



Santa Fe Metropolitan Planning Organization

"Promoting Interconnected Transportation Options"



Santa Fe MPO Transportation Policy Board

Thursday April 28, 2016, 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 4/20/16 TIME 9:00am

SERVED BY Mark Tibbetts

RECEIVED BY [Signature]

CALL to ORDER

ROLL CALL

APPROVAL of AGENDA

APPROVAL of MINUTES: *March 24, 2015*

A. MATTERS FROM THE PUBLIC

B. ITEMS for DISCUSSION and POSSIBLE ACTION:

1. Review of scheduled meeting start time.
2. Approval of Draft UPWP for FFYs 2017 & 2018– *MPO Staff*
3. Presentation of NCRTD Long Range Strategic Plan– Tony Mortillaro, Executive Director, NCRTD
4. Update on Transportation Improvement Program (TIP) projects– *MPO Staff*

C. MATTERS FROM THE MPO STAFF

D. MATTERS FROM THE SFMPO TRANSPORTATION POLICY BOARD

E. MATTERS FROM THE NMDOT AND FHWA

F. ADJOURNMENT – Next Scheduled Meeting May 26, 2016

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.

**SUMMARY INDEX
MPO TRANSPORTATION POLICY BOARD
April 28, 2016**

<u>ITEM</u>	<u>ACTION</u>	<u>PAGE</u>
CALL TO ORDER AND ROLL CALL	Quorum	1
APPROVAL OF AGENDA	Approved	2
APPROVAL OF MINUTES – MARCH 24, 2016	Approved	2
MATTERS FROM THE PUBLIC	None	2
<u>ITEMS FOR DISCUSSION AND POSSIBLE ACTION:</u>		
REVIEW OF SCHEDULED MEETING START TIME	Consensus	2-3
APPROVAL OF DRAFT UPWP FOR FFYs 2017 AND 2018	Approved	3-4
PRESENTATION OF NCRTD LONG RANGE STRATEGIC PLAN – TONY MORTILLARO, EXECUTIVE DIRECTOR, NCRTD	Information/discussion	4-10
UPDATE ON TRANSPORTATION IMPROVEMENT PROGRAM (TIP) PROJECTS	Information/discussion	10-12
MATTERS FROM THE MPO STAFF	Information/discussion	12-15
MATTERS FROM THE SFMPO TRANSPORTATION POLICY BOARD	Information/discussion	15-16
MATTERS FROM THE NMDOT AND FHWA	Information/discussion	16-17
ADJOURNMENT		17

**MINUTES OF THE
SANTA FE
MPO TRANSPORTATION POLICY BOARD
Market Station
April 28, 2016**

CALL TO ORDER

The Santa Fe MPO Transportation Policy Board was called to order by Vice-Chair Joseph Maestas, at approximately 4:30 p.m., on Thursday, April 28, 2016, at Market Station 500 Market Street, Suite 200, Santa Fe, New Mexico.

ROLL CALL

Members Present

Commissioner Henry Roybal, Chair – telephonically
Councilor Joseph Maestas, Vice-Chair
Tamara Haas, DOT
Commissioner Liz Stefanics
Councilor Ronald S. Trujillo

Members Excused

Commissioner Robert Anaya
Mayor Javier Gonzales
Councilor Signe I. Lindell
Governor Robert Mora, Tesuque Pueblo

Others Present

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.

APPROVAL OF AGENDA

MOTION: Councilor Trujillo moved, seconded by Commissioner Stefanics, to approve the Agenda as presented.

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

APPROVAL OF MINUTES – MARCH 24, 2016

MOTION: Commissioner Stefanics moved, seconded by Councilor Trujillo, to approve the minutes of the meeting of March 24, 2016, as presented.

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

A. MATTERS FROM THE PUBLIC

There were no matters from the public.

B. ITEMS FOR DISCUSSION AND POSSIBLE ACTION:

1. REVIEW OF SCHEDULED MEETING START TIME

Mark Tibbetts said we have changed the meeting start time over the years to different times. Currently we are at a start time of 4:30 p.m. He asked if the Board has any desire to change the start time.

Chair Roybal said he is fine with the current start time.

Commissioner Stefanics said she is fine with 4:30 p.m., if we can finish by 6:00 p.m. She asked if we will need longer than 1½ hours for meetings.

Mr. Tibbetts said no, unless there is an apparent conflict with another committee and the start time is changed to accommodate both committees.

Vice-Chair Maestas said he works in Albuquerque and unless the Board would like to start later, he is in favor of keeping the same meeting start time, with the goal to finish by 6:00 p.m.

It was the consensus among the Board in attendance to continue meeting at 4:30 p.m., with the goal to finish by 6:00 p.m.

2. APPROVAL OF DRAFT UPWP FOR FFYs 2017 AND 2018 (MPO STAFF)

Mr. Tibbetts gave a brief overview on the draft UPWP which was presented to the TCC at its last meeting and to this Board last month. He said changes were made to the Plan because they received additional funding of \$10,000 to replace the Map-21 federal funding. He said they don't anticipate spending all of the funds in the next 5½ months to the end of the current Work Program. He said the new Program starts October 1, 2016. He said the \$10,000 can be extended to the end of December 31, 2016. He said they do anticipate spending all current funding for 2015/2016. He said the funding levels have been pared to cover staff, operating, and miscellaneous expenses such as office supply. Mr. Tibbetts said they don't anticipate doing any studies, consultant or contract work like traffic studies and such.

Mr. Tibbetts said they received \$24,000 from the FTA to do a study on teen and pre-teen mobility, independent travel for the younger population. He said they are still implementing the planning documents – Pedestrian Plan, Bicycle Master Plan and the Transit Master Plan. He said their intention for the next two years is to continue what they are doing, and working to be more assertive and aggressive to see these things happen through the City and County.

Mr. Tibbetts said the feedback from the TCC is they are supposed to have specific projects identified and costed in the Pedestrian Plan. He said they will try to get help in identifying and costing specific projects. He said connectivity and safety are the two biggest concerns in the Pedestrian Safety Plan, specifically new block crossings, intersections and sidewalk construction and such.

Mr. Tibbetts said they are finishing the Bus Stop Assessment and Sidewalk Connectivity Study which will be done in a month. He said the information they are getting on that is a prioritized list of what is used from the criteria for the Pedestrian Plan to prioritize the list of bus stop improvements. They also are tying that into the contractors who are doing the City's Transition Plan, which is identifying all sidewalks that are in compliance with ADA. He said they will be using that information as well. He said in two years they will have a more integrated process to prioritize the transit improvements as well as sidewalk improvements. He said there is the ongoing issue of roadway improvements that they will be doing. So, this is what they will be doing – integrating and planning and getting people to be more out and about and to be more active in utilizing the alternative modes they are trying to promote.

Mr. Tibbetts said we don't have to do another update on the Long Range Plan until 2020, so the interim time is going to be a lot of work and seeing concrete evidence of how effective the plan is.

Vice-Chair Maestas said previously the Board was given a presentation on the content of the Program, and Mr. Tibbetts has explained the small budgetary changes from the new federal bill. He asked if there were local match issues from the federal funding.

Mr. Tibbetts said according to the 2015 Joint Powers Agreement, we have an agreement that the City now is sharing the local match for all federal with the County, at 70-30, noting that is based on population. He said starting in 2016, the first two quarters, the amount of the City match, if they expended 100%, 30% will come back to the County. He said it isn't a huge amount, but it helps to balance out any increases because we have no funding increases.

Vice-Chair Maestas said the Mayor's Committee on Disability is very concerned about the Bus Stop Study at Indian School and Second Street.

Mr. Wilson said they are approaching 60% of the design. He said he has been advised that it will cost \$2.5 million to improve that intersection, and \$167,00 is for the bus pull out. He said there is a funding source for the larger intersection, noting there was a verbal agreement with the City to pick up the tab for the bus pull out. He said there may be an opportunity to do a TAP application, but he isn't sure about that.

Vice-Chair Maestas said the Governor has an Office of Disabilities, noting Anthony Alarid is the representative. He asked if he brings any funding, or if he is just the liaison with the Governor's Office on ADA issues.

Mr. Wilson said his experience in working with Mr. Alarid has been in going through the design process, and all they do is provide input. He doesn't know if the Governor's Commission on Disabilities has any funding.

Ms. Haas said the Governor's Commission has never brought any funding to the table, and they just do oversight and guidance on ADA within a project.

MOTION: Councilor Trujillo moved, seconded by Commissioner Stefanics, to approve the draft UPWP for FFYs 2017-2018, as presented.

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

3. PRESENTATION OF NCRTD LONG RANGE STRATEGIC PLAN – TONY MORTILLARO, EXECUTIVE DIRECTOR, NCRTD

A copy of a presentation, *North Central Regional Transit District*, MPO Board presentation April 28, 2016, is incorporated herewith to these minutes as Exhibit "1."

Tony Mortillaro, Executive Director, NCRTD, presented information via slide presentation from Exhibit "1." Please see Exhibit "1," for specifics of this presentation.

The Board commented and asked questions as follows:

- ★ Vice Chair Maestas asked Mr. Mortillaro if, by profiling the communities, he is looking for the potential for additional ridership. He said he would think Taos would be much more dependent on public transportation with less disposable income. He asked if he is interpreting that correctly.

Mr. Mortillaro said he is correct.

- ★ Vice-Chair Maestas asked if he is correlating ridership with this demographic or the profile.

Mr. Mortillaro said they are correlating with staff. If folks wants to increase staff, the piece of the pie in red, then they need to decrease their cost of transportation. And they can do that by taking public transit like the RTD which is free, and hopefully that can pass that red piece of the pie. He said this is common with the index.

- ★ Vice-Chair Maestas said he doesn't see anything on the enterprise itself, commenting he knows, for example, the RTD relies on a subsidy from Los Alamos County. He would think that one of the strategic goals would be to not depend on any subsidies at all.

Mr. Mortillaro said, "That is kind of contained within goal #1, because those resources go toward maintaining a reliable transit system and what have you."

- ★ Vice-Chair Maestas asked if the current statutes providing GRTs for RDs allow for an increase, or does the statute have to be amended.

Mr. Mortillaro said, "No. The statutes allow the RTD to go up to ½% GRT."

- ★ Vice-Chair Maestas asked Mr. Mortillaro if thought has been given to amending the statute regarding the sunset clause.

