



Santa Fe Metropolitan Planning Organization

"Promoting Interconnected Transportation Options"



Santa Fe MPO Technical Coordinating Committee

Monday, January 23, 2012, 1:30 P.M.

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

AGENDA

CITY CLERK'S OFFICE
DATE 1-18-12 TIME 9:02am
RECEIVED BY Keith Wilson
RECEIVED BY [Signature]

- ◆ Call to Order
 - ◆ Roll Call
 - ◆ Approval of Agenda
 - ◆ Approval of Meeting Minutes from December 12th, 2011
1. **Communications from the Public**
 2. **Items for Discussion and Possible Action:**
 - a. Election of the Chair – *MPO Staff*
 - b. Review and Recommendation on the proposed amendments to the Santa Fe Metropolitan Transportation Plan 2010-2035 – *MPO Staff*
 - c. Review and Recommendation on the proposed amendments to the FFY 2012-2015 Transportation Improvement Program – *MPO Staff*
 - d. TIP Project Updates – *MPO Staff*
 - e. Review and Recommendation on adding the Historic Route 66 Interpretive Exhibits Scenic Byway Project to the FFY 2012-2015 Transportation Improvement Program if funding is awarded – *MPO Staff*
 - f. Review and discussion of the proposed Tasks for the 2012-2014 Unified Planning Work Program (UPWP) – *MPO Staff*
 - g. Update on the status of the Federal Transportation Bill Reauthorization – *MPO Staff*
 3. **MPO Officer Report**
 4. **Communications from TCC Members**
 5. **Adjourn** - Next TCC Meeting: Monday February 27th, 2012

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**SUMMARY INDEX
SFMPPO-TCC MEETING
January 23, 2012**

ITEM	ACTION	PAGE(S)
ROLL CALL	Quorum Present	1
APPROVAL OF AGENDA	Approved as presented	1-2
APPROVAL OF MINUTES December 12, 2011	Approved as amended	2
1. COMMUNICATIONS FROM THE PUBLIC	None	2
2. ITEMS FOR DISCUSSION AND POSSIBLE ACTION		
a. Election of the Chair	Approved	2
b. 2010-2035 MTP Amendments	Approved	2-3
c. 2012-2015 TIP Amendments	Approved	3
d. TIP Project Updates	Discussion	3-5
e. Route 66 Exhibits - Scenic Byway Project	Stricken	5
f. UPWP 2012-2014 proposed tasks	Discussion	5-9
g. Federal Transportation Bill Update	Discussion	9
3. MPO OFFICER REPORT	Discussion	9-10
4. COMMUNICATIONS FROM TCC MEMBERS	Discussion	10
5. ADJOURNMENT - Next Meeting: Feb 27	Adjourned at 3:05 pm	10

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**MINUTES OF THE
SANTA FÉ MPO
TECHNICAL COORDINATING COMMITTEE
January 23, 2012**

CALL TO ORDER

A regular meeting of the Santa Fé MPO Technical Coordinating Committee was called to order on the above date by Chair John Romero at approximately 1:30 p.m. in the Councilors' Conference Room, City Hall, 200 Lincoln Avenue, Santa Fé, New Mexico.

ROLL CALL

Roll call indicated the presence of a quorum as follows:

MEMBERS PRESENT:

John Romero, Chair - City of Santa Fé
Jon Bulthuis – Santa Fé Trails
Phil Gallegos for Miguel Gabaldon – NMDOT District 5
Andrew Jandáček – Santa Fé County
Richard Macpherson for Reed Liming – City of Santa Fé
Eric Martínez – City of Santa Fé
Tony Mortillaro – NCRTD
Tamara Baer for Greg Smith – City of Santa Fé

MEMBERS EXCUSED:

Shelley Cobau – Santa Fé County
Robert Martínez – Santa Fé County
Ryan Swazo-Hinds – Tesuque Pueblo

STAFF PRESENT:

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

OTHERS PRESENT:

Mr. Claude Morelli, NMDOT
Ms. Colleen Baker, County of Santa Fé

APPROVAL OF AGENDA

Mr. Wilson said they needed to remove e.

