



## Santa Fe Metropolitan Planning Organization

*"Promoting Interconnected Transportation Options"*



### Santa Fe MPO Transportation Policy Board

**Thursday February 26, 2015, 4:30 P.M.**

*City of Santa Fe Offices @ Market Station*

*500 Market Street, Suite 200, Santa Fe, NM*

(Map: <http://tinyurl.com/l6kejeq>)

### AGENDA

CITY CLERK'S OFFICE

DATE 2/18/15 TIME 8:51

REVIEWED BY Mark Tibbetts

APPROVED BY [Signature]

**CALL to ORDER**

**ROLL CALL**

**APPROVAL of AGENDA**

**APPROVAL of MINUTES:** *January 29, 2015*

**A. MATTERS FROM THE PUBLIC**

**B. PUBLIC HEARING**

1. Approval of Amendment 7 of the FFY2014-2017 Transportation Improvement Program – *MPO Staff*

**C. ITEMS FOR DISCUSSION AND POSSIBLE ACTION:**

1. Approval of an Amendment to the FFY2015 and FFY2016 Unified Planning Work Program (UPWP) – *MPO Staff*

**D. MATTERS FROM THE MPO STAFF**

1. Metropolitan Transportation Plan 2015-2040 Update and Draft Chapter Review
2. Public Transit Master Plan Update
3. Pedestrian Master Plan Update
4. Status Report on the Zia Station Traffic Impact Study
5. Highway Safety Improvement Program Update
6. Transportation Improvement Program: Project Updates

**E. MATTERS FROM THE SFMPO TRANSPORTATION POLICY BOARD**

**F. MATTERS FROM THE NMDOT AND FHWA**

**G. ADJOURNMENT** – Next Scheduled Meeting March 26, 2015

*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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TRANSPORTATION POLICY BOARD  
Thursday, February 26, 2015

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**MINUTES OF THE  
SANTA FE MPO  
TRANSPORTATION POLICY BOARD**  
Thursday, February 26, 2015

**1. CALL TO ORDER**

A meeting of the Santa Fe MPO Transportation Policy Board was called to order by Chair Carmichael Dominguez, at approximately 4:30 p.m., on Thursday, February 26, 2015, at Market Station, 500 Market Street, Suite 200, Santa Fe, New Mexico.

**2. ROLL CALL**

**MEMBERS PRESENT:**

Councilor Carmichael Dominguez, Chair  
Commissioner Henry Roybal, Vice-Chair  
Commissioner Miguel Chavez  
Tamara Haas [DOT Representative]  
Councilor Peter N. Ives [alternate for Mayor Gonzales]  
Governor Robert Mora  
Commissioner Liz Stefanics

**MEMBERS EXCUSED:**

Mayor Javier Gonzales  
Commissioner Robert Anaya  
Councilor Patti J. Bushee

**OTHERS ATTENDING:**

Mark Tibbetts, MPO Officer  
Keith Wilson, MPO Planner  
Erik Aune, MPO Planner  
Melessia Helberg, Stenographer

There was a quorum of the membership in attendance for the conducting of official business.

**NOTE: All items in the Board packets for all agenda items are incorporated herewith to these minutes by reference. The original Board packet is on file in the Metropolitan Planning Organization Office.**

### 3. APPROVAL OF AGENDA

Keith Wilson said staff is requesting to postpone action on Item B(1) on the Approval of Amendment 7, to the next meeting of the Board, but there needs to be discussion about the scheduling.

Chair Dominguez said the Hearing on Item B(1) is postponed to the next meeting, and for purposes of discussion only, move Item B(1) as the new D(1) and renumber succeeding items.

**MOTION:** Commissioner Stefanics moved, seconded by Councilor Ives, to approve the Agenda, as amended.

**VOTE:** The motion was approved on a voice vote, with Commissioner Chavez, Commissioner Stefanics, Councilor Ives, Governor Mora and Ms. Haas voting in favor of the motion, none voting against and Commissioner Roybal absent for the vote.

### 4. APPROVAL OF MINUTES – JANUARY 29, 2015

**MOTION:** Commissioner Stefanics moved, seconded by Governor Mora, to approve the minutes of the meeting of January 29, 2015, as presented.

**VOTE:** The motion was approved on a voice vote, with Commissioner Chavez, Commissioner Stefanics, Councilor Ives, Governor Mora and Ms. Haas voting in favor of the motion, none voting against and Commissioner Roybal absent for the vote.

#### A. MATTERS FROM THE PUBLIC

A copy of a letter from Beth Detwiler to the MPO Policy Board, dated February 26, 2015, is incorporated herewith to these minutes as Exhibit "1."

**Rusty Tambascio, 1599 South St. Francis Drive**, asked, once the Zia Station Traffic Impact Study is ready how can she get a copy.

Keith Wilson said he is still finalizing the study and then he will submit to the City Manager and once approved it will be available in the City Manager's Office.

*Commissioner Roybal arrived at the meeting.*

**Beth Detweiler, 11 Craftsman Road, Oshara Village**, said she is here to address the MPO today because of the trouble they are having with traffic in Oshara and on part of Rabbit Road which affects so much more than Santa Fe County. It affects the City and the State, City buses, school buses, and the reason she is here today at the meeting. She said they will be sending her letter of February 26, 2015, to *The Santa Fe New Mexican* as a My Opinion.

Ms. Detwiler reviewed her letter of February 26, 2015, which outlines her concerns about the traffic in Oshara Village. Please see Exhibit "1" for the complete text of Ms. Detwiler's letter. In her letter, Ms. Detwiler said, "Oshara Village is going to actively pursue the feasibility of closing our roads to through traffic." She said they have been investigating the legality and what needs to be done. She thinks closing the road would be a vast improvement in public safety. She believes they need to pursue something more timely than 4-10 years in the future before they relieve the danger to the commuting public that exists on Rabbit Road right now. Ms. Detwiler noted there is a map attached to her letter showing the existing Rabbit Road and the 600 feet needed to connect Rabbit Road to Richards Avenue at the Dinosaur Trail light.

Ms. Detwiler said she understands it was the original developer's responsibility to connect Rabbit Road to Richards Avenue, and the bond was released to the developer before that was done. She said, "It's time to stop looking back and punishing Oshara Village with the fact that a mistake was made. I'm going to ask that everyone here work together to find a way to complete the 600 foot extension and take the Rabbit Road traffic away from Oshara Village and put it on Richards Avenue. It's ideal and it would be only temporary until the connectors are built. After that, it doesn't matter if that extension is there or not. It's only 600 feet. I've seen temporary roads built around construction, we all have, where somebody was making a new bridge or something like that. There can be a temporary road built and it can be used to keep people from driving through Oshara Village, but also it would allow, I believe, the County to revisit taking over the ownership, maintenance and liability for Rabbit Road, that then would go all the way from St. Francis to Richards Avenue."

Ms. Detwiler asked that everybody put their expertise together to get the 600 foot stretch of road completed and connected to Rabbit Road at the Dinosaur Trail light. She said Oshara Village is legally liable for the huge part of Rabbit Road, noting they can't enforce the speed limits, the road isn't built and maintained to standards, and every time there is a snow event, they have wrecks there. As a Board member, she is protected against being sued in every case except negligence. She said someone could say they are negligent for not pushing this forward, noting they have been pushing it since 2010. She believes they also would sue the County, but the County belongs to a shared Risk Pool which Oshara doesn't have.

Ms. Detwiler said at the meeting on January 20, 2015, the man from the State said they would try to increase enforcement on Rabbit Road, and she told him there can be no enforcement on the private road, and that half of Rabbit Road has no law enforcement. She said, "I'm going to ask that you look at the map, look at those 600 feet and say, is there a way we can get this built this summer, and then it will reduce the risk to people if the Connector is put off for another 5-10 years. And I'm also going to ask that you reconsider asking Santa Fe County to take over this entire Rabbit Road and relieve us of that liability, enforcement and maintenance issue. They were willing to do it once before, but due to a lack of communication and communication mistakes about what was being asked for, it did not go through. It was tabled and then dropped. I'm going to ask that we reconsider that."

Ms. Detwiler continued, "I do understand from our lawyers, who have been investigating this for us, that Santa Fe County is going to be asked to try to find another \$3 million to be able to complete the Southeast Connector in a more timely fashion. And that is going to come up at a BCC meeting in March. She said there are two meetings in March and she would like to know at which of the meetings that request will be presented, in the event people from the community would like to go and support that. She said, "We certainly would be thrilled if the County could find \$3 million for that. But if they can find \$3 million, I'm hoping they can find another \$150,000 to complete that 600 feet of Rabbit Road and connect it to Richards Avenue. We're depending on you people a lot to coordinate as you can and try to give us some assistance here in the interest of public safety."

## **B. PUBLIC HEARING**

### **1. APPROVAL OF AMENDMENT 7 OF THE FFY 2014-2017 TRANSPORTATION IMPROVEMENT PROGRAM. (MPO STAFF)**

A Memorandum dated February 26, 2015, with attachment, to Transportation Policy Board Members from MPO Staff, regarding *Revised Staff Report for Agenda Item B(1) of February 26, 2015 TPB Agenda*, is incorporated herewith to these minutes as Exhibit "2."

Item B, the Public Hearing is postponed to March 19, 2015. Item B(1) was moved to become the new Item D(1) under Matters from the MPO Staff.

## **C. ITEMS FOR DISCUSSION AND POSSIBLE ACTION**

A copy of Appendix 1.1 and 1.2, draft amendment to the Santa Fe MPO UPWP - FFY 2015 & FFY 2016, is incorporated herewith to these minutes as Exhibit "3."

**1. APPROVAL OF AN AMENDMENT TO THE FFY2015 AND FFY2016  
UNIFIED PLANNING WORK PROGRAM (UPWP) (MPO STAFF)**

Mr. Tibbetts said the Unified Planning Work Program is how we allocate our federal funds and local match funds and defines the activities that we do. He said, "The one we're amending is a two-year document. He said the whole UPWP is in the information we handed out to you [Exhibit "3"]. On the side that shows Budget Sources, what we have is an additional \$41,226 of federal funds that are being given to us to finish some of the activities we were unable to complete, and some that were obligated to professional service contracts that had but not been completed. He said this \$41,226 requires us to do a formal amendment. On the back side the numbers in red are what we adjusted to move funds around and hours of staff time to fit that into our program. The amendment is a way to help us adjust our budget to move forward. He said they have determined one of the critical things they want to add to the Work Program is an activity that is a pathway assessment to transit stops."

Mr. Tibbetts continued, "As discussed in the past, we have a Pedestrian Master Plan and a Public Transit Master Plan, and what they want to do is to have a assessment of access to the bus stops, like we did with access to schools, so these are components of the Pedestrian Master Plan as well as the Public Transit Master Plan. These are key things we've added as part of the amendment. Part of the amendment is to bring the additional funds in and part of it is rearranging some of the activities to accommodate that additional project they want to do, probably within the next month, and get that contract established."

