



Santa Fe Metropolitan Planning Organization

"Promoting Interconnected Transportation Options"



Santa Fe MPO Transportation Policy Board

Thursday March 14th, 2013, 5:00 PM

Santa Fe County Commission Chambers

102 Grant Avenue, Santa Fe, NM

AGENDA CITY CLERK'S OFFICE

CALL to ORDER

ROLL CALL

APPROVAL of AGENDA

APPROVAL of MINUTES: *November 8th, 2012*

DATE 3/5/13 TIME 11:33a
SERVED BY Keith Wilson
RECEIVED BY [Signature]

A. MATTERS FROM THE PUBLIC

B. Election of the Chair and Vice-Chair

C. PUBLIC HEARINGS

1. Approval of Amendments to the FFY 2012-2015 Transportation Improvement Program – *MPO Staff*
2. Approval of the Proposed Urbanized Area Boundary – *MPO Staff*

D. ITEMS FOR DISCUSSION AND POSSIBLE ACTION:

1. Transportation Improvement Program (TIP) Project Updates – *MPO and Lead Agency Staff*
2. Presentation on the development of the Draft FFY 2014-2017 Transportation Improvement Program – *MPO Staff*
3. Update on the Transportation Alternatives Program (TAP) – *MPO Staff*
4. Update on the Highway Safety Improvement Program (HSIP) – *MPO Staff*
5. Distribution of the Final Report from FHWA and NMDOT Review of SFMPO accounting and planning processes – *MPO Staff*
6. Discussion on the Update to the MPO Public Participation Plan – *MPO Staff*
7. Discussion of proposed changes to SFMPO Staff Organization – *MPO Staff*
8. Discussion of Bylaw Change options to allow Policy Board Members to participate in meetings by telephone – *MPO Staff*

E. MATTERS FROM THE MPO STAFF

F. MATTERS FROM THE SFMPO TRANSPORTATION POLICY BOARD

G. COMMUNICATIONS FROM THE NMDOT AND FHWA

H. ADJOURNMENT – Next meeting, Thursday April 11th, 2013.

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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March 14, 2013**

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**MINUTES OF THE
SANTA FÉ MPO
TRANSPORTATION POLICY BOARD
March 14, 2013**

CALL TO ORDER

A regular meeting of the Santa Fé MPO Transportation Policy Board was called to order on the above date by former Board Chair Commissioner Liz Stefanics at approximately 5:00 p.m. in the Santa Fé County Commission Chambers, 102 Grant Avenue, Santa Fé, New Mexico.

ROLL CALL

Roll call indicated the presence of a quorum as follows:

MEMBERS PRESENT:

Deputy Secretary Katherine Bender, NMDOT
Commissioner Miguel Chávez, Santa Fé County
Mayor David Coss, City of Santa Fé
Ms. Sandra Maez for Mr. Robert Mora, Tesuque Pueblo
Commissioner Liz Stefanics, Santa Fé County
Commissioner Kathy Holian, Santa Fé County for Commissioner Anaya

MEMBERS ABSENT:

Commissioner Robert Anaya, Santa Fé County [excused]
Councilor Patti Bushee, City of Santa Fé
Councilor Ron Trujillo, City of Santa Fé

STAFF PRESENT:

Mr. Mark Tibbetts, MPO Officer
Mr. Keith Wilson, MPO Planner

Also present: Mr. David Quintana, NMDOT
 Mr. Erick Aune, Santa Fé County
 Former Governor Charles Dorame

APPROVAL OF AGENDA

Secretary Bender moved to approve the agenda as presented. Mayor Coss

seconded the motion and it passed by unanimous voice vote. Ms. Maez was not present for the vote.

APPROVAL OF MINUTES – November 8, 2012

Mayor Coss moved to approve the minutes of November 8, 2012 as presented. Commissioner Stefanics seconded the motion and it passed by majority voice vote with all voting in favor except Secretary Bender who abstained. Ms. Maez was not present for the vote.

A. MATTERS FROM THE PUBLIC

There were no matters from the public.