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

APPROVAL OF MINUTES - December 12, 2011

Mr. Gallegos asked for a correction on page 3, second paragraph where MPO STIP should be MPO TIP and again down near the bottom of the page. On the same page in the seventh paragraph, the scale should be 1:100. On page 4, fourth line up, he had not heard anything from accounting.

Ms. Baer moved to approve the minutes of December 12, 2011 as amended. Mr. Gallegos seconded the motion and it passed by unanimous voice vote.

1. COMMUNICATIONS FROM THE PUBLIC

There were no communications from the public.

2. ITEMS FOR DISCUSSION AND POSSIBLE ACTION:

a. Election of the Chair

Ms. Baer moved to re-elect John Romero. Mr. Martínez seconded the motion and it passed by unanimous voice vote.

b. Review and Recommendation on the proposed amendments to the Santa Fé Metropolitan Transportation Plan 2010-2035

Mr. Wilson recalled the Committee had a lengthy discussion on this last time and it was issued for the thirty-day public review on December 17 and that ended January 20 without receiving any public comment. This amendment was for the Cañoncito interchange.

Mr. Gallegos explained that DOT left it out of the Santa Fé MTP because they didn't realize it was in the Santa Fé MPO area. It had been in and out of our projects for bridge replacement because of funding.

On the update, when the Phase A report comes in he would do a presentation for the TCC. As of now, they had a report that would combine Phase A with Phase B and it would be distributed sometime this week.

The two alternatives they were leaning toward were an interchange shift to the south or at the current

alignment. They would look in more detail at it. Preliminary cost numbers seemed high especially the one that shifted alignment.

Mr. Wilson said he received the rationale and it was a handout. These were based on trip counts for an average weekday.

Mr. Gallegos said the ramps had low volumes. They consulted with the National Park Service at Glorieta on it and looked at the alternatives. As soon as he got the draft, he would put together the presentation for an update.

Mr. Wilson clarified that to receive federal funding, it had to be included in our MTP so it had to be amended and would require some minor changes to a couple of maps and to tables 5.2 and 6.1. It had an impact on fiscal constraints as new money coming into the MTP so it was adding \$7 million. The final change would be to table 7-2 (fiscally constrained projects).

Mr. Mortillaro moved to recommend the amendment to the MTP to the Transportation Policy Board. Mr. Martínez seconded the motion and it passed by unanimous voice vote.

c. Review and Recommendation on the proposed amendments to the FFY 2012-2015 Transportation Improvement Program

Mr. Wilson handed out the summary page for the Transportation Improvement Program (TIP). Each quarter was an amendment cycle for TIP and this was released for public comment at the same time. They received no comments. This was to add \$7 million and the other one was not fully resolved. Caja Del Rio was identified as regionally significant and budgeted for \$2 million on the TIP. Regardless of funding, these should be included in the TIP and he needed to get a PIF from the County. Robert Martínez seemed reluctant to give a PIF or have it included in the TIP. The TPB could make a final determination. Without it it would mean they couldn't get federal funding on it.

Chair Romero asked if it could jeopardize the interchange.

Mr. Wilson didn't think so. This was just a listing of those projects. He was trying to get a resolution for it and asked the TCC to recommend it to the TPB.

The items in blue were for transit and didn't require any action. They were clarifying funding for the Ridefinders Program.

Mr. Morelli if that was not in there before.

Mr. Wilson said it was as an estimate and this would change it to actual numbers. They got that clarified.

Mr. Martínez moved to recommend the TIP amendment to the TPB. Mr. Bulthuis seconded the motion and it passed by unanimous voice vote.

d. TIP Project Updates

Mr. Wilson reminded the Committee that this was a standard agenda item. Ms. Baker was here for a couple of enhancement projects. He asked Mr. Gallegos if he had updates on the 62/599 interchange.

