

MINUTES

21st Century Transportation Task Force

June 11, 2008
12:00 – 2:00 PM
9th Floor Council Committee Room

Type of meeting: Eleventh Task Force Meeting

Attendees: Councilor Isaac Benton, Mike Skaggs (absent), Claude Luisada (absent), Claude Morelli, Moises Gonzalez, Jeffrey Peterson (absent), Antonio Sandoval, Terry Keene (absent), Gary Bodman, Nevin Harwick, Alex Romero (absent), Bert Thomas, Bob Murphy (absent), Brent Wilson (absent), Chris Blewett, Clovis Acosta, Dale Lockett, Joanne McEntire, Joel Wooldridge, JW Madison, Martin Sandoval (absent), Ralph Cipriani (absent), Frank Burcham (absent), Gus Grace (absent)

Resource Persons: Michael Riordan, Mike Smith, Keith Perry, Andrew de Garmo, Pat Montoya, Tony Sylvester, Donna Baca, Kara Shair-Rosenfield

Observers: John Kennedy, Roger Mickelson, Silvio Dell'Angela, John Perry

AGENDA TOPICS

Welcome

Councilor Benton

Discussion: Councilor Benton called the meeting to order.

Approval of Agenda and Minutes

Councilor Benton

Discussion: Councilor Benton moved to approve the agenda. The motion was seconded and passed unanimously. Councilor Benton moved to approve the minutes from the 5-27-08 meeting. The motion was seconded and passed unanimously.

Presentation: Street Maintenance and Rehabilitation in Twenty-first Century (SMART)

**Michael Riordan,
DMD**

Discussion: Michael Riordan, Deputy Director of the Department of Municipal Development, gave a presentation on the history of the ¼ Cent Transportation Infrastructure Tax, specifically, what the tax was intended to pay for, what has been delivered, and some projections for future maintenance needs. (Complete presentation available in .pdf format.) Some highlights of the presentation:

▪ **What was PROMISED**

- Implement \$3 million per year on Street Maintenance (Slurry Seal, Micro-surfacing, etc.);

- Implement \$10 million per year on Street Rehabilitation (Mill and Inlay or Reconstruction);
- Rehabilitate 2690 lane miles in city that were in fair/poor/very poor condition to “good” condition.
- **What was DELIVERED**
 - Between 2000 and 2007, City has rehabilitated 2330 lane miles;
 - From 2008-2010, City will rehabilitate and additional 500 lane miles;
 - Total lane miles maintained (estimate) = 2830
 - Total lane miles promised = 2690
- **Specific Achievements**
 - Constructed bike trail miles = 41 (\$7.8 million)
 - Rehabilitated bike trail miles = 30 (\$2.4 million)
 - Constructed sidewalk miles = 46 (\$10.4 million)
 - Rehabilitated sidewalk miles = 143 (\$10.8 million)
 - New roadway miles constructed (2000-2007) = 479
 - Roadway lane miles maintained (2000-2007) = 2333 (**\$128 million investment**)
- **Projected new needs**
 - Bike trail miles = 6 new, 4 rehabilitated per year
 - Sidewalk miles = 34 new per year, rehabilitated depends on future funding
 - New roadway miles, including sidewalks (2008-2014) = 434
- **Value of current roadway system = \$1.7 Billion**
- **Pavement Maintenance Plan** (next 10 years)
 - New and “excellent” rated roadways = 1709 lane miles with little or no maintenance needed
 - “Good” rated roadways = 1484 lane miles with 1 maintenance cycle needed (\$8.5 million)
 - “Fair” rated roadways = 870 lane miles with 2 maintenance cycles, or 1 rehabilitation cycle, needed (\$42.5 million)
 - “Poor” and “Very Poor” rated roadways = 839 lane miles with 1 rehabilitation cycle needed (\$142.5 million)
 - Total Maintenance needed = **\$193 million**
 - If the only available funding for maintenance is the \$3 million a year from the GO Bond, the number of “poor” and “very poor” rated roadways will increase dramatically by 2014.

	General Discussion: Outline/Report	
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Discussion: Claude Morelli briefly recapped the report he gave at the last meeting on the status of the Transit section of the report. He remarked that he was surprised to see that the most recent version of the Draft Outline did not yet include a new Roman Numeral II, which the group decided should be a section dedicated only to Transit. Transit group member Gary Bodman volunteered to convert the narrative on Transit, drafted by Ralph Cipriani, to fit with the outline format that the group had started with. A new section II will be incorporated into the next draft of the outline.

Members had a few questions of Michael Riordan related to the Roadways section of the outline:

Joanne McEntire: Regarding section I.A.1.b, has the Department of Municipal Development started to look at using alternative materials in constructing roadways, sidewalks, etc.?

Michael Riordan: Yes, we've just started to look into alternative materials. What we're finding is that they're not readily available or economical at this time. Rubber sidewalks is an area we've investigated the most, but we're not willing to implement them yet because of cost.

Dale Lockett: What is the comparison, in terms of cost, of asphalt versus concrete over the long term? What is the best investment?

Michael Riordan: To build a concrete road costs approximately 2.5-3 times as much as asphalt, and concrete only lasts about 2 times as long.

Bert Thomas: The DOT does cost-comparison, life-cycle analysis, and their conclusion is that concrete is not cost effective right now. But as asphalt prices continue to rise, it's something we need to keep an eye on.

Claude Morelli: It's substantially noisier to have high-speed concrete roadways.

Bert Thomas: Texas is putting an asphalt overlay over concrete to deal with that issue.

