

MINUTES

21st Century Transportation Task Force

January 23, 2008
11:30 AM – 1:30 PM
Council Committee Room, 9th Floor

Type of meeting: Second Task Force Meeting

Attendees:	Councilor Isaac Benton, Mike Skaggs, Claude Luisada, Claude Morelli, Moises Gonzalez (absent), Jeffrey Peterson, Antonio Sandoval (absent), Charles Ivy (absent), Terry Keene, Gary Bodman (absent), Nevin Harwick, Alex Romero, Bert Thomas, Bob Murphy, Brent Wilson, Carlos Romero (absent), Chris Blewett, Cynthia Reinhart (absent), Dale Lockett, Jeannie Chavez (absent), Joanne McEntire, Joel Wooldridge (absent), JW Madison, Martin Sandoval, Ralph Cipriani, Frank Burcham
Resource Persons:	Ed Adams, John Castillo, Michael Riordan, John Hartmann, Richard Dineen, Pat Montoya, John Messier, Andrew de Garmo, Keith Perry, Laura Mason, Jon Zaman, Debbie Stover, Tom Menicucci, Susan Johnson, Donna Baca, Kara Shair-Rosenfield
Observers:	Tony Sylvester

AGENDA TOPICS

Welcome

Councilor Benton

Discussion: Councilor Benton called the meeting to order and introduced one new member of the Task Force, Bob Murphy, representing Albuquerque Economic Development. Members briefly introduced themselves again.

Approval of Agenda and Minutes

Councilor Benton

Discussion: Councilor Benton moved to amend the 1-23-08 Agenda to add "Approval of Agenda" and "Approval of Minutes, 1-8-08". The motion was seconded and passed unanimously. Councilor Benton moved to approve the agenda as amended. The motion was seconded and passed unanimously. Councilor Benton moved to approve the minutes from the 1-8-08 meeting. The motion was seconded and passed unanimously.

	Presentation A: The Albuquerque/Bernalillo County Comprehensive Plan	Richard Dineen, Director, Planning Dept.
Discussion: Richard Dineen gave a presentation on the Albuquerque/Bernalillo County Comprehensive Plan and explained how it guides City policies and planning, specifically with regard to “(Re) Planning the Modern City for Transit” [handout provided; map of Centers & Corridors also provided]. He suggested that one thing the Task Force may want to consider doing as part of its work is make recommendations about amending the Comprehensive Plan to strengthen policies and articulate specific road, bicycle, and transit improvements. Richard mentioned that next steps, such as creating a regional transit system and possibly a rail system, are not discussed in the Comprehensive Plan.		
	Presentation B: The Planned Growth Strategy	Susan Johnson, City Council Consultant
Discussion: Susan Johnson provided the Task Force with a brief history on the Planned Growth Strategy (PGS), which was adopted in 2002 [3 handouts provided]. She stated that the principles in the PGS arose from the Comprehensive Plan and Centers & Corridors Plan and that two key ideas behind the PGS are to have the city grow efficiently in already-served areas and seek to create a jobs-housing balance. Susan also mentioned that the PGS talks about needing appropriate land uses to support transportation and transit investments. Newly-proposed zoning, called the Form-Based Code, creates a connection between land use and transportation in a way that current zoning does not. Form-Based Code zones support and make use of functioning transit systems by allowing for more density along transit corridors and encouraging transit-oriented development. Susan said that it will be very expensive to not have compact urban forms and a functioning transit system and that it is important to get out in front of this issue rather than always be chasing after it.		
	Presentation B (cont.): The Capital Improvements Program Ordinance	Jon Zaman, Senior Budget Policy Analyst, City Council
Discussion: Jon Zaman presented information on the City’s Capital Improvements Program Ordinance. Jon informed the Task Force that the CIP Ordinance is an important policy document that guides the distribution of funds in the General Obligation Bond package by allocating certain percentages of the available capacity for specific purposes. Jon explained that the CIP Ordinance requires the City Council to adopt a policy resolution in January of even-numbered years, and he reviewed Resolution R-07-12, “Establishing priorities for the 2009 Capital Improvements Plan” [handout provided], with the Task Force. Jon noted that the anticipated capacity of the 2009 G.O. Bond is \$160 million, and that approximately 28% (\$44.8 million) is to be allocated to the Streets Division, and 5% (\$8 million) to the Transit Department per Section 5 of R-07-12. He also explained that 5% of the Streets Division allocation, or \$2.24 million, is to be used for trails/bikeways. Jon reviewed two other sections of R-07-12 with the Task Force: Section 4 says that “It shall be the policy of the City of Albuquerque that a goal of approximately 90% of the 2009 general obligation bond program and decade plan shall be for rehabilitation and deficiency correction of existing facilities and systems, except that funds required to pay for growth related impact fee reductions shall not be included in the calculation of the 90% goal.” Section 8 defines different categories of projects (growth, rehabilitation, deficiency, improvements, mandate), one of which must be assigned to each project contained in the Mayor’s proposed decade plan.		

