

# MINUTES

# 21<sup>st</sup> Century Transportation Task Force

January 8, 2008

3-5 PM

Council Committee Room, 9th Floor

Type of meeting:

First Task Force Meeting

Attendees:

Councilor Isaac Benton, Mike Skaggs, Claude Luisada, Claude Morelli, Moises Gonzalez, Jeffrey Peterson, Antonio Sandoval, Charles Ivy, Terry Keene, Gary Bodman, Nevin Harwick, Alex Romero, Bert Thomas, Brent Wilson, Carlos Romero, Chris Blewett, Cynthia Reinhart (absent), Dale Lockett, Jeannie Chavez, Joanne McEntire, Joel Wooldridge, JW Madison, Martin Sandoval, Ralph Cipriani, Frank Burcham

Resource Persons:

Ed Adams, Tony Pedroncelli, John Castillo, Michael Riordan, Richard Dineen, Pat Montoya, Greg Payne, Andrew de Garmo, Keith Perry, Laura Mason, Jon Zaman, Debbie Stover, Tom Menicucci, Donna Baca, Kara Shair-Rosenfield

Observers:

Tony Sylvester

## AGENDA TOPICS

Welcome

Councilor Benton &  
Mike Skaggs

**Discussion:** Councilor Benton called the meeting to order and thanked everyone for coming and volunteering to serve on the Task Force. Councilor Benton briefly reviewed the Task Force's charges as outlined in Ordinance O-07-71 (Enactment number O-2007-010).

Introductions

Task Force Members  
and Staff

**Discussion:** Task Force members and Staff introduced themselves.

	<b>Presentation: What it takes for the City to provide current transportation and transit programs – An Overview of Funding Sources and Programs. (Dept. of Municipal Dev.)</b>	<b>Ed Adams, COO John Castillo, Director, DMD</b>
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**Discussion:** Ed Adams, Chief Operations Officer, gave a presentation on the sources of funding (federal, state, and local) that support the city’s transportation system. He explained that there are three types of **federal funding**: 1) TPE – less than \$1 million annually for the region. The City receives approx. \$200,000 of those funds. 2) TPU – approx. \$10 million annually for the region. The City receives approx. \$5 million, or half, of those funds, and a 15% match in local funds is required. 3) CMAQ – approx. \$6 million annually for the region. The City receives about \$2 million, and a 15% match in local funds is required.

Ed provided information on **state funding**, which he said is less structured and more sporadic than federal funding. On average, the City receives about \$2-3 million annually via capital outlay appropriations from legislators and the Governor. GRIP I and GRIP II are also sources of funding for local projects (e.g., Coors/I-40, Unser from Central to Rio Bravo, Rio Bravo/I-25 interchange). A local match (excessively high – 35-45%) is required for GRIP funds, and the exact percentage is determined on an inverse sliding scale.

Finally, Ed reviewed the three sources of **local funding**: 1) General Obligation Bonds (*handout provided – Decade Plan*), which are voted on biennially, pay for everything from median and interstate landscaping to bicycle lanes, traffic signals, and striping. 2) The Quarter Cent Transportation Infrastructure Tax (*handout provided – Continuation of Existing Transportation Infrastructure Tax as proposed in October 2006*) was created in 2000 and is set to sunset at the end of 2009. Ed reviewed how the tax has typically been broken down and used for street projects: \$10 million for Street Rehabilitation, \$5 million for Street Deficiencies and Missing Critical Links, \$3 million for Street Maintenance. 3) Impact fees have recently come on line as another funding source. They will provide some additional funds; however, it is hard to predict exactly how much impact fees will generate in the future to support the city’s transportation system.

	<b>Presentation: What it takes for the City to provide current transportation and transit programs – An Overview of Funding Sources and Programs. (Transit)</b>	<b>Greg Payne, Director, ABQ Ride</b>
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**Discussion:** Greg Payne presented an overview of ABQ Ride’s funding sources and programs (*handout provided – ABQ Ride Funding and Programming*). Capital funding sources include the City’s General Obligation Bond program (\$7.3 million in 2007), grants from the Federal Transit Administration (Fund 5307 – approx. \$7 million annually, Fund 5309 – approx. \$1 million annually), and other federal transportation funding (approx. \$0-1 million). Transit’s operating budget for FY08 is \$41.3 million. Operating costs are funded by the City’s General Fund, the Quarter Cent Transportation Tax (approx. 20% of tax, or \$7.4 million in FY08), and through cost sharing with County for County service. Greg also provided information about increases in ridership and expansion of services and the system.

	<b>Presentation: Consequences of losing the ¼ Cent Transportation Infrastructure Tax</b>	<b>Ed Adams, COO</b>
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**Discussion:** Ed Adams explained what the consequences of losing the Quarter Cent Transportation Tax as an ongoing source of funding would be. He stated that costs to support a transportation system are huge and that the premise of the ¼ cent tax is that the City can control and keep up with maintenance on an ongoing basis, which is much more cost effective in the long run. Ed described the process that is used to maintain pavement and extend its life and said that the alternative to conducting ongoing maintenance and rehabilitation is to defer maintenance, which leads to the rapid depreciation of the asset and is not cost effective. He concluded by suggesting to the Task Force that one of the most important questions they need to ask and answer is: What is the best way to serve the community in the long-term with the tools that are available to us?

<b>Action items:</b>	<b>Person responsible:</b>	<b>Deadline:</b>
Members requested that materials for presentations be provided electronically prior to meetings.	City Staff	1-18-08

	<b>General Discussion and Questions &amp; Answer</b>	<b>Task Force Members</b>
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**Discussion:** Members of the Task Force asked questions about:

- the capacity of the General Obligation Bond;
- how Albuquerque’s property tax rate compares to other cities in the country;
- whether or not deferred maintenance is still a problem after 8 years of having the ¼ cent tax;
- why street rehabilitation and maintenance goes only from curb-to-curb and doesn’t include sidewalks;
- whether or not the City utilizes Special Assessment Districts as another way of paying for infrastructure improvements;
- why sidewalks, when reconstructed by the City, are not reconstructed to ADA standards;
- long-term maintenance costs of rail vs. roads and buses;
- the origin of the Quarter Cent Transportation Tax’s sunset clause;
- the costs of road maintenance over an extended period of time in the context of a modern streetcar system;
- the interfacing of light rail/modern streetcar and Rio Metro/the 2030 Plan.

	<b>Scheduling of Next Meeting; Adjourn</b>	
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**Discussion:** The group discussed whether the current meeting time – Tuesday afternoon, 3-5 PM – is convenient for everyone or if it would be desirable to alternate meeting times. Wednesday from 11:30 AM to 1:30 PM seemed to be a time that would also work for a majority of Task Force members. It was decided that the next meeting will be on Wednesday, January 23, 11:30 AM to 1:30 PM. Councilor Benton asked that lunch be provided. A number of members indicated that they will not be able to attend on the 23<sup>rd</sup> due to a previously-scheduled luncheon with Governor Richardson. Councilor Benton suggested that we alternate between the Tuesday, 3-5 PM time, and the Wednesday, 11:30 AM – 1:30 PM time to try to accommodate differences in members’ schedules. The meeting adjourned at 5:00 PM.