B. ELECTION OF CHAIR AND VICE-CHAIR

Commissioner Stefanics noted that Councilor Bushee was the Vice Chair last year and the Board had agreed to rotate county/city leadership.

Commissioner Stefanics moved that Councilor Bushee be Chair and Commissioner Chávez be Vice Chair for this year. Mayor Coss seconded the motion and it passed by unanimous voice vote. Ms. Maez was not present for the vote.

Commissioner Stefanics asked Vice Chair Chávez to chair the rest of the meeting.

C. PUBLIC HEARINGS

1. Approval of Amendments to the FFY 2012-2015 Transportation Improvement Program

Mr. Wilson said this was an amendment for our TIP 12-15 and the changes were outlined in the staff report.

The table showed the changes in red. Changes in projects brought extra funding to the MPO Region.

The first was \$967,000 in funding for bridge rehabilitations on US84/285. Second was \$937,000 in funding for bridge rehabilitations on I-25 and then \$10,000 for at-grade rail crossings on Santa Fé Southern Rail Line from St. Francis to Lamy to upgrade them to standards with markings and signage. Next was \$797,950, in Federal Funds for the

Santa Fé Rail Trail which had been funded in 2012 and but lost because the EA was not in place but they managed to identify these funds for this FY from Transportation Enhancement Funding.

Next was the new project. The City was awarded \$500,000 for Safe Routes to Schools.

Ms. Maez arrived.

The last amendment was \$220,000 for a retaining wall on the Rail Trail under I-25. Mr. Wilson described the problems on the rail trail with runoff from rain.

This Amendment went out for the 30-day public review from February 9 through March 11 and received no input during that time. The TCC recommended approval on February 25

Vice Chair Chávez asked if he had the total for that list of projects.

Mr. Wilson said he didn't add it up but it was about \$3.5 million.

PUBLIC COMMENT

Ms. Barbara Levi, President of the Candlelight Neighborhood Association, asked if in that \$797,000 trees would be added.

Mr. Wilson said this project was south of Rabbit Road to Eldorado and not within the city.

Ms. Levi reminded the Board that in 2008 the trail was moved to border St. Francis and the Candlelight Neighborhood was promised improvements to restore the landscaping that was there before and wondered if that would happen at some point.

Mr. Wilson clarified that was built by NMDOT and the Rail Trail was the responsible of the City He suggested it might be beneficial to raise that issue at BTAC.

Ms. Levi thanked him.

There were no other speakers from the public regarding this case.

Commissioner Stefanics asked if they were really going to receive federal money in spite of sequestration.

Mr. Wilson responded; sequestration did not affect this funding.

Commissioner Stefanics asked if they had something in writing about that. She said

they were receiving letters from different federal secretaries how Santa Fé County would be affected by federal cuts. It would be helpful to know if they have a clawback and she hated to get hopes up if they couldn't go ahead with those projects.

Secretary Bender said Mr. Wilson was correct that it wouldn't affect FHWA funding for these projects. What was being impacted were some airports. The tower at the Santa Fé Airport was one, Hobbs was another and those were through FAA funds. She hadn't heard of anything else but would see about getting something in writing from FHWA.

Mr. Wilson said they had been told in the past to get the projects ready and obligated so the funds would be safe. The County was hurrying the documentation.

Secretary Bender said the only time this MPO had been hit was with unobligated balances so Mr. Wilson was correct. When it was obligated it wasn't taken back.

Commissioner Stefanics said while she was in D.C. recently she heard from the Secretary of Agriculture that clawbacks would be used.

Secretary Bender said other agencies were having that difficulty but FHWA was untouched by sequestration and Don Martínez last month at the DOT Commission meeting confirmed that their funds were not endangered.

Mayor Coss moved to approve the amendments to the FFY 2012-2015 Transportation Improvement Program. Commissioner Stefanics seconded the motion and it passed by unanimous voice vote.