Mr. Tibbetts continued, saying they first brought this program to the Board in June 2014, and it was approved by the Federal Highway Administration and the NM DOT in October 2014, and this is the first amendment. He said we need approval of the amendment, which will go to the NM DOT and they will submit it with other amendments from other MPOs in New Mexico to the Federal Highway Administration.

Commissioner Stefanics said she is looking at the staff hours and asked if we have 6 employees.

Mr. Tibbetts said no, this is for two years.

Chair Dominguez asked, regarding the hours in red, if the Program Support and Adm. at 3,600 hours is for two years.

Mr. Tibbetts said yes. He explained that it is based on any adjustments to the first quarter which is complete, and in the second quarter, in which they have used more than anticipated, then we'll do an adjustment, and so that number can change every time we do an amendment. He said



we are allowed to do adjustments administratively as long as they are less than a percentage of each of these tasks. So it doesn't necessarily trigger a full blown amendment process, and they can adjust the numbers in the guidelines annually.

Responding to the Chair, Mr. Tibbetts said staff felt comfortable with the original projections in the other numbers.

Governor Mora said according to your notes, the planning process started in October last year, and asked the status.

Mr. Tibbetts said when we do staff reports we will give a status update on what we were doing. He said pretty much it is with the Pedestrian Plan, Public Transit and our Metropolitan Transportation Plan, noting all of our work has been pretty much focused on that. Some of the administrative work has been to get our JPA completed and signed, and that's how things have been playing out so far. He said, plus we have another agreement we have to do, our MOA with the State. He said every 5 years that document is updated, and that has recently been completed and handed to us to have the signatures. He said it isn't on the agenda tonight, because he just received it. He said this document formalizes our responsibilities and DOT's responsibilities, in terms of deliverables what is expected in the planning process.

**MOTION:** Commissioner Stefanics moved, seconded by Councilor Ives, to approve the Amendment as presented by staff.

**VOTE:** The motion was approved unanimously on a voice vote.

#### **D. MATTERS FROM THE MPO STAFF**

##### **1. PUBLIC HEARING – APPROVAL OF AMENDMENT 7 OF THE FFY2014-2017 TRANSPORTATION IMPROVEMENT PROGRAM (MPO STAFF)**

Keith Wilson said every quarter we have an opportunity to do an amendment to our Transportation Improvement Program which is a short term program. Our policy requires us to do a 15-day public review period, prior to action by the Policy Board, on any amendments to that document. He said through the public review process there is one amendment. He said on Friday the DOT contacted us and said we have a project to which we need to add additional funds which requires an amendment, and how to pursue that to get the project completed and funded by the end of the fiscal year. He said the only option available was an amendment for an additional 15 days, which takes us to March 11, 2015. He said the issue is we have to have Board approval by March 19, 2015, to be able to submit.

Mr. Wilson said the next scheduled Policy Board meeting is March 26, 2015, which is beyond the day we need action. He said we have two options. One is to schedule a special meeting to have a public hearing on the TIP amendment, on or before March 19, 2015. Or we can reschedule the March meeting to a date on or before March 19, 2015. He asked the pleasure of the Board in this matter.

Chair Dominguez asked what the agenda for March 26<sup>th</sup> looks like.

Mr. Wilson said it would be similar to today's, primarily updates, and there will be no other public hearings, other than this one.

Commissioner Stefanics said she would prefer not to have two meetings in March, and would like to find one date to do everything.

Mr. Wilson said staff looked at March 19, 2015, and the only meeting on that day is the SWMA on which Commissioner Roybal serves and for which Commissioner Stefanics is an alternate. He said there are no City Council Committee meetings on March 19<sup>th</sup>, so moving it up one week is an option.

Responding to the Chair, Commissioner Stefanics said SWMA meets at 5:00 p.m., saying she is an alternate to SWMA.

Ms. Haas asked why the DOT gave you a cut-off date of March 19<sup>th</sup>.

Mr. Wilson said that is the day the Commission meets and approves those to submit to the Federal Highway Commission the next day.

Commissioner Stefanics asked if everyone could come early on the 19<sup>th</sup>.

Ms. Haas said if the State Transportation Commission takes action on the STIP on March 19<sup>th</sup>, does this miss the cycle for the STIP amendment. Or will the State Transportation Commission take action at the April meeting.

Mr. Wilson said the State Transportation Commission takes action on March 19<sup>th</sup>. He said the way it will be framed is that they'll be approving it. He said a few times in the past we have not been quite in sync when they released the preview. He said he has been working with Rebecca Maes in the STIP unit and the situation is that we can keep this process up to March 19<sup>th</sup>, but she needed action by then so she can submit. He said she can't submit to the Federal Transit Administration without this Board taking action. He said Miguel Gabaldon is here from District 5 if you have specific questions on the project.

Commissioner Stefanics said then the two week time period ends on March 11, 2015, so the other option would be a meeting on March 12, 2015, correct.

Mr. Tibbetts said yes.

Commissioner Stefanics said that date wouldn't conflict with SWMA and asked about the City's Agenda.

Chair Dominguez said there isn't anything on March 12<sup>th</sup>, and asked if staff can have an agenda by that date.

Mr. Tibbetts said that's one of the issues, because we were trying to time it so we would have a draft of either the Public Transit or the Pedestrian Plans. He said we need to submit this application for \$600,000.

Commissioner Stefanics asked staff if they can or cannot be ready by March 12<sup>th</sup>.

Mr. Tibbetts said they will have something, and definitely will have material to present. He said right now we have a draft document, but it hasn't been reviewed and they wanted to add more photos and such. He said, "Basically, we have completed drafts, but they're not ready for public release. He said the 12<sup>th</sup> would be okay.

Commissioner Stefanics said she can do either date, but Councilor Ives said March 12<sup>th</sup> is difficult for him. She said we could hold it on March 19<sup>th</sup>, but we would need to make it earlier so Commissioner Roybal can get to SWMA.

Chair Dominguez said we can start the meeting, have the discussion and Commissioner Roybal could leave. After further discussion, he said, "Then lets shoot for March 19, 2015 at 3:00 p.m.

Ms. Haas said she can't meet on that date but she can get an alternate. Governor Mora said he can attend the meeting on the 19<sup>th</sup>.

Commissioner Ives asked if a motion is needed to change the date of the meetings.

The Board discussed whether there can be a vote on this since it isn't published for action, and it was the consensus that since this was published as a public hearing and action item, that this body can take action to postpone the public hearing.

**MOTION:** Commissioner Ives moved, seconded by Commissioner Stefanics, to postpone Item B(1), to a Board meeting on March 19, 2015 at 3:00 p.m.

**VOTE:** The motion was approved unanimously on a voice vote.

## **2. METROPOLITAN TRANSPORTATION PLAN 2015-2040 UPDATE AND DRAFT CHAPTER REVIEW**

A copy of *Santa Fe MPO Transportation Plan 2015-2040*, prepared by Felsburg, Holt & Ullevig, is incorporated herewith to these minutes as Exhibit "4."

Mr. Aune said we are updating the MTP as you are well aware. He said the MPO contracted with Felsburg, Holt & Ullevig in November 2014, noting they are working closely with us to update this plan. He said Jenny Young is the principal manager working directly with us, and he has a phone call with Jenny and her team once a week. He said at the January MPO Technical Coordinating meeting, two members said they would like to see some of the chapters before they get the whole end product. As a result, 4 chapters have put on the website for review.

Mr. Aune reviewed the first four chapters. Please see Exhibit "4" for specifics of this presentation.

Mr. Eric said, "In a nutshell these four chapters in rough draft form are available for your review. " And we're working on Chapters 5 and 6. He said on Monday they will be working on Chapter 6, "hashing out performance measures." He said they will be working on Chapter 7 in late March, early April, as to how to prioritize projects. He said they will be getting data from the State and plug that based on the goals and objectives. They are hopeful the final draft will be ready by the end of May 2015.

Chair Dominguez said then the entire draft will be ready by the end of May.

Mr. Aune said they are very optimistic that it will be.

Chair Dominguez said then the first four chapters are ready for review.

Mr. Aune said, "Yes, Keith put them on the website and we're going to send a link so you can directly download it when you so please. It is open for public review as well."

### **3. PUBLIC TRANSIT MASTER PLAN UPDATE**

Mr. Aune said a final draft was delivered in early February to the service providers, including Santa Fe Trails, NCTRD, members of the DOT, and staff were present to review that draft. It was a critical discussion with substantive input both in writing and verbally. He consolidated that information and sent it to the consultants. And it's in their hands to refine the draft which is due by tomorrow at the end of the day. He said after that we will revisit it with our service providers and see if we have a draft that is pleasing enough to move forward for public review.

Chair Dominguez asked, "What is your anticipated date on that, assuming goes well."

Mr. Aune said we are hoping by the next meeting to have a walk-through of basic elements of the Plan, and we were hoping for public review in April. He said all of these public initiatives are coming together soon.

### **4. PEDESTRIAN MASTER PLAN UPDATE**

Mr. Tibbetts said it is about the same stage as what Eric pointed out in the previous presentation. He said there are 6 chapters, and right now staff is going over some of the recommended design guideline chapters with the Traffic Engineer, Land Use, Roadway and Trails folks for a staff review, and also to deal with the County on some of the issues we've tried to address in a more rural setting. The feedback early on was that basically this document is pretty much urban centered. But that's because more people are walking, but there are plenty of issues in the rural settings that are just as needed. For example, having shoulders. People in rural areas have side paths. He said these are things that people that live outside the City want, and people walking along roadways need to feel comfortable and safe when walking.

Commissioner Stefanics said, "On this point, it has been brought to the Commission a few times about the danger to school children getting off school buses and walking to their homes. And whether it was the berm, the path, the sidewalk, the lighting, she understands there are matching funds for school transportation for projects like that. Is that true."

Mr. Tibbetts said, "This is a big issue. The school buses, for instance, have certain designations if they are in a hazardous area or zone, and buses will go and gather kids even if it's only a quarter mile to bring kids to school because it is considered a dangerous area. One of the things in this pathway assessment we're looking at, is that it applies to all transit stops. Now it's not necessarily around school bus stops. If there is additional funding for school bus stops, personally I would like to figure out a way to incorporate that because it is a major concern. Parents, especially during the Winter or anytime, drop their kids off and they're being picked up, especially when they come back at three o'clock or four o'clock to get home together."

Commissioner Stefanics said, "We have an example. A few years ago, off the I-25 frontage road, on the County side, there is a small community. And the County went ahead and put in sidewalks and lighting just because that community came forward with the needs, and we thought it was too dangerous for the children."

Mr. Wilson said, "I think the question is on funding. There used to be a stand-alone Safe Routes to School federal program that provided 100% funding to projects. And that program no longer exists as a stand alone, it's being incorporated into an eligible activity under the Transportation Alternative Program, which we just did the call for budgets for that a couple months ago for the 2016 and 2017 money. He said no longer is 100% funding available for that.

Mr. Wilson said the Highway Safety Improvement Program could be the same issue.

Commissioner Stefanics said any funding match is better than us taking it on, which we did for that community, so we're not prepared to do it for others, and as we identify priorities, walking for recreation versus walking for safety, she thinks we need to be looking at things we haven't done before. She said, "I am remiss in not bringing it up the past month."