Mr. Mortillaro said that was self imposed. He said he was on the Board at the time, when the Governor was looking to go out for a GRT to fund the Rail Runner. There was concern about overlap and such, and there was discussion about how to avoid double taxation. The Board came to the conclusion that the two RTD's would go out for election, and we would also allocate some of our GRT out of Santa Fe County to the Rail Runner. He said the Rail Runner gets 50% of the GRT that is collected in Santa Fe County. It doesn't matter whether it is going up or down it is 50%, commenting fortunately for the Rail Runner it has always been going up.

Mr. Mortillaro said they then entered into an agreement with them, the District, regarding the sharing of that GRT. He thinks the County adopted a Resolution in that regard, and there was some tension for a while. He said the good thing is it all got resolved and it's been working. He said the question now, is if we left ourselves enough room to have several bites at the apple to get the GRT sunset removed.

Mr. Mortillaro continued, saying the question of whether additional funding will be requested is to be determined, depending on people view taxes and how much they want additional transit services, and how our Board feels at the time. He said the RTD Board has had discussions regarding the Hold Harmless change and some of the community having to go to a vote for approval of GRT increases to balance all of that out. He thinks it may not be right to go for the removal of the sunset and that may be further in the future when things settle down. He said his Board is reviewing all of this as they move forward.

- ★ Commissioner Stefanics said she was an alternate and then an RTD Board member for 3 years, when Josette was still the Director. She said Mr. Mortillaro was representing Los Alamos on the Board at the time. She said she was one of the only Board members that thought at some point we needed to charge for routes.
- ★ Commissioner Stefanics continued, saying in today's society, there are a lot of millennials that don't get drivers licenses or own a car, and expect to be taken care of. She said the RTD takes care of people and it is free. She said people don't have to buy a car, pay insurance, pay for gasoline and they get a free ride. She said for many low income people this is a great service. She thinks the on-demand rides have a fee of \$1.
- ★ Commissioner Stefanics asked if the RTD still does school routes.

Mr. Mortillaro said there is an on-demand service in Pojoaque, mainly used by students.

- ★ Commissioner Stefanics said as the RTD started deleting route, they found the transportation isn't used just for job access/reverse commute, but also in mid-morning and mid-afternoon for people to go to the grocery store, doctor's appointments and such. She said she lives on Highway 14 and you can't get on the Rail Runner to go to work or even make a connection with the businesses that go out of the Rail Runner station at #599. Commissioner Stefanics said she had always believed that part of the blue bus, Regional Transportation ridership was for jobs and getting to a job. She said there a lot of things that need to be looked at. However, with the budget deficit at the City and the County tightening its belt, she is unsure how palatable a GRT increase will be to the voters, commenting the County just increased its GRT.

- ★ Commissioner Stefanics continued, saying she thinks the GRT is going to be pretty complicated to market.

Mr. Mortillaro said it is. He said the demand service is limited historically within a 15 mile radius of the Espanola Transit Center. He said the RTD has added so many stops along its routes, they are no longer considered commuter. He said they now provide a flex service on all their routes for complimentary paratransit for people who meet the eligibility requirements. He said it has to be scheduled in advance. He said they are preparing to offer paratransit in the Taos area on a 3/4 mile basis, but no demand service.

- ★ Commissioner Stefanics asked if there is on-demand service in Santa Fe County.

Mr. Mortillaro said no, because when they made all of their routes paratransit flex, or the Express Route that comes into Santa Fe County, the Board then authorized to expand the Espanola/Rio Arriba demand area to take those folks on paratransit services complimentary within only a certain area of Santa Fe County. He said the MPO Transit Plan adopted by this Board looks at the services the blue bus provides within the MPO area as well as Santa Fe Trails. And some type of dial-a-ride service was recommended in the future for the Lamy/ Eldorado area.

Mr. Mortillaro said now that they have started La Cienega, they'll see how well it goes. If it becomes viable, then they will look at how they can restructure the Turquoise Trail Route, a New Mexico 14 Route, to see if we can make that some kind of commuter route as well. They will reshuffle services in that area so that New Mexico 14 from Madrid-in, can have commuter service as well.

- ★ Commissioner Stefanics said she thinks Mr. Mortillaro is doing a great job. However, what she is putting on the table is that to her, this is a larger discussion at the County Commission level – how we would want the future to look like, in terms of what they are going to put to the voters. She thinks it is a larger discussion for each City and County body, and not just the MPO.

Mr. Mortillaro said hopefully, they captured what Santa Fe County was envisioning for transit within the County. He said some of the routes you see "up there," go to Glorieta. They would be happy to capture the other part of the County that isn't serviced at this point in time. He said they tried to capture, in the Strategic Plan, the comments that were made regarding each of the counties. He thinks a more in-depth presentation to the Santa Fe Board of County Commissioners is warranted. He said that's all part of the \$100 million plan, commenting that existing revenues go only so far. He said they take in \$7 million in GRTs every year, and of that \$4.3 million goes to other agencies. \$1 million to Santa Fe Trails and \$1.3 to Los Alamos County, \$2.1 million to the Rail Runner. What is left is applied to all of the regional services in the 4 County area, and it leverages federal funds with that. And then they have to come up with money for capital and capital replacement. He said he thinks the money is being maximized. He said there are 4,000 trips per day, and between them and the City of Santa Fe, they have spent \$12.4 million, the County spends about \$12 million, and if you include Los Alamos County at \$4 million, we're spending \$26 million in the four-county region for transit services. He said a lot of it is federal dollars, and it's 80% on capital and 50-50 on operating.

- ★ Councilor Trujillo asked if the scenarios shown, 1, 2 and 3, will change. He said Councilor Maestas introduced a Resolution calling for the study in the City.

Mr. Mortillaro said this was done before that plan was on the table. He said this whole plan will have to be looked at and updated in that context.

- ★ Councilor Trujillo asked if the cost would come down.

Mr. Mortillaro said he doesn't know, but he hopes there are economies of efficiency that both entities can take advantage of. He said that would mean that Santa Fe Trails would be funded on a regional basis because it's part of the District. He said some parochialism starts creeping in, and the Board has been good about getting away from that. He said when they first started, they wanted to know "how much is coming from my area, and how much am I getting in services." He said the Board has evolved so that they look at things on a region-wide basis.

- ★ Councilor Trujillo said the County has adopted its GRT increment, but the City has not. He said he would gladly pay \$2 a ride. He asked the ridership, and Mr. Mortillaro said it is 259,000. Councilor Trujillo said at \$2 per ride, that should bring in a lot of money.

Mr. Mortillaro said every 2 years the Board looks at its fare free policy every two years, as to whether they want to continue fare free. He said when the RTD started it had a fare. He said every year the Board looks at the cost of capital investment to put in the fare box, and the cost, and that they get to keep 1/3 of the funds.

- ★ Councilor Trujillo said the City started transit to the ski basin. *[Councilor Trujillo's remarks here are inaudible because of the noise overlay]*

Mr. Mortillaro said Councilor Trujillo's gut instinct is correct, and they asked that question when they were doing the 5-year service plan update, noting they had 16 public meetings. He said the people testifying were willing to pay something. He said the income at \$2 per day would make a difference. He said they have a general Board policy that premium services to the ski area or for the Taos Express are \$5 per day both ways. He said the ski area was providing a discount token for \$5, the total cost was \$5.

Mr. Mortillaro said they deduct from the grant award the amount of money we would receive in fares. He said it is almost a disincentive for 5311 rural transit funds.

- ★ Councilor Maestas said it seems like he is running a risk if you combine the campaign for lifting the sunset and increasing the GRTs, commenting that might be too much for voters. He asked if they have thought of decoupling and pursuing one in each election cycle.

Mr. Mortillaro said this is exactly what is in the Strategic Plan, which provides that we will start the polling. And if there is no appetite to increase the GRT, we don't put it on the ballot and focus on removal of the sunset. He said the one thing they will approve going to an election for is the removal of the sunset. He said whether or not there is an accompanying tax increase is to be determined, noting there are a lot of factors including what is happening in each of the governments at the time. That will influence how the Board votes and looks at this. He noted the people on the Board are responsible to their constituents and have to answer for increased taxes.

- ★ Councilor Maestas asked if they have considered seeking a change to the Statute to allow for subsequent increases to be by negative referendum on a county basis. He said since it is a local option, he would think the Legislature wouldn't care.

Mr. Mortillaro said with the RTD, it doesn't matter what each County wants, because it's a District-wide vote. It isn't a county tax, it's a District Tax – it's all or none. He said he isn't inclined to go to the Legislature and open any door when he doesn't know what might come out of it. He said his thought on negative referendum is that it is good to know people had the opportunity to vote on it and make that decision.

Vice-Chair Maestas thanked Mr. Mortillaro for reviewing the RTD Strategic Plan. He said, obviously, they provide a wonderful service for all of Northern New Mexico.

Mr. Mortillaro said if it wasn't for the regional perspective on transit, this would never have happened, noting the vision has come to reality and hopefully it continues into the future because our area really does need this transit service.

Vice Chair Maestas said all of the governmental units are experiencing budgeting difficulties, and we have no choice but to look at the feasibility of regionalization. He said while he was on the Council he regionalized public waste, and as a Mayor he regionalized public transportation and public housing. It does save money, so why not have a regional entity that focuses solely on that service and can achieve excellence in that service.

Mr. Mortillaro said he agrees with the benefits of regional transportation, and that governmental entities don't have to compete with others for funds for an individual system.

4. UPDATE ON TRANSPORTATION IMPROVEMENT PROGRAM (TIP) PROJECTS. (MPO STAFF)

A copy of the Santa Fe MPO Transportation Improvement Program (TIP) Project Status Summary, dated April 25, 2016, is incorporated herewith to these minutes as Exhibit "2."

Commissioner Stefanics said the County has asked for a public presentation on the Southeast connector because double neighborhoods are asking what has happened. She said it would be televised, on the radio and webcast, and they would appreciate anything the staff could do and to work with the County Manager to facilitate that. She said there is high interest in the neighborhoods.

Mr. Wilson said for the last month he has been working closely with the County and NMDOT to supply on the front end. He said there will be a meeting next week with all of the players to figure out status, and resolve planning issues. He said the County staff is aware of this effort, and wants to be sure we're all on the same page.

