



## Santa Fe Metropolitan Planning Organization

*"Promoting Interconnected Transportation Options"*



## Santa Fe MPO Transportation Policy Board

Thursday, February 23, 2017

5:00 P.M.

City of Santa Fe Offices @ Market Station  
500 Market Street, Suite 200, Santa Fe, NM

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

### AGENDA

CITY CLERK'S OFFICE

DATE 2/13/17 TIME 12:25

SERVED BY Mark Tibbitts

RECEIVED BY [Signature]

CALL to ORDER

ROLL CALL

APPROVAL of AGENDA

APPROVAL of MINUTES: November 17, 2016

ELECTION OF OFFICERS

#### A. MATTERS FROM THE PUBLIC

#### B. PUBLIC HEARING

1. Approval of Amendment 5 to the FFY2016-2021 Transportation Improvement Program – MPO Staff

#### C. ITEMS for DISCUSSION and POSSIBLE ACTION:

1. Approval of the Draft Pre-Teen/Teen Independent Transit and Mobility Plan – MPO Staff
2. Update on the Status of the Safety Improvements on NM599 at County Road 70 (Via Veteranos) – NMDOT District 5
3. Update on the Call for Projects for the FFY 2018-2023 MPO Transportation Improvement Program – MPO Staff
4. Update on Transportation Improvement Program (TIP) projects – MPO Staff

#### D. MATTERS FROM THE MPO STAFF

1. Review of MPO Planning Process and SFMPO JPA

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

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

#### G. ADJOURNMENT – Next Scheduled Meeting March 23, 2017

*Persons with disabilities in need of accommodations, please contact the City Clerk's office at 955-6520, five (5) working days prior to the meeting date.*

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TRANSPORTATION POLICY BOARD  
Thursday, February 23, 2017

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**MINUTES OF THE  
SANTA FE MPO  
TRANSPORTATION POLICY BOARD  
Thursday, February 23, 2017**

**CALL TO ORDER**

A meeting of the Santa Fe MPO Transportation Policy Board was called to order by Vice-Chair Joseph Maestas, at approximately 5:00 p.m., on Thursday, February 23, 2017, at Market Station, 500 Market Street, Suite 200, Santa Fe, New Mexico.

**ROLL CALL**

**Members Present:**

Councilor Joseph M. Maestas, Chair  
Commissioner Ed Moreno, Vice-Chair  
Tamara Haas, DOT  
Commissioner Anna Hansen  
Councilor Signe I. Lindell  
Councilor Ronald S. Trujillo

**Members Excused:**

Mayor Javier M. Gonzales  
Commissioner Robert Anaya  
Governor Charlie Dorame, Tesuque Pueblo

**Others Attending:**

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

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

**APPROVAL OF AGENDA**

A Staff Memorandum dated February 20, 2017, to Transportation Policy Board Members from MPO Staff, regarding *February 23, 2017 Transportation Policy Board Meeting Agenda*, is incorporated herewith to these minutes as Exhibit "1."

**MOTION:** Councilor Trujillo moved, seconded by Councilor Lindell, to approve the Agenda, as presented.

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

#### **APPROVAL OF MINUTES – NOVEMBER 17, 2016**

**MOTION:** Commissioner Moreno moved, seconded by Commissioner Hansen, to approve the minutes of the meeting of November 17, 2016, as presented.

**VOTE:** The motion was approved on a voice vote, with Commissioner Moreno, Commissioner Hansen, Councilor Lindell and Tamara Haas voting in favor of the motion, no one voting against, and Councilor Trujillo abstaining.

#### **ELECTION OF OFFICERS:**

Mr. Tibbetts said officers are elected each calendar year. The City changes its representative to this Board every two years following an election – the City in March, and the County in January. He said, although there is nothing in writing that makes it official, typically the Vice-Chair usually becomes the Chair, and a new Vice-Chair is elected. He said typically the offices are alternated between the City, the County and Tesuque Pueblo.

Chair Maestas said he would be honored to serve as Chair if the Board would like.

**MOTION:** Commissioner Hansen moved, seconded by Councilor Lindell, to nominate Commissioner Ed Moreno to serve as Vice-Chair, that nominations cease and to elect Ed Moreno by acclamation.

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

**MOTION:** Commissioner Hansen moved, seconded by Councilor Lindell to nominate Councilor Joseph Maestas to serve as Chair, that nominations cease and to elect Joseph Maestas by acclamation.