Mr. Tibbetts said, "As we envisioned this 1½ year ago when we started work on the pedestrian plan, our starting point was a carry-over from the St. Francis School from work we did the year before, back in 2012. And we worked with Cesar Chavez to see if we could facilitate a local initiative to look at issues, St. Frances School for one, and then Gonzales was another candidate. But then we realized we could start our focus on St. Francis School, identifying a buffer area around each school as a starting place. And so we created a map and we look at their sidewalks, number one, and then they also added purposeful trips to bus stops, transit stops. Because if you take these two together, access to school and access to transit stops, we covered close to 60% of the City just because of that starting point. So right now we have GIS mapping of sidewalks in that whole area as part of a plan. That was a big component of the plan, but as you say, we're looking at the practicality of it, and developing priorities."

Mr. Tibbetts continued, saying one of the things in the Public Transit Plan that's coming up, is that they are trying to encourage more independence in people that are bound by wheelchair or whatever mobility device they have, to take the bus, to be independent and to be able to do it. And that's one of the big push in the Transit Plans. That is the reason sidewalk conditions are important as well as having a clear safe pathway which is something we're trying to address, so it's more of the improving of the environment for pedestrians, moreso than a sidewalk. And it's taken a little longer than we thought, but there will be a document we can present by the meeting on March 19<sup>th</sup>.

## **5. STATUS REPORT ON THE ZIA STATION TRAFFIC IMPACT STUDY**

Keith Wilson said he is preparing a short report for presentation to the City Manager. He said there were questions about the data from the Bluetooth tracking devices, and they got that resolved. He said at this point he hasn't finalized the report to present to the City Manager.

Mr. Wilson reiterated his report which he presented at the previous meeting. Please see page 9 of the minutes of the meeting of January 29, 2015, for the presentation in this regard.

Mr. Wilson noted that he is in the process of finalizing the report to provide to the City Manager. He said, "Essentially all approvals are in place to open the Station as soon as I'm satisfied it's not going to cause traffic mayhem."

Chair Dominguez said then he should have that report by the next meeting and Mr. Wilson said yes.

## **6. HIGHWAY SAFETY IMPROVEMENT PROGRAM UPDATE**

Mr. Wilson said in the Staff Report there is a more extensive write-up. He said this is a federal funding program with matches provided by the State. He said the program is in transition from one Division at the NM DOT to the Planning Division, so they are reviewing the program figuring out how to make it operate. He said at this time all FY 2015 and FY 2016 funds have been allocated to projects. Once they have worked out the program, the DOT will open the application process for funding in 2017 and beyond.

Mr. Wilson said to date, 3 Road Safety Audits have been approved and one actual project approved for funding. He said the first Road Safety Audit was for the Railtrail crossing at St. Michael's Drive which was awarded 24 months ago to go out to get through the process. The audit was completed at the end of October. The Road Safety Audit recommends a further evaluation of signalized crossing option or a grade separated option. There was concern from the Rail folks about the confusion about the proximity of the traffic signal to that. The DOT is funding a more detailed evaluation of the signalized and the grade separated options, and they expect the results of that report and then hopefully there will a project for which we can apply for additional funds for implementation.

Mr. Wilson said the second Road Safety Audit was to look at Guadalupe Street from Agua Fria north to Paseo de Peralta. The audit was completed last month. He said the major audit recommendation is a road dice which goes from a 4-lane cross section to 3-lanes, so two through lanes, one in each direction and intermittent left turn lanes or a two-way left turn lane in the middle.

This will allow additional right of way to improve the lighting, add additional pedestrian crossings, and resolve a lot of the crashes that were happening there which were sideswipe or rear end type crashes caused by people stitching lanes. The City has that report and will be pursuing City funds.

Mr. Wilson said the third Safety Audit was just awarded in November. It looked at the St. Francis Drive/Cerrillos Road intersection, which is ranked the 4<sup>th</sup> highest crash location. It also has the complexities of the Rail Runner, the Railtrail going through there and pedestrian activities. He said currently they are working with the DOT on timing and getting a consultant on board to complete that Road Safety Audit.

Mr. Wilson said the final one is for the design and construction of a roundabout at the intersection of Agua Fria Street and Cottonwood Drive, which was one of the highest crash locations in the MPO area. He said the evaluation of the crash patterns is that a roundabout would be a good solution at that location, so the City applied for HSIP Funds and were awarded \$1.2 million in this fiscal year.

## **7. TRANSPORTATION IMPROVEMENT PROGRAM: PROJECT UPDATES**

A copy of *Santa Fe MPO – Transportation Improvement Program (TIP) Project Status Summary*, Updated 02/24/15, is incorporated herewith to these minutes as Exhibit “5.”

Mr. Wilson said this is a monthly update on all the projects. Mr. Wilson reviewed the information in Exhibit “5.” Please see Exhibit “5,” for specifics of this presentation.

*Councilor Ives departed the meeting*

### **E. MATTERS FROM THE SFMPO TRANSPORTATION POLICY BOARD**

There were no matters from the SFMPO Transportation Policy Board.

### **F. MATTERS FROM THE NMDOT AND FHWA**

Ms. Haas said the Federal Highway Administration posted its notice of proposed rulemaking for transportation asset management plans. If you don't have copies of this, let her know and she can email a copy of what she received. She said the American Association of State Highway and Transportation Officials has already asked for an extension to comment on the rule. She said a lot of DOT's are going to be looking at that rule as well as the performance measure rules for pavement and bridges that was posted in January. She can provide a copy of that to the Board.



**Miguel Gabaldon, District Engineer, NMDOT District #5**, thanked the Board for modifying the schedule for the next meeting as requested. He said things were brought up at the meeting today on which the DOT District 5 will be working with the MPO and staff in addressing the concern about the connectors and any other projects which were discussed on the agenda.

Commissioner Stefanics said, "Let me just make this comment about the Northeast/Southeast connector. I do think that while the plans are moving ahead, the study is complete on the Southeast, some agreements reached. I think we'll get the County to commit to the full funding through bonding, etc. I think the people on Rabbit Road are going to be waiting too long. So I don't know what we as an MPO or the State or the federal funding can do. I know we don't want to put money into something that is temporary and have that go to waste when we do something big. I do think that whole Rabbit Road situation we might just need to look at. I have no doubt that the County is going to be able to start and then finish the Southeast, but I don't know what to do. I guess we can lay it on the table. I know we don't have dollars to do everything."

Mr. Gabaldon said, "I think what is going to be important is that we have to look at the entire history of this matter in regard to access control modifications that took place to accommodate a facility into Oshara eventually to Richards Avenue. And I thinking there is a plan that comes forward from the County, because the 600 foot stretch that...."

Commissioner Stefanics said, "We're not planning anything."

Mr. Gabaldon said, "If there's something that shows that as a transportation plan, we could go back and visit with the MPO staff. That could be the interim measure to provide that connection. The comment that we don't want to spend something that doesn't get used or would be short term or would be considered to be wasteful or what not. If we were to look at that 600 foot stretch that goes from one of the Oshara Roads to Richards Avenue, and it could be funded some, that's the interim measure to address the connection from St. Francis Drive to Richards Avenue. That's something you should talk about – the DOT to the MPO and then other stakeholders. If that is a doable thing, we have to see what the options are in lieu of the connection of the frontage road along I-25 back to Richards Avenue. One thing we need to be aware of, is of the parties here, the MPO and the County and State, as this adjustment was made, it was conditioned to be an accessible road between St. Francis Drive to Richards. So I know there's been discussions about closure, and that would have some impacts due to the access control modification that took place when this whole process was started."

Commissioner Stefanics said, "I don't think they're talking about closure on Rabbit. I think they're talking about closure in the Village."

Mr. Gabaldon said, "Right, but you have to have a connection to Richards Road."

Commissioner Stefanics said, "Miguel was at the meeting with me a couple of years ago where we got into this. We offered to do some stuff for Oshara at that time, and they didn't want it."

Mr. Gabaldon said, "If the road gets blocked we could have a problem with the County and the State with the access control modification."

Commissioner Stefanics said, "Habitat just bought a big chunk of that property from the bank for several homes."

Mr. Gabaldon said, "Some of this is outside of Oshara, this needed extension."

Mr. Wilson said, "I believe the connection at Dinosaur Trail is on the adjacent property. I just saw a master plan come into the County and it offered to use that traffic signal as an interim access to the other parcel. One thing we need to look at is what the Oshara Master Plan provides. I assume there a road shown on that master plan to connect [inaudible]."

Mr. Gabaldon said, "And that's the effort that the DOT will work with the MPO to see what alternatives are out there."

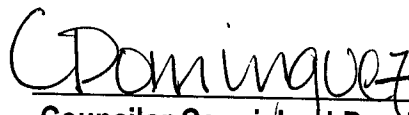
Commissioner Stefanics said, "But the one thing I'm clear about, is we're not going to take over developer responsibility. We get asked this constantly. So the problems and issues that Oshara has within the Village are still the Village's responsibility."

Chair Dominguez said, "I agree."

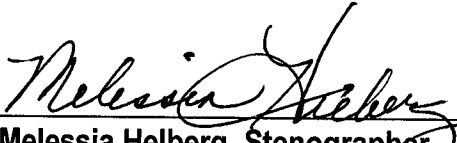
## **G. ADJOURNMENT**

Chair Dominguez said the next meeting is scheduled for March 19, 2015 at 3:00 p.m.

There was no further business to come before the Committee, and the meeting was adjourned at approximately 6:00 p.m.



Councilor Carmichael Dominguez, Chair

  
Melessia Helberg, Stenographer

Information given to residents of the Community College district on Jan 20<sup>th</sup>, by representatives of the Santa Fe County Roads Department and the New Mexico Department of Transportation, was very disappointing. The Southeast Connector - originally scheduled to start construction in 2015 - may be delayed for another 5 years or more! This constitutes a dangerous situation for drivers and is unacceptable to residents in Oshara Village and along Rabbit Road.

At the Jan. 20th meeting people were informed that a previous plan to build the SE Connector in 2 phases, as funding is secured, has been rejected. That plan would have provided more timely relief of the traffic situation in neighborhoods, as well as being less expensive for Santa Fe County taxpayers. This decision continues the current dangerous situation for drivers on Rabbit Road. It needs to be reconsidered.

This traffic problem has been ongoing for 5 years, with multiple promises made by the County for new roads to relieve the traffic on private roads in Oshara Village and on Rabbit Road. When Oshara was developed, the plan included a connector that would be completed in 2012. That has not happened.

With the extension of timelines and the continued use of Rabbit Road and roads in Oshara village as a major thoroughfare, those roads will deteriorate to an unsafe condition. Oshara cannot afford to maintain the roads within its boundaries, due to the overwhelming amount of traffic that uses it daily - over 2000 vehicles per day. Nor can Oshara enforce traffic laws and speed limits, creating a threat to public safety.

It seems that with the rapid growth of development in the area south of Santa Fe, it is the County's responsibility to provide for this growth with safe and well-maintained road access. It should not be up to one small, private residential area to do so.