Mr. Gallegos said no bids were within the estimated amounts but they were fairly close. He reported that the St. Francis bridge projects would start in the spring. For the Jaguar interchange the developer was still moving forward but it wouldn't happen this year. They were working on a 3-party agreement with DOT, City of Santa Fé and developer.

Washington Avenue was on schedule for the last part of the summer or early fall and they were working with the city for project expansion. The City was putting some money into it. Chair Romero agreed.

Mr. Gallegos said they would have to do a TIP/STIP amendment when they got the revised estimate on the Washington project.

He had the Cerrillos Report Phase A report. The preferred solution would deal with weaving - an emerging diamond with roundabouts. They would look at them in a lot more detail to find the best.

Ms. Baer asked if there was a roundabout on Beckner.

Mr. Gallegos said no. It was on Camino de las Animas.

Mr. Bulthuis reported for Santa Fé Trails on the Santa Fé Place work. They were getting the bid back to Anthony on it. The first one didn't quite fit. The City would acquire a parcel at Santa Fé Place for the transit center at the current location.

Mr. Tibbetts asked if they couldn't get funding on private property.

Mr. Bulthuis said they could but there were complications. This was the third owner they had worked with and this owner was the least comfortable with it as a lease so it would be an outright purchase. They had worked with the current owner for 8 months now and he thought the purchase would happen. The appraisal was due very soon.

Mr. Wilson asked about the SE/NE Connector.

Mr. Gallegos said Robert Martínez was to get us an RFP soon on it and it should be moving forward.

Ms. Baker said she was here to improve the County's communications with MPO so she would start coming to the meetings.

She reported that the County had several big trail projects they were working on. They were also working on implementation of the Bikeways MP as well. She was here to learn how they could coordinate.

The first segment of the Santa Fé Rail Trail was from Rabbit Road to the Spur Trail which was now under construction and to be completed in early spring. The second segment and the third segment continued to Avenida Vista Grande in Eldorado (3 miles) and the consideration of funding would go to the Board of County Commissioners next week. They were working through the certification process.

The second major one was the NM Central Railroad Trail from Rancho Viejo to Eldorado (approximately 4 miles) so the money they had in grants there would apply to the design through the alignment phase.

Mr. Tibbetts asked about surfaces.

Ms. Baker said they were designed for all seasons. They would have a natural surface but were tearing up the first 4-6 inches and blending in a base course and compacting so it was stabilized to some degree. They were not yet sure if they could use the railway grade or would have to locate the trail to the side. They would prefer to use the original grade.

Mr. Tibbetts thought money from Rails to Trails could be obtained.

Ms. Baker said they both were large cost projects.

Mr. Wilson asked Mr. Martínez about the Acequia Trail crossing.

Mr. Martínez said there would be a public hearing coming up and it included the Phase B portion of the site.

Mr. Wilson said for him those processes kept everyone up to date and kept things from slipping through the cracks.

Mr. Wilson reported that they had the quarterly MPO meeting and were changing the process on TIPs.

Mr. Gallegos said they talked about using a Project Evaluation Report instead of a PIF. It would be like the EA process. He explained where that came from. For smaller entities it would be harder because they would have to hire someone to do them.

The Committee had some discussion on the quarterly changes imposed by the feds in spite of the need to keep the TIP process static.

e. Review and Recommendation on adding the Historic Route 66 Interpretive Exhibits Scenic

Byway Project to the FFY 2012-2015 Transportation Improvement Program if funding was awarded

This item was stricken under Approval of the Agenda.

f. Review and discussion of the proposed Tasks for the 2012-2014 Unified Planning Work Program (UPWP)

Mr. Tibbetts referred to the sheet called Proposed Tasks and explained that was what they had in the 2010-2012 UPWP.