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

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

There were no matters from the public.

## **B. PUBLIC HEARING**

### **1. APPROVAL OF AMENDMENT 5 TO THE FFY 2016-2021 TRANSPORTATION IMPROVEMENT PROGRAM. (MPO STAFF)**

A copy of *Draft Amendment 5 to the Transportation Improvement Program FFY 2016-2021*, is incorporated herewith to these minutes as Exhibit "2"

Keith Wilson presented a brief overview of the process by which the TIP is adopted.

Mr. Wilson reviewed the proposed changes in Amendment 5 via slide presentation. Please see Exhibit "2," for specifics of this presentation.

*The Board commented and asked questions as follows:*

- ◆ Councilor Trujillo asked if the bridge at St. Michael's Drive will be included.

Mr. Wilson said S100340 was a study to look at the interchange, and this amendment moves the ADA improvements under all St. Michaels projects.

- ◆ Councilor Lindell asked if S100430 is the Ramp off 599 coming into town.

Mr. Wilson said yes.

- ◆ Councilor Lindell asked if these are funds for the actual project.

Mr. Wilson said those funds are for the construction of the improvement, noting it is being designed at the District, and Mr. Lopez said that is correct.

Mr. Wilson said the Rail Trail underpass is a funded project and they want to move to the design phase.

- ◆ Councilor Lindell asked if it has been approved to do the Rail Trail underpass there.

Mr. Wilson said it was a project that went through a safety audit and engineering evaluation, and then was awarded Highway Safety Improvement Program funding.

- ◆ Councilor Lindell said she is overwhelmed at the cost of the underpasses. She said then this is being done for bicyclists and pedestrians.

Mr. Tibbetts said that is correct for the Rail Trail.

- ◆ Councilor Lindell said this isn't something she personally would be supporting.

- ◆ Councilor Trujillo asked if these are to be factored into the alternatives.

Mr. Wilson said no, noting we went through that process. In the Bicycle Master Plan, there was a staff recommendation for consideration of what is called a pedestrian hybrid beacon, which is somewhat like a traffic signal. You push a button and you get flashing lights and a walk signal. They went forward with that and worked with New Mexico DOT Roadways, and worked with the District and submitted an application to the Highway Safety Program at the DOT. They determined the rail unit raised concerns because of its proximity to the rail tracks and the conflicts of a wig-wag traffic signal with the wig-wag and rail gate crossing signals. The Committee kicked it back and said we needed to do a more detailed evaluation of options for that location. So they funded a Road Safety Audit which was a more detailed evaluation of a pedestrian hybrid beacon, a full signal at that location and a grade separation of the trail. He said the Federal Rail Administration came back and said under no circumstances can you do the pedestrian hybrid beacon at the Rail Trail crossing.

Councilor Trujillo asked if all the options were considered.

Mr. Wilson said yes. He said under the original Road Safety Audit, an option considered was sending people to the adjacent intersection which is several hundred feet away. That study recommended a further study of grade separations. He said an underpass can be done there. He said this is an existing trail with significant use, which crosses a 6 lane facility, which can't be left as is because of potential conflicts. He said this takes one of the conflicts at that location out of the mix.

- ◆ Councilor Lindell asked if the underpass is the only viable solution.

Mr. Wilson said yes, after all of the analysis, noting it was one of the more rigorous evaluations in which he has been involved for this type of project.

- ◆ Commission Hansen said as someone who drives St. Michaels, she wholeheartedly supports an underpass there, commenting that seeing people trying to cross St. Michaels is frightening. She said that is a huge intersection with the train, commenting she is surprised that more people haven't been killed by the train at that intersection at St. Michaels. She thinks an underpass is exactly what is needed, and she doesn't want to use the overpass.
- ◆ Chair Maestas said he uses the trail, and this is a multi-lane roadway with a median, and pedestrians can be stranded. It's not good at the peak traffic hours. He said the City just established an overlay for the St. Michaels Drive Corridor and the whole area. One of the premises of the overlay is to make it a more pedestrian friendly, bicycle friendly area. He can't see us having this dangerous crossing and trying to improve the entire St. Michaels Drive Corridor under the whole ReMike. He agrees with Commissioner Hansen.
- ◆ Councilor Trujillo asked if it will be concrete construction.

Mr. Wilson said the contract was based on concrete blocks.

