



**ACTION SHEET**  
**CITY COUNCIL COMMITTEE MEETING OF 01/28/15**  
**ITEM FROM FINANCE COMMITTEE MEETING OF 01/20/15**

**ISSUE:**

19. Request for Approval of a Resolution Declaring the Eligibility and Intent of the City of Santa Fe to Submit an Application to the New Mexico Department of Transportation for Federal Fiscal Year 2016/2017 Transportation Alternatives Program Funds to Complete Improvements at the Downtown Transit Center. (Councilors Maestas and Bushee) (Ken Smithson)

**Committee Review:**

Public Works Committee (approved) 01/12/15  
 City Council (scheduled) 01/28/15

Fiscal Impact – Yes

**FINANCE COMMITTEE ACTION: APPROVED AS CONSENT ITEM**

**FUNDING SOURCE:**

**SPECIAL CONDITIONS OR AMENDMENTS**

**STAFF FOLLOW-UP:**

<b>VOTE</b>	<b>FOR</b>	<b>AGAINST</b>	<b>ABSTAIN</b>
COUNCILOR TRUJILLO	Excused		
COUNCILOR RIVERA	X		
COUNCILOR LINDELL	X		
COUNCILOR MAESTAS	X		
CHAIRPERSON DOMINGUEZ			

3-17-14

**ACTION SHEET  
ITEM FROM THE  
PUBLIC WORKS/CIP AND LAND USE COMMITTEE MEETING  
OF  
MONDAY, JANUARY 12, 2015**

**ITEM 18**

REQUEST FOR APPROVAL OF A RESOLUTION DECLARING THE ELIGIBILITY AND INTENT OF THE CITY OF SANTA FE TO SUBMIT AN APPLICATION TO THE NEW MEXICO DEPARTMENT OF TRANSPORTATION FOR FEDERAL FISCAL YEAR 2016/2017 TRANSPORTATION ALTERNATIVES PROGRAM FUNDS TO COMPLETE IMPROVEMENTS AT THE DOWNTOWN TRANSIT CENTER (COUNCILOR MAESTAS) (KEN SMITHSON)

**PUBLIC WORKS COMMITTEE ACTION:** APPROVED ON CONSENT

**FUNDING SOURCE:** TAP

**SPECIAL CONDITIONS / AMENDMENTS / STAFF FOLLOW UP:**

ADD COUNCILOR BUSHEE AS SPONSOR

<b>VOTE</b>	<b>FOR</b>	<b>AGAINST</b>	<b>ABSTAIN</b>
<b>CHAIRPERSON TRUJILLO</b>			
<b>COUNCILOR BUSHEE</b>	<b>X</b>		
<b>COUNCILOR DIMAS</b>	<b>X</b>		
<b>COUNCILOR DOMINGUEZ</b>	<b>EXCUSED</b>		
<b>COUNCILOR RIVERA</b>	<b>X</b>		

# City of Santa Fe, New Mexico

## LEGISLATIVE SUMMARY

Resolution No. 2015-\_\_\_\_  
NMDOT Transit Station

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**SPONSOR(S):** Councilors Maestas and Bushee

**SUMMARY:** The proposed resolution declares the eligibility and intent of the city of Santa Fe to submit an application to the New Mexico Department of Transportation for federal fiscal year 2016/2017 Transportation Alternatives Program funds to complete improvements at the downtown transit center.

**PREPARED BY:** Rebecca Seligman, Legislative Liaison Assistant

**FISCAL IMPACT:** Yes

**DATE:** January 12, 2015

**ATTACHMENTS:** Resolution  
FIR



1 14.56 percent and the availability of funds to pay all upfront costs, since TAP is a cost reimbursement  
2 program; and,

3 **WHEREAS**, the City of Santa Fe agrees to pay any costs that exceed the project amount if  
4 the application is selected for funding; and,

5 **WHEREAS**, the City of Santa Fe agrees to maintain all project(s) constructed with TAP  
6 funding for the useable life of the project(s); and,

7 **NOW, THEREFORE BE IT RESOLVED BY THE GOVERNING BODY** of the City of  
8 Santa Fe that:

9 1. The City of Santa Fe authorizes staff to submit an application for FFY16/17 New Mexico  
10 TAP funds in the amount of \$2,000,000 to the New Mexico Department of Transportation (NMDOT)  
11 on behalf of the residents of the City of Santa Fe.

12 2. That the City of Santa Fe assures the NMDOT that if TAP funds are awarded, sufficient  
13 funding for the local match and for upfront project costs are available, since TAP is a reimbursement  
14 program, and that any costs exceeding the award amount will be paid for by the City of Santa Fe.

15 3. That the City of Santa Fe assures the NMDOT that if awarded TAP funds, sufficient  
16 funding for the operation and maintenance of the TAP projects will be available for the life of the  
17 projects.

18 4. That staff of City of Santa Fe is authorized to enter into a Cooperative Project Agreement  
19 with the NMDOT for construction of TAP projects using these funds as set forth by MAP-21 on  
20 behalf of the residents of the City of Santa Fe. City staff is also authorized to submit additional  
21 information as may be required and act as the official representative of the City of Santa Fe in this  
22 and subsequent related activities.

23 5. That the City of Santa Fe assures the NMDOT that the City of Santa Fe is willing and able  
24 to administer all activities associated with the proposed project.

25 PASSED, ADOPTED, AND APPROVED this \_\_\_\_\_ day of \_\_\_\_\_ 2015.

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JAVIER M. GONZALES, MAYOR

ATTEST:

\_\_\_\_\_  
YOLANDA Y. VIGIL, CITY CLERK

APPROVED AS TO FORM:

  
\_\_\_\_\_  
KELLEY A. BRENNAN, CITY ATTORNEY

**City of Santa Fe  
Fiscal Impact Report (FIR)**

This Fiscal Impact Report (FIR) shall be completed for each proposed bill or resolution as to its direct impact upon the City's operating budget and is intended for use by any of the standing committees of and the Governing Body of the City of Santa Fe. Bills or resolutions with no fiscal impact still require a completed FIR. Bills or resolutions with a fiscal impact must be reviewed by the Finance Committee. Bills or resolutions without a fiscal impact generally do not require review by the Finance Committee unless the subject of the bill or resolution is financial in nature.

