



## Santa Fe Metropolitan Planning Organization

*"Promoting Interconnected Transportation Options"*



### Santa Fe MPO Transportation Policy Board

**Thursday March 19, 2015, 3:00 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 3/11/15 TIME 4:11pm

RECEIVED BY Mark Tibbitts

RECEIVED BY Alicia Hartley

**CALL to ORDER**

**ROLL CALL**

**APPROVAL of AGENDA**

**APPROVAL of MINUTES:** *February 26, 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. Date change for Policy Board April Meeting
2. Preview of the Draft Public Transit Master Plan – *MPO Staff*
3. Preview of the Draft Pedestrian Master Plan – *MPO Staff*
4. National Historic Trails Presentation – *Steve Burns, NPS-National Trails Intermountain Region*

**D. MATTERS FROM THE MPO STAFF**

1. Tools for MPO Planning Process Training
2. Metropolitan Transportation Plan 2015-2040 Update
3. Transportation Improvement Program Updates
4. Other Updates

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

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

**G. ADJOURNMENT** – Next Scheduled Meeting April 23, 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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SANTA FE MPO  
TRANSPORTATION POLICY BOARD  
Thursday, March 19, 2015

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**MINUTES OF THE  
SANTA FE MPO  
TRANSPORTATION POLICY BOARD**

Thursday, March 19, 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 3:00 p.m., on Thursday, March 16, 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  
Councilor Patti J. Bushee  
Tamara Haas, DOT  
Commissioner Miguel Chavez, alternate for Commissioner Anaya  
Governor Robert Mora, Tesuque Pueblo  
Commissioner Liz Stephanics  
Councilor Peter N. Ives, alternate, for Mayor Gonzales

**MEMBERS EXCUSED:**

Commissioner Robert Anaya  
Mayor Javier Gonzales

**OTHERS ATTENDING:**

Mark Tibbetts, MPO Officer  
Keith Wilson, MPO Planner  
Erik Aune, MPO Planner  
David Quintana, DOT, Engineer  
Dave Harris, DOT, Transit and Rail Division  
Jason Coffey, DOT  
Elizabeth Martin for Melessia Helberg, Stenographer

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



### **3. APPROVAL OF AGENDA**

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

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

### **4. APPROVAL OF MINUTES – FEBRUARY 26, 2015**

The following correction was made to the minutes:

Under Roll Call, remove Commissioner Miguel Chavez who was not in attendance.

**MOTION:** Councilor Ives moved, seconded by Commissioner Roybal, to approve the minutes of the meeting of February 26, 2015, as amended.

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

#### **A. MATTERS FROM THE PUBLIC**

Councilor Bushee introduced herself to Commissioner Roybal, saying she lives in his District and voted for him.

#### **B. PUBLIC HEARING**

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

Keith Wilson said this approval will allow us the ability to add two amendments – add an additional \$600,350 for an I-25 bridge preservation project and to add funding to lengthen the SB On-Ramp from NM 599 to US 84/285. He said with approval today, the Amendment will be submitted to the State and then to the Federal Highway Administration for approval. Mr. Wilson noted we had a public comment period and received no public comment.

#### **Public Hearing**

There was no one speaking to this request

#### **The Public Hearing was closed**

**MOTION:** Commissioner Chavez moved, seconded by Commissioner Stephanics, to approve Amendment #7 of the FFY2014-2017 Transportation Improvement Program.

**DISCUSSION:** Councilor Bushee asked the reason the On-Ramp was built short initially – was it a shortage of funding or land.

Mr. Quintana said he doesn't know for sure, but at the time it was designed the approach standards for on-ramps were different. He doesn't believe land was an issue, reiterating it was how it was designed originally and what the standards were at the time.

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

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

#### **1. DATE CHANGE FOR POLICY BOARD APRIL MEETING**

Mr. Tibbetts said he wants to release the Pedestrian and Public Transit Plans on the 23<sup>rd</sup>, and we need a 30 day comment period after the release, which takes us past the next Technical Coordinating Committee Meeting on the 20<sup>th</sup> and the following Policy Board on the 27<sup>th</sup>. He said, "Theoretically we could do it on the 23<sup>rd</sup>, but it doesn't allow any final recommendation from the TCC, and 2/3 of the staff won't be here on the 20<sup>th</sup> anyway. So we want to move both meetings that week, the TCC for the recommendation of the two plans for approval, and approval on Thursday which will be another public hearing which right now is scheduled for the 23<sup>rd</sup>. And we want to move this Policy Board meeting to the 30<sup>th</sup> and the TCC to the 27<sup>th</sup>. So basically, it's shifting, pushing back a week for both meetings to allow for the 30 day public comment period and the final assembling of the comments and staff presentations to the Board."

Chair Dominguez asked Mr. Tibbetts if he anticipates another 30 day period being needed between April and May.

Mr. Tibbetts said, "No, not for that one, because once these two plans are approved, then we will go pretty much full on to get the MTP finished. These Plans are part of the MTP, but the main document, we need to focus on and these two plans have been ongoing for over a year, so most of it has been in public input and focus groups and a lot of rewrites. But we need to get the 30 day public comment period and give ample chance for people to read it."

Chair Dominguez asked if the Board members have conflicts in moving the April meeting to April 30, 2015.

Councilor Bushee said the Public Works Committee meets on April 27, 2015.

Mr. Tibbetts said the plan is for the Technical Coordinating Committee to meet in the afternoon at 1:30 on the 27<sup>th</sup>, with the MPO Transportation Policy Board meeting on April 30, 2015.

After discussion, the Board members said they have no problem with the proposed changes in meeting dates.

**MOTION:** Commissioner Stephanics moved, seconded by Councilor Ives, to approve the change of the meeting dates to the following: Technical Coordinating Committee on April 27, 2015, at 1:30 p.m., and the MPO Transportation Policy Board on April 30, 2015 at 4:30 p.m.

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

## **2. PREVIEW OF THE DRAFT PUBLIC TRANSIT MASTER PLAN (MPO STAFF)**

Erik Aune said about a year ago, beginning in May 2014, we embarked with the KHF Group, our consultants and service providers to produce a Master Plan for Public Transit, noting it was delivered in draft form in 2015. He said we be receiving a refined draft tomorrow, which will go back to our service providers for review. There is also a draft on the website. He said on Monday, staff will be asking the TCC to open it for the 30-day public review, and for review at our next meeting.

Commissioner Chavez asked about the public participation been on this and if the meetings are well attended.

Mr. Aune said the public participation was during the summer of 2014, and an entire chapter has been dedicated to the participation and meetings, and then the survey results. He said he set up 3 public meetings last summer, and he believes one person attended the 3 meetings, which I believe was me." He said because of the lack of attendance they asked the consultants to work with us as to how to get more public input. They set up focus group meetings with, for example the university student and administrative section, with the tourism industry and such. They got input on the what the needs may be from those groups. He said the input between the focus groups and the multiple surveys that were done on ridership surveys and so forth, is what populated the public input section of that. He said a component piece being considered, and set up in conjunction with the Public Transit Master Plan and the timing being unveiled, are two workshops in April after the service providers have done further refinements, to get further public input.

Dave Harris, New Mexico DOT, said the DOT Transit providers gave comments, and asked if these will be incorporated before it goes out for public review.

Mr. Aune said yes, and they will have refined copies tomorrow morning and he will send a copy to each of you for your review.

Mr. Harris said then we will have one day to review it, and asked if additional comments can be made.

Mr. Aune yes the public comment period will not halt our review of the document, and as it changes or becomes refined during that period, they will make reference to those changes.

Mr. Harris said there may be some ways that issues are framed in the Plan that we did not want, that don't represent our services. He said it is a pretty short time frame for us to review this document and turning it around very quickly – two rounds of service provider comments. He said they just want to put their best foot forward when this plan is presented to the public.

### **3. PREVIEW OF THE DRAFT PEDESTRIAN MASTER PLAN (MPO STAFF)**

A copy of the draft *Santa Fe Metropolitan Pedestrian Master Plan*, dated March 19, 2015, prepared by Design Office Architects, is incorporated herewith to these minutes as Exhibit "1."

Mr. Tibbetts reviewed the Draft Pedestrian Master Plan. Please see Exhibit "1," for specifics of this presentation.

*The Board commented and asked questions as follows:*

- Councilor Bushee asked if the map in the Plan coincides with the significant projects list.

Mr. Tibbetts said that is on the next slide

- Councilor Bushee asked if there are things that are left out intentionally.

Mr. Tibbetts said he is getting to that, noting there are four categories.

- Councilor Dominguez said these are just examples.
- Councilor Bushee said she is looking for a comprehensive list and if this has "anything to do with we're going to tackle these."

Mr. Tibbetts said yes, there are 250 projects on the comprehensive list, and of those, about 70 are within these areas of critical concern which also coincide to heavier traffic, congestion, activities, higher fees because of these main corridors going through.

- Commissioner Stephanics asked staff to please note Caliente Rd. in Eldorado has been asking for a trail for 5 years, and the staff forgot to put it on our list.
- Councilor Bushee asked if these are just the top 20 and Mr. Tibbetts said yes.

Councilor Bushee said she doesn't see anything in here to get people across Airport Road.

Mr. Tibbetts said Airport Road is an area of critical concern which is the highest level.

- Councilor Bushee said she is concerned about the homeless "that keep playing chicken to get across Cerrillos Road," and there is no crossing.

Mr. Tibbetts said all of these projects are the ones that were identified at the public meetings. One of the recommendations is the formation of a pedestrian advocacy committee. That group would address specifics like this and to promote potential projects.

- Councilor Bushee said, "I'm asking you to put it on the list."

Mr. Tibbetts said there are all these projects, they have to go through.... first to be identified as a project and then go through the vetting.

- Councilor Bushee asked if Caliente was identified as a project.

Mr. Tibbetts said he doesn't think Caliente was brought in. He said it can go on, but a committee will be formed to field any request coming in, whether it is from the City or County and then go through that process.

- Councilor Bushee asked if he can take input from this Committee, noting these amenities are in her District, but in other public meetings, those things have come forth.

Mr. Tibbetts said it is in the record and we will definitely take note. He said, "Yes to answer the question, there were the top 20 based on the rating system, keeping in mind that any of these projects could be elevated, as well as any ones from the rest of the 250, and brought in as to when they're actually implemented. Some can be remedied easily and some are more expensive."

- Councilor Bushee noted she chairs the City's Bicycle and Trail Advisory Committee (BTAC), and BTAC is dealing with wayfinding. We also are dealing with 50 things people have sent her and she spoke with Keith about those, but there are recommendations from the State and federal DOT, which starts with considering walking and bicycling as equal with other transportation modes. At the end of the paragraph it says that walking and bicycling should not be an afterthought in roadway design. There are a lot of things she hopes are folded in, if this piece is amplified in any way. "We're looking at dangerous intersections to put in the green paving and we're debating about which one is the priority. There are lots of possibilities, and she may be bringing some forward on the Mayor's Challenge for Safer People Safer Streets, and asked if there is any way that we need to incorporate anything from those efforts into this.

Mr. Tibbetts said there are a lot of recommendations that address that specifically.

- Councilor Bushee said in addition to maintenance they also mention data collection.

Mr. Tibbetts said there is a whole section on that.

Chair Dominguez asked the Board to let staff continue with the presentation, and hold questions until Mr. Tibbetts is finished with his presentation.

#### **4. NATIONAL HISTORIC TRAILS PRESENTATION. (STEVE BURNS, NPS NATIONAL TRAILS INTERMOUNTAIN REGION.**

A copy of *National Historic Trails NPS NTIR & The National Historic Trails*, is incorporated herewith to these minutes as Exhibit "2."

Mr. Burns presented information in this matter via slides. Please see Exhibit "2." for specifics of this presentation.

Commissioner Stephanics asked if El Camino Real is one of the trails to La Bajada Mesa.

Mr. Burns said yes, noting they are involved in a big project right now with the Forest Service and the BLM on La Bajada. He said there are two groups, one to Santa Fe Canyon and one over the Mesa and down and through La Cienega.

Responding to Commissioner Chavez, Mr. Burns said La Bajada is a spectacular segment of the trail. He said of all of the National Trails, scenic or historic in the National Trail System, of all the National Historic Trails in the nation, including Selma to Montgomery and the Iditarod and

others, the El Camino de Tierra Adentro National Historic Trail is the only one that is a world heritage route for the State of New Mexico, but not in the United States for political reasons during the Bush administration, but eventually will also become the World Heritage Route.

Commissioner Chavez said on our segment of El Camino Real we have markers in Agua Fria but he has noticed they are on the west end of Agua Fria, but when you cross St. Francis and come to the east section of Agua Fria, the markers stop.

Mr. Burns said that is the city limit boundary. He said what happened with that sign plan project is we were working with the County as part of a Byway funded project, and we funded that portion of the Trail with the Byway funds. He said they have the sign plan completed to take it to the Plaza, and they would have to work with the City. He said the City had been pretty good to work on the Old Santa Fe Trail, noting it is a matter of funding.

Commissioner Chavez said when you travel up Agua Fria, before you get to the Plaza, at the intersection of Agua Fria and Guadalupe, right across the street from the Guadalupe Church there was a historic marker that is very unique in New Mexico.

Mr. Burns said those are State Highway markers.

Commissioner Chavez said the historic marker across from the Church was removed. He said he is hoping, through these efforts, we can find sign and put it back in DeVargas Park. It was part of De Vargas Park before the renovation was done, and it was removed and not put back.

Mr. Burns said that is a State program, and they're not too involved in that. He said they did a study a few years ago of all the State markers for El Camino Real with the BLM, and we probably have that in the data base.

Commissioner Chavez said he understood whenever a highway project was approved that the markers were supposed to be replaced.

Mr. Burns said that isn't part of their effort, and it is under State DOT and Tourism, and he is unsure of the relationship between the two at this time.

Commissioner Chavez said, "I just want to note that for the record."

Mr. Burns said, "The Church is right there on the Camino."

Councilor Bushee said the City's wayfinding signs for El Camino Real are in a different format and color.

Mr. Burns said they have a whole family of the official National Historic Trail Road and Pedestrians signs for all 9 of the trails they administer. He said the wayfinding signs done by the City were done as part of a contract with a private consultant who developed some unique photos and images for all the kinds of things you can see and do within the City of Santa Fe.

*Councilor Ives departed the meeting*

Responding to Councilor Bushee, Mr. Burns said if it has our logo on it, it's the National Historic Trail, which is a federally protected marker and it is not released unless it is vetted. He said a lot of people use the name, like the Camino Real Byway.

*[Councilor Bushee's remarks here are inaudible]*

Chair Dominguez said we need to move forward because we have to adjourn at 4:30 p.m.

Mr. Burns noted the map for the location of all of the National Historic Trails in the Santa Fe area.

Commissioner Roybal asked if the files are open to the public, and Mr. Burns said yes

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

##### **1. TOOLS FOR MPO PLANNING PROCESS TRAINING.**

A copy of *MPO 101 Presentation* is incorporated herewith to these minutes as Exhibit "3."

A copy of *Santa Fe Metropolitan Planning Organization – Policy Board and Technical Coordinating Committee Orientation and Reference Manual*, is incorporated herewith to these minutes as Exhibit "4."

Mr. Aune this is a work product and an invitation to the Board. This is basically MPO 101, which is a training manual. He said there is lots of experience on the Board and then some new members. He said this will be delivered to the Board electronically (Exhibit "3"). He would like to set up appointments, one-on-one through Mr. Tibbetts to talk about the basics and the projects we have today. He said the "3 of us are a resource to you."



## **2. METROPOLITAN TRANSPORTATION PLAN 2015-2040 UPDATE**

Mr. Aune said we are moving forward with the Plan and will update you next month

Mr. Wilson noted there drafts of some of the chapters on the website.

