate page for each project.

Mr. Bulthuis arrived at this time.

Mr. Wilson went through the projects that had funding allocated for 2012-2015 and pointed out that the last two were enhancement projects to the Santa Fé Rail Trail and the CNM Rail Trail. He mentioned a couple with a place holder. One was the multi-modal center at the Santa Fé Depot. The City was applying for federal funding but none had been awarded yet. The other was Acequia Trail and until they figured out what funding would be available for the grade separated crossing they could not identify funding. They could go back and amend it when that became available.

There was a little cleanup work which they would do by Friday and issue it for public review.

Mr. Martínez asked when he would have the outer years for the TIP.

Mr. Wilson said they would track things but it had caused confusion when they did that before so they didn't want it in the public TIP.

Mr. Tibbetts said the PIF forms, once submitted, were considered a priority from that agency. Whenever they got additional funding they could add those in amendments to this document. The TIP could change quarterly as the funding was identified. They were just trying to avoid partial funding for projects.

Mr. Gallegos commented that Farmington had an appendix for unfunded projects.

Mr. Wilson thought Santa Fé could do that.

Mr. Tibbetts suggested they could identify the priorities there. When amended, the STIP needed to be changed.

Chair Romero said any public money should be on the list of PIF projects. Mr. Wilson agreed.

Mr. Gallegos said this list needed to be approved before they could list the ROW funds for acquisition. These projects were long term. They were trying to stabilize this program. They were going from historic funding levels but once they got a new one, it could increase. The President's budget had significant increase but nobody knew what Congress would do.

Ms. Cobau pointed out that less than 10% was for county projects in this list. She asked if the County needed to approach this differently.

Mr. Tibbetts said a lot of them were state facilities.

Mr. Gallegos added that transit stuff was not part of DOT's program and needed to be taken out.

Mr. Wilson noted that the county got some of that 5311 funding through NCRTD.

Mr. Gallegos suggested the county go through this group for priorities.

Mr. Martínez said the NE/SE connector was at the starting point right now.

Mr. Tibbetts said the MTP was a 25-year projection and the road growth would be in the County. So in time that would correct itself. They were location studies now and organizing the PIFs now was key.

Ms. Cobau agreed. It was pointless to have a road network if you couldn't get to it. She commented on a legislative bill on the St. Francis overpass and wondered why it wasn't included here.

Mr. Gallegos said it was news to him. Chair Romero agreed.

Mr. Gallegos said that would have to be state money, not federal.

Ms. Cobau asked if the County needed to have more projects ready to get on the TIP and whether they needed to have shovel ready designs.

Mr. Gallegos said that could help but was not a guarantee. The Farmington list was probably \$60 million total. They had a \$10 million project ready but couldn't get it funded. The reality was the DOT only had \$27 million district-wide.

Ms. Cobau said her point was that it made no sense to fund a \$7 million interchange if you were dumped onto a place with no adjacent road network.

Mr. Gallegos agreed. Richards was bridge-driven and St. Francis too.

Ms. Cobau asked then if Richards couldn't be done for 20 years.

Mr. Gallegos thought that was probably true. They were forced to do the bridges since they couldn't let them fall down.

Ms. Cobau said they had to figure out now what to do to avoid those emergencies.

Mr. Martínez pointed out that it was the high dollar projects that created a problem and they had to be done in chunks. The City used its own money on Cerrillos Road for the study and all of a sudden the GRIP program was made available. They were ready to take advantage of it. Project savings could also be requested.

Mr. Gallegos clarified that the Feds didn't allow place holders. They had to have appraisals and took it out of construction funding.

Ms. Cobau said that helped her understand that the County had to pay for all the design first. She said she just wanted help in getting more than 10% TIP funds for county projects. They were making a

developer do a full build out of Rabbit Road for his 65 acre development at the Southwest corner of St. Francis and I-25. She asked if that provided for any match.

Mr. Wilson said only if the County asked for it as an impact fee.

Ms. Cobau said they needed to work cooperatively understanding that county roads affected city roads.

Mr. Smith said Albuquerque charged impact fees to APS when they developed a property. He was not sure why Santa Fé didn't.

Mr. Gallegos said alternative sources needed to be identified. There were no state funds for match. DOT had not assigned allocations by MPOs yet. The \$27 million was for District 5 that later would be divided up. They identified each project to the appropriate MPO or RPO when they did the list. He could provide a copy of the STIP to the TCC once it was done. He also had a spreadsheet showing all four years.

Mr. Martínez summarized that for 2014 -2015 the first priority was Cerrillos Road and second was the NE/SE connector.

Mr. Gallegos said once they started spending money on it, the Feds wouldn't support it unless they were going to build something. He suggested the County bring their PIFs to his office first to make sure they qualified for federal funding. He added that the money would be available on October 1 so start working on them now. He wasn't sure about the bridge enhancement funding.

Mr. Bulthuis asked where the dollar amount shown on Rail Runner came from.

Mr. Wilson said it was from Frank Sharpless. It was an operation expense estimate.

Ms. Cobau said it was essentially a place holder then. Mr. Wilson agreed.

Mr. Bulthuis thought that might be confusing.

Mr. Gallegos said he didn't deal with transit. If it was an estimate, it was a no-no for the TIP.

Mr. Wilson said for transit funding they could do place holders.

Mr. Gallegos said it would require a disclaimer.

Mr. Wilson agreed to get with Mr. Sharpless about it.

Mr. Pearson said the TCC had discussed the SE connector. That was his personal interest to address the congestion on Richard's now. If the County could do the location study, it would make sense to have a placeholder in the TIP at the beginning. He didn't know what strategies should be used for that.

Mr. Bulthuis moved to approve the 2012-2015 Transportation Improvement Program and release

it for Public Review. Mr. Smith seconded the motion and it passed by majority voice vote with Ms. Cobau voting against.

4. MPO OFFICER REPORT

Mr. Tibbetts said at the next meeting the student groups had done four studies, two and a half of which would be funded through MPO planning funds. One would be on increasing public access for public transit versus single occupant auto use. The second would analyze traffic management. A third would be company sponsored with City Housing on illumination of intersections for pedestrian safety. Another group for trails MPO was not funding but would work with them to identify trail heads. Most were for recreation use and not transportation. A lot of it was related to applications for access by the public, especially on transit and trail use.

They were meeting in Albuquerque next week on traffic data collection and trying to coordinate MPOs in the state either with DOT or Federal to work for continued federal funding.

Mr. Wilson said the roundabout webinar in one hour would be at the community room at the main library.

They were making progress on the bikeways master plan.

Mr. Tibbetts said staff were working with the SFCC Task Force and Jenkins-Gavin on the SFCC main entrance plan and to discuss the SE connector. There were efforts to update the whole county roads plan.

Mr. Pearson asked if the SFCC plan would prohibit the eventual widening of Richards Avenue.

Mr. Tibbetts said since Wilson & Company did the study in the late 90's they had not changed it. They didn't feel that a 4-lane Richards was needed. A lot of congestion was related to the entrance instead of the roadway. Once that was resolved, traffic would still increase and would eventually become a problem. There was no prohibition against widening it in the future.

5. COMMUNICATIONS FROM TCC MEMBERS

Mr. Gallegos said they made the determination on the footprint at CR 62/599 and 62 would be the overpass. Also South Meadows would not require signals at present.

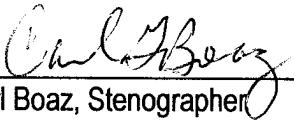
6. ADJOURNMENT

The meeting was adjourned at 11:15 a.m.

Approved by:

John Romero, Chair

Submitted by:



Carl Boaz, Stenographer