Stephen Lopez, District 5, Technical Support Engineer, said there are standard drawings for concrete box culverts. The plan is to use a concrete box culvert for the structure because they have standard drawings which would facilitate the construction. He said the primary concern is maintaining that to the City Trails and they would have to tie back to the St. Michaels pedestrian access, so that's part of the plan as well.

Mr. Wilson said to be clear, this amendment doesn't talk about whether or not this project is funded, but this just moves it within the TIP program where the funding is being allocated to facilitate it moving forward. He said NM-DOT is the lead on the project, and if you disagree with the project, then the City would need to approach DOT and tell them you don't agree.

- ◆ Chair Maestas said Highway Safety Improvement Program funds are highly sought after, and asked the federal pro rata for the funding.

Mr. Wilson said it is a 90:10 – 90% federal 10% state.

- ◆ Chair Maestas said that's good.

Mr. Wilson said typically it is 85% to 15%.

- ◆ Commission Moreno asked if an analysis of the overhead was done.

Mr. Wilson said yes, that was in the original analysis. He said the problem is on the south side of St. Michaels there is a steep drop-off. It is flat from 2<sup>nd</sup> street, but going to Siringo, there is a sharp drop-off. He said to create a bridge there, you would have to go for miles to get the required grades for ADA access to bring it up. Additionally, it is a national highway system, which requires the bottom of the bridge to be 16.5 feet above the level of the roadway. So all of those factors weren't going to work there. He said the tunnel will come out pretty much in grade on the south side of the roadway.

Mr. Lopez said one of the primary concern about the tunnel is draining the tunnel because of the tendency of the water to gather there during rainstorms. So we'll have to look at some kind of pump system or a way to get the water out of there efficiently, so it doesn't impede pedestrian or bicycle access.

- ◆ Chair Maestas said, "Just for the record. So 90% of the funding is federal, and I presume since this is a State DOT need, State money will cover the 10%.

Mr. Wilson said all of these projects, whether local or State, the State does the match. He said to clarify, the design funding is actually pedestrian litigation air quality funds, but the State is picking up the match. He said there is no City money in the project.



Mr. Lopez said the District has the interchange programmed for construction in FFY 20-21. They also are going to be a project on St. Michael's Drive to address the paving situation there – a subproject under 442 – paving and ADA to tie into Cerrillos improvements all the way to Botolph Hospital. They want to do this project before the interchange is constructed. It's in pretty bad shape and want to take care of it before it gets too bad.

- ◆ Chair Maestas asked the reason the paving rehabilitation in here.

Mr. Wilson said because they haven't identified the funding.

Mr. Lopez said they are working to clear that in their STIP so once funding is identified, they will put it in the TIP also.

- ◆ Chair Maestas asked if we can move it up, commenting given the state of the pavement in that section of St. Michael, 2021 is too long to wait.

Mr. Lopez said they can design it as a shelf project and have it ready to go once the funding is available, so they would like to do it in 2018 or 2019, if possible.

- ◆ Chair Maestas asked if we can find the design funding, and asked if that would be a topic for the TCC to discuss.

Mr. Wilson said that is part of the process, to work with the District in identifying the funding for these projects.

Mr. Lopez said, regarding the Road Diet Study, the alternatives will come out of that, but the District's position is we will improve the existing roadway itself, but any changes in the cross section of St. Michaels will be the City's responsibility to reconstruct. They want to preserve what is there, but any changes in the 6 lanes, would have to be coordinated by the City.

Mr. Wilson said documented funds will be reprogrammed.

Mr. Lopez said, regarding S100520, because of the way I-25 was built initially, we identified issues in the design that would involve design instead of a basic rehab project, more reconstruction. And because of that, they had to go back to the drawing board and redevelop the plans to make it constructable so there would be a minimum of change orders on the job.

Mr. Wilson said this is just documenting that funds will be reprogrammed into FFY 2018 for this project.

- ◆ Councilor Lindell asked if S100520 deals with repaving on I-25 itself.

Mr. Lopez said yes, between the Eldorado and Canoncito interchanges.

Responding to Commissioner Hansen, Mr. Lopez said this is between the ramp as mentioned earlier and the Guadalupe interchange. He said it is substandard height and in bad shape. They want to get it done because they have \$100350 under construction this summer and they want to minimize projects to minimize disruption to the traveling public in that area.

### **Public Hearing**

There was no one speaking to this request.