If the County cannot find a timely plan for a SE Connector that will satisfy the communities involved, then it should prioritize and move up the timeline for the completion of the NE Connector. Some of the \$5,000,000 the County allocated for the SE Connector could be used to speed up the planning process. If the County would bring pressure to bear on NMDOT to help them realize the urgency of the situation, it might encourage the State to move forward more quickly with the NE Connector. Completion of Rabbit Road with a direct connection to

*Exhibit "1"*

Richards Ave. and adoption of Rabbit Road by Santa Fe County for maintenance and traffic enforcement is also critically needed.

If the County is unable to find a reasonable alternative to this additional five-year wait, then there is a need to actively investigate other options, such as limiting access to or, if necessary, closing the private portion of Rabbit Road. The citizens who use this route would then lose their "shortcut" through private neighborhoods, and would be left with Rodeo Road and Richards Ave. as the only access to and from the north side of the Community College.

Reducing the amount of traffic driving through neighborhoods in the SFCC area and improving safety for drivers on Rabbit Road should be top priorities. I hope all readers of these comments and suggestions will take this matter seriously because, seriously, lives matter!

Yours respectfully,

# NORTHEAST CONNECTOR RABBIT ROAD TO RICHARDS AVE

GRAPHIC SCALE

INTERSTATE 25

(IN FEET)  
1 inch = 200 ft

APPROX 100' TO PUBLIC ROAD

APPROX 100' TO PUBLIC ROAD EAST VIEW

TRACT 2-A  
59.62 AC  
#430 100000 01  
APR

NEEDED EXTENSION

APPROX 100' TO PUBLIC ROAD

EXISTING NORTHEAST CONNECTOR

EXISTING NORTHEAST CONNECTOR

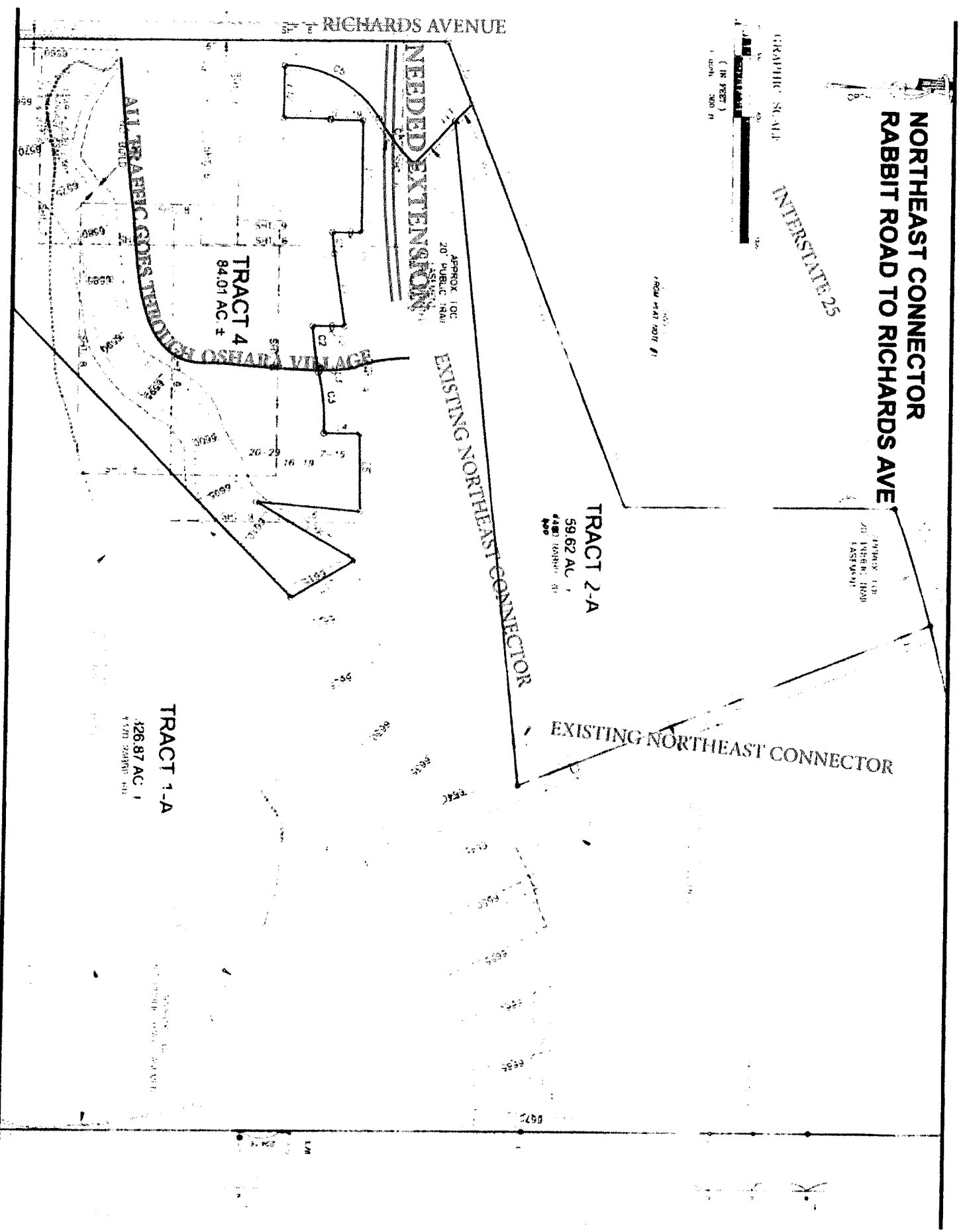
TRACT 4  
84.01 AC ±

ALL TRAFFIC GOES THROUGH OSHARA VILLAGE

TRACT 1-A  
326.87 AC ±

#430 100000 01  
APR

RICHARDS AVENUE



## STAFF MEMORANDUM

Date: February 26, 2015  
From: MPO Staff  
To: Transportation Policy Board Members  
Re: Revised Staff Report for Agenda Item B1. of February 26 TPB Agenda

### B. PUBLIC HEARINGS

#### 1. Approval of Amendment 7 of the FFY2014-2017 Transportation Improvement Program [REQUEST TO BE POSTPONED]

NMDOT has requested (see attached letter) that the MPO add an additional project to this Amendment. The amendment to S100380 is to add additional FFY2015 funds (\$600,350) due to the need to conduct additional bridge preservation activities as part of the project. With the project funded in FFY2015 the increased funding needs to be included in this Amendment to ensure that the funds can be obligated this year. The MPO Public Participation Plan requires a 15-day Public Review Period for Amendments which has necessitated this Amendment being re-released for Public Review that runs from February 25 through March 11. Therefore, the Public Hearing on this Amendment needs to be postponed at the February 26<sup>th</sup> meeting.

In addition to re-release for public review, the Board needs to take action on this amendment on or before March 19<sup>th</sup> to ensure its inclusion in this STIP Amendment. The scheduled March Policy Board Meeting is not until March 26<sup>th</sup>. There are two options to ensure approval of this Amendment.

1. Schedule a Special Policy Board Meeting between March 12<sup>th</sup> and March 19<sup>th</sup> to hold a Public Hearing and take action on the TIP Amendment only. Still hold the Scheduled March 26<sup>th</sup> Policy Board Meeting for all other items.
2. Reschedule the March 26<sup>th</sup> Policy Board Meeting to a date between March 12<sup>th</sup> and March 19<sup>th</sup>.

The Policy Board can decide which option works best.

The proposed Amendment includes the following changes:

#### Federal Fiscal Year 2015

##### **CN:S100380 – I-25 Bridge Preservation Projects**

- Bridge 7374 & 7375 at I-25 MP 288.3 scope is to remove asphalt, replace joints and overlay.

**Amendment:** Adding \$600,350 in funding to reflect additional preservation work and updated Final Engineers Estimate.

**Federal Funds = \$1,398,439; State Match = \$238,311; Project Total = \$1,636,750**

Download Location Map

#### Federal Fiscal Year 2017

##### **CN:S100430 – NM 599/US84-285 Ramp Modification**

- Project to Lengthen SB On-Ramp from NM599 to US84/285

**Amendment:** New Project to be Added

**Federal Funds = \$338,188; State Match = \$57,631; Project Total = \$395,819**

Download Location Map

The new Public Comment Period runs from **February 25, 2015 through March 11, 2015.**

The Santa Fe MPO's public participation process satisfies the public participation process for the Santa Fe Trails' Program of Projects.

5/1/14/2014



*New Mexico* DEPARTMENT OF  
**TRANSPORTATION**

February 26<sup>th</sup>, 2015

Mr. Charmichael Dominguez  
Chairman, Santa Fe MPO  
City of Santa Fe  
P.O. Box 909  
Santa Fe NM, 87504-0909

Re. Policy Board Special Meeting

Chairman Dominguez;

I would like to respectfully request a special Policy Board meeting on or before March 19<sup>th</sup>, 2015. The reason for this request is to allow for an additional 15 day public comment period for S/TIP amendment 8. This request stems from the need to add funding to a Bridge Preventative Maintenance Project S100380.

Should you have any questions with regard to this request; please do not hesitate to call me at (505) 490-2566 to discuss.

Regards,



David D. Quintana, P.E. NMDOT

Cc:

Miguel B. Gabaldon, P.E. District Engineer-D5  
Jason Coffee, NMDOT MPO Planning Liaison