He reviewed the list of tasks and commented on several them. Most of them would be carried forward but some in a different sense. For bikeways, the Master Plan was really completed and now would try to finish the process. In the 2012-2014 UPWP we want to get into more specific tasks and would implement and develop more than just putting the plan on a shelf so we need to develop tasks for them.

On bikeways they wanted to put in wayfinding signs on the trails. We heard it from the public so we want to develop a specific plan for signage. SFCC worked on actual mock ups of signs. The WPI students worked on it last year to see what tangible products could be achieved.

They wanted to make the map a dynamic map on a Google or Mapquest app. There were many apps out there and they were trying to find the best one to use.

For traffic counting they wanted to have archived information on an app that could be kept current. They caught up with 2011 and now were working on 2012.

For travel demand modeling they would work with a consultant to improve the travel demand model. They met last week with a group from Nebraska and they had an automated model.

For Public Participation Process - at the quarterly meeting there was a focus on financial review starting this spring but also looking at PPP which the MPO hadn't updated since 2007. He would bring it back to the TCC in May after a 45 day review.

The ITS update was just completed where they were hooking up with the rest of the state and getting more involved in the statewide ITS committee.

What would come in February was a revised UPWP but he wanted to talk today about a couple of specific tasks. One was wayfinding for trail routes.

He wanted to discuss St. Michael's specifically - to have a direct strategy to improve that corridor from the current way it operated on management and land use. Staff was looking at doing a study if he could identify sufficient funding.

The Santa Fé MPO normally got about \$200,000. Estimated for Santa Fé was \$196,000 plus \$39,000 (excluding local match). The estimate was based on the first six months of the Fiscal Year. If they could squeeze in some money they would like to have \$30,000 for a traffic study. A study had been requested for Paseo de Peralta. He would like to see more products like Zia Station.

Are asked if there were some he could include.

Ms. Baer suggested the widening of Old Santa Fé Trail for a bike lane.

Mr. Wilson noted that was also a recommendation in the Bikeways Master Plan.

Ms. Baer asked if it had been identified as a need.

Chair Romero said there was a study on whether shoulders were needed or not. For St. Michael's he had a scope of work and he didn't think \$35,000 would cover it. There were three scenarios presented and to analyze all of them would cost more.

Mr. Tibbetts asked if the MPO could help some with it.

Chair Romero had no idea about that.

Mr. Wilson said they still needed to project staff time for these projects. He wanted to bring it back next month with the identified staff hours and other funds available.

Mr. Tibbetts said they needed to start looking at contracting for traffic counts and full-blown studies in this process. They were trying to find the top priorities.

Mr. Wilson said they had to tie all of them back to the MTP in order to use planning funds.

For the whole Richards Avenue project, there was discussion of other alignments but the plan didn't include them.

Mr. Morelli thought some of them could be done as special projects.

Mr. Wilson said the last task was to start the next update for MTP.

Mr. Mortillaro asked about 3.3 and 3.4.

Mr. Tibbetts said what was lacking was coordination of services. Funding that was transit related seemed to be first on the chopping block. So it was an effort to see if they would be more efficient by collaborating and what they should be looking at. A person was helping them on it. Staff had identified \$100,000 but he wasn't sure that was sufficient.

Mr. Mortillaro asked what the time frame was.

Mr. Tibbetts said many documents were due in March.

Mr. Mortillaro said it sounded like the MPO and NCRTD would be covering the same area. He thought maybe they could share financial resources on it.

Mr. Tibbetts said they were flexible but want to do it right and keep it moving. They hoped to have more specifics in the next couple of months.

Mr. Morelli thought it would be helpful to have a Gantt chart or something like that. Also in the PPP, he thought Mr. Tibbetts said that was happening in May.

Mr. Tibbetts said he didn't know when exactly it would hit them but wanted a draft document to have it reviewed by FHWA.

Mr. Morelli noted there were lots of things happening with the Rail Runner. He had heard they were thinking of changing the schedules again.

Mr. Mortillaro and Mr. Bulthuis both indicated that was news to them.