### **Public Hearing was Closed**

**MOTION:** Commissioner Hansen moved, seconded by Councilor Trujillo, to approve Amendment 5 to the FFY2016-2021 Transportation Improvement Program, including the US84/385 Safety Maintenance Project which was included under shortened public notification, as presented.

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

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

### **1. APPROVAL OF THE DRAFT PRE-TEEN/TEEN INDEPENDENT TRANSIT AND MOBILITY PLAN. (MPO STAFF)**

A copy of the draft *Santa Fe MPO Pre-Teen and Teen independent Transit and Mobility Plan*, dated January 3, 2017, is incorporated herewith to these minutes as Exhibit "3."

Erik Aune presented information via slide projector. Please see Exhibit "2" for specifics of this presentation

*The Board commented and asked questions as follows:*

Councilor Lindell said, regarding the percentage of teen riders at 9.6% on Cerrillos Road, that seems to be a little bit of an outlier on that percentage. She is unsure statistically...she would investigate averaging all of this and coming out with 18.7%, because she thinks the ridership may be higher.

Mr. Aune said what to think about is how we want to delve deeper into the data.

Commissioner Hansen said Cerrillos Road has the highest ridership, so if you're weighing that against the total ridership of Agua Fria, it might be similar in the number of people.

Commissioner Hansen said she is not surprised about the ridership, but she wants to see more bus shelters along and in the south part of Agua Fria.

*[Councilor Trujillo's remarks here are completely inaudible]*

**MOTION:** Commissioner Hansen moved, seconded by Councilor Lindell, to approve the draft *Santa Fe MPO Pre-Teen and Teen independent Transit and Mobility Plan*, dated January 3, 2017, as presented.

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

**2. UPDATE ON THE STATUS OF THE SAFETY IMPROVEMENTS ON NM 599 AT COUNTY ROAD 70 (VIA VETERANOS) – NMDOT DISTRICT 5.**

Stephen Lopez, District 5, Technical Support Engineer, said they are planning to do a directional turn-lane, at CR70, similar to those on Cerrillos Road. They want to consider signs at the County Road 70 intersection to have a solar powered flashing stop sign to alert drivers approaching 599 that they have to stop there. On 599, they would like to alert drivers there is an intersection where traffic could be entering from. He said we have to make the intersection as safe as we can in the interim. He understands it is a priority for the 599 Corridor for an interchange. The funding for that is several years out, so we can't really get to an interchange at this time to construct it as part of the original 599 Corridor Plan.

Commissioner Hansen asked when it is planned to do this.

Mr. Lopez said a study is being started in this year to do a reprioritization of the 599 Corridor, because the original prioritization plan had this location identified for an interchange as a second priority, and the first priority was the one built at South Meadows. He said construction of the Jaguar Interchange changed the whole priority, noting it was part of the original prioritization plan. He said they need to step back and reprioritize the existing stop controlled sections, including Airport Road, to prioritize our funding for construction of new interchanges on 599.

Commissioner Hansen asked, without doing an interchange, if there is some way to close CR70, close it with concrete barriers.

Ms. Haas said she thinks the Commissioner's question is leading to when are we going to make the construction improvements to make the modifications to CR 70 and New Mexico 599 to improve the safety at that intersection.

Mr. Lopez said Commissioner Hansen is talking more about blocking left turns from 599 onto County Road 70.

Ms. Haas said in fire meetings, one of the solutions is that the District was looking at cutting off left turn accesses for CR70 from 599 so you can't make a left turn, and they're only looking at right-in-right-out off the frontage roads from CR70/NM599 and there would be no vehicles allowed to go directly across 599. She doesn't know if that has changed.

Mr. Wilson said there was a presentation by Paul Brasher, Acting District Engineer. He said a year or so ago, the District had a public input meeting on possible alternative improvements at that location. It is his understanding that the District is moving forward with this alternate, and putting something in the

median to prevent straight across and left turn in and out at all County Roads. He said, "Approving a structure at this location, means someone could go straight across, but coming 'here,' you can make a left turn, coming 'here' you could do a right."

Commissioner Hansen asked if they can make a left coming from the other side.

Mr. Wilson said you could make a left turn to the north.

Commissioner Hansen asked if that will "stop the carnage."

Mr. Wilson said this is the beginning to do that.

Commissioner Hansen asked if that is in the works, and Ms. Lopez said yes.

Ms. Wilson said he understands from Monday's presentation that they are expecting a 50% design within the next two months, with a final design by the end of November, and an application for Highway Safety Improvement Program funds to fund this process which will take \$300,000 to \$400,000.