2. Approval of the Proposed Urbanized Area Boundary

Mr. Wilson referred the Board to the packet near the back where there were three maps. With every census the bureau identifies urbanized areas. These were based on census block boundaries so they didn't follow the urban area exactly. The boundaries needed to be smoothed for transportation planning so with the TCC worked out how to smooth these boundaries. It didn't affect the funding or the population counts but only on where funding categories differentiate between urban and rural. With functional classification of roadways they used that distinction and also on traffic volumes.

The proposed urbanized area boundary maps were put out for public review from February 9 through March 11 and no comments were received. If approved it would be forwarded to NMDOT and then to FHWA. The TCC at their February 25 meeting recommended approval to this Board.

Vice Chair Chávez invited public comment.

There were no speakers from the public regarding this proposal.

Mayor Coss noticed on the legend where the 2010 census had pushed the urbanized area way past La Cienega and past the City annexation area. He questioned that all being an urbanized area.

Mr. Wilson said it was just the density of development there. It was defined by the census tract and they could not chop off part of the census tract. It must have reached the Census density threshold.

Vice Chair Chávez thought it would be helpful to have that addressed in the County for those areas that were more traditional and find the balance.

Commissioner Stefanics moved to approve the urbanized area boundary map. Commissioner Holian seconded the motion and it passed by unanimous voice vote.

D. ITEMS FOR DISCUSSION AND POSSIBLE ACTION

1. Transportation Improvement Program (TIP) Project Updates

Mr. Wilson explained this was a standing agenda item that was added a year ago. He said they were working with the project Lead agencies on providing regular project updates that would be tracked in a table. Mr. Wilson expected to update the table monthly prior to TCC meetings. Mr. Wilson noted that they would be providing URL links where available. The staff was still working on the initial update table and didn't have it ready to hand out yet. It would be distributed to the TCC on March 25.

The project updates included:

#1 - Jaguar Road interchange was 100% privately funded. DOT was reviewing the agreements and documents with the City and once approved the 90% design review would be considered. Notice from DOT to the developer would be given once contracts and documents and bonding were approved. Construction would probably start in July or August.

#2 - the CR62/NM599 interchange was finished except for landscaping and final paving.

#3 - Washington/Paseo - construction began this week and they were working quickly with expected completion by fall.

#4 - NE SE Connector - the study was underway and kickoff meeting was held on February 27 with expected completion by summer 2014.

#5 - Cerrillos - the project was in funded in phases of design and construction. Construction of this phase was scheduled to begin in the spring 2015.

#6 - Cerrillos/I-25 interchange was still in the study phase. The scope had changed to add another alternative.

#7 - Cañoncito was in design with a public meeting scheduled in April and construction contract to be let in October 2013.

#8 - Caja del Rio was a County project 100% funded by the County. Phase 1 was finished from MRC to Las Campanas and phase 2 would be to the frontage road to begin in a month.

#9 - NM14 ADA upgrades between St Michaels and St Francis a pre-construction meeting is scheduled in two weeks and construction right after that in the second week of April.

#10 - phase 1 of Beckner Road within Las Soleras was completed last fall so that phase was over.

#11 - paving project on I-25 from Old Pecos Trail to Eldorado including ramps at Eldorado was awaiting warmer weather to do the paving.

#12 - Old Santa Fé Trail bike lanes - the design contract was awarded last month and a public meeting would take place next Wednesday.

#13 - design for Guadalupe Defouri bridge improvements. Public meeting was held on January 31 and design work would continue through the fall and construction following.

#14 - County paving preservation project was through a federal grant on a number of roadways with construction when weather was warmer.

#15 - two bridge projects were added with this amendment - contracts would be let this summer.

#17 - Rail Runner Phase 2 may not be moving forward.

#26 - Rabbit Road at-grade Rail Crossing - construction would take place this summer and include installation of gates and flashing lights and some pavement improvements.

#27 - Santa Fé Place Transit Center is still in negotiations for the ROW.

#28 - was to purchase new CNG buses and was in the last amendment.

#29 - Santa Fé Southern was the other project added in this amendment. It was a simple project adding signage and some pavement markings.

#30 - Santa Fé Rail Trail - Spur Trail to Eldorado needed a couple of certifications and the County could obligate those funds quickly for construction in the summer.