Mr. Wilson highlighted changes in the TIP since the last meeting. He said the Cerrillos Road reconstruction is moving forward on schedule and there have been no major hiccups. He said the Cerrillos Road interchange project is moving forward on schedule without major hiccups as well. He said, as noted on page 2, the design process is just starting with the Agua Fria/Cottonwood Drive project, noting one option is to put a roundabout at Agua Fria/Cottonwood, and moving the intersection to align with Fairway Village. He said it is a federal project, with construction in Federal Year 2018, noting the City has CIP funding for construction in 2019.

Mr. Wilson noted the Acequia Trail underpass at Alameda is listed on page 3, noting the bids are under review, and they expect to begin construction in late Spring/early Summer.

Mr. Wilson noted the new project at the bottom of page 3, noting the City was awarded \$278,200 in Recreational Trail Program Funding to make improvements to Motocross & all terrain tracks and facilities at La Tierra. He said it was added to the TIP by administrative modification.

Mr. Wilson said they are in the amendment process and will bring a proposed amendment to the next meeting. They are adding \$7.5 million to build an overlay between Cañoncito, a section of the Interstate to be funded in 2016. The second is the Rail Crossing, and they will be adding \$97,000 for install gates and lights to the Rail Trail crossing tracks from Alta Vista to St. Francis Drive.

Vice-Chair Maestas said the City just received planning funding from the FAST Act, and asked if there were changes in the formula funding that may impact the TIP.

Mr. Wilson said he thinks they redid the numbers state-wide and we won't get the \$7.5 million for the Interstate interchange, and they are seeking additional funds from the reallocation.

Ms. Haas said she is unsure that is in the reallocation, noting they issue a District target to the Districts. She said she will try to get those targets for the Board.

Vice-Chair Maestas said it would be helpful to know how the DOT allocates money to the Districts, especially since we don't get metropolitan funding like Albuquerque. He would like to get a sense of what goes into the funding formula.

Ms. Haas said the funding formula created in 2007 was to emulate as closely as possible the federal funding formula to New Mexico. She said some funds are based on vehicle miles and such, others have population factored-in. She said there is a sub-allocation of the Surface Transportation Block Grant Program. There are allocations that go directly to the mid-region because it is not near 200,000 population. She said the El Paso MPO trickles into southern New Mexico for those areas over 200,000 population and they get a portion of the dedicated funds. She

said there is another set of funds for 5,000 to 200,000 population which is based on population/mileage/equity factors, which was one of the things that happened under the FAST Act. She said the Surface Transportation Block Grant Program used to be 50%. The FAST Act moved the population base to 51% and it increases by 1% throughout the life of the Act. That is, to her, a negative glitch that impacts the DOT, and the flexible funding is going down by 1% per year. The FAST Act combines the Interstate and federal systems. She said there are certain debt service take-downs, noting they take that money off the top first for debt payments for the bonding programs under prior Governors. She said the Rail Runner is not part of that allocation. She said DOT doesn't run the Rail Runner, they are just paying the bonds.

Vice-Chair Maestas said the Johnson bonds and Richardson bonds have different payoff dates. He said he realizes that is getting into the weeds too far, but at some point he would like a broader sense of that.

Ms. Haas said the all of the Transportation Commission meetings agendas and the book are on line. She said MFA does a monthly report on the outstanding debt. She said he can go on line into the book and see the debt. She said independent bond counsel have done different scenarios on the debt portfolio. She said they ended up being bonded for \$1.5 billion in debt. She said some of the prior debt was rolled back into the [inaudible] to be able to pay the debt at the federal allocated debt level. She said some of the Johnson debt might have been rolled into the Richardson debt.

Vice-Chair Maestas said, in terms of communicating a Commission, we do have a Commission that represents this area and the MPO planning area, and asked about how we communicate things to the Commission that we feel are important.

Commissioner Stefanics said every January the Transportation Commission meets in Santa Fe and the Chair of the MPO is invited to attend and talk about our top priorities, commenting sometimes the MPO attends and sometimes we aren't.

Vice-Chair Maestas said we should attend. And if the Chair can't attend, then the Vice-Chair should attend.

C. MATTERS FROM THE MPO STAFF

Mr. Tibbetts said they have issues and they are in flux. He said the City is holding its budget hearings, and there is a proposed movement of our programs to the Land Use Department, noting it passed through the Finance but it hasn't gone to the Council. He said there are other changes in staff. He said Mr. Wilson is dealing with the City on a City-funded shift to Transit to

save its grant funding, so we have been shifting our work program. He said all of this has happened in the last week, so he can't speak to it in detail, noting staff is working on it and he anticipates no major issues at this point. He said he will keep this Board apprised about what is happening.

Vice-Chair Maestas noted Mr. Tibbetts responded in writing to the Chair of the Finance Committee, regarding that change. He asked if he shared that communication with the entire Board.

Mr. Tibbetts said no.

Vice-Chair Maestas said this is an MPO matter and he thinks that response should be shared with the entire Board. He asked, "Should we just flat out say no. Should the MPO Policy Board say we need to maintain our independence and our current organizational alignment fits our need to be impartial and independent as an MPO."

Commissioner Stefanics said she got red flags immediately when you started to talk about this. Her question is if this is beneficial to the MPO and staff, and if it is not, then we do need to speak up. She said she started thinking perhaps the County needs to house the MPO.

Mr. Tibbetts said the first notice he had was when it came out of the City's structural reorganization, noting it was printed and sent out yesterday with other proposals. He said his response was basically that we need to keep independence, we need to *[inaudible]* structural organizational study that was done which said, if we have the wherewithal, we would be an independent entity. He said we are housed and hosted by the City, but we are not a subdivision of the City. In other words, we are separately funded, and federal funds are matched by the City and County, but our program is pretty much regulated by the DOT and the federal agencies that fund the MPO. He said keeping our independence is important, and keeping the appearance of being separate is important even though we are hosted by the City.

Vice-Chair Maestas said we are the fiscal agent for the City.

Mr. Tibbetts said the City provides office space and provides large sustenance to keep us going. However, the funds that go through us are operating funds that are shared by the City and the County. He said the one thing he is stressing is that we need to have some sense of separateness in a division or department of the City. He said we have operated in Public Works over the years and we were in Land Use at one time. However, for the past 5 years, we have been with Housing and Community Development, made up of Long Range Plan, Housing and Economic Development. He said Public Works does the structural side. *[inaudible]*

Mr. Tibbetts said the City is trying to do the restructure, but nothing has been set. His understood it was passed as a totally separate division. They wanted to combine us with Long Range Planning like we were several years ago. He is unsure how much clout he has in this, but the Board has much more clout.

Vice-Chair Maestas said he would like to caucus with Chair Roybal and Mr. Tibbetts, and share the response with whomever he hasn't shared it. He said it isn't set in stone. He said the idea of moving Affordable Housing and Economic Development in Tourism was shot down. He thinks this is very much in flux and in play. He said he wants to make sure we don't run afoul with the DOT or Federal Highways, although he doesn't think the function and funding would change. He thinks Long Range Planning can go with the Land Use Department. However, the MPO is a "different animal." He likes this location and that the MPO is here. He would like the MPO to stay where it is. He asked if the Board needs to formalize Mr. Tibbetts' statement and send it on behalf of the entire Board.

Mr. Tibbetts said there always has been a precedent in taking action and directing staff to put together a statement. He said it could be a statement that we do not support these changes. Mr. Tibbetts said this was proposed on Tuesday at the budget hearings.

Commissioner Stefanics said she can't attend the next meeting, so she would like us to provide a comment or direction today so she could be part of that. She presumes by May 27th the City will be making its budget decisions, so this feels timely.

Vice-Chair Maestas said this is an independent decision making forum. He said he doesn't think the proposed change will interfere with this being the forum, but there are other issues at play here. He said thinks it's a major change in terms of being housed with another department. He doesn't want us to over-react, or to be put in a position where we have to react. He said even if they want to do that, and it's planned, he doesn't think it can happen right now until all the technical representatives meet through the TCC and then make a determination and recommendation to the Policy Board. He wants us to stick to the process and remain disciplined. He said, "For now, I think it's a no-go. I think that's our answer. There can be no changes until it is deliberated through the established MPO decision-making process. Is there any objection to that."

Councilor Trujillo said the communication needs to go to Councilor Carmichael Dominguez, the Finance Committee Chair.

Vice-Chair Maestas said the communication needs to come from Chair Roybal, and perhaps they can communicate verbally and/or cosign a letter on behalf of the Board to the City Manager for now. He said it isn't before the City Council for final approval, this is just a Finance Committee action.

Chair Roybal said he fine with that.

Vice-Chair Maestas said we need to do it quickly before the City starts making final plans and such.

Mr. Tibbetts said he will forward his communication to the Finance Committee and to the MPO Board, so they will know how he communicated. He said they enjoy being here, and they do interact with a lot of the departments and divisions.

Vice-Chair said he supports what Mr. Tibbetts said, but he wants to make sure we are transparent and everyone knows our position, and that we are united as a Board in this.

Mr. Wilson said starting this week he has been asked to help the City Transit Division, because they need someone to work with federal grants, so he will be working 30 hours a week at Transit and 10 hours a week with the MPO.

Mr. Tibbetts said Mr. Wilson can't be paid from MPO funds for the 30 hours and will have to be paid by the City, because the MPO is monitored by NMDOT, Federal Highways and grants.

Commissioner Stefanics said she hopes if this becomes longer than temporary that the NM DOT will weigh in, saying we aren't being managed appropriately.

Vice-Chair Maestas said we could be misrepresenting the UPWP and dedicated resources, commenting he is fully aware of that. He asked how long this arrangement with the City for Mr. Wilson's services will be.

Mr. Wilson said probably through the end of this year.

Mr. Tibbetts said there is no question it will complicate things. He said this is very new and he will have to look at everything to see how they will move forward.

Vice-Chair Maestas said then we will cover both issues in the communications. He said he thinks it's important that he and Commissioner Roybal communicate jointly in this issue. He thanked Mr. Tibbetts for the information, commenting he was unaware of this until this evening.

D. MATTERS FROM THE SFMPO TRANSPORTATION POLICY BOARD

Councilor Trujillo said he wants to be kept up to date on the progress of the Zia Station.

Mr. Wilson said the design is finalized, and the DOT has approved the final design.

Councilor Trujillo said he heard there were some issues and subsequent recommendations by the DOT for the handicapped access.