## **3. TRANSPORTATION IMPROVEMENT PROGRAM UPDATES**

Mr. Wilson said there are no TIP updates. He said they are in the process of adopting the FFY2016-2021, and the next TIP will be for 5 years. He said they put out a call for projects to all our member agencies about a month ago, to submit projects for consideration of National Highway Priority Projects, and others which are listed in the Staff Memorandum. He noted the City, County and DOT staff were notified of the call for projects and they have until April 10, 2014 to submit proposals. Staff will prioritize those projects, and then work with the District to allocate funding and matching the funding with those priorities. A draft of those will be released for public review, and at the June meeting the TIP will be brought to this Board for approval, noting they will keep the Board updated in the interim.

Mr. Wilson said funding is fully allocated through 2019, and these projects will be funded in FY 20/21.

Responding to Commissioner Stephanics, Mr. Wilson said we will have TIP amendments, which essentially will be the update to the Santa Fe Transportation Improvement Program. .

Chair Dominguez said he will get together with staff to put that agenda together.

## **4. OTHER UPDATES**

Councilor Bushee said she is waiting to ask for the potential for an overpass at CR 70 and #599.

Mr. Tibbetts said on both the Pedestrian Master Plan and the Transit Plan, two public meetings are scheduled: one in this room on April 7, 2015, and one at the Southside Library on April 8, 2015, and the Board members are invited to attend. He said the Plans will be combined, noting it will be an open house format, 4:00 to 7:00 p.m. The meetings will be advertised in the newspapers and notices will be sent to this Board as well.

Mr. Aune said the MPO is assisting with the coordination of Bike to Work Week events, and working closely with County and State representatives from the DOT, Department of Health,

Department of Energy and Minerals and staff to build a broader coalition. He said there are a lot of fun events, and "we are on the coattails of what has become a successful Annual Bike & Brew Event." We are keeping the initiatives somewhat separate. He said we have invited the Department of Health to take a leadership role in challenging the City and County for the convoy Friday afternoon. Two convoys will converge. We have the State Police, City Police and County Sheriff supporting us with the convoy. He said to look at the MPO website for details on Bike to Work Week.

Mr. Tibbetts said we hope to have both plans early in the week, and to put both plans on line for the 30 day comment period. He said staff will send those links out to everyone.

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

Councilor Bushee said she brought a Resolution that the at-grade crossing at CR70 and #599 is very dangerous. She asked if that Resolution went anywhere with the County, noting that all of the requests to her about this intersection were from County residents.

Commissioner Chavez said a study was done on the possibility of a traffic light signal at CR70 and #599, but it wasn't warranted. He said the Interchange there is on our list but not funded. He said we have communicated our concern about, and got attention from, our U.S. Congressional Delegation. He said Congressman Ben Ray Lujan's office has identified possible funding for this potential \$8 million project. He said staff will be submitting a grant application and we have to take the issue of loans to the County Commission for approval. *[inaudible here]*.

Commissioner Chavez said he attended an HOA meeting this morning at Aldea, and on the 31<sup>st</sup> they are going to recognize Congressman Lujan and other members of the delegation for their efforts to identify the funding sources.

Councilor Bushee said her Resolution was intended to be a Joint Resolution with the County to ask the State for funds.

Commissioner Chavez said Senator Griego was going to do something on that, but he doesn't know what happened there.

David Quintana, Engineer, DOT, said it is on their radar. They are in the process of identifying interim solutions until they can identify funding for the interchange. He said, in the interim, they will be meeting with the public in mid-April and then developing interim alternative solutions. He said in the meantime they are proposing two options. The first is a depressed median, with a right in right out so people can no longer make a left hand turn onto #599, and on

the side road, they can no longer make a left hand turn out or through. So it is limited to a right hand turn.

Councilor Bushee asked if she will be able to go south on 599.

Mr. Quintana said it will depend which side of the road you're on. If you're going south on 599 and you're on the other side of the road, you're going to have to go to the interchange at La Tierra or South Meadows.

Councilor Bushee asked what happens to bicyclists trying to get to La Tierra Trail system, noting there is an underpass, but not everybody uses it if they have skinny tire bicycle.

Mr. Quintana said they'll find a way around, but their intent is to limit the accessibility of that intersection and throughs and left-hand turnouts have been eliminated. He the second option being provided is a cable barrier to prevent road crossing. He said the other option which would be more favorable to the community would be a raised median to allow left hand turns in, but we limit cars coming out onto SR 70 to right in, right out and left in.

Councilor Bushee asked if they anticipate funding for interchange within the decade. She said she was told initially there wouldn't be any interchanges because of expense, and that it wasn't warranted.

Chair Dominguez said there is a lot of interest in discussion on this and perhaps we can put it on the agenda for the next meeting.

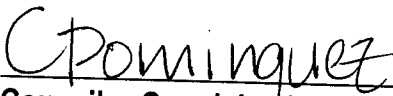
Councilor Bushee said there will be a presentation at BTAC about the St. Francis crossing for the Acequia Trail which is beginning to gel, commenting it might be worthwhile to have that presentation here.

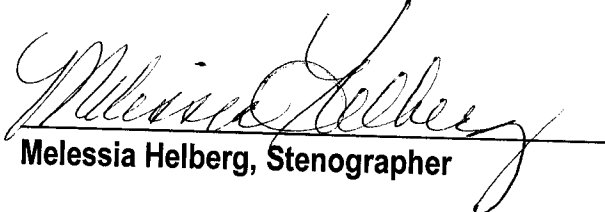
#### **F. MATTERS FROM THE NMDOT AND FHWA**

There were no matters from the NMDOT or the FHWA.

#### **G. ADJOURNMENT – NEXT SCHEDULED MEETING APRIL 30, 2015.**

There was no further business to come before the Committee, and the meeting was adjourned at approximately 4:30 p.m.

  
\_\_\_\_\_  
Councilor Carmichael Dominguez, Chair

  
\_\_\_\_\_  
Melessia Helberg, Stenographer

# SANTA FE METROPOLITAN PEDESTRIAN MASTER PLAN

*Exhibit "1"*



Santa Fe Metropolitan Planning Organization

design office, architects

SANTA FE METROPOLITAN PEDESTRIAN MASTER PLAN

DRAFT plan : March 19, 2015

# SANTA FE MPO PLANNING AREA

Santa Fe, NM

area = 52.5 sq. mi

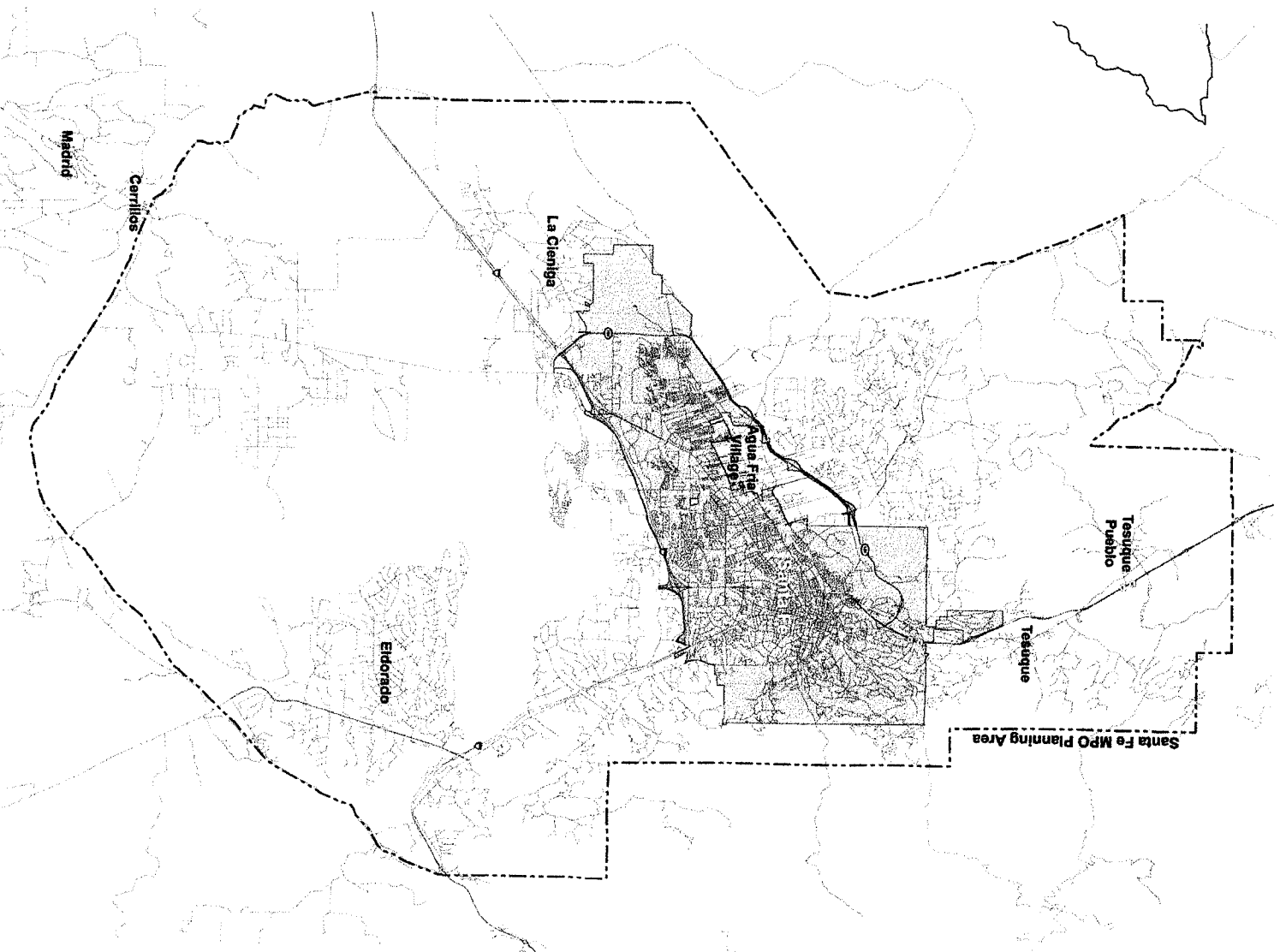
population = 81,198 (2014)

Santa Fe MPO Planning Area

area = 426.6 sq. mi

population = 116,386 (2013)

MPO Metropolitan Planning Organization  
The purpose of the MPO is to create a forum  
for transportation decision making in the  
metropolitan planning area.



# PEDESTRIAN MASTER PLAN OVERVIEW

## Chapter 1 INTRODUCTION

Background

Purpose

Vision / Goals

## Chapter 2 PLAN DEVELOPMENT

Existing Conditions

Community Input

PEDESTRIAN ANALYSIS

PEDESTRIAN NEEDS ANALYSIS

PEDESTRIAN NETWORK DEFICIENCY ANALYSIS

PEDESTRIAN IMPROVEMENT NEEDS

## Chapter 3 PLAN RECOMMENDATIONS / PROJECT IDENTIFICATION

## Chapter 4 POLICY RECOMMENDATIONS

## Chapter 5 DESIGN GUIDELINES: TOOLBOX

## Chapter 6 IMPLEMENTATION

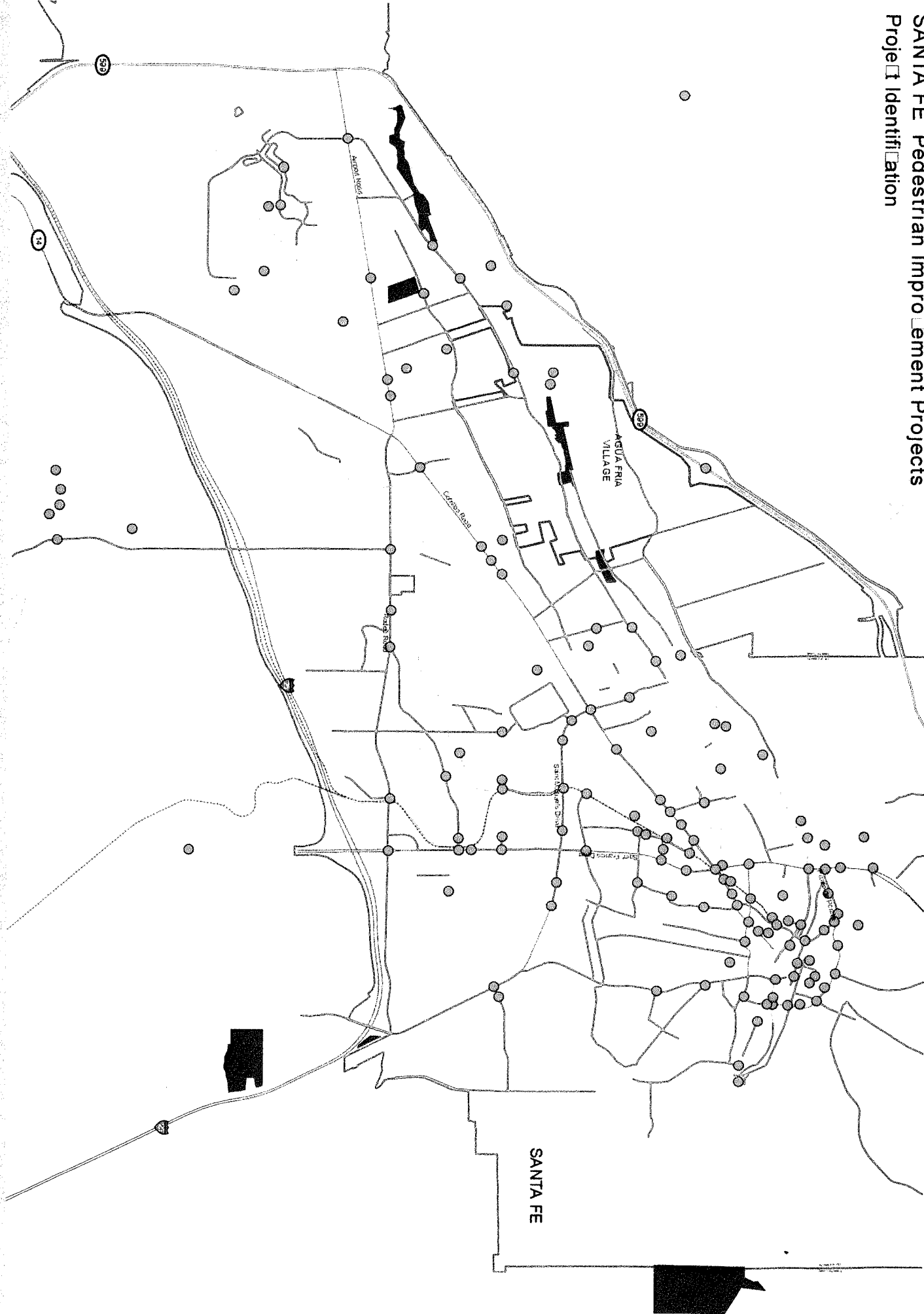
PEDESTRIAN MASTER PLAN PRIORITY PROJECTS  
SANTA FE Pedestrian Priority Projects  
Project Identification





PEDESTRIAN MASTER PLAN PEDESTRIAN IMPROVEMENT PROJECTS

SANTA FE Pedestrian Improvement Projects  
Project Identification



PEDESTRIAN MASTER PLAN PEDESTRIAN IMPROVEMENT PROJECTS

SANTA FE Pedestrian Improvement Projects DRAFT

Project Rating

SAFETY How well the proposed project increase safety for all users? Does it alleviate a known issue?

- 4 Will resolve major identified safety issue (4+ crashes or 3+ public comments)
- 3 Will resolve a documented safety issue (<4 crashes)
- 2 Will resolve an identified safety issue (<3 public comments)
- 1 Will have no impact on safety

CONNECTIVITY How well will the proposed project improve the connectivity of the pedestrian network?