#31 - St. Francis underpass - the City was negotiating for a design contract but only had funding for design.

#32 was for City Safe Routes to Schools - most were traffic calming and crossing improvements.

#33 - Rail Trail retaining wall - was expected to be obligated by end of the fiscal year.

Commissioner Holian asked if the Old Santa Fé Trail bicycle lanes project was part of a larger project.

Mr. Wilson agreed. It was part of a water line project and that would get clarification at a public meeting next week. The MAP funding was from the state with about \$150,000 several years ago. It was for design of shoulders and bike lanes.

It was asked if there were any other actions items on the agenda in case they were to lose a quorum.

Mr. Wilson clarified that the only one for possible action would be #8 (amendment to the Bylaws) which was requested by Commissioner Anaya who was not present.

Commissioner Stefanics moved to postpone #8 until the next meeting. Mayor Coss seconded the motion and it passed by unanimous voice vote.

2. Presentation on the development of the Draft FFY 2014-2017 Transportation Improvement Program

Mr. Wilson acknowledged this was the time of year when things got confusing because they have two TIPs at the same time. So at future meetings they might bring both forward for amendments. The process was to send out requests for projects from member entities and then prioritize and work with District 5 to try to identify funding levels for those projects.

What happened this time (on the very back page in the packet) were the projects that were submitted. There were five from City and four from the County. In the process,

the County asked to remove the SE Connector. There was not much funding for that and because of county bond issues the NE was a higher priority.

On the previous page the prioritization process was evident. They identified the key elements in the MPO Metropolitan Transportation Plan. The trails would follow the Bicycle Master Plan priorities. He referred to the previous page from that and said in discussions as a small MPO with District 5 the District tried to allocate the funds for projects. MAP 21, the current legislation, expires September 2014 and districts were getting smaller allocations which meant the District had to slide projects forward into 2016 and 2017.

Based on the District needs in other areas, there was no funding available to the Santa Fé MPO in 2016 and 2017. Funding for transit and rail projects were distributed on a formula basis. The MPO tended to put in placeholder funding and then amend to reflect the actual distributed funding.

Santa Fé Trails receives funding for operations and a small grant for Ridefinder services. Also a new funding category for bus and facility funding was expected to be allocated on a formula so there would be \$115,000 and a local match.

Under MAP 21 Safe Routes and other enhancement funds were merged and would require a competitive process. They were now establishing the criteria for evaluation.

The other was HSIP funding. The MPO submitted two projects at \$500,000 and the state was figuring out how to select the proposed projects for the coming years.

The MPO worked through the TCC and then released the proposed projects for public review. This one was released on March 8 and would close on April 8 with a public meeting on March 21. It would go to the TCC on March 25 and to the TPB on April 11 for review and approval.

Mayor Coss asked about Cerrillos Road between St Michael's and St. Francis. He said they should talk with the "Remike" group on it. How the design on St. Michaels now treated bikers and pedestrians was horrible. There were serious concerns about pedestrian safety.

Mr. Quintana said the District was aware of the concerns and the ADA issues. They would piecemeal where they could and it would take a bigger effort to address the rest. They didn't have all the ROW and utilities would have to be relocated in some places and they needed to determine the impact on Cerrillos. When those were cleared up, the District would look to a program study to determine needs for acquisition and good design improvement. Nothing would be programmed until they knew the Indian School developments.

Mayor Coss cautioned that it needed to be looked at before 2017. Indian School

plans would have to interact with what we were capable of doing on Cerrillos. He wondered which would come first. The School for the Deaf had major concerns too.

Governor Dorame said he really couldn't answer that question. The pueblo governors needed to discuss it with the School's board of trustees before anyone could speak to it.

Commissioner Stefanics suggested if the City or tribes wanted to see anything done, it would be better to do it sooner rather than later. Big projects would take time and if they were on the 2017 list it could be after 2020 before any of it happened.