Mr. Wilson said the design is finalized, and they have confirmation from the DOT that it is satisfied with the design, noting the improvements are on DOT property, and there is a license agreement that needs to be finalized, noting they are now very close to completing the Agreement.

Councilor Trujillo asked the timeframe to open Zia Station.

Mr. Wilson said the final step is the license agreement, and once the license agreement is finalized and executed, he will send the letter he is drafting to the City Manager for his signature. He said once the letter is signed, the matter will be in line to move forward and begin construction. He said right now he hates to put a timeframe on it. He said the ADA issues were very heavily scrutinized for compliance by the City and State, noting the Governor's Commission and the Mayor's Committee were involved in that process.

Mr. Tibbetts said, "Commissioner Anaya, voicing his concern, told me to put it on the record that expects the NM DOT to honor its agreement with the County regarding the Northeast connector." Mr. Tibbetts said this is just a statement from the member of the Board which he was asked to convey at this Board meeting.

Commissioner Stefanics said, "I just want to throw in, that with Keith being detailed to the City for 30 hours a week, don't expect much staffing with that Zia Station."

Mr. Tibbetts said that issue isn't closed yet, and he will send copies of the communication to the entire Board.

E. MATTERS FROM THE NMDOT AND FHWA

Ms. Haas said she has one matter from the NMDOT. She said the NMDOT does quarterly amendments to its planning work program, so if there are any changes in the UPWP she has been, and will be doing those. She said the latest request for approval to the Federal Highways, is for Amendment #5, noting they were notified on April 7, 2016, that the Amendment had been approved, although they don't do specific approval on that.

Ms. Haas said it would be nice to figure out what we need to do with all of the pending changes at the City. She said she will be reviewing and double checking everything they have in

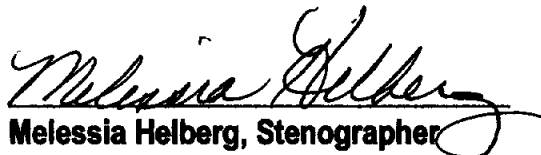
the JPA for organization and monitoring. She think it's something they really need to look at – the organization, who has the authority, and how the City should notice the Policy Board before making any changes to the MPO. She said, "I would say we control the MPO more than the City does, so I will just look into that, to make sure we're dotting all our 'i's' and crossing all our 't's' with the changes. I don't want to have to get into the MPO because we violated some agreement.'

F. ADJOURNMENT – Next scheduled meeting May 26, 2016

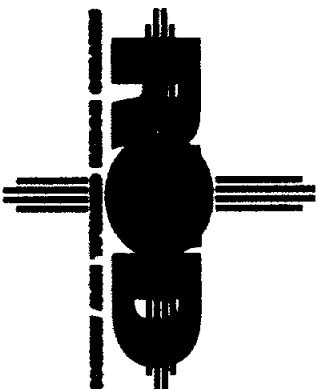
There was no further business to come before the Board, and the meeting was adjourned at approximately 6:30 p.m.



Commissioner Roybal, Chair



Melessia Helberg, Stenographer



North Central Regional Transit District

ANTHONY J. MORTILLARO

EXECUTIVE DIRECTOR

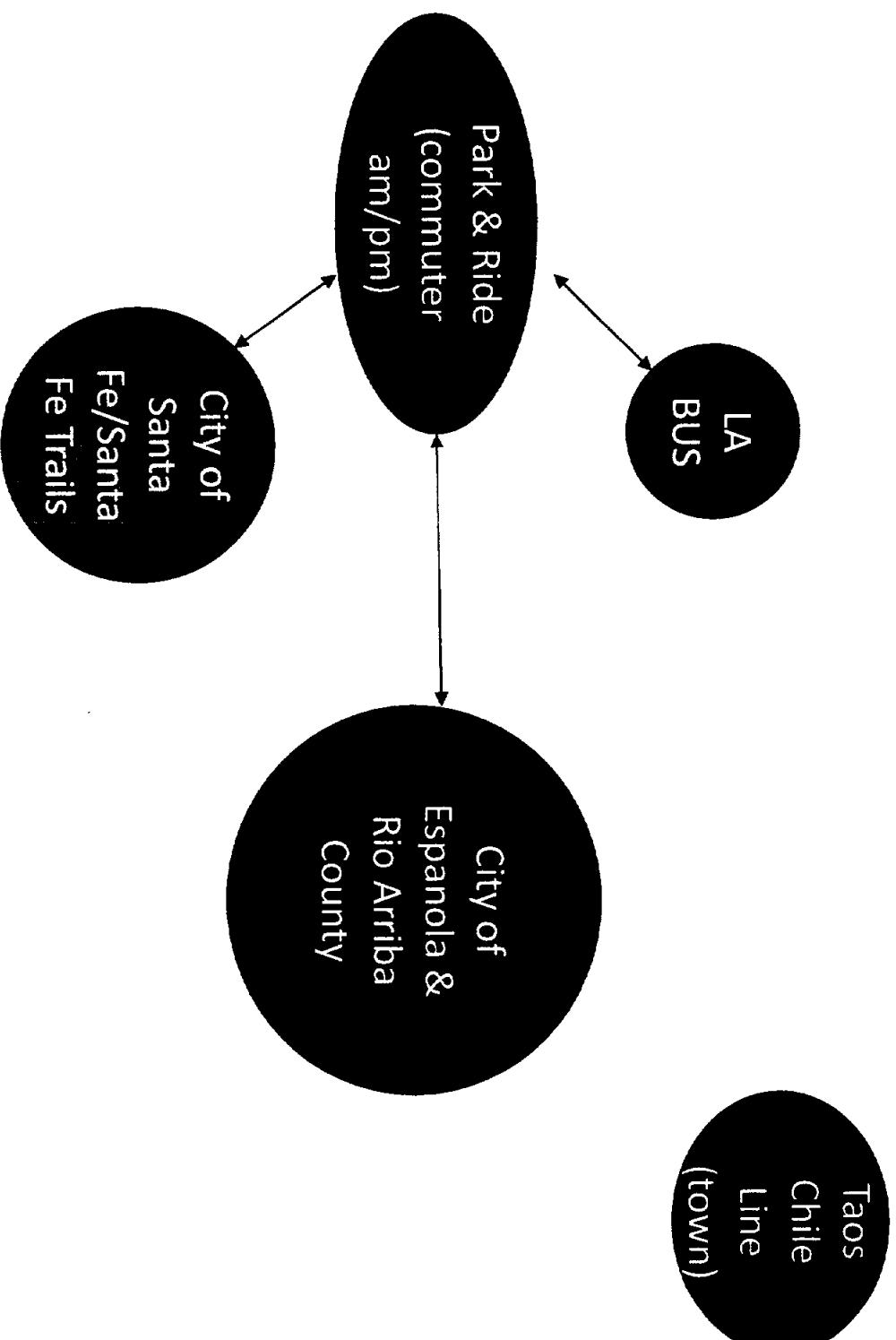
MPO BOARD PRESENTATION – APRIL 28, 2016

Exhibit "1"

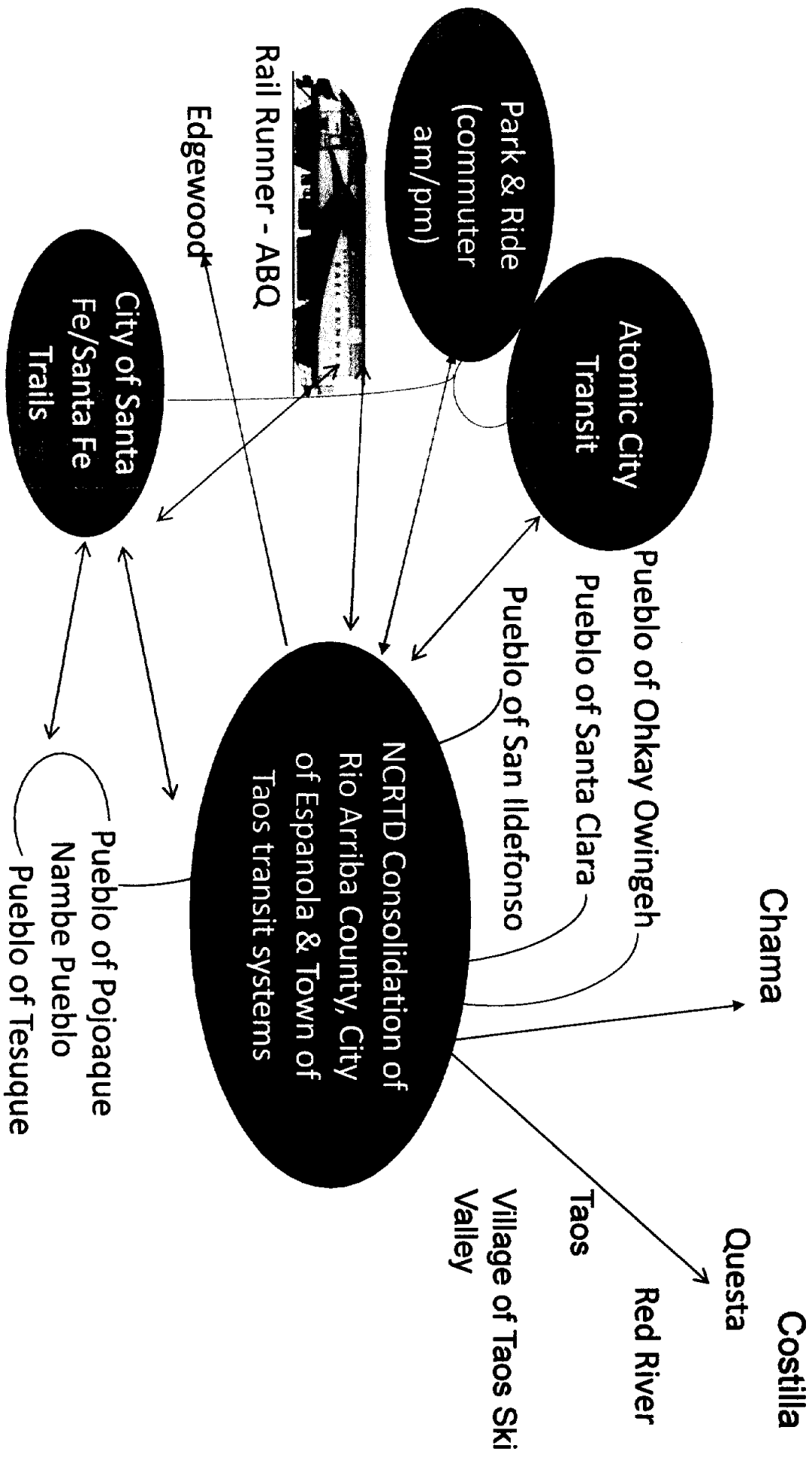
How did the NCRTD start?