- |   | Sidewalk Connection   | Crossing / Intersection   |
|---|---|---|
| 4 | Fills a major gap or creates a more convenient connection (missing connection along a collector roadway or higher classification)                         | Creates a new crossing at a major roadway   |
| 3 | Creates a new connection or fills a minor gap (missing connection along a neighborhood / residential street)  | Creates a new crossing at a minor roadway   |
| 2 | Upgrades an existing sidewalk / path or introduces sidewalk to a new residential area (maintenance improvement, widens sidewalk, restripes crossing, etc) | Upgrades an existing crossing (restriping, new pedestrian activated signal, etc.) |
| 1 | Will have no impact on network connectivity   | Has no impact on network connectivity   |

IMPROVEMENT NEED Does the proposed project fall within a designated Pedestrian Planning Area?

- 5 Falls within a designated Pedestrian Planning Area
- 4 Has composite score of 4000 - 4480 (High)
- 3 Has composite score of 3500 - 4000 (Medium-High)
- 2 Has composite score of 3000 - 3500 (Medium)
- 1 Has composite score of < 3000 (Low)

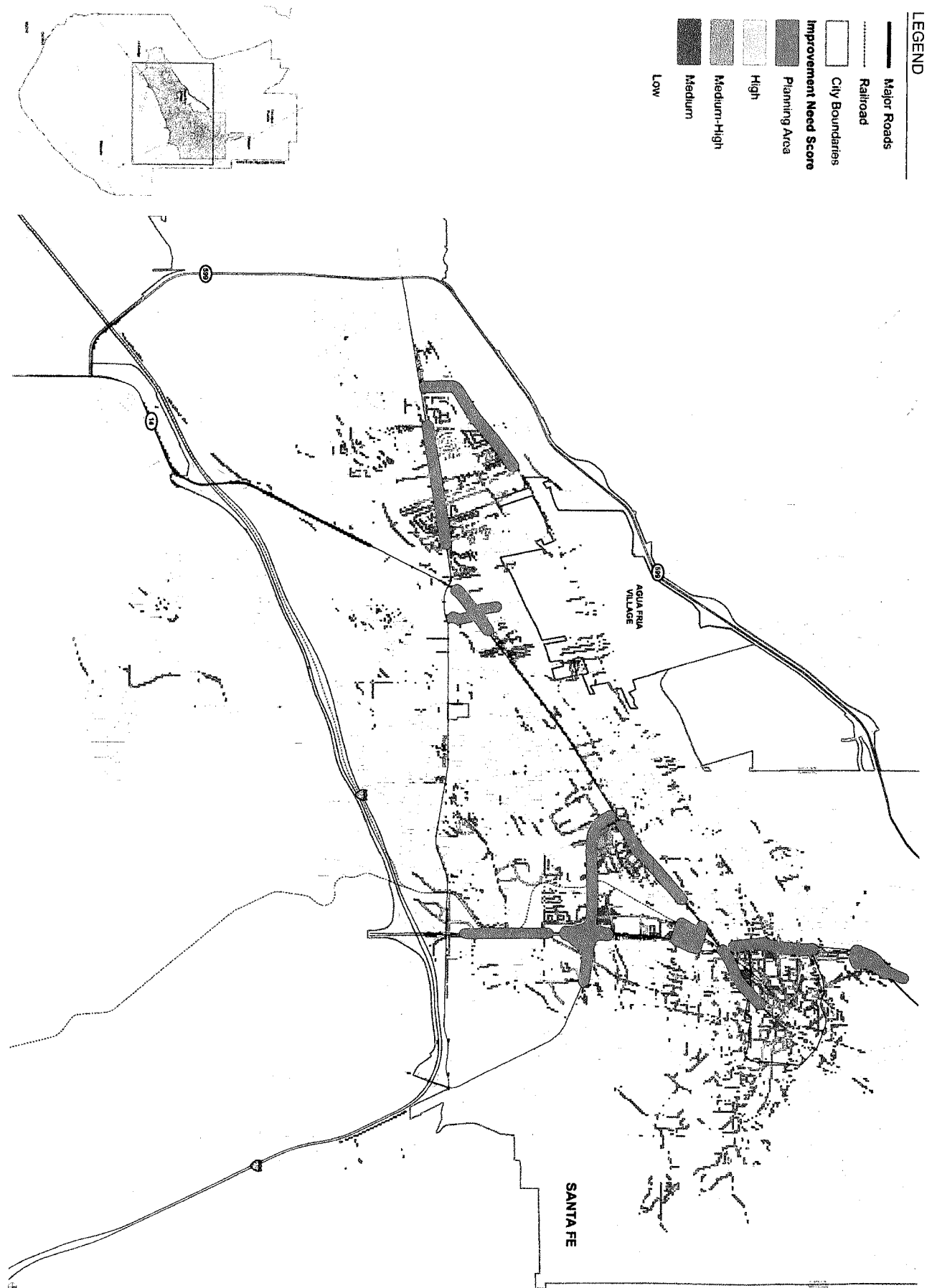
FEASIBILITY Is the project in an area that can easily be developed by the City / County / State?

- 4 Land is owned by the City / County / State / publicly owned or within the Right-of-Way
- 3 Land has jurisdictional conditions (i.e. County land within FEMA flood plain or Federal Funding is used)
- 2 Land is privately owned
- 1 Land is privately owned and has jurisdictional conditions

TIME FRAME Based on identified safety, interconnectivity, composite score, and feasibility, when does the project need to be implemented?

- Short Within 1 years
- Medium Within 1 to 3 years
- Medium / Long Within 3 to 5 years
- Long More than 5 years

PLAN RECOMMENDATIONS AREAS OF cRITICAL cONcERN



# PLAN RECOMMENDATIONS AREAS OF CRITICAL CONCERN

## St. Michaels Drive Corridor

The St. Michaels Drive Corridor area of critical concern extends from Cerrillos Road west 1.75 miles to Hospital Drive and includes the St. Francis interchange area. This section of roadway is very wide, with a ROW of approximately 150 ft.

Land uses along this stretch include a wide array of large and medium commercial, medical and educational institutions, connecting to medium to high density residential neighborhoods behind this edge. The Rail line and the parallel urban rail trail crosses St. Michaels's Drive.

This area has received recent attention to improve roadway designs, densification, increased mixed use, and general area improvements.

### Pedestrian Issues

- crossing distance  
St. Michaels Drive is 6 lanes and approximately 150 ft. wide. In many cases, there is no center median refuge for pedestrians crossing traffic.
- obstructed sidewalks  
Sidewalks along the both sides of St. Michaels Drive are interrupted by frequent wide driveways and busy access drives to shopping center parking areas.
- missing sidewalks  
A stretch of roadway that extends from Pacheco Street under St. Francis Drive to Don Diego has no sidewalks on either side of the road.
- un-marked crossings / fading marking  
Many pedestrian crossings are un-marked or have faded markings that need to be updated

### distances between crossings

- Distances between lighted intersections range from 1,000 - 1,700 ft, making it challenging for pedestrians to cross the busy and wide roadway to access desired destinations. Several jaywalking ped/vehicle incidents have been reported in this area
- discontinuous crossings  
A number of neighborhood roadways terminate at St. Michael's Drive with no signalized intersection, so pedestrians are forced to walk to the nearest signalized intersection. Many jaywalk to cross more directly.
- right-turn slip lanes  
Free right turn lanes along Saint Michaels Drive allow vehicles unchecked access and flow. This vehicular movement is detrimental to pedestrians, as drivers are not aware of pedestrians crossing in these areas.

### select data

- |                       |  |
|-----------------------|--|
| • jurisdiction        | NM State highway                                     |
| • traffic volume      | 9,212 - 16,103 cars/day                              |
| • speed (posted)      | 40 mph   |
| • roadway (Cerrillos) | 6 lanes w/ wide center median bike lanes, both sides |

St. Michaels Drive



Figure 3.9: St. Michaels Drive Corridor



# PLAN RECOMMENDATIONS RURAL PROJECTS

## Richards Ave (Rodeo Rd - Chili Line)

Although Richards Avenue serves as a 'Principal Urban Arterial' roadway connecting Rodeo Road to the SF Community College, area public and private schools, and the Rancho Viejo subdivisions, there are no sidewalks or parallel paths on either side of the road. Sidewalk connections and crossings at intersections and mid-block across Richards Avenue should be installed.

Santa Fe Community College Trail Connections  
Trail connections between transit stops, residential areas, and area destinations are missing between the Santa Fe Community College / Rancho Viejo area and adjacent Eldorado and Arroyo Hondo areas.



Richards's Avenue

## Bishops Lodge Rd (Tesuque Village Rd - Murales Rd)

The stretch of rural roadway from Murales road by Ft. Marcy Park to Tesuque Village has unimproved shoulders of varying widths for pedestrians. While posted speed limits vary from 25 - 45 mph and some pedestrian signs have been installed, walking alongside this roadway is uncomfortable for pedestrians. With no clearly defined pedestrian zone, vehicles frequently use the shoulder area for additional parking and obstruct informal pedestrian paths.

This route is used before Easter by pilgrims walking to the Santuario de Chimayo.

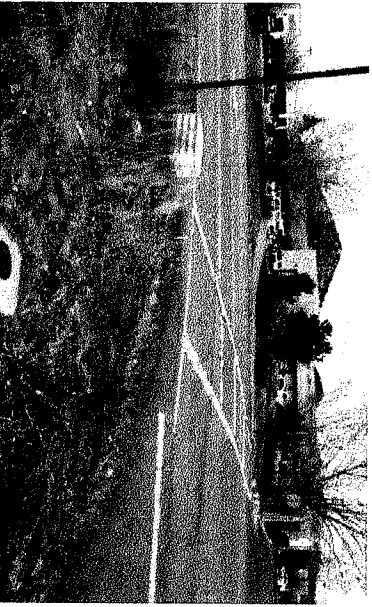


Bishop's Lodge Road

## Eldorado

A low density residential subdivision with a growing commercial center, Eldorado has trails that connect to area destinations but lacks a complete network. The following pedestrian issues have been identified:

- Agora Shopping Center / Avenida Vista Grande crossing improvements for visibility and safety trail / sidewalk connections
- Avenida Azul trail connections



Eldorado - Avenida Vista Grande / Agora

PLAN RECOMMENDATIONS SCHOOL IMPROVEMENT PROJECTS

Ramirez Thomas School - Area Improvements

Ramirez Thomas has the highest number of students that live within the 1 mile walk zone who attend the school with 389 of 478 students, or 81% of students in the walk zone. Many of these students, however, do not walk to school because area roadways do not feel safe and there is a culture of parents driving their children to school. Sidewalk and landscape buffer improvements along Ruffina Street, a busy connector roadway north of the school property, would help improve walkability. In addition, paving and adding sidewalks and safe crossings across Calle Po Ae Pi to the west of the school would help connect to residential areas south and west of the school.

Other School Area Improvements

Improvements to the pedestrian environment around schools should be studied on a site by site basis, looking both at internal circulation networks and access points as well as connections to sidewalk and trail networks. Multiple points of access from area neighborhoods should be provided to school grounds for students to increase options for walking, without affecting school safety.

Some improvements to area schools include the following:

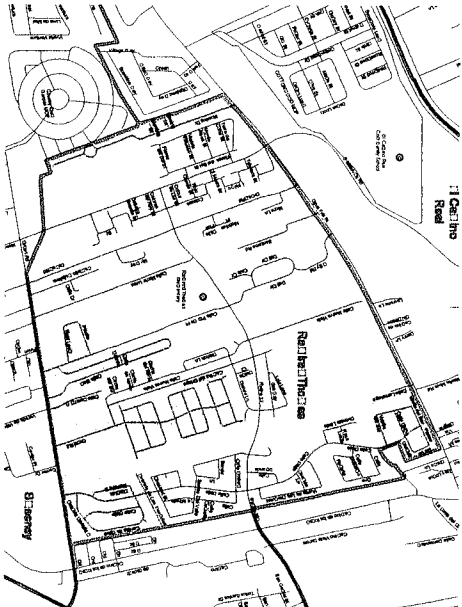
- crossing markings / striping
- intersection improvements
- sidewalks with landscape buffers and good pedestrian visibility
- pedestrian education programs geared toward school children
- enforcement of lower speeds in school zones

School Bus Stop Area Improvements

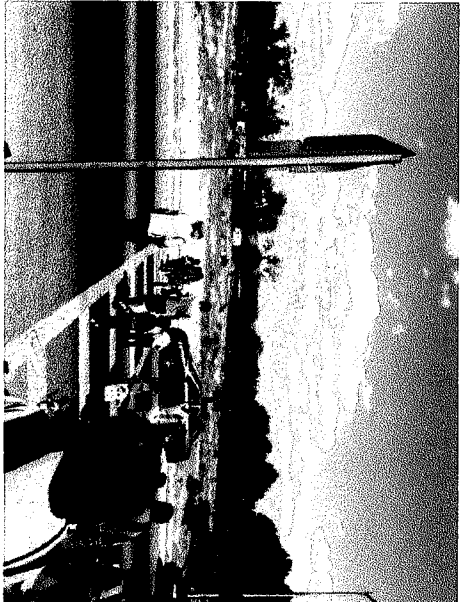
Students living outside the walk zone of their school and attending their designated school are served with school bus transportation from remote school bus stop areas. The locations of these stops are determined by the school district and oftentimes vary from year to year. Pedestrian connections to these stops should be present for the safety of the students.

An analysis of these remote school bus stops should be conducted that takes into consideration pedestrian safety issues, parent pick-up / drop-off configuration, and ridership numbers. A joint effort between the school district and the municipality of that jurisdiction would be beneficial to for the implementation of any site specific improvements.

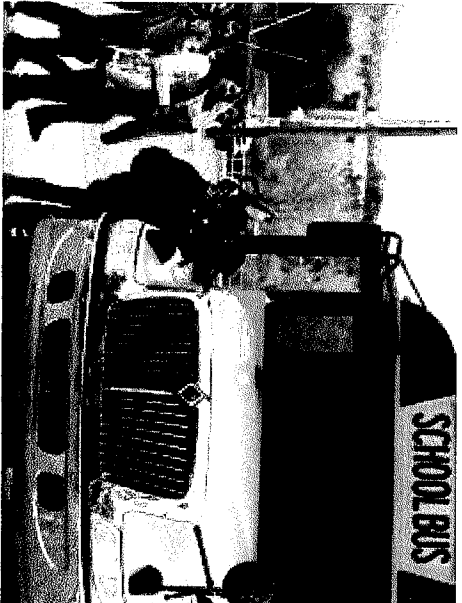
Figure 3.16: Ramirez Thomas Elementary School - Rid Zone



Swain Elementary School - Crossing Guard at pick-up time



School Bus Stop locations should be safe for pedestrians



# PLAN RECOMMENDATIONS SIGNIFICANT PROJECTS

SIGNIFICANT PROJECTS LIST			
LOCATION	ADDRESS	SIDEWALK / CROSSING	NOTES
1	Siringo Road / Pacheco Street	Crossing	Crossing for peds / transit riders
2	Sandoval Street / Garfield	Crossing	Mid-block crossing
3	Lopez Lane (Airport Road - Agua Fria Street)	Sidewalk	New sidewalk
4	Camino Lejo / Old Santa Fe Trail (Museum Hill - Camino Corrales)	Sidewalk	Complete sidewalks, introduce wayfinding
5	Rodeo Road (Galisteo street - Old Pecos Trail)	Sidewalk	New sidewalk / expanded shoulder
6	Rufina Street (South Meadows Road - Harrison Road)	Sidewalk	Trail Connection @ Harrison sidewalk continuation
7	Pacheco St. / Ventana Senior Center	Crossing	Mid-block crossing, beacon (?)
8	Paseo de Peralta / East Alameda Street (Canyon Road)	Crossing	Striping, pedestrian signal study, curb ramps
9	Guadalupe Street (Paseo de Peralta - Agua Fria Street)	Sidewalk	Widen/buffer sidewalk, decrease driveway / sidewalk conflicts
10	Paseo de Peralta / Acequia Madre	Crossing	Mid-block crossing, beacon (?)
11	Guadalupe Street / Paseo de Peralta	Crossing	Striping
12	Rodeo Road (Cerrillos Road - Zafarano Drive)	Sidewalk	Widen sidewalks / add buffer
13	Zia Road (VoTech Road - Rodeo Road)	Corridor	Upgrade sidewalks, include buffer
14	Paseo de Peralta / Galisteo Road	Crossing	Crossing markings, curb ramps
15	Cerrillos Road / Railfan Road	Crossing	Mid-block crossing / wayfinding
16	Siringo Road / Rail Trail	Crossing	Crossing markings, signage
17	West Alameda Solana Center / SF River Trail	Crossing	Mid-block crossing
18	West Sawmill Road (St. Francis Drive - Rodeo Road)	Sidewalk	New sidewalk, crossing markings
19	Cordova Road / Old Pecos Trail	Crossing	Crossing markings
20	East Alameda / Old Santa Fe Trail	Crossing	Crossing markings