**Susana Martinez**  
Governor

**Tom Church**  
Cabinet Secretary

**Commissioners**

**Ronald Schmeits**  
Chairman  
District 4

**Dr. Kenneth White**  
Secretary  
District 1

**David Sepich**  
Commissioner  
District 2

**Butch Mathews**  
Commissioner  
District 5

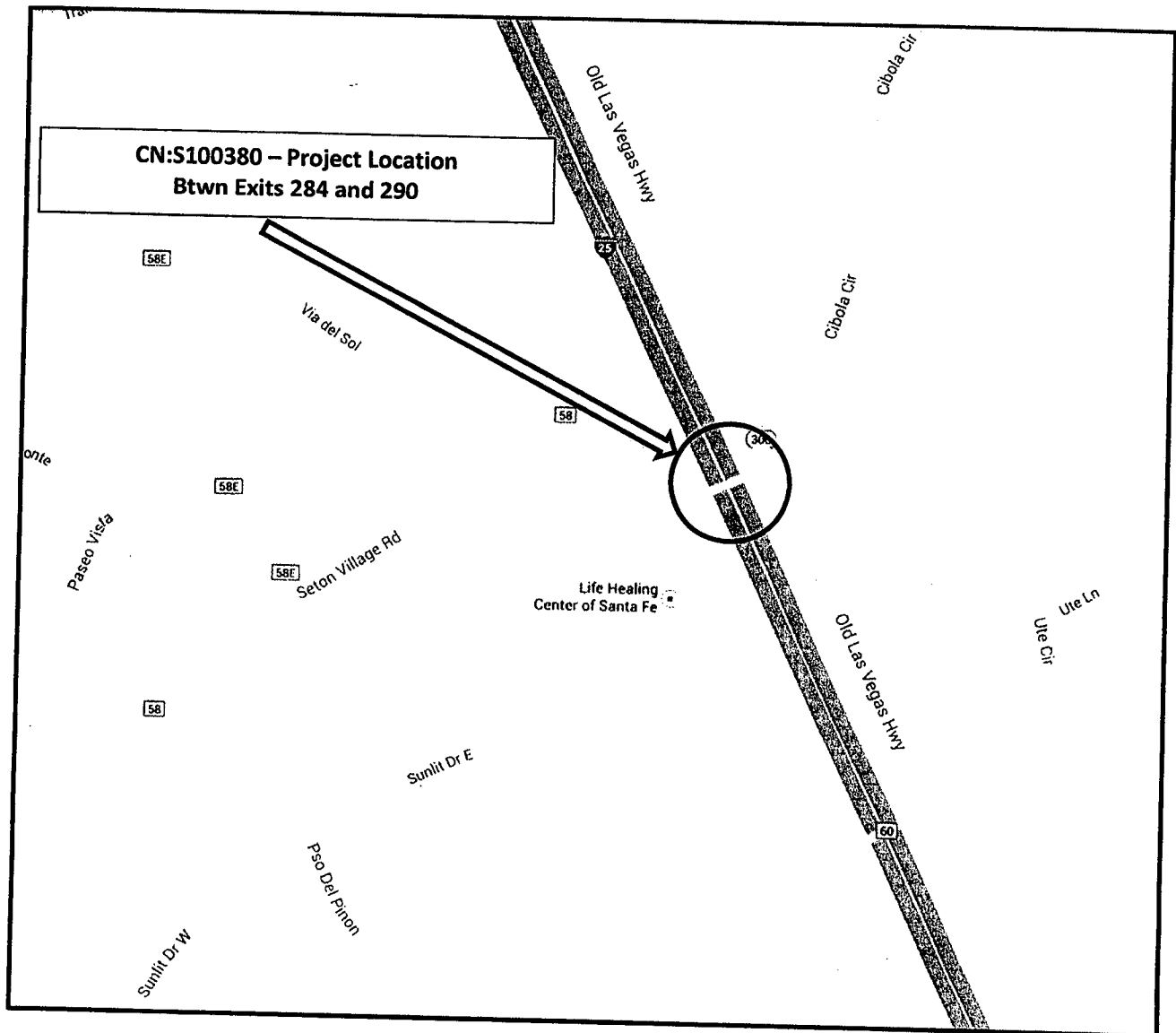
**Jackson Gibson**  
Commissioner  
District 6



## CN:S100380 – I-25 Bridge Preservation Projects

- Bridge 7374 & 7375 at I-25 MP 288.3 scope is to remove asphalt, replace joints and overlay.

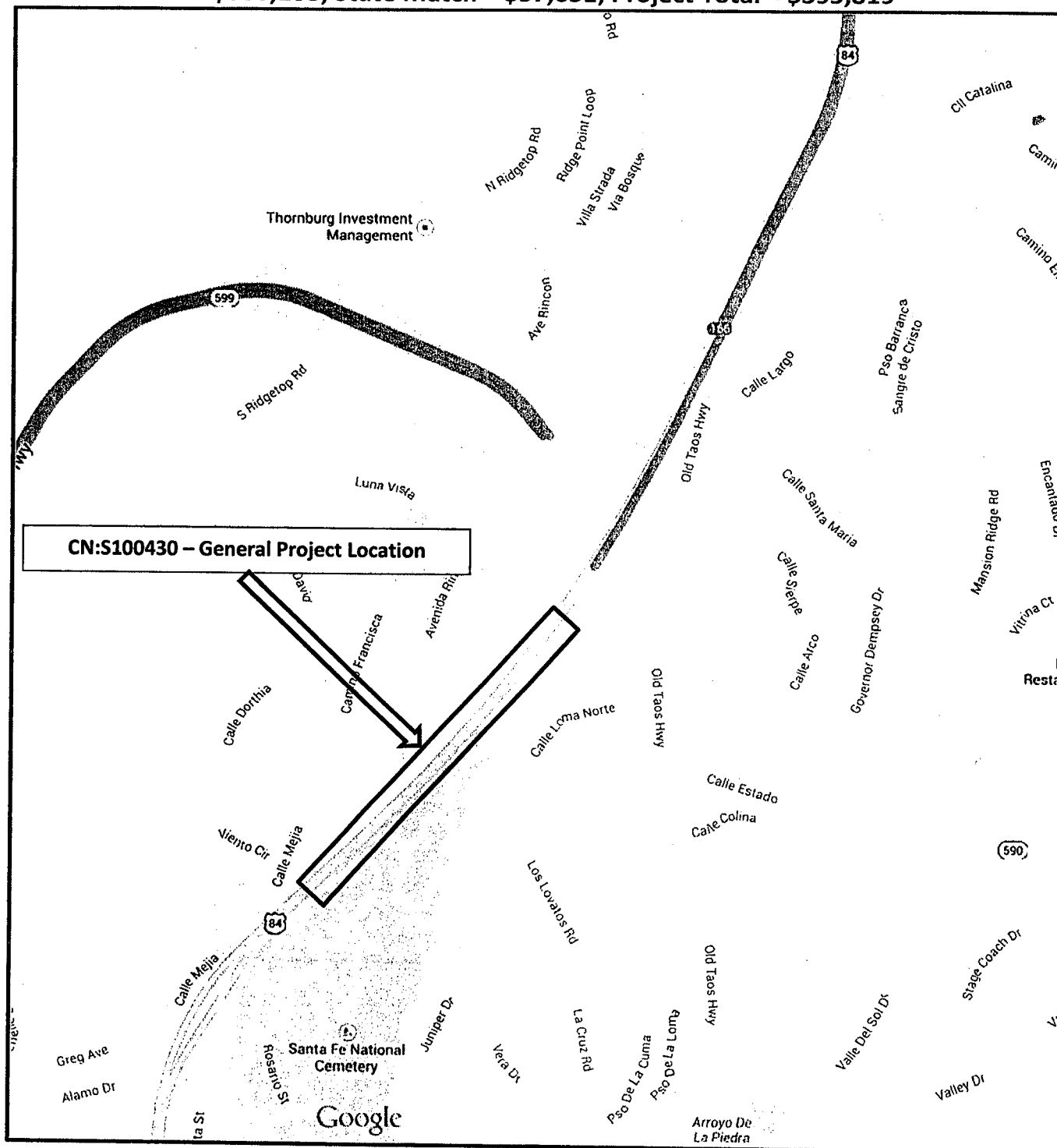
Federal Funds = \$1,398,439; State Match = \$238,311; Project Total = \$1,636,750



## CN:S100430 – NM 599/US84-285 Ramp Modification

- Project to Lengthen SB On-Ramp from NM599 to US84/285

Federal Funds = \$338,188; State Match = \$57,631; Project Total = \$395,819



# APPENDIX 1.1: BUDGET SOURCES (October 1, 2014 – September 30, 2016)

|  |                   |   |
|--|-------------------|---|
| FFY 2014 (Section 112) FHWA            | \$ 190,000        | Estimated unspent but obligated FFY 2014 funds from consultant contracts for MTP update, Ped Plan, Public Transit Plan, traffic counts and TD Model |
| FFY 2015 (Section 112 ) FHWA           | \$ 208,718        | Work Authorization FFY 2015 PL Funds Distribution 11/13/14  |
| FFY 2015 (Section 112 ) FHWA           | \$ 41,226         | Additional FFY 2015 funds to cover obligated but uncompleted tasks in FY 2014   |
| <b>Total Federal Funds (Sec. 112)</b>  | <b>\$ 439,944</b> |   |
| <b>Required Local Match</b>            | <b>\$ 74,972</b>  |   |
| <b>TOTAL PROGRAM FUNDS (Sec.112)</b>   | <b>\$ 514,916</b> |   |
| FFY 2014 (Section 5303)                | \$ 67,966         | Funds available until June 30, 2015   |
| FFY 2015 (Section 5303)                | \$ 61,870         | Amount confirmed by Transit Rail Division 06/24/14  |
| <b>Total Federal Funds (Sec. 5303)</b> | <b>\$ 129,836</b> |   |
| <b>Required Local Match</b>            | <b>\$ 32,459</b>  |   |
| <b>TOTAL PROGRAM FUNDS (Sec. 5303)</b> | <b>\$ 162,295</b> |   |
| <b>TOTAL PL FUNDS FFY 2015</b>         | <b>\$ 677,211</b> |   |
| FFY 2016 (Section 112) FHWA            | \$ 208,718        | Estimate based on FFY 2015 PL distribution spending target  |
| <b>Total Federal Funds (Sec 112)</b>   | <b>\$ 208,718</b> |   |
| <b>Required Local Match</b>            | <b>\$ 35,568</b>  |   |
| <b>TOTAL PROGRAM FUNDS (Sec.112)</b>   | <b>\$ 244,286</b> |   |
| FFY 2016 (Section 5303) FTA            | \$ 61,870         | Amount based on FFY 2015 authorization  |
| <b>Total Federal Funds (Sec. 5303)</b> | <b>\$ 61,870</b>  |   |
| <b>Required Local Match</b>            | <b>\$ 15,468</b>  |   |
| <b>TOTAL PROGRAM FUNDS (Sec. 5303)</b> | <b>\$ 77,338</b>  |   |
| <b>TOTAL PL FUNDS FFY 2016</b>         | <b>\$ 321,624</b> |   |
| <b>TOTALS FFY 2015 + FFY 2016</b>      | <b>\$ 998,834</b> |   |

5/1/17 "3"

## APPENDIX 1.2: BUDGET SUMMARY BY TASK (10/01/14 – 9/30/16)

### 1- MANAGEMENT AND SUPPORT OF THE PLANNING PROCESS

| Task                                 | FTA Codes | Staff Hours | Estimated Staff Cost | Consultant Services | Other Expenses   | Estimated Total Costs |
|--------------------------------------|-----------|-------------|----------------------|---------------------|------------------|-----------------------|
| 1.1 Program Support and Admin        | 21        | 3600        | \$ 189,000           | \$ -                | \$ 15,000        | \$ 204,000            |
| 1.2 UPWP                             | 21        | 800         | \$ 42,000            | \$ -                | \$ -             | \$ 42,000             |
| 1.3 Public Participation Process     | 21        | 1200        | \$ 63,000            | \$ -                | \$ 15,000        | \$ 78,000             |
| 1.4 Staff Training/ Professional Dev | 21        | 550         | \$ 28,875            | \$ -                | \$ 23,134        | \$ 52,009             |
| <b>TOTALS</b>                        |           | <b>6150</b> | <b>\$ 322,875</b>    | <b>\$ -</b>         | <b>\$ 53,134</b> | <b>\$ 376,009</b>     |

Note: Staff Hours, may vary +/- 20%; Total Costs may only change by amendment of the UPWP.