Mr. Wilson clarified that the TIP was a short term funding document. The Cerrillos Road improvements were identified in the MTP and then they would start looking for funding. They could not just add projects that were thought to be warranted because this was a fiscally constrained plan. That could be done in the MTP and then it was a best guess at funding over 20 years. For the next MTP he would go over all of their priorities and could discuss that then.

Commissioner Stefanics wanted to put the Richards Avenue Interchange back on the table. If they didn't put that on as a project for the future it would affect the NE connector and mess up those plans. It was a large project and almost needed a special appropriation. Some of their delegation had asked where it was in the plans. The County was being pressured to do it and more developments were happening.

Mr. Wilson said it was in the MTP but it was outside of the fiscal constraints. For any chance of funding they had to complete NE Connector and Paseo del Sur before it would have any chance. They were working on the traffic demand model. FHWA said they needed to include a Richards Avenue scenario so it would be included with the outcome of that study. So it was not being ignored.

Commissioner Stefanics thanked him.

Vice Chair Chávez echoed the concerns about Richards. It was a worthwhile project. So to Commissioner Stefanics he asked how they could communicate to delegation that they were working on it.

Commissioner Stefanics said it was high priority and was dashed by factions in the community and improvements there that they needed to use as backup. Traffic had increased; activity had increased; industrial development had increased.

Mr. Ken Valen from Rancho Viejo asked where this interchange was proposed.

Mr. Wilson explained to him that it was at I-25.

Mr. Valen asked if the interchange would not affect traffic on Richards in the County.

Mr. Wilson didn't know. He said it was the MPO's intention to reach out to the public for the MTP Update. The NE Connector would have public meetings and for MTP they had a strong public participation component with probably at least two meetings and maybe additional ones once they did a draft of the MTP. They would update it at each TCC and TPB meeting.

Vice Chair Chávez said if staff could share that information with the public and then it could be coordinated between city and county to make it more manageable.

Mr. Wilson encouraged the Board members to send him any notifications of meetings. They had a large mailing list and an active web site to get the information out.

Ms. Maez pointed out that there were three HSIP submittals and the one from Tesuque Pueblo was denied because of lack of data. It became a Catch-22 so they were trying to work with their Tribal Sheriff and the ambulance service to get the data.

Mr. Wilson said it was because it was on highway 84-285 which was a DOT roadway. We tried to set up meetings for HSIP. We had student team from Worcester that identified high crash locations to identify and to figure out which projects we should highlight to have a strong application. DOT was considering allocation to the MPO to select its own projects. Ms. Maez was invited to the meetings for Tesuque to be helped as much as possible.

Secretary Bender said some of the problem they were having with tribal communities was that the crash data information collected on tribal lands was not submitted to DOT. So if BIA investigated the crash it sometimes didn't get into the state system and consequently didn't show the need. Yolanda Duran was DOT's crash data coordinator and had been trying to get that data so they could have the real statistics.

Commissioner Stefanics said their RECC should be able to help with that on calls that came to them.

Ms. Maez said she tried all avenues and that was why she decided to kick it back to the Sheriff and ambulance. It was a federal road through the pueblo but by the time she got any crash data the time deadline was passed.

Commissioner Stefanics said if the tribe wrote a letter to the county manager for RECC data on that road, they would have it. It wouldn't be the whole picture but would be data. She would support it if the Pueblo requested it.

Governor Dorame thought there might be a problem across commissions with the sheriff and state police. When tribal police get there first, they carry out their responsibilities and then if the county sheriff takes it over, he wondered if it was then not considered tribal data. And then when they submit and they ask how many crashes the

pueblo had taken care of, it might be small but the number Tesuque helped with was much more.

Secretary Bender said the data they had they got from the county sheriff and state police but not the additional data when only a tribal officer attended to the crash site. So the actual counts they had were less than the reality and they could only go with what they had for the data. There had not been enough coordination among the law enforcement entities to get the crash data to DOT. Ms. Duran was working hard to close that gap. All the accounts needed to be reported in to show the real need.

Ms. Maez found it ironic that when she asked for crash data and ADT for this corridor for many commuters DOT said they didn't have ADT data when it was a good project to begin with. They would keep working toward resolution.