## GOALS AND POLICIES    Policy Recommendations

### PEDESTRIAN NETWORK CONNECTIVITY

- STREET CROSSINGS
- SIDEWALK DESIGN
- SIDEWALK FURNISHINGS
- SIDEWALK LIGHTS + BARRIERS
- SIDEWALKS IN NEW DEVELOPMENT

### PEDESTRIAN SAFETY

- EDUCATION
- ENFORCEMENT
- PEDESTRIAN SIGNALS
- MARKINGS
- MAINTENANCE

- LIVABILITY AND HEALTH
- ENCOURAGEMENT PROGRAMS



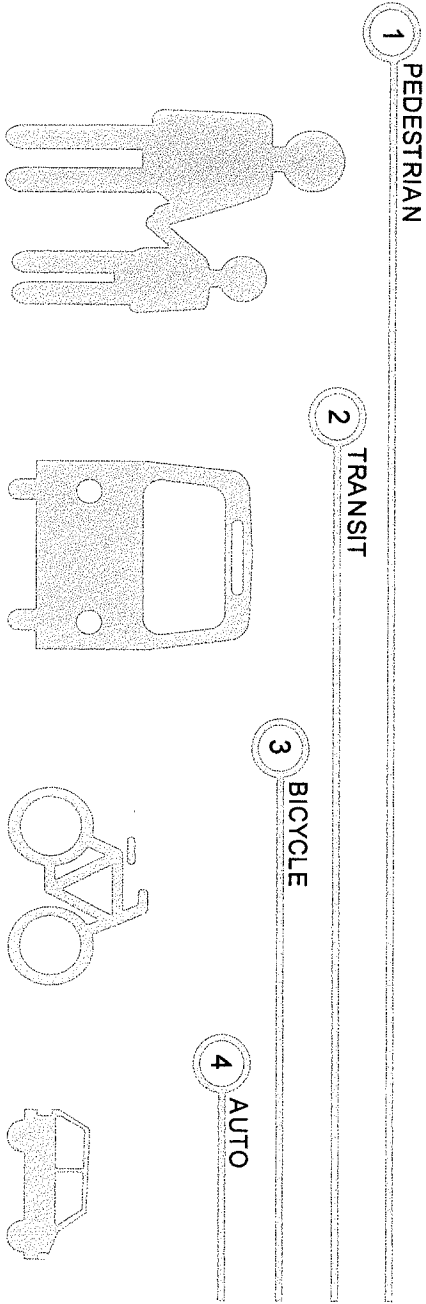
**WALK TO  
WORK DAY**  
**FRIDAY APRIL 12, 2013**



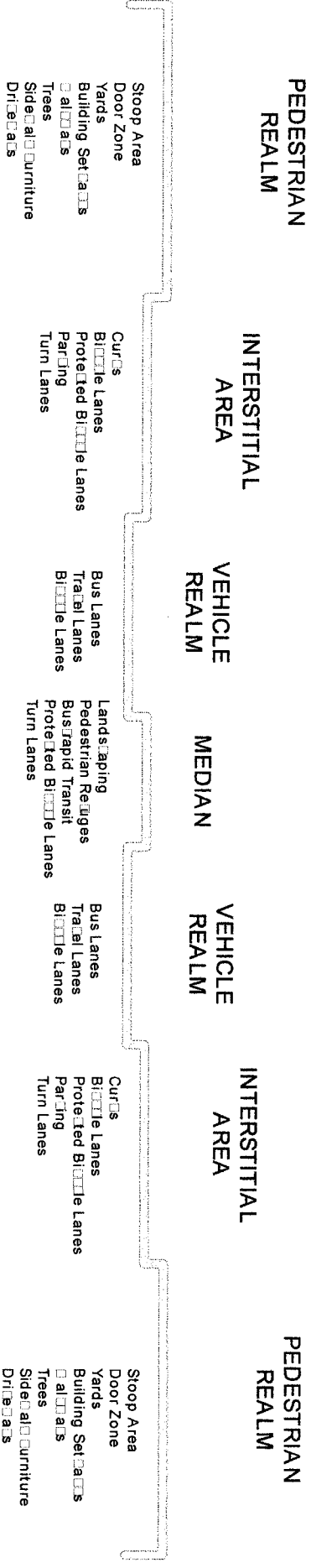
GOALS AND POLICIES      Policy Recommendations  
COMPLETE STREETS

Santa Fe Metropolitan Planning Organization, New Mexico Resolution 2007-1, 2007  
complete Streets are streets that are for all users, not just those in a car.

They are designed and operated to enable safe access for all users. People of all ages and abilities are able to safely move along and across streets in a community regardless of how they are traveling. Complete Streets make it easy to cross the street, walk to shops, and bike to or from. They allow users to run on time and make it safe for people to walk to and from train stations.



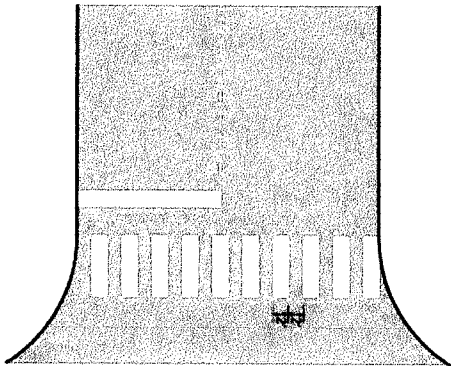
Pedestrian First Modal Hierarchy



PEDESTRIAN MASTER PLAN DESIGN GUIDELINES

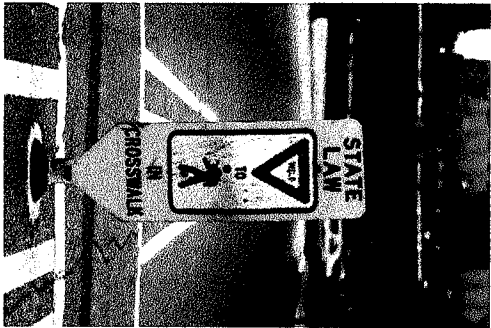
Pedestrian Improvement Toolbox - SIDEWALKS + WALKWAYS

Marked Crossin



STANDARD CONTINENTAL  
CROSSWALK

In-Road Pedestrian Yield La



Marked crosswalks indicate where pedestrians may cross the street and where drivers should expect them to cross.

State and city law requires that vehicles must yield to pedestrians who are in a crosswalk. In-road "State Law Yield for Pedestrians" signs are a supplemental feature to remind drivers of this law.

# PEDESTRIAN MASTER PLAN DESIGN GUIDELINES

## Pedestrian Improvement Toolbo - INTERSECTIONS + CROSSINGS

### Leading Pedestrian Interval

#### HOW A LEADING PEDESTRIAN INTERVAL WORKS

1. BOTH VEHICLES AND PEDESTRIANS ARE STOPPED.



2. PEDESTRIANS CAN BEGIN TO CROSS THE INTERSECTION - BUT VEHICLES ARE STILL STOPPED.

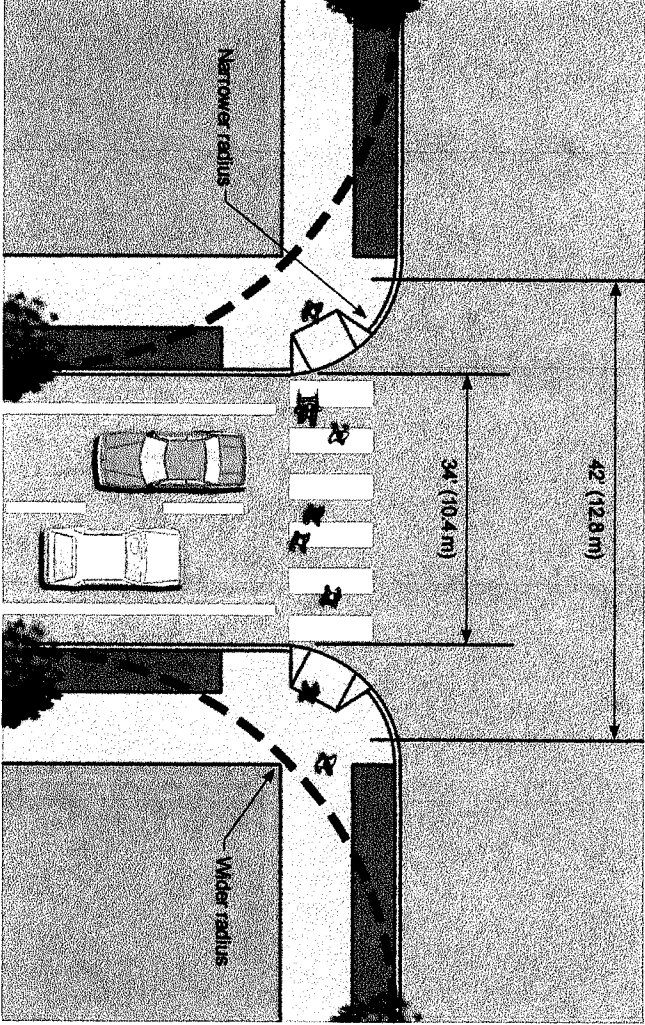


3. BOTH PEDESTRIANS AND VEHICLES CAN ENTER THE INTERSECTION AND TURNING VEHICLES MUST YIELD TO PEDESTRIANS.



A leading pedestrian interval (LPI) gives pedestrians a head start into an intersection before vehicles. The walk signal is turned on approximately three seconds before vehicles are given a green signal.

### Reduced Corner Radii

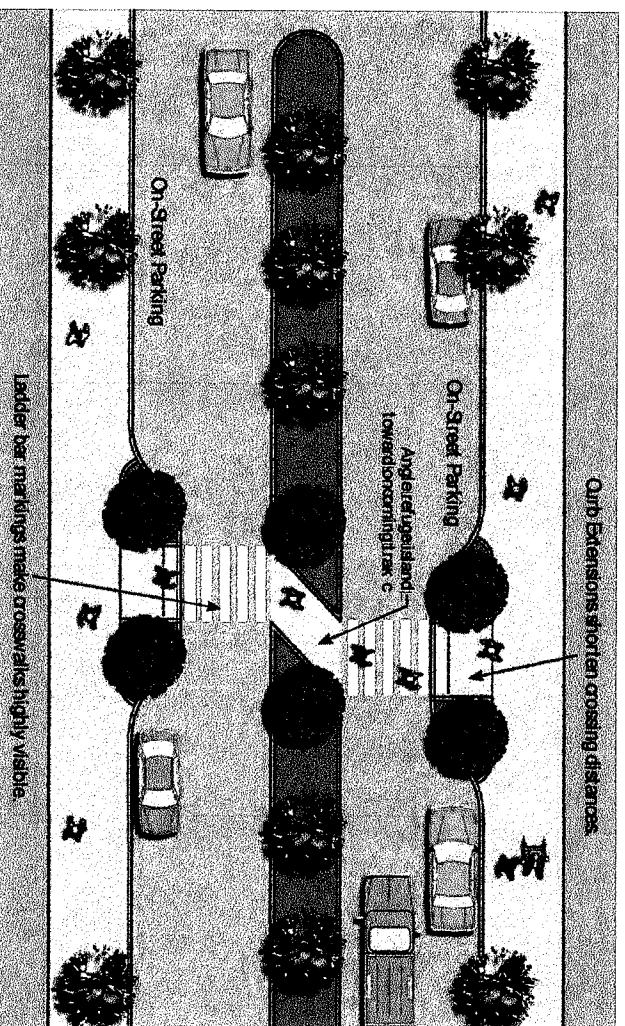


The use of smaller corner radii at intersections reduces pedestrian crossing distances. Reduced radii also help to slow vehicles as they navigate through their turning movement, enabling drivers to respond more quickly to signal changes and crossing pedestrians.

# Pedestrian Improvement Toolbox - INTERSECTIONS + CROSSINGS

A top-down diagram of a street intersection. The diagram shows a four-way intersection with a central crosswalk. On the left side of the intersection, there is a label 'On-Street Parking' pointing to a car parked on the shoulder. On the right side, there is a label 'On-Street Parking' pointing to a car parked on the shoulder. In the center of the intersection, there is a label 'Curb Extensions' pointing to the area where the sidewalk meets the road. At the bottom of the intersection, there is a label 'Shorter Crossing Distance' pointing to the crosswalk. The diagram also shows several cars: one in the top lane, one in the bottom lane, and one in the middle of the intersection. There are also trees and bushes along the sides of the road.

Refuge Island



DRAFT plan : March 19, 2015

# IMPLEMENTATION RECOMMENDATIONS

## PROJECT IMPROVEMENTS

AREAS OF CRITICAL CONCERN

RURAL PROJECTS

SCHOOL IMPROVEMENT PROJECTS

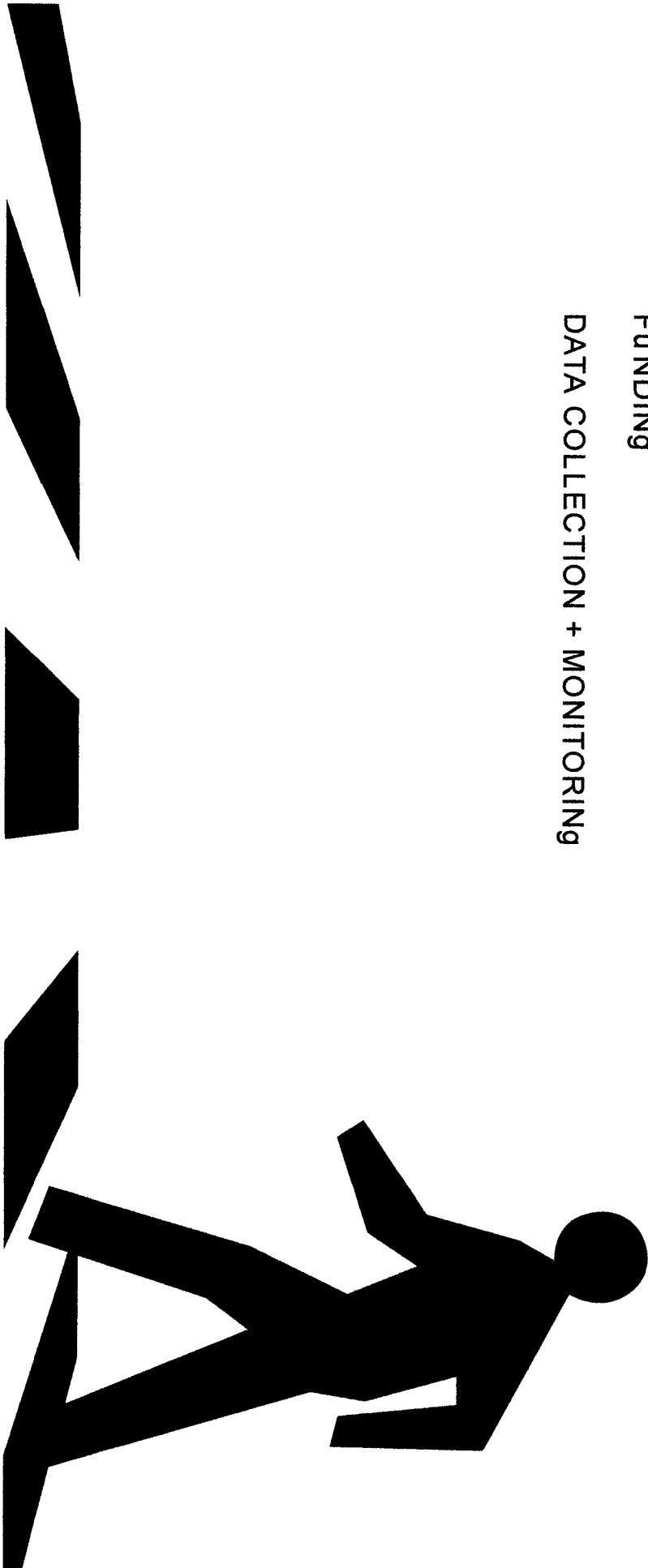
SIGNIFICANT PROJECTS

## CONSISTENT STANDARDS

## PEDESTRIAN ADVOCACY COMMITTEE

## FUNDING

## DATA COLLECTION + MONITORING



IMPLEMENTATION

Evaluation

In an effort to gauge progress towards making Santa Fe a more pedestrian friendly environment, it is important to document existing conditions and establish targets. Understanding where the Santa Fe community ranks among others in the nation is useful for marketing and targeting future improvements.