Mr. Mortillaro said any change should not be to reduce services.

Mr. Morelli heard of a rigid 8-5 schedule but also for some express service.

Mr. Mortillaro agreed to talk with Mr. Tibbetts about 3.4 later. He said when they do their service plan they did all four counties and used a consultant so they were not replicating effort.

Mr. Tibbetts said he would modify timelines accordingly. They included outside the MPO planning area and needed to coordinate all connections. So it was a big coordinating effort and wanted to approach it systematically. Santa Fé trails was working on a GPS system.

Mr. Mortillaro said they were working on an app to coordinate schedules.

Mr. Bulthuis noted it had been a while since TCC talked about it but NCRTD goals were the same as Santa Fé Trails' desires. Managing it was a big task. He wondered if they could regroup as a subcommittee to work on it.

Mr. Wilson said one final thing on UPWP was that there was a lot of stuff in reauthorization. More performance measures were likely so they would need to create data to prove changes in crash data or time delays in traffic. He asked members if things came to mind to let staff know of potential things they could assist with.

Mr. Martínez asked about programming off the planning grid.

Mr. Wilson didn't think they could spend MPO money for signage.

Mr. Morelli suggested the engineering and design portion.

Mr. Tibbetts thought they could use software to gather information from those loops.

Mr. Wilson said they would meet with Mr. Morelli to make sure they could be approved. They wouldn't get into the engineering detail but a conceptual view of it.

Mr. Martínez said that helped him know where they were.

Mr. Jandáček wondered if they could describe how the roads identified in future study were extensions and how they could also be candidates for these kinds of studies. In order to move forward with a phase of connectors they would need a location study to determine if traffic counts were significant enough to justify the project.

Chair Romero thought counts could eat up money quick. They would get more bang for the buck to update all the demographics that were incorrect. Mr. Wilson agreed.

They discussed what the model could do and how it would help them get the data that was needed. It would help them determine if connections or volumes were adequate.

Mr. Wilson agreed that improving the model was a high priority. Requests for information from it were quite specific so it needed to have the right data. If the legislation passed they needed to have these things in place. The data used on this model were households. On a zone by zone basis so if on the north side there might be 50% of the homes unoccupied it would affect traffic counts - trip generations.

g. Update on the status of the Federal Transportation Bill Reauthorization

Mr. Wilson shared the latest update.

The Senate had been debating MAP-21. They hadn't identified funding limits so it was kind of stalled for now. The House released some information on a six year authorization. He had been hearing not about reducing funding but how to keep existing funding levels. The latest update had a March 31 reauthorization date. It was hard to believe the democratic senate would go along with it. Resolving it within the latest continuum would be hard to achieve.

In MAP -21 they proposed to dissolve all MPOs for communities under 200,000. There would be a process for a waiver from dissolution. The national organization for MPOs had suggested language for a

letter to send. It would request to grandfather those in existence now.

Mr. Morelli said a lot of states were adding it onto gasoline tax and felt that was snowballing.

Mr. Wilson said no one knew what was in the House versions. There was a leaked White House version that made its way into Senate version. He said the MPOs that were dissolved would revert back to DOT but it was unclear how DOT would deal with the requirements.

3. MPO OFFICER REPORT

Mr. Tibbetts said bylaws also needed updating and some other documents. This year was probably going to be the updating year. They would only fund one student from the WPI this year and that one would map crash data for most the dangerous intersections. They would try to consolidate the data and use the student to work on that. They were coming mid-March until the end of May (6 weeks).

Chair Romero had some data for them.

4. COMMUNICATIONS FROM TCC MEMBERS

Mr. Gallegos announced they had a new website up.

<http://dot.state.nm.us> was the new website. It was more streamlined. Details might have to be added in.

5. ADJOURNMENT - Next TCC Meeting: Monday February 27, 2012

The meeting was adjourned at 3:05 p.m.

Approved by:

John Romero, Chair

Submitted by:



Carl Boaz, Stenographer