To wrap up discussion about the two sections that the two groups have been working on, the following things were decided:

1. Gary Bodman will convert the transit section narrative into outline format.
2. Joanne McEntire volunteered to work on the roadways section narrative that was drafted by Tom Menicucci. She will also incorporate information from Michael Riordan's presentation into this section.
3. "Recommendations" are the same as "Policy Statements." It was recommended to henceforth refer to them as "Policy Recommendations."
4. In terms of organization, each section will open with "Observations" and be followed by the "Policy Recommendations."

	General Discussion: Modern Streetcar	
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Discussion: The rest of the meeting was spent walking through the “Modern Streetcar” section of the outline for the first time. Councilor Benton explained that, when he and Martin Sandoval first drafted the outline, they decided to begin the Modern Streetcar section with a look at the “Conditions of Success” as outlined by Leland Consulting Group. Joanne McEntire commented that she thought the “Conditions of Success” was a great way to start off the discussion about the streetcar, and Joel Wooldridge agreed that they provide good evaluation criteria. What follows is documentation of the discussion the group had about the “Conditions of Success”:

Councilor Benton: What I got out of Leland’s presentations is that the streetcar serves as a form of transportation, but it’s intended to be much more than just part of a transportation system. The question this group is asking is, would streetcar function well as transportation? That was part of our conversation last time. Some people seemed to doubt that it would function as a transportation system.

JW Madison: Most people are going to think, “How’s this going to serve me?” They’re not going to necessarily care about redevelopment on East Central. We have to sell transportation as transportation, not just something that helps a developer redevelop property. We can’t think too much about development; we also have to think about safety and fuel economy.

Councilor Benton: I just wanted to point out that no weighting was given to the “Conditions of Success.” It’s just a list.

Claude Morelli: Another thought on transportation. We had a discussion about different types of rail. Question of lightrail versus streetcar, in-street versus dedicated ROW. Another thing to consider is who is using the service and for what purpose. When we look at the “transportation” condition, we have to look at it in terms of who are you serving and how are you serving them.

Dale Lockett: From the hospitality industry standpoint, ease of accessibility, safety, and other issues are primary drivers that lead to visitors making decisions about where to visit. They consider things like how easy is it for me to get around and take advantage of amenities. If we could get a streetcar system (implemented in a number of destination cities – e.g., St. Louis), it might eliminate local streets being traffic tie-ups. How close is Albuquerque to being in gridlock, and how close are we to reaching the critical mass needed to support increased levels and alternative forms of mass transit?

Claude Morelli: You hit the nail on head in terms of technologies. Portland has two types of rail – lightrail and streetcar. Lightrail serves places further away. Streetcar runs in traffic and operates at about 5 mph. There is a significant qualitative difference between streetcar and lightrail.

Councilor Benton: HDR, who developed the original streetcar proposal in 2006, explained that certain segments of the streetcar system would have to run in more a congested area (i.e., downtown), but the streetcar was described as something that COULD function as faster transit once it’s out of the downtown area.

Clovis Acosta: Robert Nelson – former Exec. Director of TriMet in Portland – probably could add to this discussion.

Robert Nelson: There is definitely a difference in modes. Streetcar can operate at relatively good speeds outside of the downtown core. But streetcar lines also tend to have more stops. If you’re talking a large east-west or north-south line, to cover distances quickly, you’d want to seriously consider going with lightrail.

Nevin Harwick: One question – while the streetcar has the capability to go faster, unless it’s in a dedicated ROW it has to follow designated speed limit, right?

Mike Smith: We are supposed to be “running through” the section. We need to keep moving.

Councilor Benton: Next issue – public policy and regulation. Need changes in densities, zoning, willingness to tax and/or use TIDDs, looking at city-wide benefits. Next – Economy and Markets – potential beneficial economic outcomes. Next – Demographics – willingness to talk about density, which is a very hot topic in Albuquerque. Next – Leadership – gets back to public policy. Also need to add private sector leadership. Next – Events and Destinations – how good is the route. Route as proposed

hits a lot of major destinations.

Claude Morelli: Will there be an opportunity to comment on these things?

Councilor Benton: Absolutely. We just put together a draft outline – nothing’s been fleshed out yet. Next – Developer experience – construction timeline and impact to businesses. Final Condition – Public Realm and Design.

JW Madison: There’s a system they’re using in Britain and Ireland. System for laying tracks in urban streets – innovative way of laying tracks. I would like to present info at some point. It could result in significant cost savings.

Mike Smith: Any comments on additions, or is this a good framework to work with in future?

Joanne McEntire: I think the question we need to consider is does the TF agree with Leland’s Conditions for Success.

Antonio Sandoval: Should we also put a weight on each of these conditions?

Nevin Harwick: One thing that may be missing – how do people from outside the corridor access the corridor? Are there Park-and-Ride lots? Transit service to the area? Making it into a real system.

Councilor Benton: I would say that’s part of the “transportation” condition.

Chris Blewett: I think we need to look at this in all of the same way. How do people from the NE Heights access roads on the Westside? Any time there’s a major public investment, have to ask that question. We need to apply the same criteria to and ask the same critical questions of every major public project, not just a transit project.

Councilor Benton: Other parts of this section of the outline – Sustainability of the System, Alternatives to Streetcar, Relationship to Other Modes, Recommendation.

Joanne McEntire: We could also look at more long-term phasing that extends even beyond next period of tax.

Councilor Benton: I would suggest that we continue this discussion about the Modern Streetcar as one big group next time.

	Scheduling of Next Meeting; Adjourn	
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Discussion: The next meeting of the Transportation Task Force will be on Tuesday, June 24, 3 PM in the Council Committee Room on the 9th floor of City Hall. The meeting adjourned at 2:00 PM.