Walk Friendly Community Designation

Walk Friendly Communities is a national recognition program developed to encourage towns and cities across the U.S. to establish or recommit to a high priority for supporting safer walking environments. The WFC program will recognize communities that are working to improve a wide range of conditions related to walking, including safety, mobility, access, and comfort. (source: [www.walkfriendly.org](http://www.walkfriendly.org))

Communities are evaluated based on a set of criteria and are awarded walk friendly community designations of bronze, silver, gold, or platinum. As of 2014, 50 communities have received Walk Friendly Community designations.

The WFC program is maintained by the University of North Carolina Highway Safety Research Center's Pedestrian and Bicycling Information Center, with support from a number of national partners.

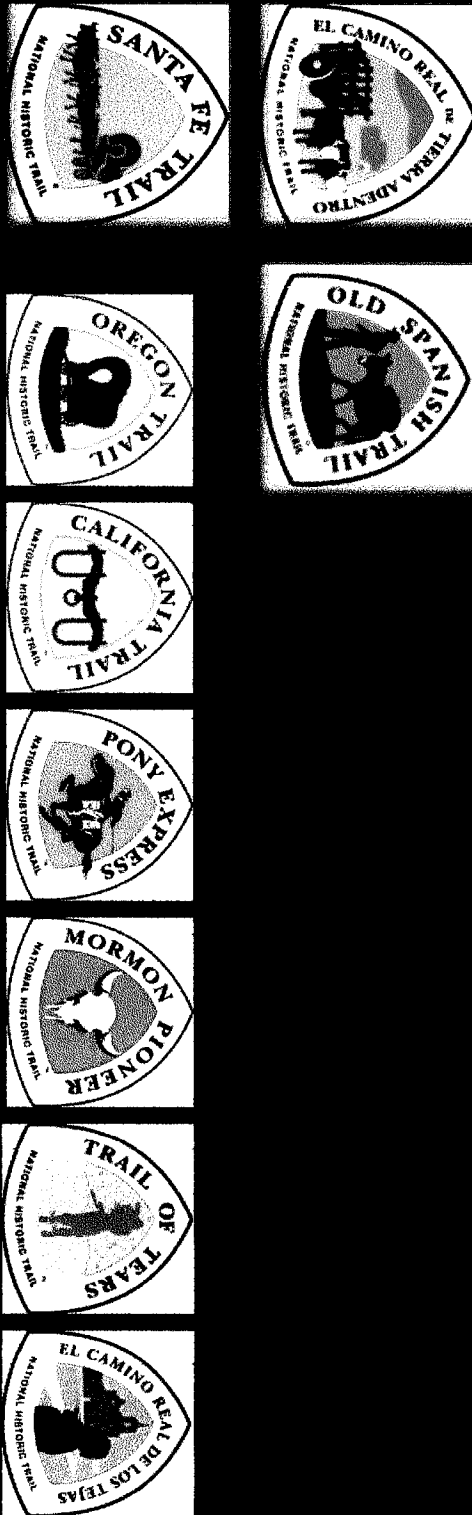


Walk Friendly Communities



# *National Historic Trails...*

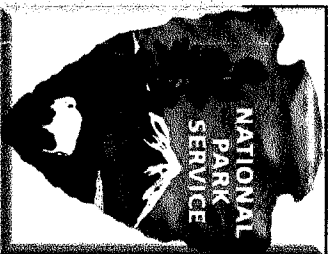
NPS NTHR & The National  
Historic Trails



Who we are

And

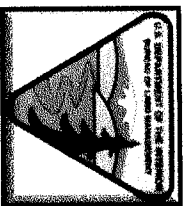
What we do



1. Trail Administration
2. Trail Preservation
3. Trail Development







•What's a national historic trail?

•NPS/BLM Trail "Administration"

# •What's a *national historic trail*

1. Designated by Congress under  
National Trails Act

2. **Purpose:** “ *the identification and protection  
of the historic route and its historic remnants and  
artifacts for public use and enjoyment.* ”

A two part mission:

1. *Preservation*

2. *Public Use*

- What's a ***national historic trail***

3. NHT's *will be* extended trails which

*follow as closely as possible and practicable the original trails or routes of travel of national historic significance*

NHT future tense:

1. *NHT is the one to be created or developed in the future upon designation*

2. *The historic route is the location the NHT is to follow*

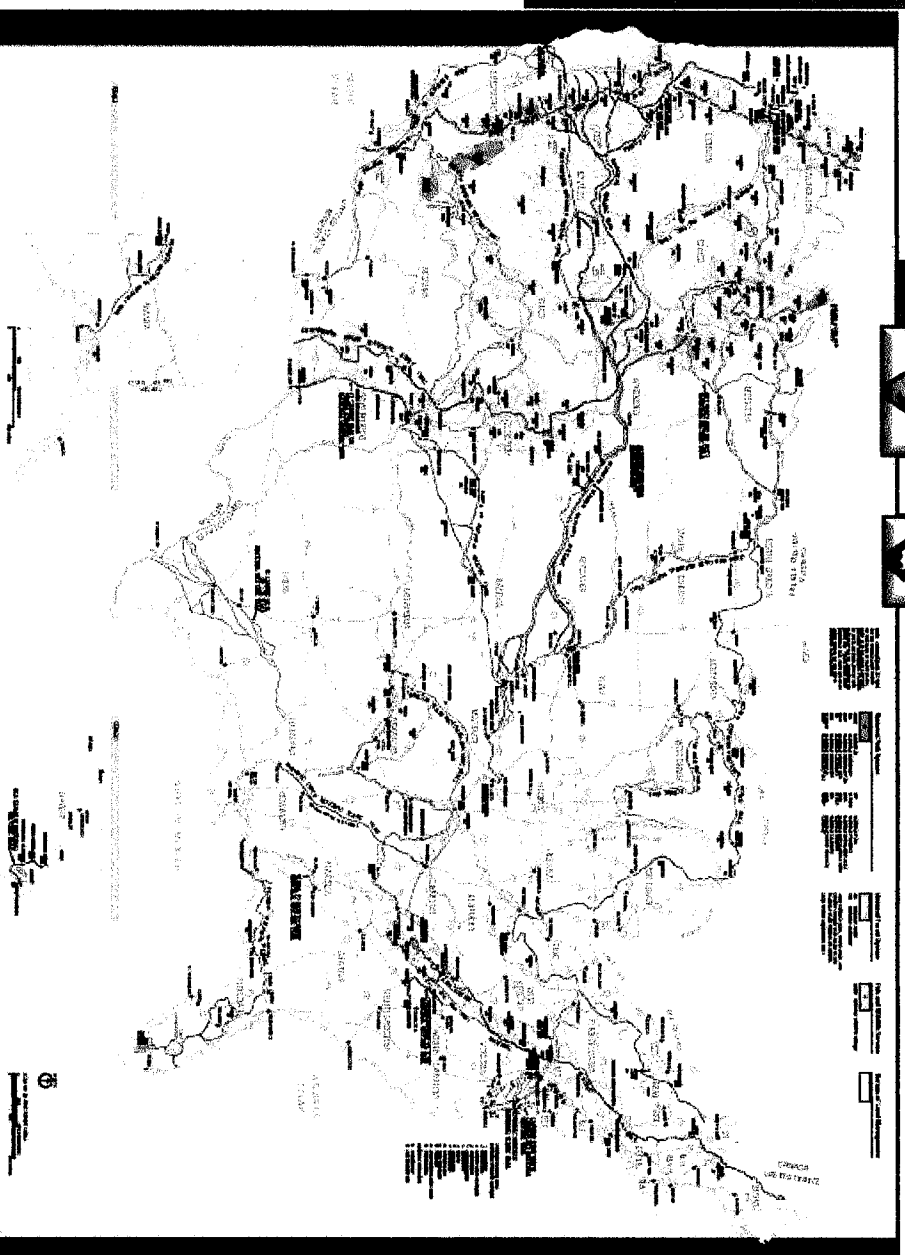


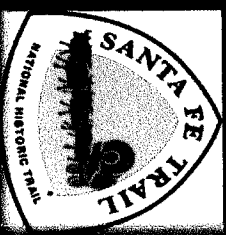
## 1. What we do:

• We don't own or manage the trail

• We "administer" many trails (2 jointly with

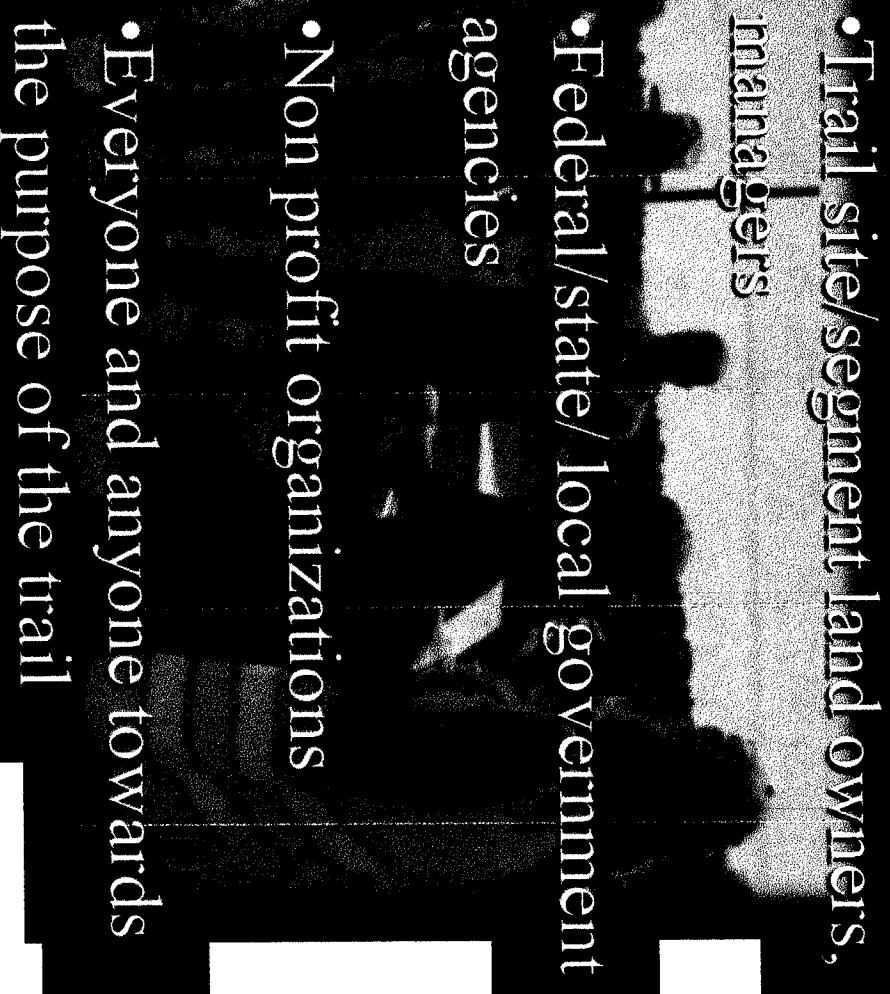
BLM)





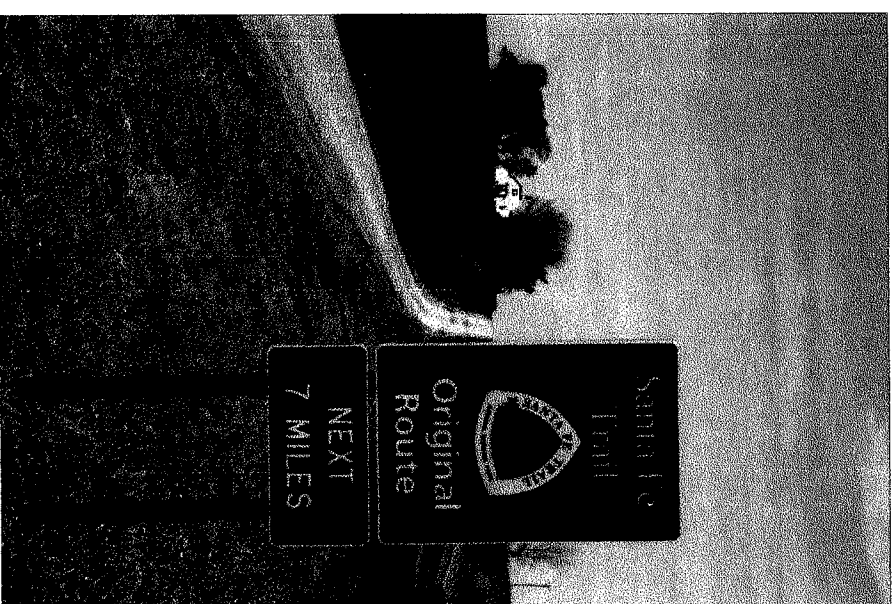
## 1. What we do:

- Administer means, we work with Partners.....