**Section A. General Information**

(Check) Bill: \_\_\_\_\_ Resolution:  X

(A single FIR may be used for related bills and/or resolutions)

Short Title(s): **A RESOLUTION DECLARING THE ELIGIBILITY AND INTENT OF THE CITY OF SANTA FE TO SUBMIT AN APPLICATION TO THE NEW MEXICO DEPARTMENT OF TRANSPORTATION FOR FEDERAL FISCAL YEAR 2016/2017 TRANSPORTATION ALTERNATIVES PROGRAM FUNDS TO COMPLETE IMPROVEMENTS AT THE DOWNTOWN TRANSIT CENTER.**

Sponsor(s): Councilors Maestas and Bushee

Reviewing Department(s): Transportation

Person Completing FIR: Ken Smithson Date: 12/17/2014 Phone: 955-2223

Reviewed by City Attorney: *Kelly A. Brennan* Date: 1/8/15  
(Signature)

Reviewed by Finance Director: \_\_\_\_\_ Date: 1-14-2015  
(Signature) *[Signature]*

**Section B. Summary**

Briefly explain the purpose and major provisions of the bill/resolution.

The resolution authorizes staff to submit an application for FFY16/17 New Mexico Transportation Alternatives Program (TAP) funds in the amount of \$2,000,000 to the New Mexico Department of Transportation for improvements to the Downtown Transit Center on Sheridan Avenue. The project is intended to focus on intermodal connectivity for pedestrians, bicyclists and transit users (including bike racks, ADA compliant sidewalks and transit shelters, and pedestrian features such as crosswalks and bulb-outs) for this key transit stop in the downtown area. Associated 'streetscape' features such as lighting, benches, landscaping and wayfinding for pedestrians, bicyclists and transit users will also be important elements of the project.

**Section C. Fiscal Impact**

**Note:** Financial information on this FIR does not directly translate into a City of Santa Fe budget increase. For a budget increase, the following are required:

- a. The item must be on the agenda at the Finance Committee and City Council as a "Request for Approval of a City of Santa Fe Budget Increase" with a definitive funding source (could be same item and same time as bill/resolution)
- b. Detailed budget information must be attached as to fund, business units, and line item, amounts, and explanations (similar to annual requests for budget)
- c. Detailed personnel forms must be attached as to range, salary, and benefit allocation and signed by Human Resource Department for each new position(s) requested (prorated for period to be employed by fiscal year)\*

**1. Projected Expenditures:**

- a. Indicate Fiscal Year(s) affected – usually current fiscal year and following fiscal year (i.e., FY 03/04 and FY 04/05)
- b. Indicate: "A" if current budget and level of staffing will absorb the costs  
"N" if new, additional, or increased budget or staffing will be required
- c. Indicate: "R" – if recurring annual costs  
"NR" if one-time, non-recurring costs, such as start-up, contract or equipment costs
- d. Attach additional projection schedules if two years does not adequately project revenue and cost patterns
- e. Costs may be netted or shown as an offset if some cost savings are projected (explain in Section 3 Narrative)

\_\_\_\_\_ Check here if no fiscal impact

Column #:	1	2	3	4	5	6	7	8
Expenditure Classification	FY 2016/17 "N"	"A" Costs Absorbed or "N" New Budget Required	"R" Costs Recurring or "NR" Non-recurring	FY _____	"A" Costs Absorbed or "N" New Budget Required	"R" Costs - Recurring or "NR" Non-recurring	Fund Affected	

Personnel*	\$ _____	_____	_____	\$ _____	_____	_____	_____
Fringe**	\$ _____	_____	_____	\$ _____	_____	_____	_____
Capital Outlay	<u>\$2,544,482</u>	_____	NR	\$ _____	_____	_____	_____
Land/ Building	\$ _____	_____	_____	\$ _____	_____	_____	_____
Professional Services	\$ _____	_____	_____	\$ _____	_____	_____	_____
All Other Operating Costs	\$ _____	_____	_____	\$ _____	_____	_____	_____
Total:	<u>\$2,544,482</u>	_____	_____	\$ _____	_____	_____	_____

\* Any indication that additional staffing would be required must be reviewed and approved in advance by the City Manager by attached memo before release of FIR to committees. \*\*For fringe benefits contact the Finance Dept.

**2. Revenue Sources:**

- a. To indicate new revenues and/or
- b. Required for costs for which new expenditure budget is proposed above in item 1.

Column #:	1	2	3	4	5	6
Type of Revenue	FY 2016/17	"R" Costs Recurring or "NR" Non-recurring	FY _____	"R" Costs - Recurring or "NR" Non-recurring	Fund Affected	

TAP	<u>\$2,000,000</u>	NR	\$ _____	_____	_____
CIP Bond	<u>\$ 544,482</u>	NR	\$ _____	_____	_____
_____	\$ _____	_____	\$ _____	_____	_____
Total:	<u>\$2,544,482</u>	_____	\$ _____	_____	_____

### 3. Expenditure/Revenue Narrative:

Explain revenue source(s). Include revenue calculations, grant(s) available, anticipated date of receipt of revenues/grants, etc. Explain expenditures, grant match(s), justify personnel increase(s), detail capital and operating uses, etc. (Attach supplemental page, if necessary.)

The maximum funding request for the TAP program is \$2,000,000. If awarded, TAP funds will be available in Federal Fiscal Year 2016 (on or about October 1, 2015). There is a 14.56 percent local match requirement in the amount of \$291,200. Total estimated construction costs for the project are \$2,544,482, which leaves a gap of \$253,282 to final construction design. The total City investment will be \$544,482 (\$291,200 local match + \$253,282 gap) to complete this project and have a transit stop that adds to the allure of downtown Santa Fe.

### Section D.      General Narrative

**1. Conflicts:** Does this proposed bill/resolution duplicate/conflict with/companion to/relate to any City code, approved ordinance or resolution, other adopted policies or proposed legislation? Include details of city adopted laws/ordinance/resolutions and dates. Summarize the relationships, conflicts or overlaps.

None of which staff is aware.

### 2. Consequences of Not Enacting This Bill/Resolution:

Are there consequences of not enacting this bill/resolution? If so, describe.

The City of Santa Fe will not be considered for the FFY 2016/17 round of TAP program funds and will have to begin looking elsewhere for construction funds to complete improvements to the Downtown Transit Center. As Federal funds for capital improvement projects are currently few and far between, the City will have a 'shovel-ready' project for which there may be no construction funds for perhaps years of time.

### 3. Technical Issues:

Are there incorrect citations of law, drafting errors or other problems? Are there any amendments that should be considered? Are there any other alternatives which should be considered? If so, describe.

None of which staff is aware.