### 2- TRANSPORTATION IMPROVEMENT PROGRAM

| Task                                | FTA Codes | Staff Hours | Estimated Staff Cost | Consultant Services | Other Expenses | Estimated Total Costs |
|-------------------------------------|-----------|-------------|----------------------|---------------------|----------------|-----------------------|
| 2.1 TIP Prep and Project Assistance | 25        | 500         | \$ 26,250            | \$ -                | \$ -           | \$ 26,250             |
| <b>TOTALS</b>                       |           | <b>500</b>  | <b>\$ 26,250</b>     | <b>\$ -</b>         | <b>\$ -</b>    | <b>\$ 26,250</b>      |

### 3- DATA COLLECTION AND ANALYSIS ACTIVITIES

| Task                                    | FTA Codes | Staff Hours | Estimated Staff Cost | Consultant Services | Other Expenses   | Estimated Total Costs |
|---|-----------|-------------|----------------------|---------------------|------------------|-----------------------|
| 3.1 Traffic count&add'l data collection | 24        | 600         | \$ 31,500            | \$ 20,000           | \$ 9,000         | \$ 60,500             |
| 3.2 Travel Demand Model                 | 23        | 300         | \$ 15,750            | \$ 43,000           | \$ 4,000         | \$ 62,750             |
| 3.3 ITS Activities                      | 27        | 200         | \$ 10,500            | \$ -                | \$ -             | \$ 10,500             |
| <b>TOTALS</b>                           |           | <b>1100</b> | <b>\$ 57,750</b>     | <b>\$ 63,000</b>    | <b>\$ 13,000</b> | <b>\$ 133,750</b>     |

### 4- TRANSPORTATION PLANNING

| Task                                   | FTA Codes | Staff Hours | Estimated Staff Cost | Consultant Services | Other Expenses   | Estimated Total Costs |
|--|-----------|-------------|----------------------|---------------------|------------------|-----------------------|
| 4.1 Bikeways Planning                  | 23        | 800         | \$ 42,000            | \$ -                | \$ 15,000        | \$ 57,000             |
| 4.2 Pedestrian Planning                | 23        | 600         | \$ 31,500            | \$ 16,000           | \$ 2,000         | \$ 49,500             |
| 4.3 Public Transit Planning            | 23        | 550         | \$ 28,875            | \$ 130,000          | \$ 1,500         | \$ 160,375            |
| 4.4 Participation in Plans and Studies | 24        | 600         | \$ 31,500            | \$ -                | \$ -             | \$ 31,500             |
| 4.5 Safety Planning                    | 24        | 400         | \$ 21,000            | \$ -                | \$ -             | \$ 21,000             |
| 4.6 Metropolitan Transportation Plan   | 23        | 800         | \$ 42,000            | \$ 50,000           | \$ -             | \$ 92,000             |
| <b>TOTALS</b>                          |           | <b>3750</b> | <b>\$ 196,875</b>    | <b>\$ 196,000</b>   | <b>\$ 18,500</b> | <b>\$ 411,375</b>     |

### 5- SPECIAL STUDIES

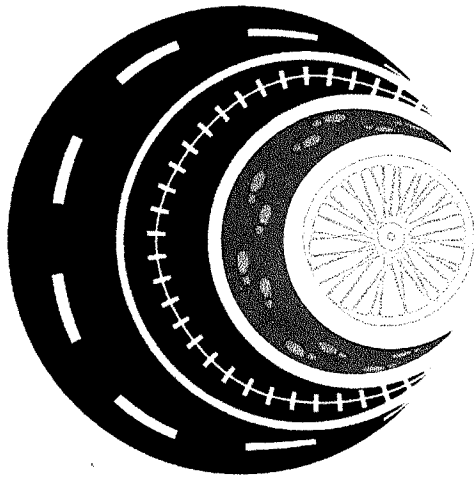
| Task                                   | FTA Codes | Staff Hours | Estimated Staff Cost | Consultant Services | Other Expenses | Estimated Total Costs |
|--|-----------|-------------|----------------------|---------------------|----------------|-----------------------|
| 5.1 Congestion Identification Study    | 27        | 250         | \$ 13,125            | \$ -                | \$ -           | \$ 13,125             |
| 5.2 Travel Demand Management Program   | 27        | 280         | \$ 14,700            | \$ -                | \$ -           | \$ 14,700             |
| 5.3 Community Health Impact Assessment | 27        | 250         | \$ 13,125            | \$ -                | \$ -           | \$ 13,125             |
| 5.4 Building a Localized Transport PM  | 27        | 200         | \$ 10,500            | \$ -                | \$ -           | \$ 10,500             |
| <b>TOTALS</b>                          |           | <b>980</b>  | <b>\$ 51,450</b>     | <b>\$ -</b>         | <b>\$ -</b>    | <b>\$ 51,450</b>      |

**TOTALS FOR ALL TASKS** **12480** **\$ 655,200** **\$ 259,000** **\$ 84,634** **\$ 998,834**

FTA Codes:

44.21.00 Program Support Administration  
44.22.00 General Development and Comprehensive Planning  
44.23.00 Long Range Transportation Planning

44.24.00 Short Range Transportation Planning  
44.25.00 Transportation Improvement Program  
44.26.00 Planning Emphasis Areas  
44.27.00 Other Activities



# Santa Fe MPO Metropolitan Transportation Plan 2015-2040



## Jenny A. Young, PE, PTP

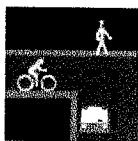
Jenny Young is a multimodal transportation planner, with more than 15 years of experience in planning that encompasses corridor- to state-level study areas. She has led numerous master transportation plans and corridor studies for clients such as the Colorado Department of Transportation and the North Front Range Metropolitan Planning Organization as well as many Colorado municipalities. She works with a wide variety of communities—from urban centers such as Denver and Fort Collins to rural towns that dot Colorado's Eastern Plains. Jenny is both a certified Professional Transportation Planner and a registered Professional Engineer, which reflects her philosophy of developing balanced transportation solutions for all modes of travel. Long a strong multimodal proponent, Jenny was instrumental in developing the bicycle and pedestrian planning practice area at FHU and managed the development of the Bicycle/Pedestrian Chapter for CDOT's Roadway Design Guide. Jenny has also served as a key planner for specialized studies evaluating energy impacts on transportation infrastructure, bicycle/pedestrian connectivity, and public involvement technologies.



*Exhibit "4"*

# 1. It Matters

## Value of Transportation



Transportation is a basic human need that affects our quality of life every day. Santa Fe Metro residents use transportation for all of life's necessities and pleasures.

Nearly every life decision is impacted by our transportation options; from small decisions like "how will I get to the coffee shop this morning?" to major decisions like "how far away from my job do I want to live?" Our residents use transportation to get to work, school, medical facilities, recreational amenities, shopping, and other community and social activities.



The Santa Fe MPO 2015-2040 Metropolitan Transportation Plan (MTP) integrates mode-specific master plans and three recent major corridor studies and addresses pedestrian, bicycle, transit, rail, and road needs.



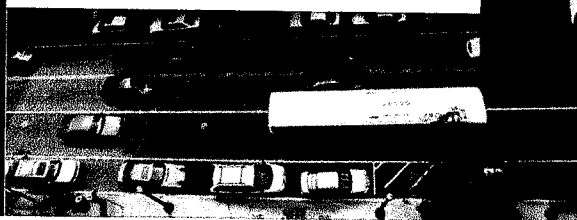
The MTP is important because it guides investment of Federal, State, and local transportation funds. It reflects our community's vision for the future transportation system, and includes strategies, projects, and funding options to realize that vision.

## Performance-Based Planning



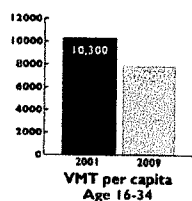
Performance-based planning is a strategic approach to transportation planning that analyzes data to determine how effectively transportation investments

are working toward achieving the identified transportation goals. Moving Ahead for



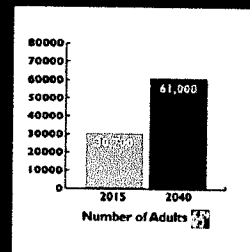
### VMT PER CAPITA

Transportation planning must now consider the impact that the Millennials' preferences will have on use of the existing transportation network and their demand for transit services and walkable communities.



### AGING POPULATION

The Santa Fe region needs to be ready for the impact the aging baby boomers will have on the larger transportation system and also ready for the shift in how and where this population is choosing to age.



## 2. Our Vision

Community outreach efforts for this plan were broad based, inclusive, and encouraged active participation in identifying the vision, goals and needs of the region. To create a vision that reflects the needs and desires of the residents of the Santa Fe metro area, SFMPO reached out to thousands of stakeholders across the region through internet surveys, open houses, focus groups, stakeholder meetings and numerous other means. Santa Fe County, the City of Santa Fe, Tesuque Pueblo, and the Agua Fria Traditional Village all participated in the development of this plan, as did local and regional transit agencies, NMDOT, state and national parks and trails, and many community-based organizations and advocacy groups representing the diverse interests of the Santa Fe region.



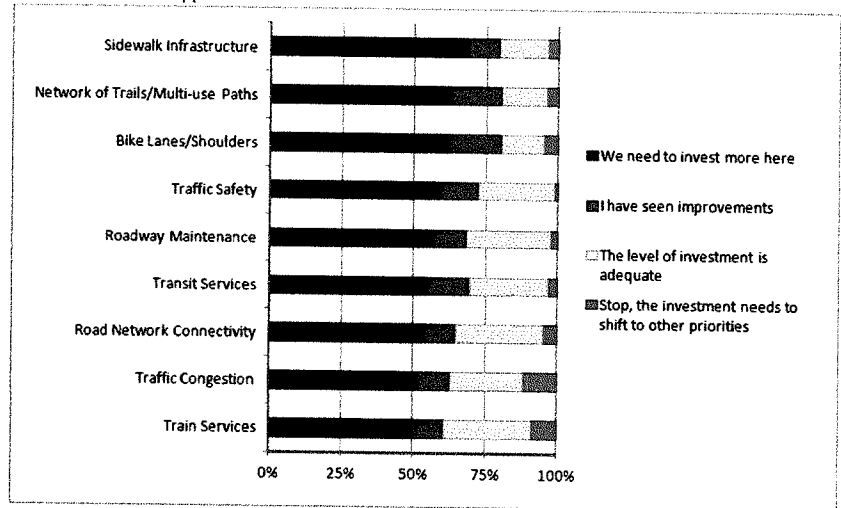
## SURVEY RESONSES

Several public surveys were conducted to help inform decisions; the response was strong::

- 240 Bike-to-Work Week Santa Fe surveys completed
- 878 Pedestrian Plan online surveys completed
- 740 Transit Plan online surveys completed
- 300 MTP online surveys completed

Figure 2-2. Survey Response: Worthwhile Investments

Question: What do you believe are worthwhile investments in our transportation facilities that the MPO should continue to support?