- ✓ Certified by Highway Commission in September 2004 – first in NM
- ✓ Organizational grant through the NM-DOT \$250,000 upon certification in 2004.
- ✓ Member contributions.
- ✓ 2006 Service Plan and then updated in 2008.
- ✓ The NCRTD consolidated the City of Espanola, and Rio Arriba County transit services, October 2007.
- ✓ GRT Tax election and approval in November 2009. Provides 70% of our Revenues, 20% Federal and remainder is miscellaneous.
- ✓ Started with an 11 member Board and as of 2016 we have a 14 Member Board of Directors/elected officials of the cities, counties and tribal governments in service area.
- ✓ Update of service plan for 2014 – 2019 completed
- ✓ Consolidated the Town of Taos, “Chile Line” – July 2015
- ✓ Long Range Strategic Service Plan -20 year horizon! Adopted in November 2015

North Central New Mexico Transit As of 2004



North Central New Mexico Regional Transit - Present



Chama

Tierra Amarilla

Tres Piedras

Questa

Red River

Costilla

Abiquiu

Ghost Ranch

El Rito
Ojo Caliente

Chimayo

Las Trampas

Picuris Pueblo

Taos Pueblo

Taos

Española

Taos Express

WEEKEND PREMIUM SERVICE
Fee Charged (\$5.00 & \$2.00)
Visit: TaosExpress.com

Santa Fe



Map Not To Scale

Los Alamos

Santa Clara Pueblo
San Ildefonso Pueblo

Riverside

Westside/Crosstown

Chimayo

Santa Clara

El Rito

Chama

Santa Fe

Tesuque

San Ildefonso

Turquoise Trail

Eldorado

Edgewood

Taos

Red River

Questa

Peñasco

Tres Piedras

Los Alamos

Taos Express

Pojoaque-Nambé

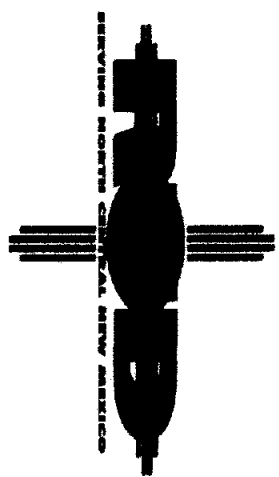
Dial-A-Ride

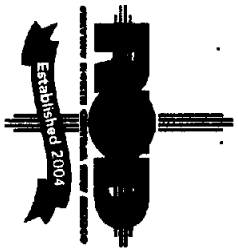
Limited Service

(see routes brochure for details)

Transfer Point

Routes Effective March 16, 2015





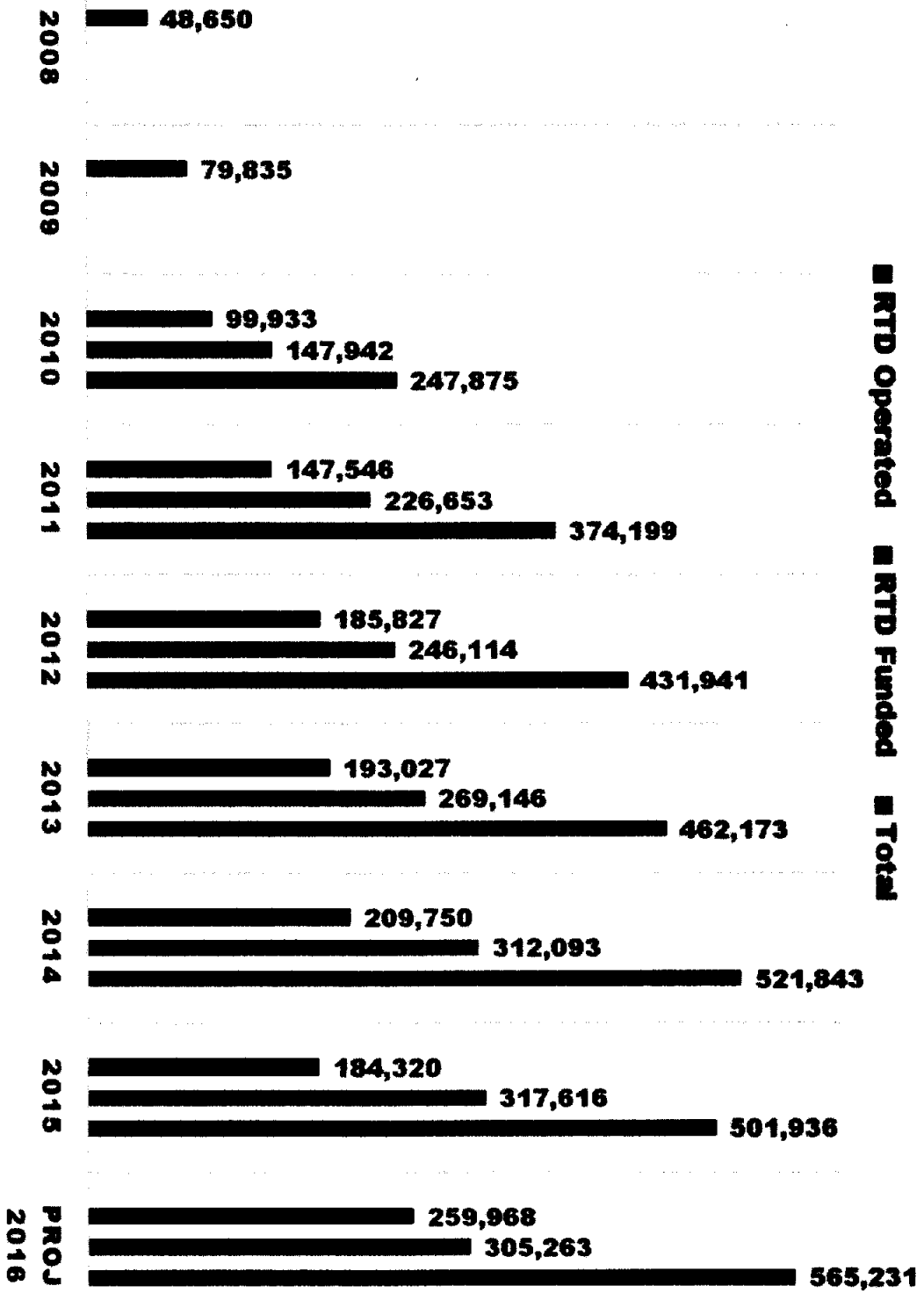
Operational Profile:

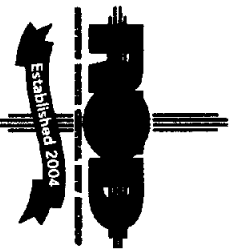
- Twenty (24) Fixed Routes and Two (2) Demand Response, one (1) Dial-a-ride and Para-Transit service have been developed and are operated by the NCRTD throughout north central New Mexico with a fleet of 50busses and 68 employees and annual operating budget of \$12.4 million.
- The NCRTD provides free bus service with the exception of demand response service and the weekend Taos Express and Mountain Trail.
- The NCRTD provides free bus service throughout six northern Pueblos including Ohkay Owingeh, Pueblo of Pojoaque, Pueblo of Santa Clara, Pueblo of San Ildefonso, Pueblo of Nambe and Pueblo of Tesuque.
- Annually we travel approximately 1 million miles a year!

Areas of Service:

Cover approximately 10,079 square miles.

NCRTD Historical Ridership





Communities Served- 50+

Pueblos:

Ohkay Owingeh
San Ildefonso
Tesuque
Pojoaque
Santa Clara
Nambé

Los Alamos County:

Los Alamos

Taos County:

Taos
Questa
Costilla
Red River
Peñasco
UNM Taos-Klauer
La Llama
Cerro
Arroyo Hondo
Las Trampas
Chamisal
Rio Lucio
Rodarte
Vadito
Talpa
Pilar
Ranchos de Taos

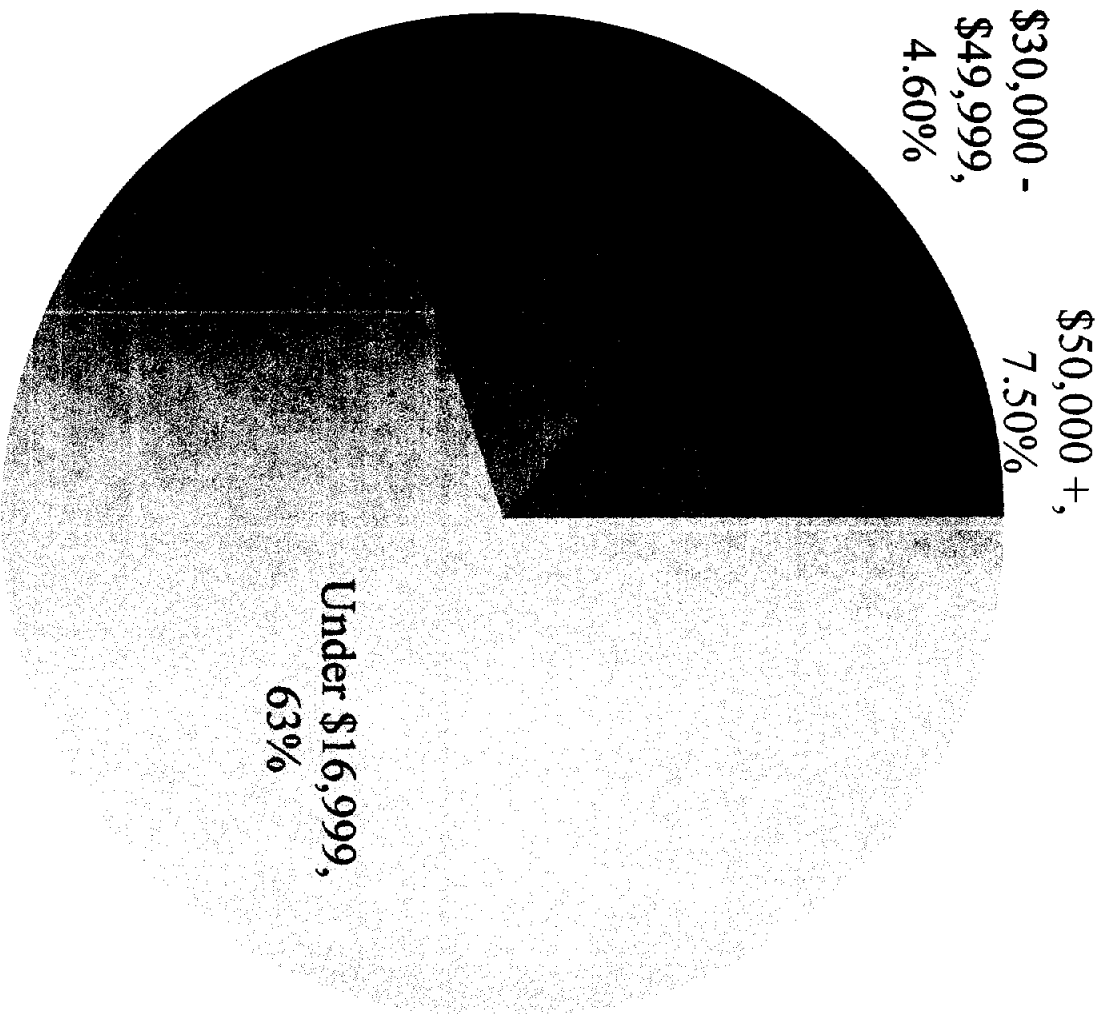
Rio Arriba County:

Española
El Rito
Ojo Caliente
Chama
Tierra Amarilla
Cebola
Ghost Ranch
Abiquiú
Chimayo
Cordova
Truchas
Ojo Sarco
Dixon
Embudo
Santa Clara
El Duende
La Puebla
Hernandez
Velarde

Santa Fe County:

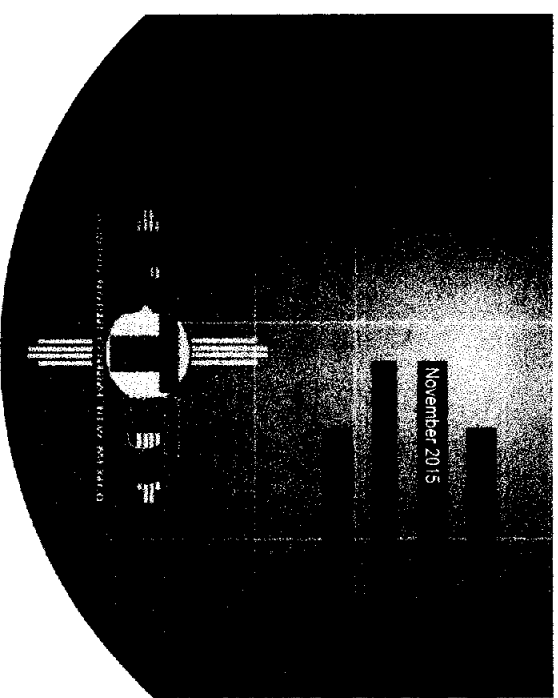
Santa Fe
Española
Eldorado
Edgewood
Moriarty
Stanley
Galisteo
Madrid
*and the facilities of
Oñate Military Complex
(Homeland Security, National
Guard, Troop Command)
NM Corrections Department
SF County Adult Detention Center

Rider Income



Blue Print for the Future

- ✓ Developed a 20 year Strategic Plan to:
- ✓ Adopt a forward-thinking vision statement for the agency
- ✓ Update the agency's mission and goals statements
- ✓ Identify NCRTD's role in the region's economic development
- ✓ Better understand the cost and benefits of transit
- ✓ Learn more about the land use transportation connection
- ✓ Better understand the Housing + Transportation Affordability Index
- ✓ Identify present and future transit funding opportunities



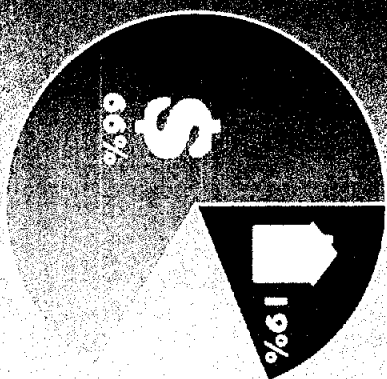
Long Range Strategic Plan

Submitted to:
North Central Regional Transit District (NCRTD)

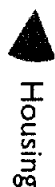
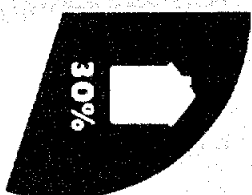
Submitted by:

**FELSBURG
HOLT &
ULLEVIG**
In Association with:
 **University of Wisconsin - Stevens Point**
 **Wisconsin Department of Transportation**
 **Wisconsin Department of Transportation**