- 
- Trail site/segment land owners, managers
  - Federal/state/ local government agencies
  - Non profit organizations
  - Everyone and anyone towards the purpose of the trail



- Road routes of NHT
- NHT Signing



El Camino Real  
←  
NHT

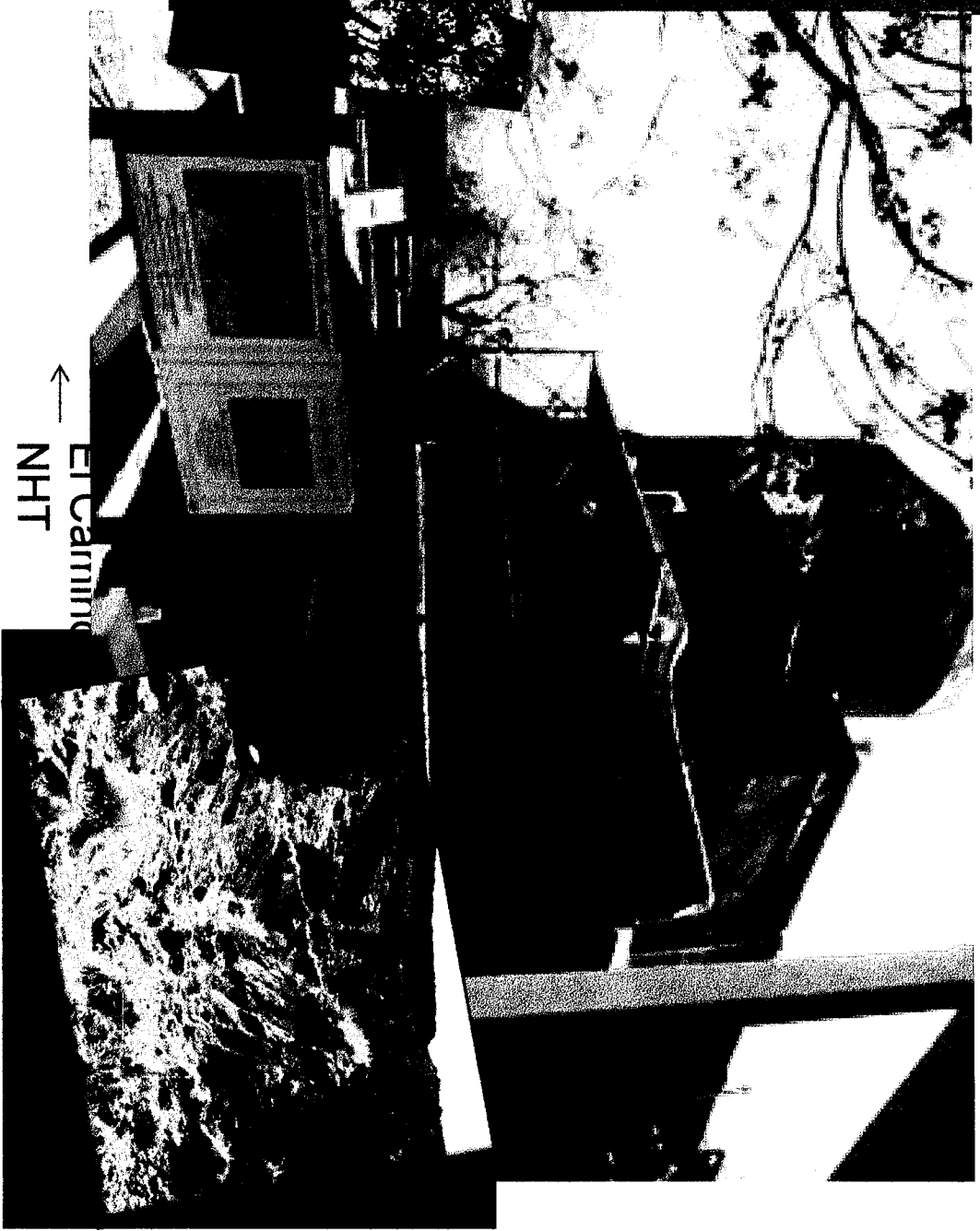
- Road routes of NHT
- Development of retracement trail
- Non motorized NHT
- Development of retracement trail not in road r.o.w.



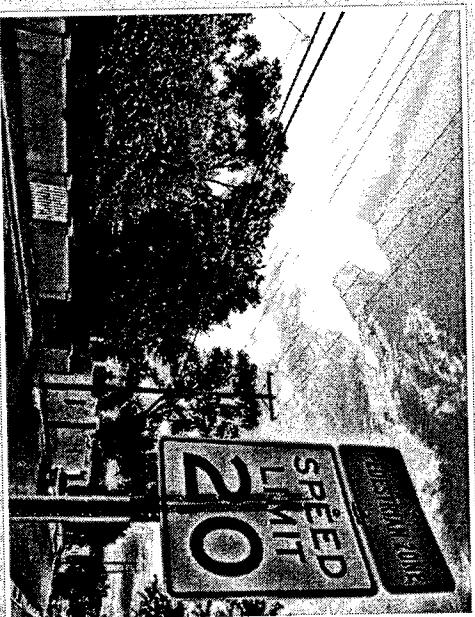
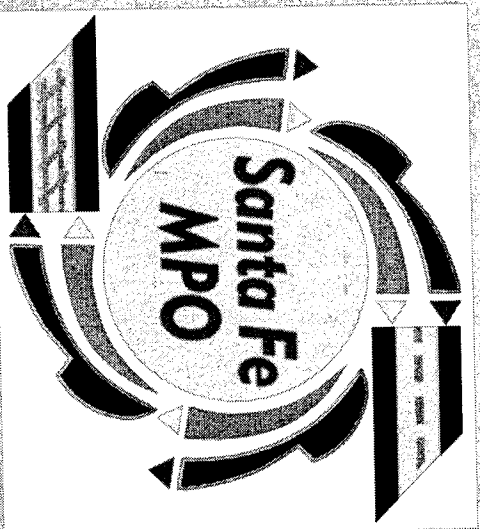


- Road routes of NHT

- Preservation of historic sites, segments, road character



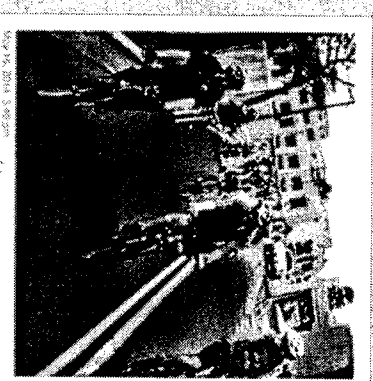
# Santa Fe Metropolitan Planning Organization



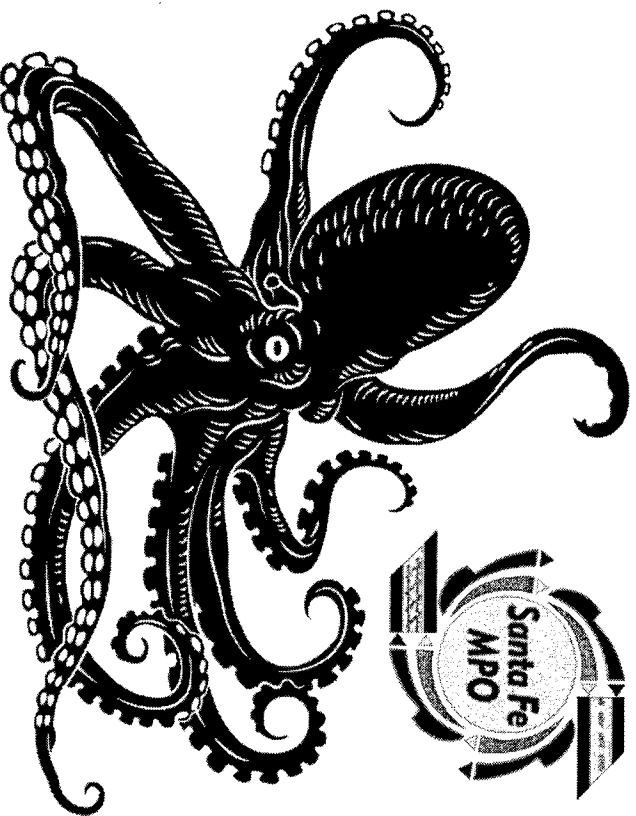
# MPO 101 Presentation

MPO 101 - Presentation

# Key MPO Decision Makers



- Transportation Policy Body (TPB)
  - 8 Member body – elected & appointed
  - Final decision maker for all MPO issues
- Technical Coordinating Committee (TCC)
  - 11 Member body with professional expertise in transportation
  - Provides the Transportation Policy Board with non-binding recommendations
- Staff (3 Staff Members)



# Eight Planning Factors

- 1) Support economic vitality
- 2) Increase safety
- 3) Increase accessibility & mobility options
- 4) Protect & enhance the environment and promote consistency with planned growth and economic development
- 5) Enhance system integration and connectivity
- 6) Promote efficient system management and operation
- 7) Emphasize system preservation
- 8) Increase Security



# Important Documents

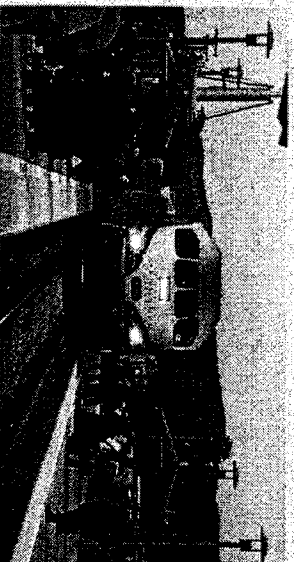
- **2030 Metropolitan Transportation Plan (MTP)**
  - Primary document for long range planning
- **Transportation Improvement Program (TIP)**
  - Specific projects to be completed over the next four years
- **Unified Planning Work Program (UPWP)**
  - Contains detailed descriptions of activities undertaken by SFMPO over a two year period with estimated costs and identified funding sources



# MTTP = Multi-Modal

- PEDESTRIAN MASTER PLAN (Complete 2015)
- BICYCLE MASTER PLAN (Completed 2012)
- PUBLIC TRANSIT MASTER PLAN (Complete 2015)
- ROADWAYS PLANNING (Ongoing)

The Santa Fe MPO's commitment to planning for and investing in all modes of transportation is detailed in the 2010 MTTP and will continue to be implemented as part of the 2015 Update.



MPO 101 - Presentation

# TIP roles & process – 23 CFR

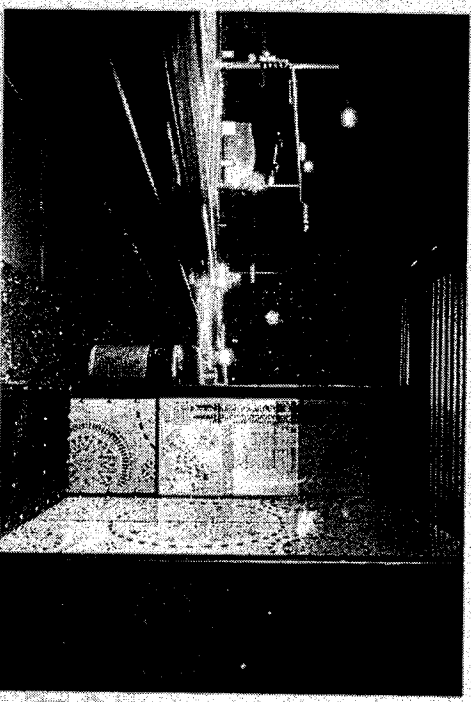


- (§450.324) – In developing the TIP, the MPO, State(s), and public transportation operator(s) *shall cooperatively* develop estimates of funds that are reasonably expected to be available to support TIP implementation
- (§450.326) – After approval by the MPO and Governor, the TIP *shall* be included without change, directly or by reference, in the STIP
- Project selection from the TIP (§450.330)
  - Once a TIP has been approved, the first year of the TIP *shall* constitute an “agreed to” list for project selection, unless appropriated Federal funds are significantly less than the authorized amounts or where there is significant shifting of projects between years
  - In non-TMAs, projects using Title 23 USC funds or funds from Title 49 USC Chapter 53, *shall* be selected by the State and/or public transportation operator *in cooperation* with the MPO from the approved TIP

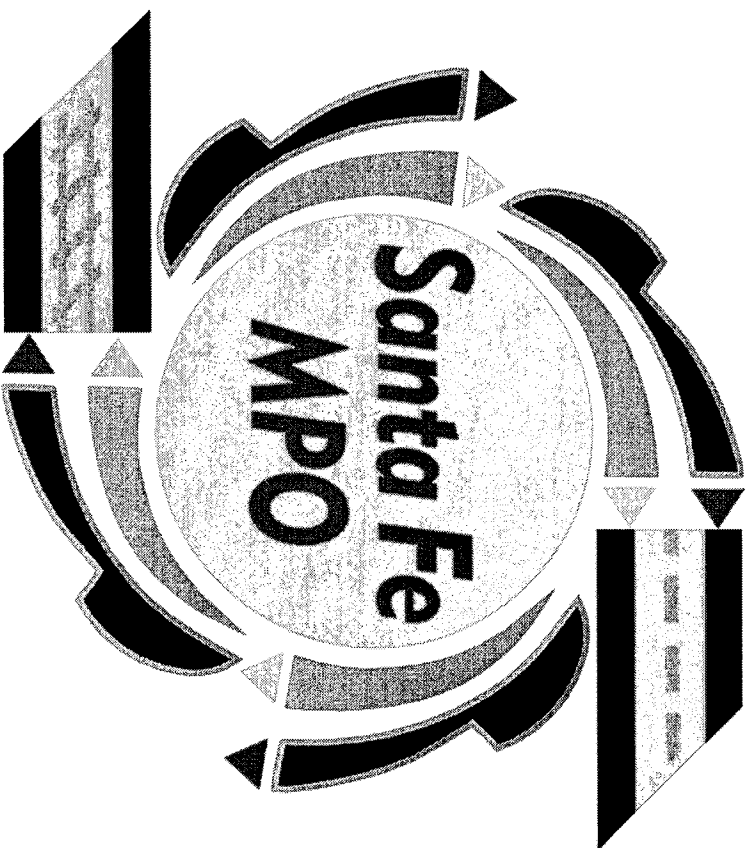
# UPWP

## Unified Planning Work Program

- Listing of tasks to be completed by MPO; includes costs and funding sources
- New UPWP approved every two federal fiscal years
- Follows the approved Planning Procedures Manual
- Used to evaluate MPO performance
- MPO Staff provides quarterly progress reports and Annual Performance and Expenditure Report to NMDOT and FHWA







# Santa Fe Metropolitan Planning Organization

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# Santa Fe Metropolitan Planning Organization

## Policy Board and Technical Coordinating Committee Orientation and Reference Manual



P.O. Box 909, Santa Fe, NM 87504-0909

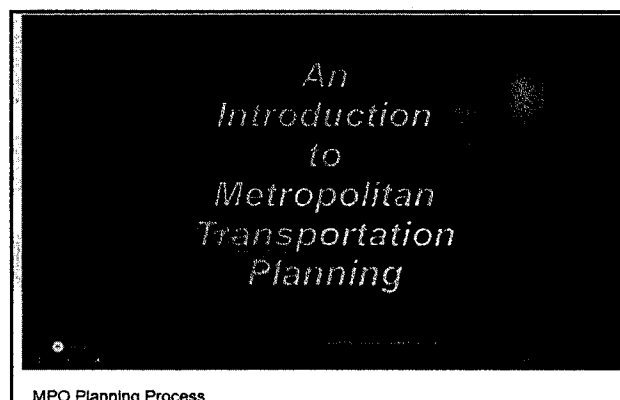
500 Market St., Suite 200, Santa Fe, 87501

*Enkelt 141*

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Click the YouTube link  
for an 11 minute MPO  
Planning Process Video!



## The Santa Fe MPO is...



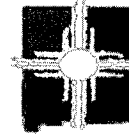
City of Santa Fe



Santa Fe County



Pueblo of Tesuque



NMDOT

## I. PURPOSE STATEMENT

The Santa Fe Metropolitan Planning Organization (MPO) has been serving the greater Santa Fe metropolitan area since 1982, providing valuable transportation planning services to the locally elected officials and the citizens of its member agencies. **The MPO decides on funding allocations for planned transportation projects within the MPO Planning Area.**

The purpose of this manual is to serve as a tool and resource to both the newly appointed and experienced MPO Policy Board members and Technical Coordinating Committee members. **The manual is designed to be an interactive document with quick electronic reference links to key concepts,** documents and resources. The manual may be customized to meet individual needs. It is our goal not to overwhelm the users of this document with voluminous amounts of material but highlight what we believe are the most significant elements that MPO decision makers would benefit from being fully informed.

## II. SANTA FE MPO WEBSITE

### [WWW.SANTAFEMPO.ORG](http://WWW.SANTAFEMPO.ORG)

The Santa Fe MPO website has been deliberately developed to place vital information about the MPO at the finger tips of all users including elected officials, staff and the general public. The website is kept current with up-to-date materials as well as archival material for reference purposes. We encourage each member to familiarize themselves with the site

### Why Your Job is Important!

- Transportation Planning in the United State is undergoing a vast transformation. Moving from a project-by-project approach to a comprehensive approach based on a clear vision about a community's future.
- You are part of that change and a key player in the future of this community.