### 4. Community Impact:

Briefly describe the major positive or negative effects the Bill/Resolution might have on the community including, but not limited to, businesses, neighborhoods, families, children and youth, social service providers and other institutions such as schools, churches, etc.

The resolution enables the City to apply for and be considered for construction funds sooner rather than later to complete improvements to the Downtown Transit Center on Sheridan Avenue, a very important and high-profile project that will not only focus on intermodal connectivity in the downtown area but will improve safety, accessibility and operations at this key transit stop.

Form adopted: 01/12/05; revised 8/24/05; revised 4/17/08

# City of Santa Fe, New Mexico

## memo

DATE: December 29, 2014

TO: Public Works Committee

THRU: Isaac Pino, Public Works Director  
Jon Bulthuis, Transportation Department Director ~~X~~

FROM: Ken Smithson, Director of Operations and Maintenance /G

SUBJECT: Request for Approval to Submit an Application to the New Mexico Department of Transportation for Federal Fiscal Year 2016/17 Transportation Alternatives Program (TAP) Funds for the Downtown Transit Center – Sheridan Ave. Improvements Project; Including a Resolution Declaring the Eligibility and Intent of the City of Santa Fe in this Matter

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### ITEM

The Santa Fe Metropolitan Planning Organization (MPO) has put out a call for projects for FFY 2016/2017 Transportation Alternatives Program (TAP) funds. TAP is a Federal grant program administered by the New Mexico Department of Transportation (NMDOT), and provides funding for projects such as pedestrian and bicycle facilities; safe routes to school; infrastructure improvements that provide non-drivers better access to transit; and other infrastructure improvements to the transportation system.

Initial discussions with MPO and NMDOT staff have indicated that elements of the Downtown Transit Center project that focus on intermodal connectivity between pedestrians, bicyclists and transit users (e.g., bicycle racks, ADA compliant sidewalks and transit shelters, pedestrian features such as crosswalks and bulb-outs) would be eligible for TAP funding. Associated 'streetscape' features, such as lighting, benches, landscaping and wayfinding for pedestrians and bicyclists would also be eligible. We believe these elements represent upwards of 90 percent of the entire estimated project cost.

The maximum allowable request for TAP funding is \$2,000,000 and there is a 14.56 percent local match requirement, in the amount of \$291,200, for a total amount of \$2,291,200 for eligible elements.

The estimated construction cost for the entire project is \$2,544,482 – including 20 percent for construction management, 30 percent for contingency and 8.1875 percent NMGRT – leaving a gap of \$253,282. Thus, the total City investment would be \$544,482, as follows:

Transportation Alternatives Program (TAP) Funds

December 29, 2014

Page 2

Project Total	\$1,507,640.00
GC Overhead @ 20%	\$301,528.00
Contingency @ 30%	\$542,750.40
NMGRT @ 8.1875%	\$192,563.32
<b>Estimated Construction Total</b>	<b>\$2,544,481.72</b>
<b>Target Total TAP Funding</b>	<b>\$2,000,000.00</b>
Local Match @ 14.56%	\$291,200.00
Total TAP Funding + Local Match	\$2,291,200.00
Gap to Estimated Construction Total	\$253,281.72
<b>Total City Investment</b>	<b>\$544,481.72</b>

If TAP funds are awarded, the local match will be funded with CIP Bond proceeds allocated to the Transit Fund (5400).

**ACTION REQUESTED**

Recommend to the Finance Committee to approve an application to the New Mexico Department of Transportation for Federal Fiscal Year 2016/17 Transportation Alternatives Program (TAP) funds for the Downtown Transit Center – Sheridan Ave. Improvements project; including a resolution declaring the eligibility and intent of the City of Santa Fe in this matter.

**ATTACHMENTS**

- Project Identification Form (PIF)
- Transportation Alternatives Program (TAP) Application
- Resolution of Sponsorship
- Financial Impact Report (FIR)



Notes: See FMIS Improvement Type Codes for complete improvement descriptions. List additional improvement types here: 28 Facilities for Pedestrians, Bicycles

**Project Details (fill out where applicable)**

23. **Route # (or Street) Name:** Sheridan Ave.    24. **Length (mi.):** 0.1
25. **Begin mile post/intersection:** Marcy St./Sheridan Ave.    26. **End mile post/intersect.:** Palace Ave./Sheridan Ave.
27. **Directions from nearest major intersection or landmark:** Immediately south of Community Convention Center, in downtown Santa Fe
28. **Google Maps link (see tutorial for help):**  
<https://www.google.com/maps/place/Sheridan+Avenue+Transit+Center/@35.6893,-105.93929,17z/data=!3m1!4b1!4m2!3m1!1s0x871850475e7a453d:0xdce611c0201494b8>
29. **Roadway FHWA Functional Classification(s):** Local

**Funding Information**

30. **Has this project received Federal funding previously? Yes. If yes, which years? 2011 Which program(s)?** FTA Section 5309, Eng/Design - Bus Terminal

In the table below, please itemize the total project cost by type and funding source.

	Federal	State	Local*	Tribal	Other	
31. Environmental/Planning	\$Amount	\$Amount	\$Amount	\$Amount	\$Amount	
32. Preliminary Engineering	\$Amount	\$Amount	\$Amount	\$Amount	\$Amount	
33. Design	\$Amount	\$Amount	\$Amount	\$Amount	\$Amount	
34. Right-Of-Way	\$Amount	\$Amount	\$Amount	\$Amount	\$Amount	
35. Construction	2,000,000	0	291,200	0	0	<b>Total</b>
36. Other Process	\$Amount	\$Amount	\$Amount	\$Amount	\$Amount	2,291,200
						0

\* Transit Gross Receipts Tax

**Project Readiness**

**This is a list of certifications, clearances, and other processes that could apply to the project.** These steps may not be required at this time, but could be necessary at a later date. Identify the **date** that the certification or clearance was received **OR** if a certification/ clearance is under way **OR** will be started in the future **OR** the step is not applicable (N/A). **Do not leave any field blank.**

37. **Public Involvement:** Under way
38. **Right of Way:** N/A
39. **Design:** Under way

40. **Environmental Certification\*\***: To be started (e.g., Categorical Exclusion for construction)

41. **Utility Clearances**: N/A

42. **ITS Clearances**: N/A

43. **Railroad Clearances**: N/A

44. **Other Clearances**: N/A

\*\* NEPA assessment may evaluate: Threatened & Endangered Species, Surface Water Quality (Clean Water Act), Ground Water Quality, Wetlands, NPDES Permit, Noxious weeds, Air Quality Analysis, Noise Analysis, Hazardous Materials Analysis, and other areas; 4-F properties. NHPA Section 106 Cultural Resources Investigation may include: coordination with land management agencies and State Historic Preservation Officer, Cultural Properties Inventory (buildings recorded), Traditional Cultural Property Inventory (consult with appropriate Native American tribes), Tribal Historic Preservation Officer and State Historic Preservation Officer. For a full list of environmental and cultural areas that may be evaluated, see the Tribal/Local Public Agency Handbook.