	Presentation C: Transportation Planning / Plans for Expansion of the System	Michael Riordan, Deputy Director, DMD
Discussion: Michael Riordan went over the sources of funding available for transportation projects that were presented at the first meeting. He explained that local projects are identified and funded through the development of the Decade Plan, which is related to the General Obligation Bond, and from the original ¼ Cent for Transportation Infrastructure Tax Program that was created when the tax first came on line. Transportation planning that involves federal funding is done in coordination with the Mid-Region Council of Governments through the 30-year plan. Michael informed the Task Force that, in 2007, the Streets Division had requested \$69 million from the G.O. Bond but only received \$44 million to carry out projects that had been identified. He mentioned this in order to demonstrate that there is already a need to adjust expectations for what can be achieved based on the reality of funding constraints. Michael also talked about the growth of the city's roadway system over the past decade. He informed the Task Force that, in 1999, the city had 3,400 lane miles of roadway, and that today, in 2008, there are 4,400 miles of roadway the city must maintain; that is an increase of nearly 30% in lane miles in less than 10 years. Michael had two maps that show all of the roadway and bikeway/trails projects that are planned for the city. He said that, without the ¼ Cent Transportation Tax, the City would have to eliminate about 75% of the projects identified on those maps. He summarized DMD's transportation planning as follows: In order to implement DMD's plans, they take the Long-Range Maps, compare them to the Council's Criteria Resolution (e.g., R-07-12) and other adopted policies (such as the PGS), create a wish list of projects, and move forward based on how much funding is available.		
	Presentation C (cont.): Transportation Planning / Plans for Expansion of the System	Keith Perry & Andrew de Garmo, Transit Dept.
Discussion: Keith Perry and Andrew de Garmo from the Transit Department gave a presentation on the way the Transit Department's planning wing operates [PowerPoint handout provided]. Keith started by saying that there are 5 positions in the ABQ Ride Planning division, but only 2 of the positions are filled – by himself and Andrew. He discussed how multiple inputs and constant change make transit planning challenging, and he walked the Task Force through the Transit Department's "Planning Process in a Nutshell." Andrew went over previous discussions that have taken place about regional and local transit. He talked about a proposal in 1998 to have a ½ cent sales tax to support regional transit (Belen, Bernalillo, Moriarty); while it was an impressive plan, it was never realized. However, certain elements, such as the City's ¼ Cent Transportation Tax, did materialize as a result of those discussions. In 1999, a study called the Middle Rio Grande Connections Study was completed. Following that was the City's Rapid Transit Project, which identified Central Avenue as being the corridor-of-choice for high-capacity transit in the city. Andrew then reviewed the department's short- and long-range plans for Albuquerque's transit system. In the near future, there are plans to update the Short-Range Transit Plan, including a West Side Service Plan study. Long-term plans include updating the Long-Range Transit Plan and exploring new transit options, such as neighborhood circulators, which are popular in Boulder, CO, Phoenix, AZ, and even in Albuquerque where the D-Ride in downtown is an example of a neighborhood circulator. He mentioned that, in other cities, citizen committees help to design neighborhood routes.		
	Presentation D: An Introduction to the Mid-Region Council of Governments	Chris Blewett, MRCOG
Discussion: There was not enough time for Chris Blewett to give his presentation on the Mid-Region Council of Governments, so it was decided to place this item on the next agenda.		

	General Discussion and Questions & Answer	Task Force Members
Discussion: There was not enough time for general discussion. Councilor Benton suggested that at least one half of the next meeting be reserved for roundtable discussion amongst Task Force members. There was also brief discussion about topics for the next meeting. In addition to Chris Blewett's presentation on the Mid-Region Council of Governments, City staff will give a presentation on the Modern Streetcar proposal from 2006.		
	Scheduling of Next Meeting; Adjourn	
Discussion: The next meeting of the Task Force will be on Tuesday, February 5, 2008, 3-5 PM, in the City Council Committee Room on the 9th Floor of City Hall. The meeting adjourned at 1:30 PM.		