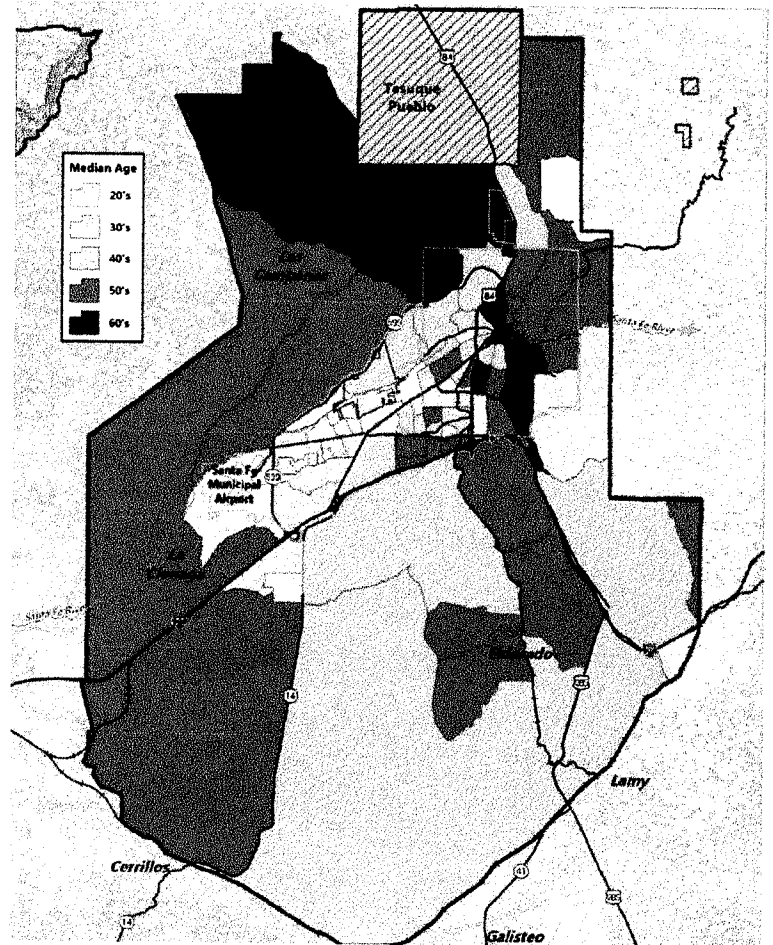
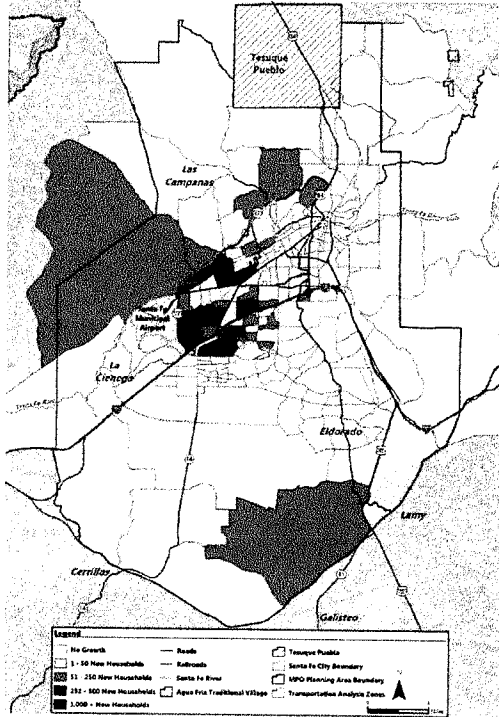


### 3. Santa Fe Metro Evolves

#### Why Demographics Matter

Demographics are a key component of understanding our transportation system and anticipating where new or improved facilities may be located. The three main demographic categories that are used in forecasting travel demands are population, housing, and employment.

Figure 3-4. Household Growth (2010 to 2040)





## 4. Getting Around

Mobility has a significant impact on quality of life in the Santa Fe Metropolitan Area. The existing transportation system consists of a historically significant and complex network of state and federal highways, local streets and roadways, transit services, a series of bicycle and pedestrian multi-use paths, a railway line and the Santa Fe Airport. It is the utmost importance that the transportation system satisfies mobility needs and also provides convenient, safe and efficient transportation choices.

### Roadway System



The following roads are NHS Roadways within the MPO Planning Area:

- Interstate 25
- US – 285
- St. Francis Drive (US84/285)
- Cerrillos Road (NM 14)
- NM 599

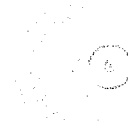
### Regional Transit and Rail System



The Santa Fe Metro Area has seen unprecedented growth in regional transit services over the past ten years. The area is now serviced by five public agencies each

providing service in a manner that strives to meet the needs of all commuters, visitors and residents of the metro area.

### Bikeways System



The Santa Fe MPO adopted the Metropolitan Bicycle Master Plan in 2012 following a recommendation in the 2010 MTP to develop the Plan. The Plan's purpose is to coordinate transportation planning and other bicycle-related planning among MPO partner agencies in order to maximize the benefits of the use of bicycles for transportation. Benefits

### Pedestrian System



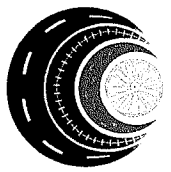
The 2010 MTP update included a recommendation for the development of a standalone Pedestrian Master Plan. That plan began in late 2013 and is now a major component of this 2015 MTP update.

### Freight

**Regional:** Freight is vital to the Santa Fe MPO's economy, as well as the New Mexico economy. The majority of raw and furnished goods and major parcel deliveries are moved via interstate motor freight carriers and a variety of freight

### Aviation

The Santa Fe Municipal Airport (SAF) is a small non-hub commercial service and general aviation airport that has seen substantive annual increases in commercial activity since the last MTP update in 2010.



Metropolitan  
Transportation  
Plan 2015-2040

NEXT STEPS MARCH & APRIL 2015  
DRAFT BY END OF MAY

**CHAPTER 5: Our Future Imagined – Recommended Changes**

**CHAPTER 6: Measuring Success – Multimodal Performance Measures**

**CHAPTER 7: Making Choices – Strategies to Support Performance Measures**

**CHAPTER 8: Moving Forward – Financial Summary Outlook**

## Santa Fe MPO – Transportation Improvement Program (TIP) Project Status Summary

| ROADWAY PROJECTS |   |                     |   |  |
|------------------|---|---------------------|---|--|
| Control Number   | Project Title/Description   | Lead Agency         | Project Cost/Funding  | Status   |
| S100070          | NM599/Jaguar Drive Interchange & Ext of Jaguar Drive<br>Construction of a New Interchange and connecting Roadways   | NMDOT<br>D5         | \$9,593,000<br>100% Privately Funded<br>[FFY 2013]                                      | UNDER CONSTRUCTION<br><br>Scheduled for Completion Summer 2015   |
| S100120          | North-East/South-East Connectors Location Study<br>Study following NMDOT Location Study Procedures. NE Connector from St Francis to Richards Ave. SE Connector from the NE Connector to eastern edge of Windmill Ridge Subdivision, also including extensions of College Dr., Avenida Del Sur and Sunshine Mesa | Santa Fe<br>County  | \$500,000<br>\$427,200 (Federal)<br>\$72,800 (County)<br>[FFY 2012]                     | Study underway 02/27/13.<br>Phase A Public Meeting Held 06/26/13.<br>Phase B Public Meeting Held 07/30/14.<br>STUDY IN PHASE A/B – Reevaluation of Alignments  |
| S100130          | Cerrillos Road Reconstruction Phase IIC<br>Camino Carlos Rey to St Michaels Drive<br>Design, ROW Acquisition and Reconstruction. Improvements include construction of an underground storm water drainage system and multi-modal facility upgrades for vehicles, pedestrians, transit and bicycle use.          | City of<br>Santa Fe | \$11,000,000<br>\$9,398,400 (Federal)<br>\$1,601,600 (State)<br>[FFY 2013, 2014 & 2015] | Public Input Meetings Held 11/21/13 & 04/23/14.<br>Project Website: <a href="http://www.cerrillosroad.com">www.cerrillosroad.com</a><br>DESIGN COMPLETE<br>Right of Way Acquisition by NMDOT Delayed<br>Construction Expected to Start Early 2016. |
| S100140          | I-25 at Cerrillos Interchange<br>Interchange Improvements, Bridge Replacement/Rehabilitation  | NMDOT<br>D5         | \$20,999,999<br>\$17,839,040 (Federal)<br>\$3,160,959 (State)<br>[FFY 2014 & 2015]      | Diverging Diamond Interchange Preferred Alternative.<br>Public Input Meetings Held 11/16/11 & 12/16/13.<br>BIDS UNDER REVIEW<br>Funding Obligated and Construction to begin Spring of 2015.<br>Construction Expected to take 17 months.            |
| S100160          | I-25 at Canoncito Interchange<br>Bridge Replacement, Drainage and on and off Ramp Improvements  | NMDOT<br>D5         | \$8,400,000<br>\$7,176,960 (Federal)<br>\$1,223,040 (State)<br>[FFY 2013]               | UNDER CONSTRUCTION<br>Scheduled for Completion June 2015<br>Construction activities suspended for the Winter   |
| C5111204         | Old Santa Fe Trail Bicycle Lanes<br>Design Project for the addition of Bike Lanes to the existing Bike Lanes from El Ganchito Way to 150' South of Mountain Cloud Zen   | Santa Fe<br>County  | \$129,692<br>100% State MAP Funded<br>[FFY 2012]  | Public Input Meetings Held 03/20/13 & 04/17/13.<br>ROAD DESIGN COMPLETED<br>PREPARING FOR RIGHT OF WAY ACQUISITION APPROVALS   |
| L500056          | Design of Guadalupe St & Defouri St Bridge Improvements<br>Design of Rehabilitation or Replacement of these two Bridges over the Santa Fe River   | City of<br>Santa Fe | \$230,000<br>\$150,000 (State MAP)<br>\$80,000 (City)<br>[FFY 2013]                     | Public Input Meetings held 01/31/13 & 10/3/13.<br>CITY COUNCIL APPROVED BRIDGE DESIGN<br>Design Completion Expected Spring 2015<br>Utility Coordination in process<br>Construction Funded, Expected to start Fall 2015                             |
| S100220          | Santa Fe County Pavement Preservation Program<br>To Conduct Chip Seal and Fog Seal Pavement Preservation Treatment on 56.59 miles of Santa Fe County roads, of which 44.61 miles are located within the MPO Planning Area Boundaries  | Santa Fe<br>County  | \$821,860<br>\$657,488 (Federal)<br>\$164,372 (County)<br>[FFY 2013]                    | Approximately half of work completed in 2014.<br>Remainder of the work to be completed during the Summer of 2015.  |

Exhibit "5"