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## Project Planning Factors

**Below are the federally mandated planning factors for all transportation projects.** Please check all that apply and provide a brief explanation of how the project addresses the factor. Comment area will expand as needed. **NOTE: if you are applying for TAP or RTP funds, leave this section blank and complete the supplemental TAP or RTP application.**

45.  **Economic Vitality**: Type explanation.
46.  **Safety for Motorized and Non-motorized Users**: Type explanation.
47.  **Security for Motorized and Non-motorized Users**: Type explanation.
48.  **Accessibility and Mobility of People and Freight**: Type explanation.
49.  **Environment, Energy Conservation, Quality of Life**: Type explanation.
50.  **Integration and Connectivity**: Type explanation.
51.  **System Management and Operation**: Type explanation.
52.  **System Preservation**: Type explanation.
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## REQUIRED DISTRIBUTION

53. Send a completed electronic version to appropriate MPO/RTPO, District staff, and NMDOT Planning liaison.



- 1 point: The application demonstrates very little understanding of this factor, and does not provide any documentation on how the project meets the factor.  
0 points: Does not meet factor.

*In your application packet, provide any supporting documentation that is referenced in your responses to 1-6 below.*

*Your responses are limited to 250 words for each question below.*

### **1. Economic Vitality**

*Provide detailed information on how your eligible TAP project will benefit local, regional and/or state economic development efforts. Please cite and provide any supporting documents or studies.*

The Downtown Transit Center, which is in the current ICIP (see Exhibit A), supports workforce development in that it facilitates transfers to all parts of the Santa Fe Trails service area, as well as major employment centers in Santa Fe County and multiple counties to the north of Santa Fe. As Santa Fe Trails has grown and matured, ridership on buses has increased 87 percent over the last nine years – an average of 7.32 percent per annum. It is commonly observed that many of these passengers are traveling to/from jobs in the service industry, at retail stores, in city and state government and other professional-level positions; or that individuals are using the service to look for work, such as by visiting New Mexico Workforce Solutions, which is located near multiple bus routes in the downtown area. Although Santa Fe Trails has always offered affordable public transportation (the base fare for a one-way trip is \$1.00) and serves people of all ages, incomes, races and economic status, to renovate the streetscape and rehabilitate the transit center to make it modern, attractive, comfortable, fully accessible and safe would not only enhance access to work for the current ridership, but make transit more appealing to the 'discretionary' rider.

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### **2. Safety and Security**

*Please explain the safety issue you are trying to address and provide any available data. Describe how your eligible TAP project will increase the safety and security of different user groups by making it safe for them to walk, bicycle or access public transit in their community. Please cite and provide any supporting documents or studies.*

All transit riders are pedestrians or bicyclists first. Transit must therefore work to ensure access and that pathways connect each mode. The Sheridan Ave. Improvements project will address safety issues, such as bus stop lighting and access, at this key stop in the downtown area. The Santa Fe MPO's Public Transit Master Plan (see Exhibit B), currently in development, highlights the need to resolve safety concerns at this particular stop that have been expressed by transit users and survey respondents, as well as in multiple interviews, focus groups and other meetings. It is also the intent of the Transit Division, the primary user group, to partner with the Santa Fe Police Department, which already has a police officer presence on the Historic Plaza, to expand patrols to the Sheridan Avenue corridor to increase safety and security at this important and high-profile component of downtown Santa Fe.

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### **3. Accessibility and Mobility through Integration and Connectivity**

*Please describe how your eligible TAP project will increase accessibility and mobility through the integration and connectivity of transportation networks. Please cite and provide any supporting documents or studies.*

The Downtown Transit Center serves as the "hub" for local and regional transportation services on the north end of Santa Fe, facilitating transfers from one service to another and transporting passengers to/from major trip generators and destinations in the downtown area and beyond – and providing intermodal connectivity between pedestrians, bicyclists and transit users. Santa Fe Trails, the local transit

system, provides 2,844 passenger trips on average each day, seven days a week (excluding major holidays), and transports the general public – including the elderly and individuals with disabilities – to work, school, shopping, recreation, medical and social service activities; employees to/from service industry employers in the downtown area; and visitors to downtown points of interest, including hotels, restaurants, stores, galleries and museums. Regional transportation providers bring employees into Santa Fe to work in the downtown area or connect with the local transit system; and transport local employees to major employers outside Santa Fe, such as Los Alamos National Laboratory, New Mexico Highlands University (Española) and University of New Mexico – Taos. The various transit services that operate out of the Downtown Transit Center are continually evaluated and modified, as needed, to meet the changing dynamics and needs of the traveling public, and to maximize interconnectivity for current and potential riders who use public transportation for a wide variety of trip purposes.

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#### **4. Protection and Enhancement of the Environment**

*Please provide information as to how your TAP project will promote environmental conservation. Please cite and provide any supporting documents or studies.*

Santa Fe Trails is the centerpiece of an intermodal system providing connections to rail, intercity bus service, private transportation systems and numerous bicycle and pedestrian trails throughout the City. The Downtown Transit Center is strategically located on Sheridan Avenue in downtown Santa Fe, and is an easy walk or bike ride to the historic Plaza and other nationally renowned attractions. As downtown Santa Fe is at the extreme north end of the City, the transit center is literally the origin or destination for a significant number of public transportation trips. The renovation of this transit hub is vital because it often serves as the 'gateway' to downtown Santa Fe. For example, during Spanish Market or Indian Market weekends, downtown parking is at a premium and thousands of attendees are more inclined to park at remote sites and ride the bus to/from the event. This project includes amenities that will make a visit to downtown Santa Fe a welcome and inviting one. Making the hub safe, well-lit and more accessible are key components of this project, as is improving the general flow of transit vehicles and, at the same time, providing for a more pedestrian- and bicycle-friendly experience.