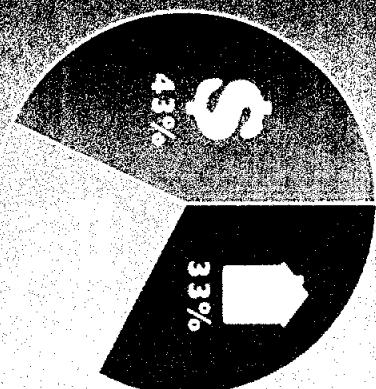
Desirable H+T Affordability Index



**Desirable H+T
Affordability Index**



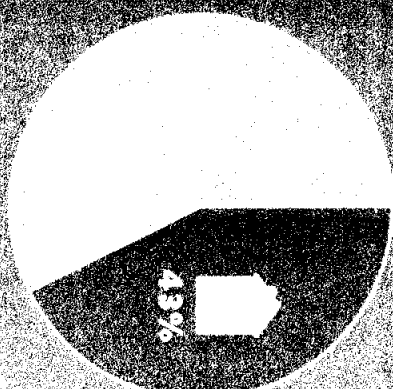
Housing
Transportation
Budget Remaining



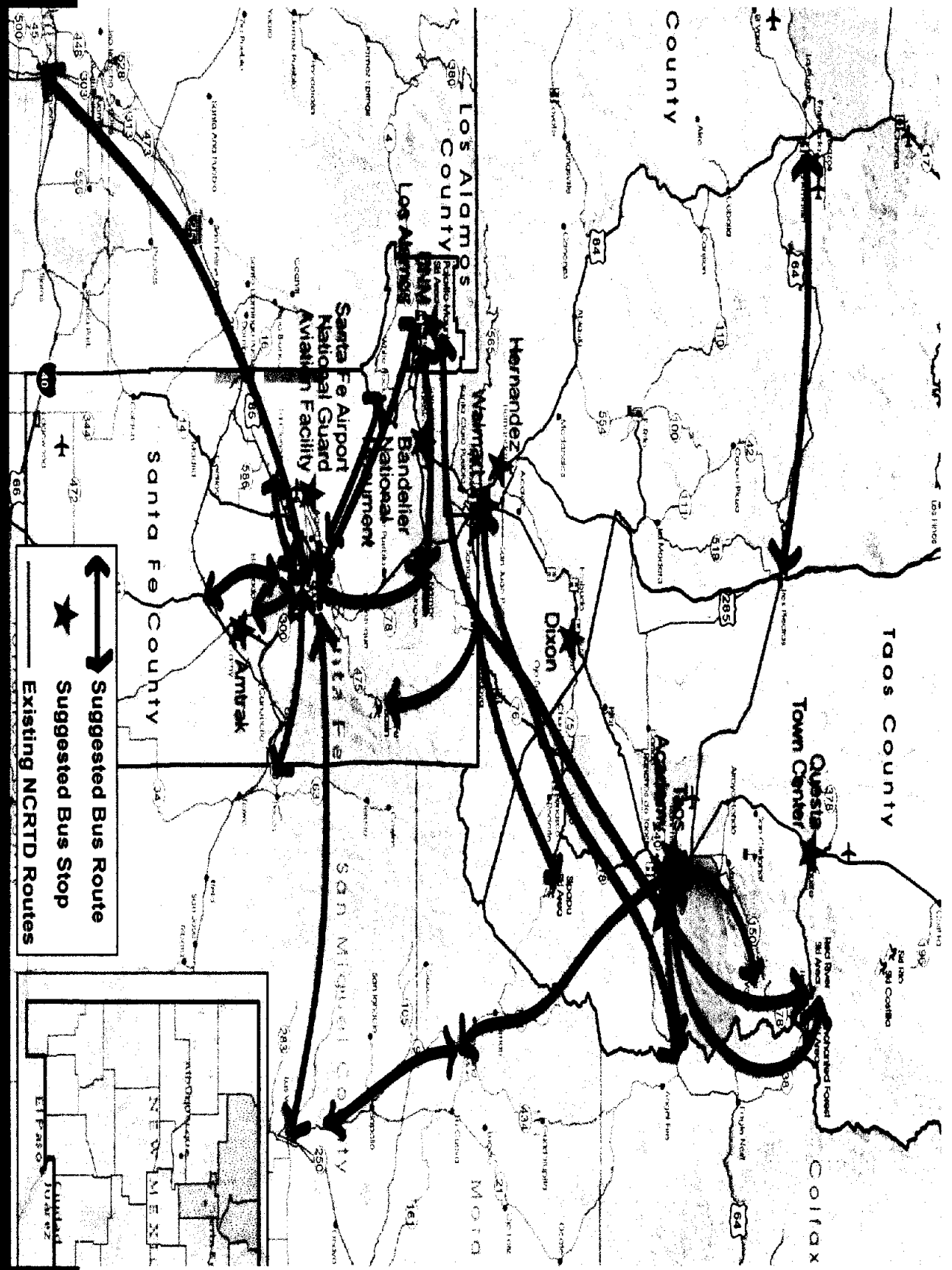
Desirable H+T Affordability Index



Desirable H+T Affordability Index



Suggested New Routes



20 Year Goals

Category: System Preservation and Safety

Goal 1: A well-maintained, safe, and reliable transit system

Category: Mobility

Goal 2: A connected and accessible transit system

Category: Economic Opportunity

Goal 3: A transit system that encourages economic development and vitality

Category: Partnerships

Goal 4: **Regional collaboration on transit service needs and investments**

Category: Environmental Stewardship

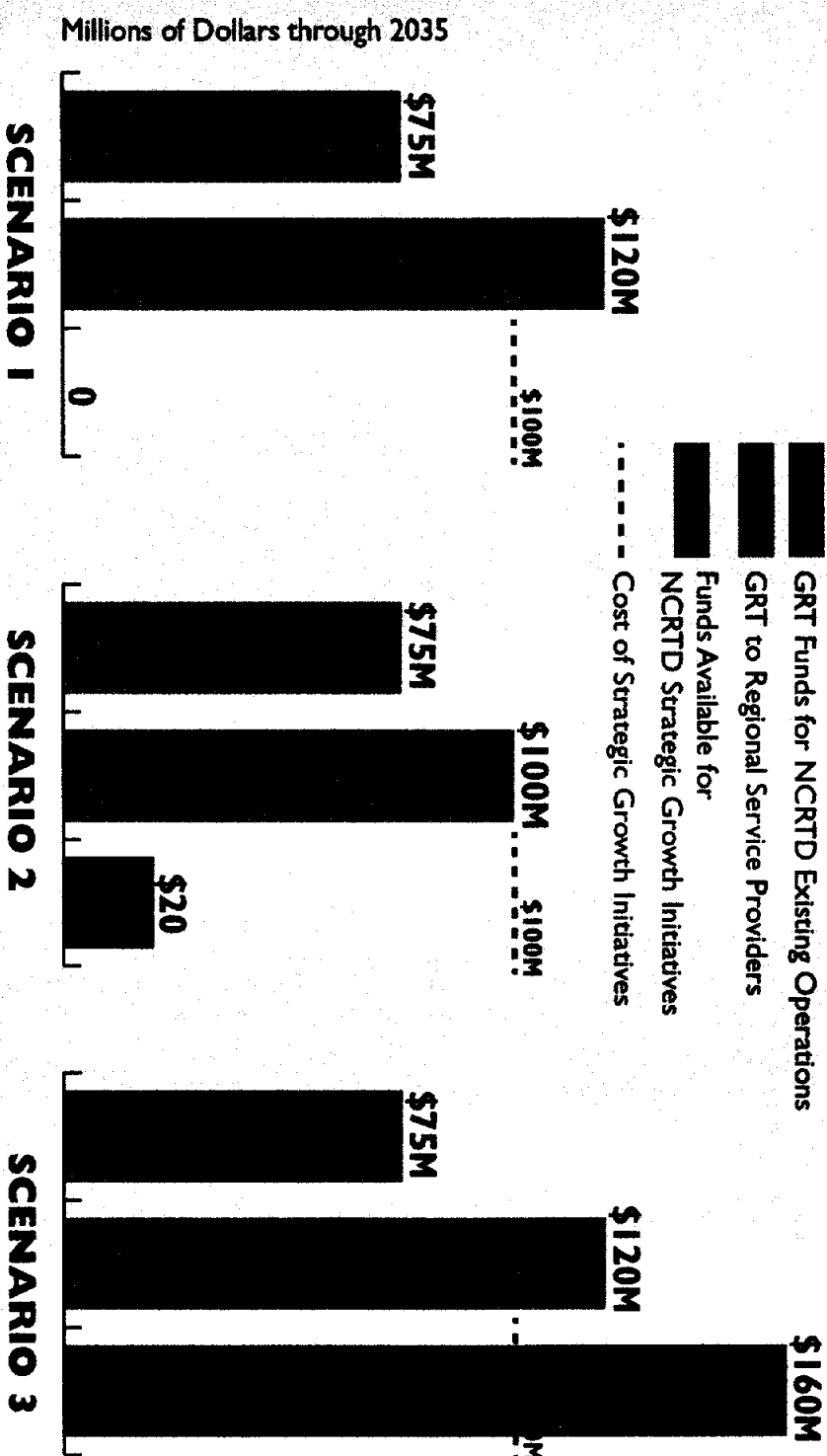
Goal 5: A transit system that protects and enhances the built and natural environment.

Category: Community Relations/Customer Service

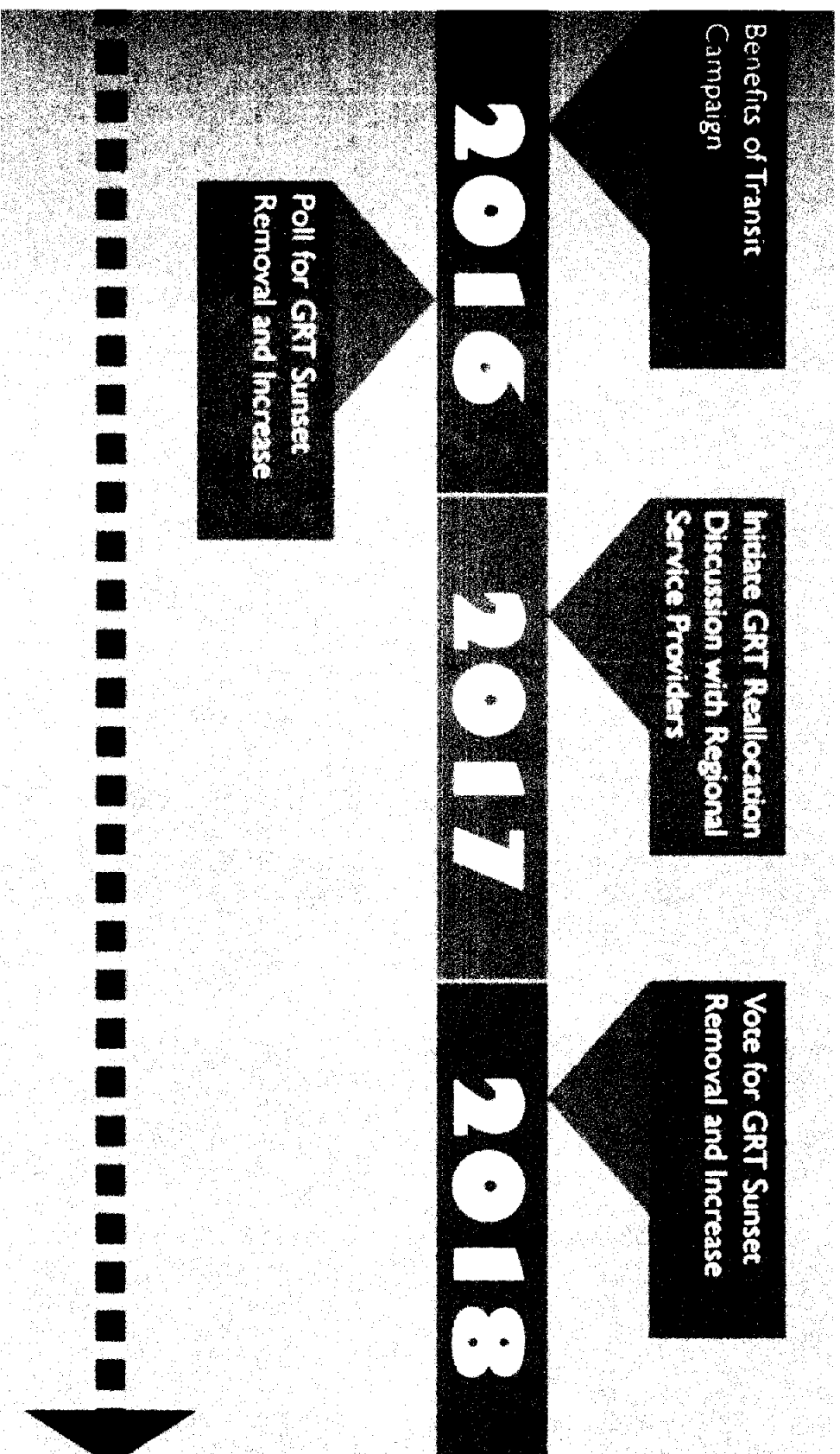
Goal 6: A reliable and responsive transit agency that provides great service to all customers.

Financial Picture





NCRTD is committed to seeking new funding sources to meet the future transit needs of the region.



Strategy






2018 GRT Vote

 • No Sunset Removal
 • No GRT Increase
 • Vote in 2020
 • Vote in 2022

2018 GRT Vote

SCENARIO 1
 • Remove Sunset
 • No GRT Increase

SCENARIO 2
 • Remove Sunset
 • No GRT Increase
 • GRT Reallocation

SCENARIO 3
 • Remove Sunset
 • Increase GRT

Scenario 1

- Continue advocating for state transit funding
- Research new funding sources
- Coordinate incident response plan
- Coordinate with counties on disaster management plan
- Coordinate with NHDOT and local agencies on incorporating transit into regional infrastructure
- Work with higher education institutions to refine services to best meet their needs
- Add customer service feedback questions to surveys
- Respond to information requests and complaints within one business day

Scenario 2

- Evaluate feasibility of new routes
- New service to high concentrations of transit dependent populations
- Continue advocating for state transit funding
- Research new funding sources
- Coordinate incident response plan
- Coordinate with counties on disaster management plan
- Coordinate with NHDOT and local agencies on incorporating transit into regional infrastructure
- Work with higher education institutions to refine services to best meet their needs
- Add customer service feedback questions to surveys
- Respond to information requests and complaints within one business day

Scenario 3

- Add weekend service
- Improve bus stop accessibility
- Implement transit asset management plan
- Address highway safety and security issues
- Ongoing safety and security training
- Evaluate feasibility of new routes
- New service to high concentrations of transit dependent populations
- Continue advocating for state transit funding
- Research new funding sources
- Coordinate incident response plan
- Coordinate with counties on disaster management plan
- Coordinate with NHDOT and local agencies on incorporating transit into regional infrastructure
- Work with higher education institutions to refine services to best meet their needs
- Add customer service feedback questions to surveys
- Respond to information requests and complaints within one business day