**Santa Fe Metropolitan Planning Organization**  
"Promoting Interconnected Transportation Options"

**SANTA FE MPO - New Mexico**  
By MPO Category: HOME

**MPO ANNOUNCEMENTS**

**TRANSPORTATION POLICY BOARD**  
Thursday August 18th, 2013 @ 4:30PM  
City of Santa Fe Market Station Offices  
900 Market Street, Suite 800

**TECHNICAL COORDINATING COMMITTEE**  
Monday July 18th, 2013 @ 1:30PM  
City of Santa Fe Market Station Offices  
900 Market Street, Suite 800

**2014 TFC and TTC Meeting Schedule**  
Please note that TFC Meetings are now starting @ 4:30PM

**PUBLIC TRANSIT MASTER PLAN**

**SANTA FE MPO PUBLIC TRANSIT MASTER PLAN - ON-LINE PUBLIC INPUT**  
[www.santafempo.org](http://www.santafempo.org)

**PAGES**

- ★ About the MPO
- ★ MPO Staff
- ★ COMMITTEES
  - ★ Transportation Policy Board
  - ★ Technical Coordinating Committee
- ★ Agendas and Minutes
- ★ Joint Powers Agreement & Bylaws
- ★ Transportation Improvement Program (TIP)
- ★ Unified Planning Work Program (UPWP)
- ★ Public Participation Plan
- ★ Roadway Functional Classification
- ★ Title VI Plan
- ★ Bikeways & Trails Map
- ★ Traffic Count Maps
- ★ MPO Realignments
- ★ Regional ITS Architecture
- ★ ROUNDABOUTS
- ★ SANTA FE CORRIDOR STUDIES
  - ★ Interstate 55 Corridor Study
  - ★ St. Francis Drive Corridor Study
  - ★ St. Francis Drive Corridor Study - Phase A Report

**DOCUMENTS**

- ★ Santa Fe MPO Public Transit Master Plan
- ★ Santa Fe MPO Public Transit Master Plan - On-Line Public Input
- ★ Santa Fe MPO Public Transit Master Plan - On-Line Public Input

**HOT TOPICS**

- ★ FIND US ON FACEBOOK
- ★ METROPOLITAN TRANSPORTATION PLAN - SURVEY
- ★ MPO NEWSLETTER - July 2014
- ★ PEDESTRIAN MASTER PLAN
- ★ PUBLIC TRANSIT MASTER PLAN
- ★ ON-LINE PUBLIC INPUT SURVEY NOW OPEN
- ★ PUBLIC TRANSIT MASTER PLAN - UPCOMING PUBLIC INPUT MEETINGS

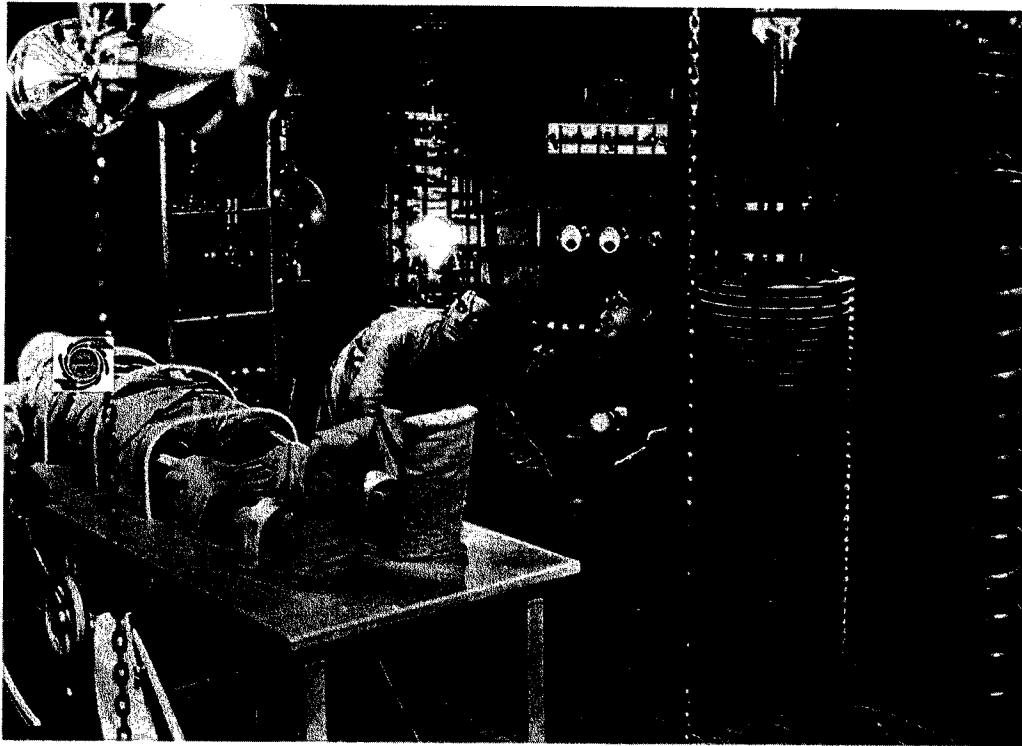
**NEW MEXICO MPO LINKS**

- ★ Association of Metropolitan Planning Organizations
- ★ El Paso MPO
- ★ Farmington MPO
- ★ Santa Valley MPO
- ★ San Juan COG MPO
- ★ NMDOT Planning Division

**BUDGET STUDIES/PRODUCTS**

- ★ I-25/Casas Viejas Interchange Study
- ★ I-25/204th (Corridor R4)

### III. ORGANIZATIONAL STRUCTURE : BY WHAT POWERS DO WE EXIST?



#### JOINT POWERS AGREEMENT (JPA)

You may view the most recent JPA by clicking on the link above. By the nature of the JPA, where each of the member agencies mutually agree to continue form the MPO with associated terms, including:

1. Recognition of its "authority" via federal enabling legislation or Title 23 CFR Part 450 and Title 49 CFR Part 613)
2. Purposes;
3. Organization;;
4. Planning Data;
5. Planning Area;
6. Budget and Funding; and
7. Terms

It is recommend that all members review the JPA to fully understand the commitment your representation brings to the table.

#### MEMBERSHIP BY-LAWS and OPERATING PROCEDURES

Federal regulations and the MPO JPA establish the operational and procedural requirements for the MPO. The Bylaws establish guidance for issues pertaining specifically to the MPO that are not otherwise addressed in other documents.

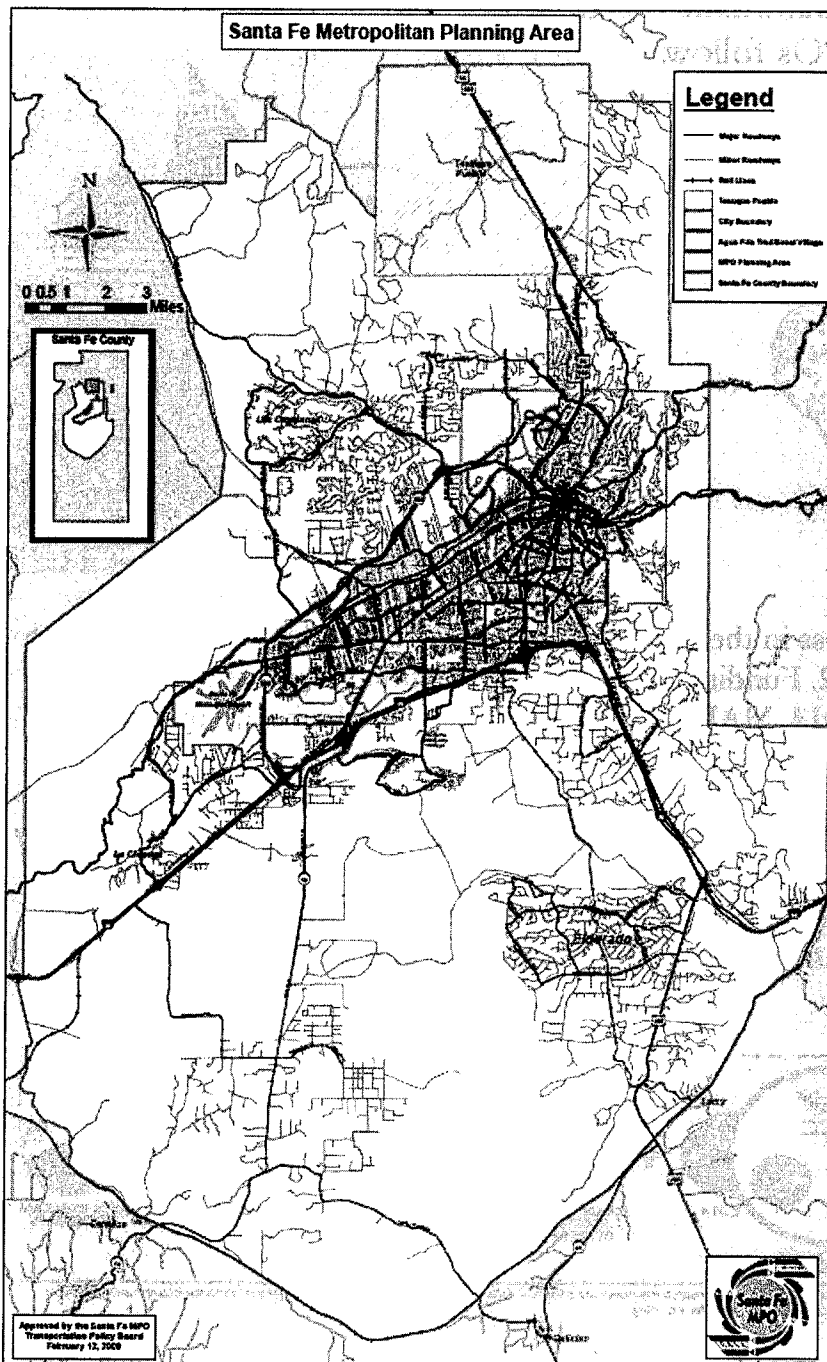
1. Authority; (JPA)
2. Membership/Alternates/Officers;
3. Meetings/Quorum/Voting Procedures;
4. Oversight/Tech Cord Committee/Staff/
5. Amendment Process

If the JPA is the body of Frankenstein's Monster then the By-Laws are the electrical currents that give it life. Check them out by clicking on the link above.

## V. SANTA FE MPO BACKGROUND

When the United State Congress passed the Federal-Aid Highway Act of 1962 they included a declaration that “*the Secretary (of Transportation) shall not approve any program for projects in any urban area of more than fifty thousand population unless he finds that such projects are based on a continuing comprehensive transportation planning process carried on cooperatively by the State and local communities.*”

The Santa Fe Metropolitan Area gained MPO status in 1982 by the federal government when the population of the metropolitan area reached 50,000, the same year the Commodore 64, 8=bit home computer was launched.



## IV. PLANNING AREA BOUNDARY:

The Santa Fe MPO Planning Area is a contiguous boundary “likely to become urbanized within the twenty year forecast period covered by the 2010 Santa Fe MPO Metropolitan Transportation Plan.”

The Santa Fe 2010 Census Urbanized Area Population was 89,284. The MPO Planning Area covers approximately 25% of Santa Fe County’s land area and includes 80% of its population (Planning Area Population = 116,386, Santa Fe County Population = 144,170) and 90% of

For details of the origins of MPO Planning Areas please click here.

### Why Your Job is Important!

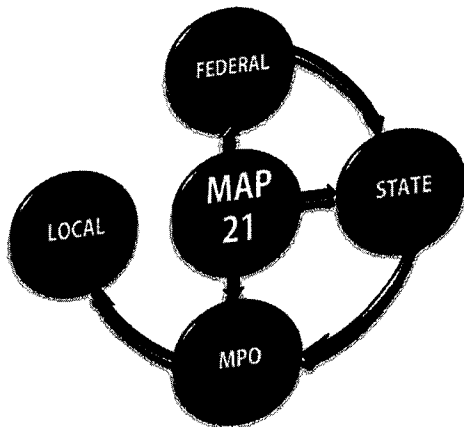
- The demographics of our metro area are ever changing. The Southside has the fastest growing census tracts with a high percentage of families. Overall Santa Fe is an aging demographic and travel patterns are slowly shifting away from the single passenger vehicle.
- Keeping pace with these changes is critical to meeting area needs!

## VI. SURFACE TRANSPORTATION REAUTHORIZATION LEGISLATION: MAP-21 and MPOs

Moving Ahead for Progress in the 21st Century, or MAP-21 is the current version of federal legislation that details two important elements for MPOs

1. It funds surface transportation programs (\$105 billion for fiscal years 13&14)
2. Sets forth the policies and programmatic framework that DOTs and MPOs follow.

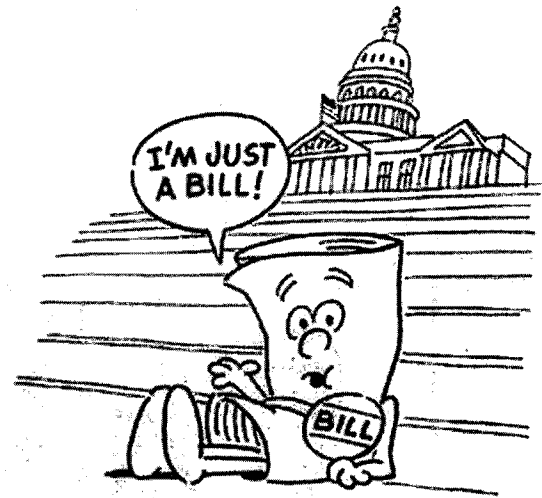
For details click the icon below:



**A BILL**

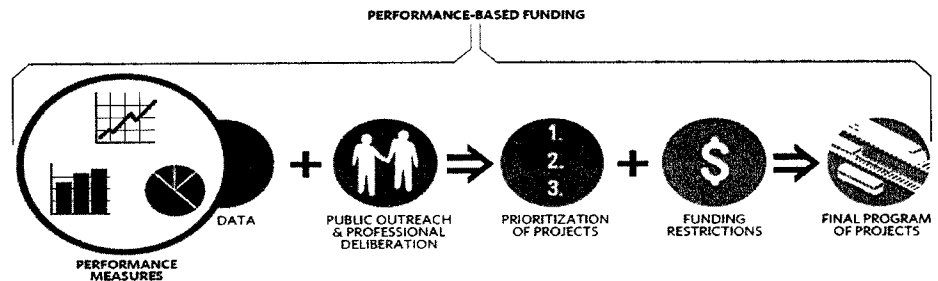
To reauthorize Federal-aid highway and highway safety construction programs, and for other purposes.

1 *Be it enacted by the Senate and House of Representa-*  
2 *tives of the United States of America in Congress assembled,*  
3 **SECTION 1. SHORT TITLE; TABLE OF CONTENTS.**  
4 (a) **SHORT TITLE.**—This Act may be cited as the  
5 “Moving Ahead for Progress in the 21st Century Act” or  
6 the “MAP-21”.



MAP-21, the Moving Ahead for Progress in the 21st Century Act (P.L. 112-141), was signed into law by President Obama on July 6, 2012. Funding surface transportation programs at over \$105 billion for fiscal years (FY) 2013 and 2014, MAP-21 is the first long-term highway authorization enacted since 2005.

MAP-21 is a milestone for the U.S. economy and the Nation’s surface transportation program. By transforming the policy and programmatic framework for investments to guide the system’s growth and development, MAP-21 creates a streamlined and performance-based surface transportation program and builds on many of the highway, transit, bike, and pedestrian programs and policies established in 1991.



Note: This image illustrates that performance measures are a form of data, and just one component of a larger performance-based funding process.  
Source: Chicago Metropolitan Agency for Planning.



## VI. SANTA FE MPO PURPOSE STATEMENT

The purpose of the Santa Fe MPO is to create a forum for transportation decision making in the metropolitan planning area. The Santa Fe MPO is responsible for:

- Facilitating cooperation, consistency, and connectivity between all transportation planning efforts within the Santa Fe metropolitan area
- Promoting a multi-modal, regional transportation system that is safe and energy and fiscally efficient
- Maximizing community connectivity
- Serving the mobility needs of all citizens
- Existing in harmony with the environment
- The MPO ensures proper spending of federal funds and use federal match requirements for projects of regional significance.

This is accomplished by following 5 core functions:

1. Establish and manage a fair and impartial setting for decision making;
2. Identifying and evaluating alternative transportation improvement options;
3. Updating the Metropolitan Transportation Plan (MTP);
4. Managing the Transportation Improvement Program (TIP); and
5. Involving the public.