*Please describe how your TAP project will improve the quality of life for community residents. Please cite and provide any supporting documents or studies.*

This project supports City of Santa Fe efforts to revitalize and enliven the downtown area, including a "People to the Plaza" resolution passed by City Council in June 2014. As the Santa Fe Plaza is the commercial, social and political center of Santa Fe, and has been designated by the Secretary of the Interior as a National Historic Landmark, it is a destination for many visitors interested in Santa Fe history and culture, and home to multiple annual events that draw thousands of residents and visitors alike. Since parking in the Plaza area is limited, public transportation is literally the 'vehicle' by which the vast number of people are delivered to/from these opportunities for social connections. The Downtown Transit Center is strategically located between the Community Convention Center and the Plaza, and is the natural path for pedestrians and bicyclists between the two sites. While many other facilities in the downtown area have been constructed or renovated in recent years, the transit center has seen very little improvement in the past two decades. This project will not only provide a safe, comfortable and accessible location for daily transit operations, but also better accommodate these large events.

*Please explain how your TAP project will help achieve the community's desired land use goals, as described in local planning documents. Please cite and provide any supporting documents or studies.*

The Downtown Transit Center is used as a bus stop and transfer facility for multiple transportation providers, including Santa Fe Trails, Santa Fe Pick-Up, New Mexico Park and Ride and North Central Regional Transit District. All of these services support a regional and interconnected approach to public transportation in Santa Fe and beyond. In addition, the Santa Fe MPO's 2010-2035 Metropolitan Transportation Plan (see Exhibit C) identifies the 'Sheridan Transit Center' as a key transit hub, and

supports the reconfiguration of the street and facilities to enhance pedestrian access and safety, and to provide an enhanced 'front door' to downtown Santa Fe for transit passengers. The Santa Fe MPO is currently developing its Public Transit Master Plan, and through the public participation process has clearly heard the need for this space to be improved. The Mayor's Committee on Disability – which actively participates in plan review to ensure ADA requirements are met throughout the City, and which has two members on the Transit Advisory Board – also recognizes the need to have a safe, reliable and convenient transit hub to facilitate access to public transportation for individuals with disabilities.

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#### **5. Efficient System Management and Operation**

*Please describe how your eligible TAP project will promote efficient system management and operation, particularly with regard to the maintenance of the TAP-funded improvement. Please cite and provide any supporting documents or studies.*

Issues identified in the Santa Fe MPO Public Master Plan process revolve around a perception of a problem with intoxicated transit users or persons loitering by a stop. The Sheridan Avenue transit facility, in particular, was criticized repeatedly as an eyesore to downtown and 'unsafe' due to inadequate bus stop lighting and access. While this improvement project does not purport to eliminate all safety- and maintenance-related issues in their entirety, expanding sidewalk and transit shelter access, increasing lighting along the sidewalk and transit shelter area, providing for more efficient management of trash, recycling and newspaper receptacles, and otherwise making Sheridan Avenue a more active and inviting place full of pedestrians, bicyclists and transit users – especially at night – will tend to increase 'eyes on the road,' minimize undesirable behavior and mitigate or eliminate associated maintenance issues.

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#### **6. System Preservation**

*Please explain how your eligible TAP project will enhance, preserve or offer an adaptive reuse of existing infrastructure. Please cite and provide any supporting documents or studies.*

Sheridan Avenue, which is basically an alley in downtown Santa Fe, has functioned as a makeshift transit center for the City of Santa Fe Transit Division for over 20 years. More recently, it has begun to accommodate other local and regional transportation providers. While the current transit center is functional, it is far from ideal, as physical boundaries make for narrow sidewalks; poor pedestrian, bicycle and ADA access; inadequate lighting; and transit operations, one-way through traffic and parking spaces occupying the same general space. While major improvements to downtown Santa Fe have taken place, including construction of the Community Convention Center and renovations to museums, storefronts and other mixed-use facilities, the transit center has not kept pace and looks and functions essentially the same as it has for 20 years. The design of a purpose-built transit center that provides a safe, well-lit, ADA accessible, pedestrian- and bicycle-friendly facility, and, at the same time, honors the rich history of downtown Santa Fe and supports City of Santa Fe efforts to revitalize and enliven the downtown area, has been thoroughly vetted by the Transit Advisory Board, Historic Design Review Board, City Council and general public for at least six years.

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### **Application Submission**

Please submit an electronic copy of your entire application package to your MPO or RTPO planner or contact. See page 20 of the NM TAP Guide for a list of contacts.

Your application should include:

1. NMDOT Project Identification Form (PIF)
2. NMDOT TAP Application
3. Signed Resolution of Sponsorship from the sponsoring entity, indicating proof of local match, maintenance commitment, and available budget to pay project costs up front. (There is a sample Resolution of Sponsorship in the Appendix of the NM TAP Guide.)

4. Letter(s) of support from the jurisdiction(s) that has ownership over affected right(s)-of-way. This is only required if the project is not entirely within the jurisdiction of sponsoring entity.
5. Basic map of project location (not required for non-infrastructure projects).
6. Any documentation—such as plans or studies—that are referenced and support the application.