## Santa Fe MPO – Transportation Improvement Program (TIP) Project Status Summary

| Control Number                     | Project Title/Description  | Lead Agency         | Project Cost/<br>Funding  | Status  |
|------------------------------------|--|---------------------|---|---|
| 5100791                            | I-25 & US285 Bridge Rehabilitation<br>Bridge Rehabilitation on I-25 Bridges 7175, 7176, 7178, 5530, 8637, 8638 & US285 Bridge 8782 within the MPO Area and I-25 Bridges 7949 & 7950 outside the MPO Area | NMDOT<br>D5         | \$937,000<br>\$800,573 (Federal)<br>\$136,427 (State)<br>[FFY 2013]             | CONSTRUCTION UNDERWAY AUGUST 2014<br>Construction activities suspended for the Winter   |
| 5100270                            | Pedestrian Signal Head Upgrade<br>Upgrade all 415 pedestrian signal heads at 58 intersections to countdown type. This countermeasure is related to reducing pedestrian related crashes.                  | City of<br>Santa Fe | \$300,000<br>\$277,920 (Federal)<br>\$22,080 (State)<br>[FFY2015]               | Finalizing Cooperative Agreement with NMDOT<br>Scheduled to be completed by Summer 2015.  |
| 5100300                            | US84/285 Bridge Maintenance Project<br>Bridge Maintenance on US84/285 Bridges 9311,9181, within MPO Area   | NMDOT<br>D5         | \$232,026<br>\$198,243 (Federal)<br>\$33,783 (State)<br>[FFY 2014]              | Let for Construction in April 2014<br>Construction activities suspended for the Winter  |
| 5100310                            | I-25 Bridge Maintenance Projects<br>Bridge Maintenance on I-25 Bridges 7372, 7373 within the MPO Area  | NMDOT<br>D5         | \$1,203,406<br>\$1,028,190 (Federal)<br>\$175,216 (State)<br>[FFY 2014]         | CONSTRUCTION ACTIVITIES UNDERWAY JANUARY 2015   |
| 5100320                            | I-25 & I-40 Bridge Maintenance Projects<br>Bridge Maintenance on I-25 Bridges 7175, 7176, 8637, 8638 within the MPO Area and I-40 Bridges 7150, 8653, 8855 outside MPO Area                              | NMDOT<br>D5         | \$557,149<br>\$476,028 (Federal)<br>\$81,121 (State)<br>[FFY 2014]              | AWAITING CONTRACT AWARD   |
| 5100340                            | NM466 (St Michaels Drive) Pedestrian ADA Improvements  | NMDOT<br>D5         | \$323,629<br>\$276,509 (Federal)<br>\$47,120 (State)<br>[FFY 2016]              | FUNDED IN FFY2016<br>Preliminary Project Development Underway   |
| 5100350                            | Guadalupe Street Bridge (#6487) Off-Ramp Rehabilitation<br>(Bridge Deck Replacement)   | NMDOT<br>D5         | \$1,500,000<br>\$1,281,600 (Federal)<br>\$218,400 (State)<br>[FFY 2017]         | FUNDED IN FFY2017<br>Preliminary Project Development Underway   |
| 5100370                            | Agua Fria/Cottonwood Drive Intersection Safety Improvements<br>Design, ROW Acquisition and Construction of a Roundabout at the Intersection of Agua Fria St/Cottonwood Dr                                | City of<br>Santa Fe | \$1,200,000<br>\$1,111,680 (Federal)<br>\$88,320 (State)<br>[FFY2015 & FFY2017] | Finalizing Cooperative Agreement with NMDOT for Design<br>Construction funded in FFY2017  |
| 5100380                            | I-25 Bridge Preservation Project<br>Bridge 7374 & 7375 at I-25 MP 288.3 scope is to remove asphalt, replace joints and overlay.  | NMDOT<br>D5         | \$1,036,400<br>\$885,500 (Federal)<br>\$150,900 (State)<br>FFY2015              | Adding \$600,350 in funding to reflect additional<br>preservation work and updated Final Engineers Estimate.  |
| 5100420                            | FR-2098 Arroyo Hondo Bridge Preventative Maintenance Project<br>Bridge Deck Overlay  | NMDOT<br>D5         | \$312,000<br>\$266,573 (Federal)<br>\$45,427 (State)                            | FUNDED IN FFY2016<br>Preliminary Project Development Underway   |
| <b>TRANSIT &amp; RAIL PROJECTS</b> |  |                     |   |   |
| TS00040                            | Southside Transit Center Improvements<br>Multi Modal Center Improvements   | Santa Fe<br>Trails  | \$735,000<br>\$588,000 (Federal)<br>\$147,000 (City)<br>[FFY 2013]              | Estimated award to design/build firm: March 2015.<br>Estimated completion of construction: February 2016.<br>Shelters that will be placed onsite have been fabricated and<br>are being stored at Transit. |

## Santa Fe MPO – Transportation Improvement Program (TIP) Project Status Summary

| Control Number                | Project Title/<br>Description  | Lead Agency            | Project Cost/Funding   | Status   |
|-------------------------------|--|------------------------|--|--|
| TS00050                       | Santa Fe Trails: STG Transit Bus Replacement<br>Funding to Replace transit buses that have or will soon meet their useful service life   | Santa Fe Trails        | \$2,400,000<br>\$1,920,000 (Federal)<br>\$480,000 (City)<br>[FFY 2013]   | ALL BUSES DELIVERED AND IN SERVICE   |
| S100181                       | Santa Fe Southern Railroad Line At-Grade Crossing Upgrades<br>Upgrade of at-grade crossings to MUTCD Standards on the Santa Fe Southern Railroad Line between the intersection of Cerrillos and St Francis and Lamy Station  | NMDOT Transit/<br>Rail | \$70,000<br>\$64,848 (Federal)<br>\$5,152 (State)<br>[FFY 2015]  | MATERIALS ON ORDER<br>EXPECTED INSTALLATION IN SUMMER 2015   |
| TS00080                       | Santa Fe Trails: FTA Section 5339 Funding  | Santa Fe Trails        | \$187,500 [each year]<br>\$150,000 (Federal)[each year]<br>\$37,500 (City)[each year]<br>[FFY 2014, 2015, 2016, 2017]    | FFY 2013 and 2014 funds combined into one agreement with NMDOT for Phase 2 of transit passenger shelter project. Estimated completion: October 2015. (Note: FFY 2015 funds have not yet been awarded by NMDOT) |
| TS00081                       | Funding for Capital Projects to replace, rehabilitate and purchase buses, vans, and related equipment, and to construct bus related facilities.  |                        |  |  |
| TS00082                       | Specific Projects to be identified.  |                        |  |  |
| TS00083                       |  |                        |  |  |
| <b>NON-MOTORIZED PROJECTS</b> |  |                        |  |  |
| S100040                       | Santa Fe Rail Trail<br>Construct Multi-use Trail and Trail Facilities from Spur Trail (MP 11.5) to Avenida Vista Grande (MP 6.5)   | Santa Fe County        | \$1,063,934<br>\$380,269 (Federal)<br>\$130,089 (County)[FFY 2013]<br>\$407,681 (Federal)<br>\$135,894 (County)[FFY2014] | Unobligated FFY2013 Funds reprogrammed to FFY2014.<br>CONSTRUCTION STARTED SEPTEMBER 2014. EXPECTED COMPLETION BY MAY 2015   |
| W500030                       | City of Santa Fe Safe Routes to School<br>Pedestrian enhancements including sidewalk, crossing and traffic calming improvements of selected streets around K-8 schools in the City of Santa Fe                               | City of Santa Fe       | \$600,000<br>100% Federal Funded<br>[FFY 2013]   | CONSTRUCTION COMPLETE – FINALIZING CLOSEOUT  |
| S100041                       | Santa Fe Rail Trail Retaining Wall Construction<br>Construction of a Retaining Wall and Slope Stabilization along the eastside of the Santa Fe Rail Trail in the vicinity of the I-25 Overpass                               | City of Santa Fe       | \$220,000<br>\$165,000 (Federal)<br>\$55,000 (City)<br>[FFY 2013]  | CONSTRUCTION COMPLETE – FINALIZING CLOSEOUT  |
| S100280                       | Santa Fe River Trail – Connections and Improvements<br>Multi-use Trail connections, crosswalks and trail widening, from Camino de Chelly to Defourin St.   | City of Santa Fe       | \$300,000<br>\$250,000 (Federal)<br>\$50,000 (City)<br>[FFY 2015]  | Public Input Meeting Held May 1, 2014<br>90% Design Meeting held June 19, 2014<br>PS&E HELD OCT 14.<br>AWAITING COOP AGREEMENT APPROVAL FROM NMDOT<br>Construction Expected Spring 2015                        |
| S100281                       | Santa Fe River Trail/E. Alameda St Pedestrian Improvements<br>Design and construction of pedestrian improvements including new sidewalk, retaining structures and handrail along East Alameda Street and the Santa Fe River. | City of Santa Fe       | \$455,000<br>\$59,808 (Federal)<br>\$10,192 (City)<br>[FFY 2014]<br>\$328,944 (Federal)<br>\$56,056 (City)<br>[FFY2015]  | Design funded in FFY2014<br>Construction Funded in FFY2015<br>DESIGN NOTICE TO PROCEED ISSUED<br>DESIGN SCHEDULED FOR COMPLETION JULY 2015<br>Construction Schedule TBD  |
| S100282                       | Santa Fe Rail Trail – Segment 4<br>Construction of a natural surface Multi-use Trail parallel to the Santa Fe Southern Railroad from Avenida Vista Grande to Avenida Eldorado  | Santa Fe County        | \$471,213<br>\$66,796 (Federal)<br>\$374,415 (County)<br>[FFY 2015]  | Public Input Meeting held 04/01/14<br>AWAITING COOP AGREEMENT APPROVAL FROM NMDOT<br>Construction Schedule TBD   |

## Santa Fe MPO – Transportation Improvement Program (TIP) Project Status Summary

| Control Number | Project Title/Description  | Lead Agency             | Project Cost/Funding   | Status  |
|----------------|--|-------------------------|--|---|
| S100283        | Gonzales Community School Bike and Pedestrian Safety Improvements & Bike Rack Purchase<br>Construction of a Multi-Use Trail from Camino de las Cruces into the Gonzales Community School and Purchase of Bike Racks to be placed at some elementary/middle/community schools   | Santa Fe Public Schools | \$173,242<br>100% Federal Funded<br>[FFY 2015]   | Public Input Meeting held 04/01/14<br>PS&E HELD Aug 21.<br>COOP AGREEMENT STILL TO BE FINALIZED<br>Construction Scheduled to begin March 2015 |
| S100390        | Acequia Trail/Railyard Crossing Construction<br>Construct a Multi-Use Path Grade Separated Crossing (Underpass) of St Francis Drive (US 84/285)  | City of Santa Fe        | \$3,820,000<br>\$3,263,808 (Federal)<br>\$556,192 (City)<br>[FFY 2015]                         | DESIGN SCHEDULED FOR COMPLETION MARCH 2015<br>Construction Schedule TBD   |
| S100410        | El Camino Real Buckman Road Retracement Project (NM FLAP TRAIL 77000(1))<br>Design and Construction:: Segment 1 - 5ft natural surface recreational trail from USFS Headquarters Trail to USFS Dead Dog Trail (9.6 miles).<br>Segment 2 - 10ft Multi Use Trail from Santa Fe River Greenway Trail to USFS Headquarters Trail (4.7 miles). | Santa Fe County         | \$3,311,095<br>\$2,829,000 (Federal)<br>\$482,096 (County/City)<br>[FFY2015, FFY2016, FFY2017] | PROJECT AGREEMENT AND SCOPE OF WORK BEING FINALIZED.<br>Design Phase should get underway Spring 2015  |