### BREAKING DOWN THE PURPOSE

Understand that the MPO is a federally mandated and federally funded transportation policy organization and going back to the Federal-Aid Highway Act of 1962, Congress created MPOs in order to ensure that existing and future expenditures for transportation projects and programs are based on a “continuing comprehensive planning process carried on cooperatively by States and local communities.” As an MPO member, you make key decisions on multi-modal transportation investments for your constituents and for the region.

- Transportation investment means allocating scarce federal and other transportation funding resources appropriately;
- Planning needs to reflect the region’s shared vision for its future;
- Adequate transportation planning requires a comprehensive examination of the region’s future and investment alternatives; and
- An MPO is needed to facilitate collaboration of governments, interested parties and residents in the planning process.

A “continuing comprehensive planning process” is reflected in the development and regular updates (every 5 years) to the Santa Fe Metropolitan Transportation Plan. The cooperative element can be seen by the detailed planning processes carried out by the Santa Fe MPO and the New Mexico Department of Transportation.

Why Your Job is Important!

How transportation is defined and measured can affect which solutions are considered best.

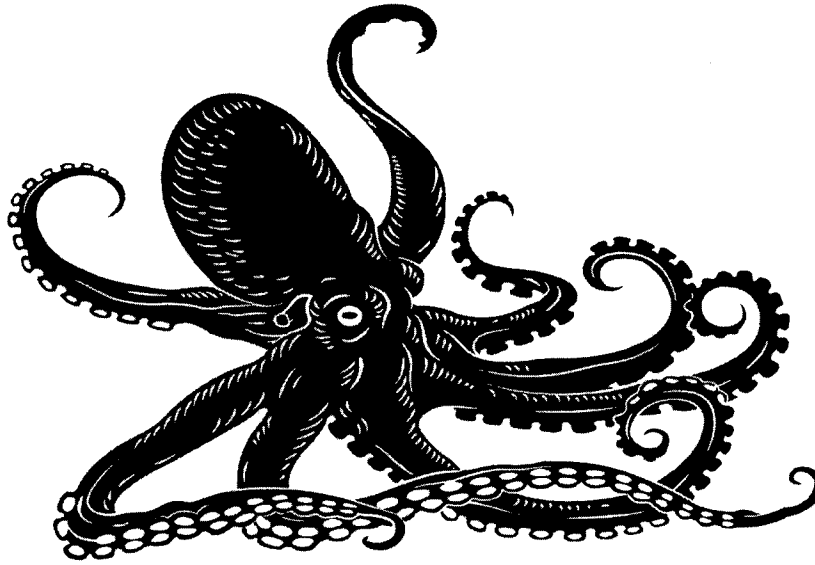
Your challenge is to balance impacts of vehicles with impacts of transit service quality, bicycling, walking and land use accessibility.

The MPO is tasked with evaluating various perspectives that have significant impacts on the future of our community.

Elements described in this manual are in place to help you make comprehensive and informed decisions.



## VIII: THE EIGHT PRINCIPLES OF THE MPO DECISION MAKING PROCESS



As an MPO decision maker, federal policy requires that the following be considered when you select projects and programs.

1. Enhance the integration and connectivity of the transportation system across and between modes for both people and freight .
2. Protect and enhance the environment, promote energy conservation, improve quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns.
3. Increased accessibility and mobility of people and freight.
4. Emphasize the preservation of the existing transportation
5. Promote efficient system management and operation.
6. Increase transportation safety for motorized and non-motorized users.
7. Support economic vitality (especially by enabling global competitiveness, productivity, and efficiency).
8. Increase transportation security for motorized and non-motorized users.

Why your job as an MPO Board Member is important!

“Transport planning is important because it shapes the way we live and work and can have strong, long-term impacts on the economy, the environment and the quality of peoples’ lives. It is also important because, once in place, it can be very difficult to change.”

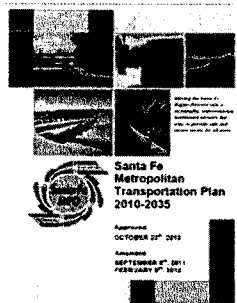
*International Forum for Rural Transport and Development*

*Given the importance of the above principles when considering financial investments and plans, how do we honor them? ... please advance to the next page please*

## IX: THE FOUR HORES MEN OF THE MPO

Each of these four planning initiatives are designed to address the directives, principals, goals and measures detailed by the Federal Highway Administration through MAP 21. As MPO Policy Board Members, these are the documents to most familiarize yourself with.

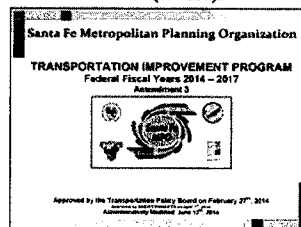
### 2010 METROPOLITAN TRANSPORTATION PLAN (MTP)



This is “the” document that strives to incorporate each of the required principals in both the process for development and the implementation thereof. The MTP is at the foundation of your decision making.

Do not underestimate the powers of the MTP!

### TRANSPORTATION IMPROVEMENT PROGRAM (TIP)



The TIP is your supercharged grocery list with fiscal accountability built in. A short-term multi-modal project list

expected to be funded within a four year period.

The MPO is required to produce a new TIP every two years. The TIP must be in alignment with the MTP, where projects that are placed on your grocery list must have been well planned out prior to even thinking about heading out to the Piggly Wiggly!

Like all planning efforts the TIP has a built in public comment component.

The TIP is fiscally constrained by each fiscal year. It includes a financial plan that shows which projects can be implemented using existing revenue sources and which projects are to be implemented using proposed revenue sources. Sorry, no room for impromptu last minute shopping!

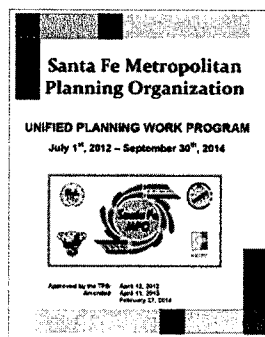
### PUBLIC PARTICIPATION PLAN (PPP)



*The PPP is your commitment to making decisions based on the voice of the community.*

The Public Participation Plan spells out approaches for public engagement at each stage of the planning process and for each of the required MPO planning products.

### Unified Planning Work Program (UPWP)

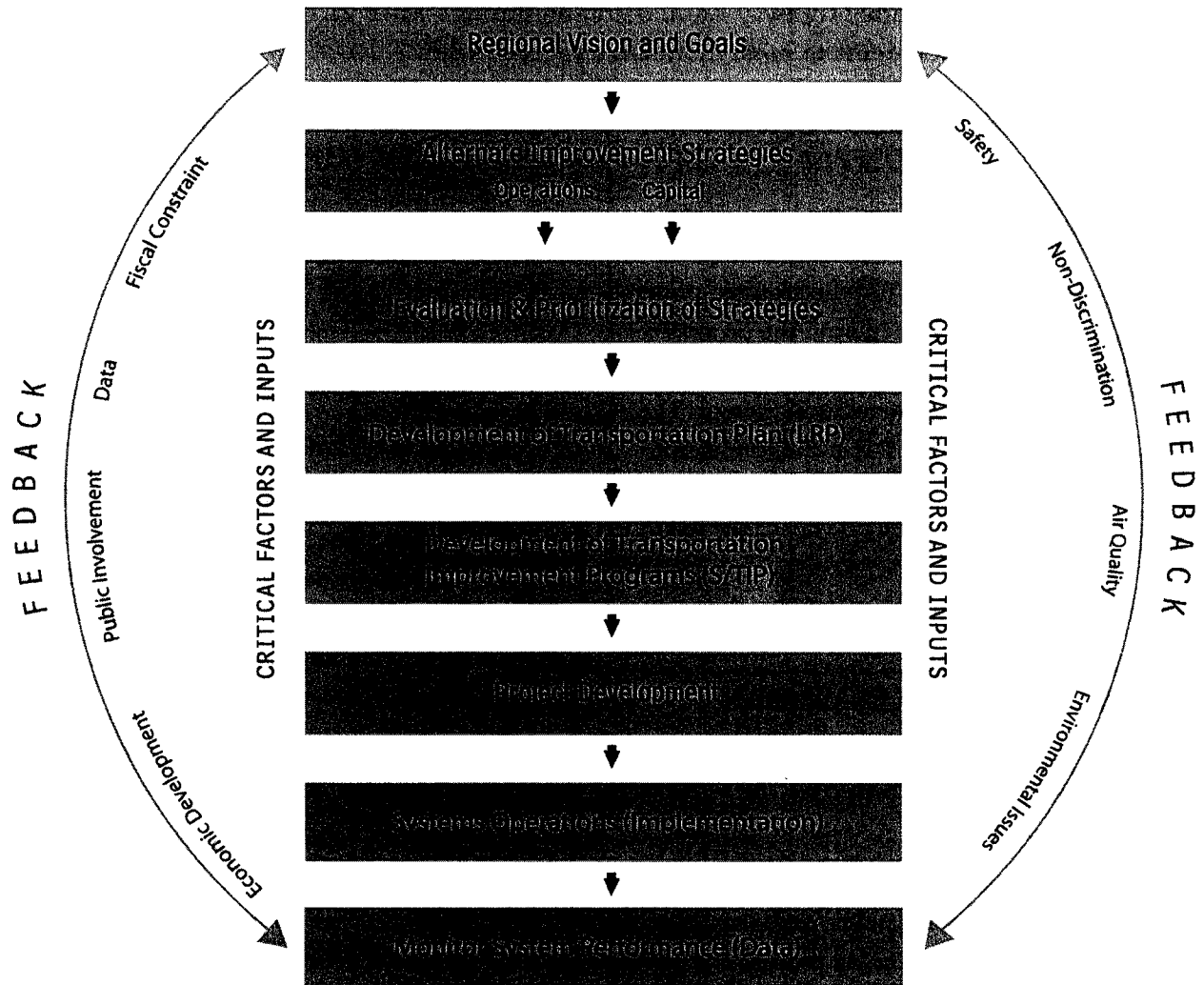


Us bureaucrats could not have possibly come up with a more uninspiring and yawn inducing title for this important document, and no existing official definition captures the essence and relevance of this document. So we will try our own...

*“The UPWP states what the MPO will do, who will do it, with what funds, and when!”*

To be clear, if it’s not in the UPWP it shouldn't be happening! The UPWP is also a tool to evaluate the performance of MPOs and staff provides quarterly progress reports to the NMDOT and FHWA.

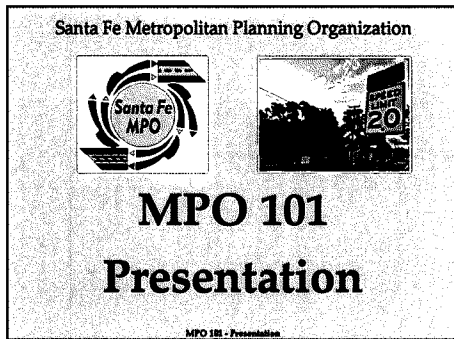
For those of you who are more visually oriented, these illustrations attempt to portray the transportation planning process from a briefing book put out by the Federal Highway and Transit Administration. A link to book can be found on page 13.



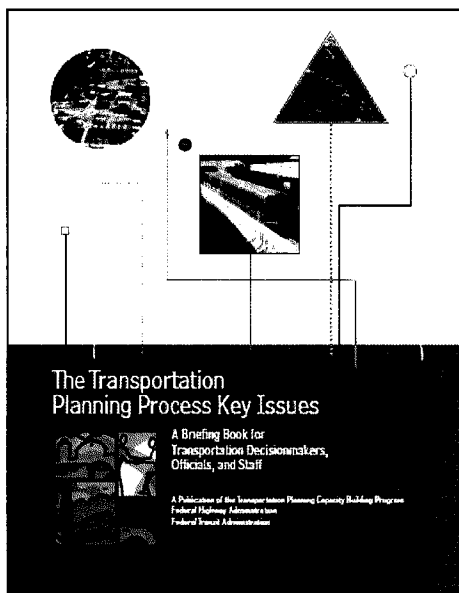
	Who Develops?	Who Approves?	Time Horizon	Content	Update Requirements
UPWP	MPO	MPO	1 or 2 Years	Planning Studies and Tasks	Annually
MTP	MPO	MPO	20 Years	Future Goals, Strategies, and Projects	Every 5 Years 4 years for nonattainment and maintenance areas
TIP	MPO	MPO/ Governor	4 Years	Transportation Investments	Every 4 Years

## X. ADDITIONAL RESOURCES SPECIFIC TO MPOS

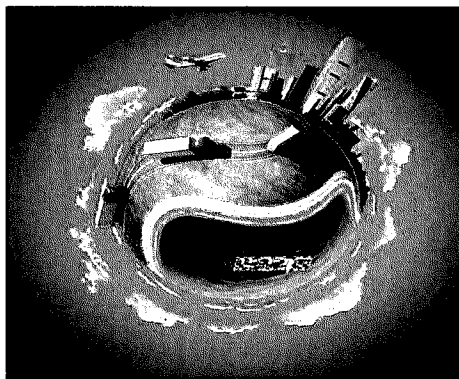
Click and Go!



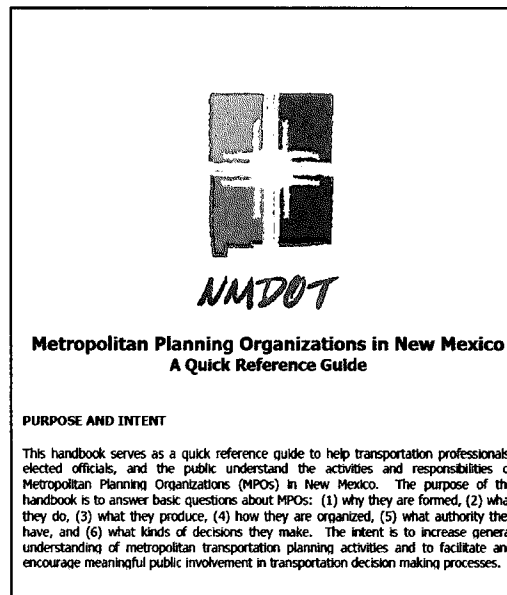
Santa Fe MPO 101 PPT Presentation



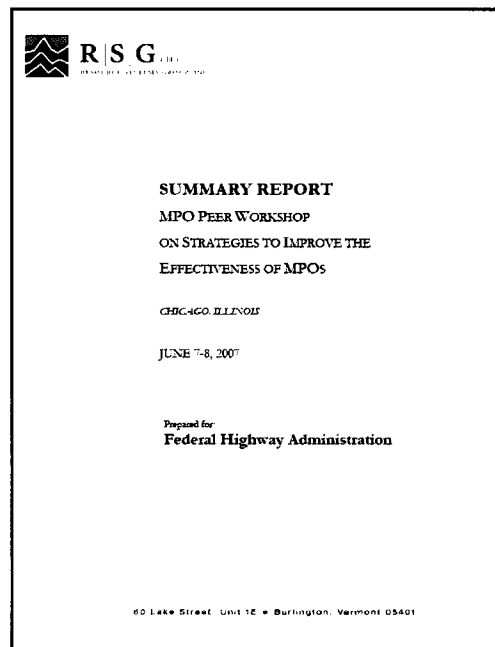
The Transportation Planning Process Key Issues. Federal Highway/Transit Administrations



MPO 101: An Introduction to the Purpose and Function of an MPO. Association of Metropolitan Planning Organizations



NMDOT: Metropolitan Planning Organization in New Mexico: A Quick Reference Guide.



MPO Peer Workshop on Strategies to Improve the Effectiveness of MPOs—RSGinc and Federal Highway Administration

Why your job is important!

Safety!

Each year more than 30,000 men, women and children die due to automobile related collisions. Imagine New Mexico University Stadium attendees being wiped out annually, not to mention the number of citizens critically wounded in collisions.

Transportation infrastructure investments should carefully weigh all safety implications. Opportunities to invest in safety measures on existing surfaces is clearly important.