DOWNTOWN TRANSIT CENTER  
CITY OF SANTA FE - TRANSIT DIVISION

AERIAL / SURVEY

October 10, 2014 surroundings

**Infrastructure Capital Improvement Plan FY 2016-2020**

**Santa Fe  
Project Summary**

ID	Year	Rank	Project Title	Category	Funded to date					2020	2019	2018	2017	2016	Total Project Cost	Amount Not Yet Funded	Phases
					2016	2017	2018	2019	2020								
13836	2016	001	Downtown Bridge Improvements	Hiways/Roads/Streets/Bridges	0	1,500,000	2,200,000	2,200,000	1,100,000	2,200,000	9,200,000	9,200,000	9,200,000	9,200,000	9,200,000	Yes	
16685	2016	002	Airport Terminal Building Expansion	Airports	0	460,000	0	0	0	0	460,000	460,000	460,000	460,000	Yes		
27589	2016	003	Genevieve Chavez Community Center	Adm/Service Facilities (local)	0	800,000	2,400,000	0	0	0	3,200,000	3,200,000	3,200,000	3,200,000	Yes		
25974	2016	004	Ft. Marcy Complex	Adm/Service Facilities (local)	0	378,000	0	0	0	0	378,000	378,000	378,000	378,000	No		
23272	2016	005	Southwest Activity Node Park (SWAN)	Public Parks (local)	35,000	200,000	5,000,000	0	0	0	5,235,000	5,200,000	5,200,000	5,200,000	Yes		
25971	2016	006	Salvador Perez Pool	Adm/Service Facilities (local)	0	70,800	0	0	0	0	70,800	70,800	70,800	70,800	No		
25924	2016	007	Southside Library Lightning Protection	Libraries	0	50,000	0	0	0	0	50,000	50,000	50,000	50,000	No		
27962	2016	008	Carlos Ortega Teen Center Improvements	Adm/Service Facilities (local)	0	200,000	500,000	0	0	0	700,000	700,000	700,000	700,000	Yes		
11914	2016	009	Senior Services	Senior Facilities	154,000	475,000	0	0	0	0	629,000	475,000	475,000	475,000	Yes		
29762	2016	010	Calle Po A e Pi Extension	Hiways/Roads/Streets/Bridges	0	250,000	600,000	0	0	0	850,000	850,000	850,000	850,000	Yes		
11800	2016	011	Bicentennial Pool Improvements	Adm/Service Facilities (local)	0	170,000	0	0	0	0	170,000	170,000	170,000	170,000	No		
22928	2016	012	Fire Station 1 (200 Murales)	Fire	0	300,000	1,200,000	0	0	0	1,500,000	1,500,000	1,500,000	1,500,000	Yes		
27560	2016	013	Municipal Court - Office Expansion	Adm/Service Facilities (local)	0	125,000	0	0	0	0	125,000	125,000	125,000	125,000	Yes		
27561	2016	014	Municipal Court - Building Renovations	Adm/Service Facilities (local)	0	30,000	330,000	0	0	0	360,000	360,000	360,000	360,000	Yes		
25973	2016	015	Salvador Perez Park	Public Parks (local)	0	250,000	0	0	0	0	250,000	250,000	250,000	250,000	No		
22943	2016	016	Main Library Rewire	Libraries	0	250,000	0	0	0	0	250,000	250,000	250,000	250,000	No		
27569	2016	017	Senior Center Improvements	Senior Facilities	164,000	98,000	0	0	0	0	262,000	98,000	98,000	98,000	No		

Tuesday, August 19, 2014

Santa Fe/CIP 01123

### Infrastructure Capital Improvement Plan FY 2016-2020

25230	2016	018	Fire Training Facility (1130 Siler Road)	Fire	0	50,000	1,450,000	0	0	0	1,500,000	1,500,000	Yes
26128	2016	019	Public Safety Improvements	Public Safety Equipment/Bldgs	0	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	5,000,000	5,000,000	Yes
27963	2016	020	La Farge Library Renovations	Libraries	0	350,000	1,000,000	0	0	0	1,350,000	1,350,000	Yes
29612	2016	021	Police Substations Improvements	Public Safety Equipment/Bldgs	0	250,000	1,100,000	0	0	0	1,350,000	1,350,000	No
14041	2016	022	Traffic Signaling and Pavement Marking Maintenance	Hiways/Roads/Streets/Bridges	0	150,000	150,000	0	0	0	300,000	300,000	Yes
24017	2016	023	Aqua Fria/South Meadows Intersection Improvements	Hiways/Roads/Streets/Bridges	0	100,000	1,300,000	0	0	0	1,400,000	1,400,000	Yes
24018	2016	024	Sandoval/Montezuma Intersection Improvements	Hiways/Roads/Streets/Bridges	0	50,000	500,000	0	0	0	550,000	550,000	No
24020	2016	025	Cerrillos Rd./Sandoval Intersection Improvements	Hiways/Roads/Streets/Bridges	0	150,000	1,100,000	0	0	0	1,250,000	1,250,000	No
13943	2016	026	Traffic Signals Comm Design & Install	Hiways/Roads/Streets/Bridges	0	370,000	300,000	300,000	300,000	300,000	1,570,000	1,570,000	Yes
14172	2016	027	Traffic Signal Cabinet Project	Hiways/Roads/Streets/Bridges	0	414,000	0	0	0	0	414,000	414,000	Yes
13954	2016	028	Acequia Trail Crossing at St Francis/Cerrillos	Hiways/Roads/Streets/Bridges	0	4,000,000	0	0	0	0	4,000,000	4,000,000	No
13955	2016	029	Santa Fe River Trail Crossing	Hiways/Roads/Streets/Bridges	0	4,000,000	0	0	0	0	4,000,000	4,000,000	No
28025	2016	030	Old Taos Hwy Pedestrian Improvements	Hiways/Roads/Streets/Bridges	0	220,000	0	0	0	0	220,000	220,000	No
29679	2016	031	Canyon Road Street Lighting	Hiways/Roads/Streets/Bridges	0	350,000	0	0	0	0	350,000	350,000	No
22909	2016	032	Southside Transit Center	Transit	0	1,200,000	0	0	0	0	1,200,000	1,200,000	No
12062	2016	033	Municipal Recreation Soccer Complex	Public Parks (local)	225,000	500,000	6,500,000	0	0	0	7,225,000	7,000,000	Yes
27557	2016	034	Rufina St. Sewer Line Rehabilitation	Wastewater	0	750,000	750,000	0	0	0	1,500,000	1,500,000	No
15403	2016	035	Hospital Tank	Water Supply	0	600,000	7,400,000	7,590,000	0	0	15,590,000	15,590,000	No