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

Control Number	Project Name	Project Location	Fund Category
S100070	NM599/Jaguar Drive Interchange & Ext of Jaguar Drive Construction of a New Interchange and connecting Roadways	NMDOT D5	\$9,593,000 100% Privately Funded [FFY2013]
S100120	North-East/South-East Connectors Location Study 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 County	\$500,000 \$427,200 (Federal) \$72,800 (County) [FFY2012]
S100121	North-East Connector (I-25 Frontage Road) - ROW Acquisition, Design and Construction of a New Section of Roadway and Upgrade of Existing Roadway	Santa Fe County/ NMDOT	\$3,651,644 \$ 225,000 (County) \$2,927,725 (Federal) \$ 498,919 (State) [FFY2016 & FFY2018]
S100122	South-East Connector – ROW Acquisition, Design and Construction of a New Roadway	Santa Fe County	\$6,775,000 \$6,775,000 (County) [FFY2016 & FFY2018]
S100130	Cerrillos Road Reconstruction Phase IIC Camino Carlos Rey to St Michaels Drive 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 Santa Fe	\$11,000,000 \$9,398,400 (Federal) \$1,601,600 (State) [FFY2013, FFY2014 & FFY2015]
S100140	I-25 at Cerrillos Interchange Interchange Improvements, Bridge Replacement/Rehabilitation Diverging Diamond Interchange Preferred Alternative.	NMDOT D5	\$20,999,999 \$17,839,040 (Federal) \$3,160,959 (State) [FFY 2014 & 2015]
S100160	I-25 at Canoncito Interchange Bridge Replacement, Drainage and on and off Ramp Improvements	NMDOT D5	\$8,400,000 \$7,176,960 (Federal) \$1,223,040 (State) [FFY2013]
S100230	NM14 (Cerrillos Rd) ADA Study ADA Feasibility Study and ROW Acquisition	NMDOT D5	\$1,250,000 \$1,068,000 (Federal) \$ 182,000 (State) [FFY2018 & FFY2019]
S100250	Interstate Pavement Preservation Pavement Preservation at various location along Interstate 25 in the MPO Area	NMDOT D5	\$10,000,000 \$8,544,000 (Federal) \$1,456,000 (State) [FFY2020 & FFY2021]
S100270	Pedestrian Signal Head Upgrade Upgrade all 415 pedestrian signal heads at 58 intersections to countdown type. This countermeasure is related to reducing pedestrian related crashes.	City of Santa Fe	\$300,000 \$277,920 (Federal) \$22,080 (State) [FFY2015]
			INTERCHANGE CONSTRUCTION COMPLETE Awaiting Utility Clearance Before Constructing Jaguar Rd Ext Currently Scheduled for Completion Summer 2016 Note: Interchange will not open until Jaguar Connection is completed
			NMDOT APPROVAL OF PHASE A/B REPORT RECEIVED OCTOBER 2015 Awaiting the beginning of Preliminary Design before finalizing Phase C Report
			AWAITING NMDOT/FHWA APPROVAL OF PHASE C REPORT before moving into Final Design and ROW Acquisition.
			AWAITING NMDOT/FHWA APPROVAL OF PHASE C REPORT before moving into Final Design and ROW Acquisition.
			FUNDING OBLIGATED 09/17/15 Construction Started March 2016 Construction Expected to be Substantially Complete by October 2016 Project Website: www.cerrillosroad.com
			Construction started June 2015. Project Completion Expected November 2016 Project Website: www.santafeddi.com
			INTERCHANGE CONSTRUCTION COMPLETE AND OPEN TO TRAFFIC Aesthetic Wall by Church still to be Completed
			FUNDED IN FFY2018 & 2019 Funding will Transfer to the City once Road Exchange Agreement has been executed
			FUNDED IN FFY2020 & 2021
			FUNDING OBLIGATED 09/03/15 Installation of new Pedestrian Signal Heads to begin early April. Completion within 2 months of Start

Exhibit "2"

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

Control Number	Project Description	Agency	Funding Source	Funding Amount	Funding Status
S100340	NM466 (St Michaels Drive) Pedestrian ADA Improvements	NMDOT D5	\$323,629 \$276,509 (Federal) \$47,120 (State) [FFY2017]	FUNDED IN FFY2017 Funding will Transfer to the City once Road Exchange Agreement has been executed	
S100350	Guadalupe Street Bridge (#6487) Off-Ramp Rehabilitation (Bridge Deck Replacement)	NMDOT D5	\$1,500,000 \$1,281,600 (Federal) \$218,400 (State) [FFY2017]	FUNDED IN FFY2017 Design Development Underway	
S100370	Agua Fria/Cottonwood Drive Intersection Safety Improvements Design, ROW Acquisition and Construction of a Roundabout at the Intersection of Agua Fria St/Cottonwood Dr	City of Santa Fe	\$1,200,000 \$1,111,680 (Federal) \$88,320 (State) [FFY2015 & FFY2018]	DESIGN FUNDING OBLIGATED 08/20/15 Design Started April 2016 Construction Funded in FFY2018	
S100420	FR-2098 Arroyo Hondo Bridge Preventative Maintenance Project Bridge Deck Overlay	NMDOT D5	\$312,000 \$266,573 (Federal) \$45,427 (State) [FFY2017]	FUNDED IN FFY2017 Design Development Underway	
S100430	NM599/US84-285 Ramp Modification Lengthen SB On-Ramp from NM599 to US84/285	NMDOT D5	\$395,819 \$338,188 (Federal) \$ 57,631 (State) [FFY2018]	FUNDED IN FFY2018	
S100440	St Francis Dr/St Michaels Dr Interchange Improvements Study, Design and Construction of Improvements to the Interchange	NMDOT D5	\$750,000 \$427,200 (Federal) \$322,800 (State) [FFY2016 & FFY2019]	Study RFP's Under Review Construction Funding (\$5,500,000) currently programmed in FFY2021	
S100450	US84/285 & NM502 Bridge Maintenance Project Bridge Maintenance on Bridge #9312 inside MPO Planning Area and Bridges #7516, #8943 and #8661 outside the MPO Planning Area	NMDOT D5	\$2,209,300 \$1,887,626 (Federal) \$ 321,674 (State) [FFY2016]	Project scheduled to go to Construction in August 2016	
L500219	Defouri Street & Guadalupe Street Bridges Project Replacement of the Defouri Bridge (#4063) and Rehabilitation of the Guadalupe Bridge (#6944)	City of Santa Fe	\$1,259,543 \$ 80,000 (State) \$1,179,543 (City) [FFY2016]	Project being Rebid Construction expected to start late summer 2016	
S100460	Guadalupe Street Reconstruction "Road Diet" The proposed project identified through the RSA is the following: Lane Reduction, Pedestrian Improvement, bicycle Improvements, Signalized Intersections Improvements, Lighting, Drainage Accommodations, new Signing and Striping.	City of Santa Fe	\$4,000,000 \$3,582,900 (Federal) \$ 362,500 (State) \$ 54,600 (City) [FFY2017 & FFY2019]	DESIGN FUNDED IN FFY2017 Agreement Request Form for Design Funds Submitted April 2016 CONSTRUCTION FUNDED IN FFY2019	
S100480	Old Santa Fe Trail Bike Lanes Construction of Bike Lanes to the Existing Roadway	Santa Fe County	\$559,063 \$559,063 (County) [FFY2016]	CONSTRUCTION BEGAN NOVEMBER 2015 COMPLETION EXPECTED MAY 2016	

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

Control Number	Project Title/Description	City of Santa Fe	Funding	Status
TS00110	Downtown Transit Center Sheridan Ave Improvements Construction of ADA-compliant pedestrian, bicycle and transit facilities, and streetscape improvements	City of Santa Fe	\$2,340,824 \$2,000,000 (Federal) \$ 340,824 (City) [FFY2016]	FUNDING TRANSFERRED TO FEDERAL TRANSIT ADMINISTRATION Design being Finalized. Construction expected to start Sept/Oct 2016 (60-90 Day Construction)
S100280	Santa Fe River Trail – Connections and Improvements Multi-use Trail connections, crosswalks and trail widening, from Camino de Chelly to DeTourin St.	City of Santa Fe	\$439,070 \$250,000 (Federal) \$189,070 (City) [FFY2015]	CONSTRUCTION FUNDING OBLIGATED 09/14/15 Advertisement for Construction Bids January 2016 Construction expected to start late Spring 2016
S100281	Santa Fe River Trail/E. Alameda St Pedestrian Improvements Design and construction of pedestrian improvements including new sidewalk, retaining structures and handrail along East Alameda Street and Santa Fe River.	City of Santa Fe	\$455,000 \$388,752 (Federal) \$ 66,248 (City) [FFY2014 & FFY2015]	CONSTRUCTION FUNDING OBLIGATED 09/01/15 Awaiting Council approval to award Contract Construction expected to start late Spring 2016
S100282	Santa Fe Rail Trail – Segment 4 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 \$96,798 (Federal) \$374,415 (County) [FFY2015]	CONSTRUCTION FUNDING OBLIGATED 08/03/15 Construction expected to start late Spring 2016
S100283	Gonzales Community School Bike and Pedestrian Safety Improvements & Bike Rack Purchase 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	\$173,242 100% Federal Funded [FFY 2015]	CONSTRUCTION FUNDING OBLIGATED 08/03/15 UNDER CONSTRUCTION Completion expected by mid-May 2016
S100390	Acequia Trail/Railyard Crossing Construction Construct a Multi-use Path Grade Separated Crossing (Underpass) of St Francis Drive (US 84/285)	City of Santa Fe	\$3,820,000 \$3,263,808 (Federal) \$556,192 (City) [FFY2015]	CONSTRUCTION FUNDING OBLIGATED 09/17/15 Additional \$470,464 in CMAQ-Flex funding added 12/14/15 Design Complete. Bids Under Review Expecting to begin Construction Late Spring/Early Summer
S100410	El Camino Real Buckman Road Retracement Project (NM FLAP TRAIL 77000(1)) Design and Construction: Segment 1 - .5ft natural surface recreational trail from USFS Headquarters Trail to USFS Dead Dog Trail (9.6 miles). 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 \$2,829,000 (Federal) \$482,096 (County/City) [FFY2015 & FFY2016]	Design Phase underway June 2015 30% Design Complete. Currently Preparing Environmental Document and Final Design CONSTRUCTION FUNDED IN FFY2016
S100470	Rail Trail Underpass at NM466 (St Michaels Drive) The proposed project identified through the RSA is the following: Design and Construct a Trail Underpass	City of Santa Fe	\$3,135,000 \$2,808,504 (Federal) \$ 285,000 (State) \$ 41,496 (City) [FFY2017 & FFY2019]	DESIGN FUNDED IN FFY2017 CONSTRUCTION FUNDED IN FFY2019
S100500	Improvements to Motocross & All Terrain Tracks and Facilities at La Tierra	City of Santa Fe	\$278,200 \$236,470 (Federal) \$ 41,730 (City) [FFY2017]	Recreational Trail Program Funding Award Added to TIP by Administrative Modification 04/08/16