Mr. Wilson said the HSIP was a strong data-driven program and strict about what could be considered. But the level of data they had wouldn't support what was being asked for. They should revisit it for the next funding year and hopefully find the data that would support the improvements.

3. Update on the Transportation Alternatives Program (TAP)

Mr. Wilson said they would have a quarterly MPO meeting next week and would get more information on this program. What they thought was the funding level was about half of that now. They would continue working through that process and in the next couple of months should have something to work with and he would keep the Board updated on it.

4. Update on the Highway Safety Improvement Program (HSIP)

5. Distribution of the Final Report from FHWA and NMDOT Review of SFMPO accounting and planning processes

Mr. Tibbetts distributed the final report on Santa Fé MPO Review.

Mr. Tibbetts said this was a review last July to improve the planning and accounting process initiated by FHWA and co-joined by NMDOT around Title VI of services with disadvantaged and those of limited English proficiency. They reviewed our contracts and agreements and our MOA with DOT outlining our goals and responsibilities. It took two days and this report we received in draft in December and the final came in January. They discussed the findings and found that certain documents needed to be updated - specifically the PPP.

In the resulting report they have since met with FHWA and DOT to determine how to respond and they want a formal response in the spring. So that gives the background and they were developing a response that they would distribute for next meeting's discussion and weigh in with any comments.

Generally they were in compliance with federal requirements. It was positive but wanted to improve the process. They had a good open discussion and recommendations on how to improve the process. The obvious ones were on improving communication and attendance at meetings and making accounting more open and transparent. So they had to develop a Title VI plan and PPP.

In the JPA, they followed the same regulations as larger MPOs but the larger ones had more strict performance required. They would have a thorough discussion at the next meeting.

Commissioner Stefanics agreed. They needed to read this. She saw immediately that the accounting was hard copy and not electronic at the city.

Mr. Tibbetts said it centered around payroll because they were split between two grants and it didn't fit well in the city system so they had to have two time sheets and FHWA wanted one. They had to sit with the Finance Director. They dealt with staff at the accounting level and everything was transparent. But in the study, the Financial Manager went to their peer level and not to the staff who did the work.

Commissioner Stefanics noted it also talked about the single audit.

Mr. Tibbetts said every time an audit was done they were called in and answered questions and gave their documents. The problem was that perhaps more time could have been spent in engaging everyone. It caught everyone by surprise with short notice.

Commissioner Stefanics said they should discuss it further. The other was the communication issue which they had a year or two ago. So they needed it on the next agenda.

Mr. Tibbetts said many of the findings were things they had already put into place. They met with the DOT liaison every month. They had improved communication greatly in the last couple of years.

As staff he felt things were definitely improving a lot and felt good about their relationship with the city.

6. Discussion on the Update to the MPO Public Participation Plan

Mr. Tibbetts said this was another document and they had gone back and forth on the draft. The last one was in 2007 and since then they had a new JPA in 2009 and it changed the way the meetings happened. It was finished and the 20-page draft document had already been reviewed by DOT, FTA and that review took the first step and another draft was finished today. The RTC would review it on March 25 and then send it out prior to the May meeting since there was a requirement that it needed a 45 day review and had a major emphasis on outreach to all parts of the community.

The PPP specified how they conducted outreach. They now had a web site and a Facebook page and they used their web site a lot more with many more e-mailings. They increased their exposure to the public far more than in the past. There were a lot of links in it. He agreed to send a draft to everyone next week.

7. Discussion of proposed changes to SFMPO Staff Organization

Mr. Tibbetts said MAP 21 was the new funding instrument for all transportation funding. The funding levels were about the same but just a two-year program instead of six-year funding and more difficult for everyone. And DOT was shifting to the federal FY instead of the state FY.

Mayor Coss excused himself from the meeting.

Mr. Tibbetts said they were getting an additional amount of funding and had to have a revised document done quickly with the 3-month extension through September 30. Right now the work program ended in June 2014 but they had to add three months and add a whole new FY budget to it. So the critical thing was that they only had two staff members and had been using consultants to help with the work.