### Infrastructure Capital Improvement Plan FY 2016-2020

22934	2016	036	Buckman Water Transmission Improvements	Water Supply	8,000,000	1,000,000	4,500,000	0	0	0	13,500,000	5,500,000	Yes
13944	2016	037	Bus Stop Amenities	Transit	0	500,000	500,000	500,000	500,000	500,000	2,500,000	2,500,000	Yes
9816	2016	038	Environmental Svcs Equipment Maint. Shop	Solid Waste	0	250,000	2,250,000	0	0	0	2,500,000	2,500,000	Yes
29681	2016	039	Canada Well	Water Supply	0	11,000,000	0	0	0	0	11,000,000	11,000,000	No
9836	2016	040	Environmental Svcs. Residential/Commercial/Office	Solid Waste	0	90,000	0	0	0	0	90,000	90,000	No
27556	2016	041	Waste Water Belt Press for Solids Handling	Wastewater	0	700,000	0	0	0	0	700,000	700,000	No
28083	2016	042	Bus Replacement Purchase	Transit	0	1,250,000	12,500,000	1,250,000	1,250,000	1,250,000	17,500,000	17,500,000	Yes
29527	2016	043	Parking Garage Riding Sweeper	Hiways/Roads/Streets/Bridges	0	53,700	0	0	0	0	53,700	53,700	No
29537	2016	044	Parking Access Revenue Control System	Adm/Service Facilities (local)	0	690,328	0	0	0	0	690,328	690,328	No
29680	2016	045	City of Santa Fe Gateways	Hiways/Roads/Streets/Bridges	0	100,000	0	0	0	0	100,000	100,000	No
14124	2016	046	Downtown Transit Center	Transit	0	3,000,000	0	0	0	0	3,000,000	3,000,000	Yes
29682	2016	047	Transit Yard Roof Structure	Transit	0	275,000	0	0	0	0	275,000	275,000	No
21226	2016	048	Waste Water Sludge Digester	Wastewater	0	500,000	3,500,000	0	0	0	4,000,000	4,000,000	No
22908	2016	049	Water History Park & Museum	Public Parks (local)	150,000	1,000,000	0	0	0	0	1,150,000	1,000,000	No
22927	2016	050	Fire Station (SW sector/Agua Fria)	Fire	0	200,000	3,200,000	0	0	0	3,400,000	3,400,000	Yes
27539	2016	051	ITT Financial System Hardware Platform	Other	0	1,000,000	0	0	0	0	1,000,000	1,000,000	No
25970	2016	052	Ft. Marcy Ball Park	Public Parks (local)	0	6,600,000	0	0	0	0	6,600,000	6,600,000	Yes
27572	2016	053	Senior Center Outdoor Recreation	Senior Facilities	0	100,000	0	0	0	0	100,000	100,000	Yes
27540	2016	054	ITT Back up Simulcast Radio Central Site	Other	0	100,000	900,000	0	0	0	1,000,000	1,000,000	Yes

### Infrastructure Capital Improvement Plan FY 2016-2020

16647	2016	055	Zona Teen Center	Adm/Service Facilities (local)	0	2,150,000	1,100,000	1,100,000	1,200,000	0	5,550,000	5,550,000	No
27608	2016	056	Traffic Calming Improvements	Hiways/Roads/Streets/Bridges	0	100,000	1,100,000	1,000,000	1,000,000	1,000,000	4,200,000	4,200,000	Yes
29597	2016	057	Police Seizure Lot	Public Safety Equipment/Bldgs	0	180,000	0	0	0	0	180,000	180,000	No
25925	2016	058	Main Library	Libraries	0	33,000	0	0	0	0	33,000	33,000	No
13418	2016	059	Southside Boys and Girls Club	Adm/Service Facilities (local)	0	200,000	7,000,000	300,000	0	0	7,500,000	7,500,000	Yes
25551	2016	060	Rodeo Arena	Other	430,000	200,000	30,000,000	0	0	0	30,630,000	30,200,000	Yes
10023	2016	061	La Familia Center Expansion	Health-Related Cap Infra	50,000	150,000	1,800,000	0	0	0	1,200,000	1,150,000	Yes
10026	2016	062	Community Center for Addictions Program	Health-Related Cap Infra	0	200,000	0	0	0	0	200,000	200,000	No
21368	2016	063	Warehouse 21 Teen Center	Adm/Service Facilities (local)	0	100,000	0	0	0	0	100,000	100,000	No
16757	2016	064	The Lencis Performing Arts Center	Arts (other than museums)	0	100,000	0	0	0	0	100,000	100,000	No
27964	2016	065	Heroes Housing	Housing-Related Cap Infra	50,000	100,000	150,000	0	0	0	300,000	250,000	Yes
29526	2016	066	Tierra Contenta Phase Project	Housing-Related Cap Infra	200,000	2,500,000	4,390,000	0	0	0	7,090,000	6,890,000	No
16159	2016	067	Storage Tank and Pump Stations	Water Supply	1,200,000	1,800,000	4,000,000	0	0	0	7,000,000	5,800,000	Yes
29993	2016	068	West Alameda St. Drainage	Hiways/Roads/Streets/Bridges	0	500,000	3,000,000	0	0	0	3,500,000	3,500,000	Yes
29994	2016	069	Old Santa Fe Trail Bikeway Improvements	Hiways/Roads/Streets/Bridges	0	1,500,000	0	0	0	0	1,500,000	1,500,000	Yes
29995	2016	070	City Hall Improvements	Adm/Service Facilities (local)	0	800,000	874,914	0	0	0	1,674,914	1,674,914	Yes
29536	2017	001	Market Station Work Space Remodel	Adm/Service Facilities (local)	0	0	1,700,000	0	0	0	1,700,000	1,700,000	No

Number of projects:	71	Year 1:	Year 2:	Year 3:	Year 4:	Year 5:	Total Project Cost:	Total Not Yet Funded:
Funded to date:	10,658,000	59,132,028	116,444,912	15,240,000	6,350,000	6,250,000	214,074,944	203,416,944
<b>Grand Totals</b>								

# Technical Memorandum No. 5

## Transit Needs and Strategies

### INTRODUCTION

This critical technical memorandum addresses the service area unmet needs and the strategies to be employed to:

- Address unmet needs now and in the future
- Improve customer service, safety and security
- Ensure sustainability for the future
- Present a variety of service changes

There are a variety of transportation systems that serve the Santa Fe area. The needs and strategies developed in this technical memorandum include recommendations for each of the bus systems, in keeping with their own planning efforts (where applicable). The needs were compiled and determined through a variety of input and observation. These included:

- Demographic data and analysis of land uses
- Review of other plans and reports
- On board observation of each route
- Direct communication with about 100 of customers
- Meetings with advocates, human service agencies and others
- Extensive field observation
- Extensive surveys of riders and non-riders
- Public meetings and focus groups
- Discussions with the various transit systems

### REVIEW OF NEEDS

#### Stakeholder Needs

The extensive review of needs indicated a wide variety of needs related to the service, communications, marketing and a variety of other issues. These are as follows:

with intoxicated riders or persons loitering by a stop. The other safety issue was bus stop lighting and access. There was a perception among many that the Sheridan Street Transfer facility was unsafe.

### ***Bus Stops and Transfer Facilities***

The Sheridan Street Transfer facility was criticized repeatedly as an eyesore to downtown and as a safety issue as discussed above. Many bus stops are excellent, however customers pointed out that some stops are not accessible or are difficult to access. Rt. 1 – Agua Fria was singled out as a problem. The Super Walmart stop was cited as dangerous and unusable as it requires a ¼ mile walk through a very active parking lot, gravel and/or roadway with no sidewalk.