They were flat out trying to do everything they could. They talked with the City and were looking at two more transportation planners - one right away. It was very helpful to have an intern helping.

There were a lot of things they had not done before. They needed to have functioning staff capability like larger MPOs.

Vice Chair Chávez asked if he would bring that information to the next meeting.

Mr. Tibbetts agreed. The updated UPWP would have the added funding and additional staff hours shown for the April meeting.

Commissioner Stefanics pointed out that having four months between meetings was too long. It would be much better to touch base with staff more frequently. She didn't have any opposition to the staffing but many things the Board should be hearing about more often.

Mr. Tibbetts understood. They would be meeting in April and May and maybe June. He didn't like to have big agendas but was trying to respond to the wishes of the Board. With the MTP plan they might have to go back to monthly meetings because there was so much to be dealing with. But they had to have attendance by the Board.

Commissioner Stefanics noted the schedule was already approved for 2013.

Mr. Wilson said the Board could amend it.

Commissioner Stefanics said she didn't support participating by teleconferencing here.

Vice Chair Chávez echoed that. They needed to consider time and place also. Downtown was not best place.

Commissioner Stefanics said the County had a building at the Fairgrounds and GCCC or on the north side too.

Vice Chair Chávez suggested the SFCC could also be considered. He said he would commit to attendance on a regular basis even if monthly.

Mr. Wilson agreed to set the schedule at the Board's request and would be ready as long as they know when the scheduled date was.

Secretary Bender preferred an earlier meeting time. It makes a long day to go until 7:00 pm and to meet more frequently so the agenda wouldn't be so long. She didn't favor teleconferencing.

Commissioner Stefanics asked if the recommendation for 5:00 was made by the Board.

Mr. Wilson agreed. They first met at 10 to noon and then 4-6. It was a frustration to try to corral certain members and he was willing to do whatever it took.

He appreciated alternates so they didn't have to reschedule meetings. A lot of the deadlines were firm and would impact potential funding. He agreed to at the next meeting provide optional places to see how they would work.

Vice Chair Chávez preferred 5:00 instead of 4:00 only because people were working who get off at 5:00 and could not make it at 4:00. He wanted to try to accommodate the public although he also worked but he would take off early if needed.

8. Discussion of By-law Change options to allow Policy Board Members to participate in meetings by telephone

This item was postponed earlier in the meeting.

E. MATTERS FROM THE MPO STAFF

Mr. Tibbetts said they had a lot going on. They were working with a consultant on the traffic demand model. They were trying to purchase more equipment for counting and trying to meet MAP 21 criteria and to keep the Board informed.

F. MATTERS FROM THE SFMPO TRANSPORTATION POLICY BOARD

There were no matters from the MPO-TPB.

G. COMMUNICATIONS FROM THE NMDOT AND FHWA

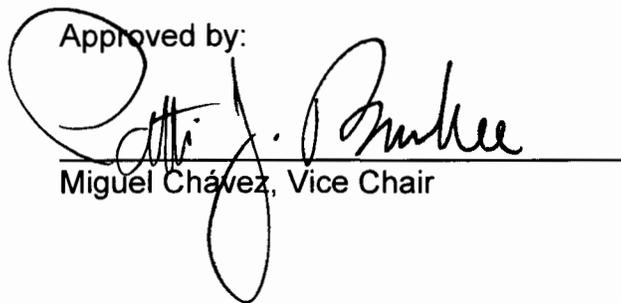
Secretary Bender said from NMDOT's perspective, the Santa Fé MPO staff had worked really hard and DOT appreciated both at the District and the State office for their hard work and dedication. Through them the SFMPO gets a lot of funding. It was really through their efforts.

H. ADJOURNMENT – Next meeting, Thursday, April 11, 2013

Commissioner Holian moved to adjourn the meeting. Secretary Bender seconded the motion and it passed by unanimous voice vote.

The meeting was adjourned at 7:00 p.m.

Approved by:



Miguel Chávez, Vice Chair

Submitted by:



Carl Boaz, Stenographer