There were a number of comments regarding the need for better signage and amenities at NMDOT Park and Ride stops.

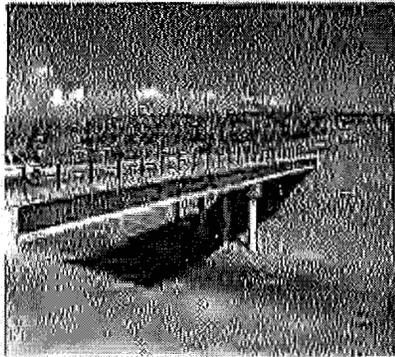
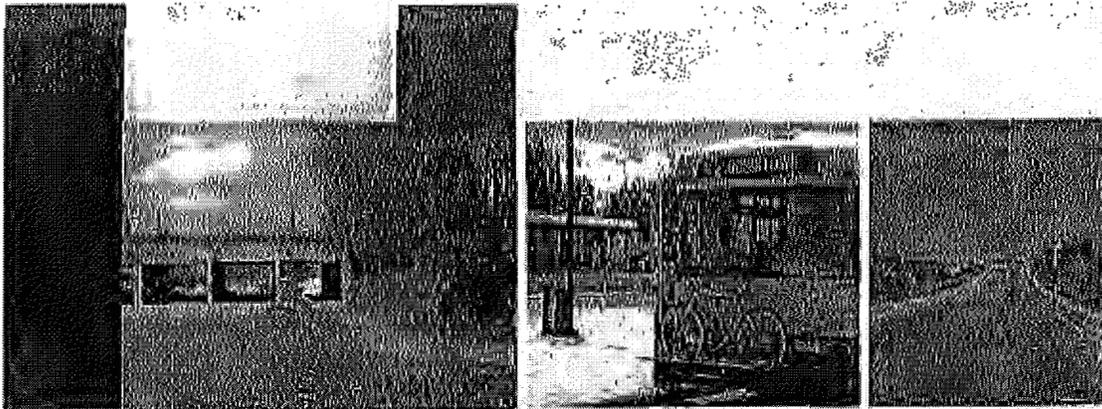
### ***Tourist Oriented Service***

Many felt that there should be a rebranded service that is oriented toward tourists and focuses on the Plaza and Museum Hill. Ski service was discussed.

### **Other Needs**

There were a number of other themes that were discussed in the outreach, related to the major themes, yet with different perspectives. These issues are summarized here. Operational issues are addressed in Technical Memorandum No. 3.

- Overall connectivity – Seamless service between systems, websites that show all systems. A number of respondents were unfamiliar with NCRTD service.
- Bicycle and pedestrians – All transit riders are pedestrians or bicycle riders. Transit must work to ensure access and pathways connect each mode.
- Serving the elderly – as the population among the elderly increase and Santa Fe continues to draw elderly visitors; service should be tailored to meet these sometimes unique needs.
- Increased uses of technology – Young riders want apps and websites for information. They want to be able to pay using their phones and gather real time information related to the status of the bus or train.
- Environmental justice/transit dependent – The needs of low income persons, non-English speaking residents and other challenged riders must be met in similar manner as others. Some wanted to make sure that the service to these residents continues to be a focus of the system.



*Moving the Santa Fe Region forward with a sustainable, interconnected, multimodal network that aims to provide safe and secure access for all users.*

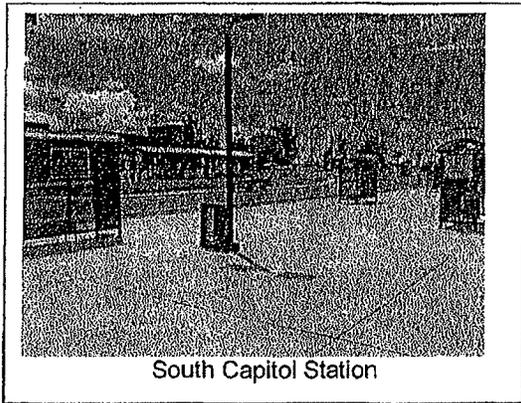


## **Santa Fe Metropolitan Transportation Plan 2010-2035**

**Approved:  
OCTOBER 20<sup>th</sup>, 2010**

**Amended:  
SEPTEMBER 8<sup>th</sup>, 2011  
FEBRUARY 9<sup>th</sup>, 2012**

of the station and access will be paid for by the developer. This station could be operational within the next 18 to 24 months.



South Capitol Station

The following locations are transit hubs.

- **Sheridan Transit Center:** This is the main downtown transit hub serviced by a number of transit providers. It provides a covered waiting area shared with the sidewalk. The City is pursuing plans to reconfigure the street as a more formalized intermodal transit facility. No parking is provided at this site, although ample paid public parking close to the facility is provided on street, in lots, and in the Convention Center parking garage
- **Santa Fe Place Transit Center:** This is the main transit hub on the southside of the City and is serviced by Santa Fe Trails and the NMDOT NM599 Station Shuttle. This hub is located in the parking lot behind the Santa Fe Place Mall. Parking is free.
- **Calle Mejia Park & Ride Lot:** This lot is located on the north side of the City off of St Francis Drive (US 84/285) and is currently an unpaved lot with paved ADA parking spaces. The NMDOT has plans to pave the lot. This lot is serviced by the NMDOT Park & Ride Red and Blue routes. Parking is free.

## Future Transit Demand

Future travel demand growth locations that would likely need transit service include:

- Developing subareas west and south of the current urbanized area of Santa Fe
- Residential growth outside of the MPO area (primarily Albuquerque and Rio Rancho) supported by employment growth in the City and County (known as "external-internal" trips)
- Continued infill along the region's principal and minor arterial system.
- TOD developments at Zia Station and Las Soleras will require new or rerouted transit services.

While much of the City and close-in outlying areas have transit access, the outlying areas suffer from infrequent transit service. This service tends to include hourly peak service and less frequent non-peak service. The lack of transit access and service discourages its use as an alternative to driving.

Commuters to jobs within the MPO area that live outside the area will continue to add to demand on I-25 west of Santa Fe and NM 599 north of Santa Fe. In each case, these trips are longer commute trips which are best served by limited stop, frequent longer-distance service including Rail Runner and regional express service.

## Santa Fe Connections' Brochure

The Santa Fe MPO has provided the funding through its FTA planning funds to produce a 'Santa Fe Connections' brochure (See Figure 3-9) to assist transit and rail passengers in locating bus and rail connections.