Councilor Hansen said she gets a lot of correspondence from constituents about this intersection, noting it is one of the highest volume questions she gets on a regular basis – when are they going to do something about 599/CR70.

Mr. Lopez said before they commit to an alternative, they would like to have another public meeting to present the alternative to be constructed to make sure everyone is comfortable with what we're doing and get input from emergency responders on doing the access there, instead of the frontage road and going toward West Alameda. They want to have that before they commit to the actual construction plans to do that.

Commissioner Hansen asked when you plan to do that.

Mr. Lopez said once we have 60% plans done, we'll do the public meeting for the proposed improvement.

Chair Maestas asked when that will be.

Mr. Lopez said probably in June at the Nancy Lopez Center, which was where the previous meeting was held.

Chair Maestas asked Mr. Lopez to let the Board know the specifics of the meeting as soon as everything is firm.

Chair Maestas said we all know that 599 is a designated WIP Route, and that the U.S. Department of Energy (DOE) paid for the initial construction. He said to assume we won't need anything beyond the initial construction is naive, noting there are \$85 million of grade separated interchanges being proposed.

He asked the possibility of going back to the DOE for help. He said these proposed improvements far exceed the original cost of the road, which he recalls was built at a cost of \$30 million.

Ms. Haas said the cost was in the neighborhood of \$26 to \$30 million.

Commissioner Hansen said 599 is a nuclear highway, and the fact that we no longer have an end date for cleanup from LANL, and there is a Consent Decree with no public input and no timeline for cleanup, 599 will continue to be a WIP Route and a nuclear highway.

Chair Maestas said if there ever was a legislative agenda item on Federal Transportation he thinks this should be it from the City and the County.

Responding to Councilor Trujillo, the Chair said he is saying we should go to DOE to get federal funds to do those interchanges.

Commission Hansen said we shouldn't be doing development close to the route.

Chair Maestas suggested the TCC can suggest this.

Mr. Wilson said this may impact other roadways that may not be up to standard to accommodate potential additional vehicles for the project, and if we build the interim solution that could push off the ultimate goal of an interchange in the future. He said they don't believe that will be the case. He said there seems to be consensus from the County and City representatives that this should be a high priority and the next logical project. He said Mr. Lopez mentioned a new prioritization study of the entire corridor. He said there is a consensus that we want an interchange there, and it is the next priority from a regional perspective.

### **3. UPDATE ON THE CALL FOR PROJECTS FOR THE FFY 2018-2023 MPO TRANSPORTATION IMPROVEMENT PROGRAM. (MPO STAFF)**

A Staff Memorandum with attachment, dated January 23, 2017, from Keith Wilson, Senior Planner, to Eligible Agencies, regarding Federal Fiscal Years 2018-2023 Transportation Improvement Program – Call for Projects, is incorporated herewith to these minutes as Exhibit “4.”

Mr. Wilson, reviewed his Memo of January 23, 2017. Please see Exhibit “4” for specifics of this presentation.

Chair Maestas asked to whom the official request goes – the CEOs or the TCC representatives.

Mr. Wilson said he sent it to this Board, the City and County Managers, and the TCC staff are the filters for making these things happen. The staff will be working with the elected officials or powers that be within the chain of command to ensure the proposals go to the appropriate person(s), and staff can then bring them forward. He said staff will be willing to help facilitate conversations with the appropriate staff at the City, County or the DOT.

Councilor Trujillo said he remembers a proposal for an interchange at I-25 and Richards Avenue.

Mr. Wilson said it is in the 25 year transportation plan, but it is a very low priority, noting all priorities are reevaluated every 5 years. He said if you can convince DOT that it is a project for consideration in the development in the TIP, it would come forward, but through the evaluation process it would be at the bottom of the list. He said that is a project of \$5 million to \$10 million.

Commissioner Moreno asked what we can do to move it up, what are the factors.

Mr. Wilson said the issue with the I-25/Richards Interchange is that, ultimately, the Federal Highway has to approve it as a location. He said the criteria is that you have to have exhausted the local road network. They don't want the Interstate being used as a local road for people going from one interchange to the adjacent one. He said a lot of priorities we have and are implementing now, are toward building out the local road network. The Northeast and Southeast connectors are part of the plan to build out the local road network — potentially widening Richards. He said a bunch of projects need to occur before we think about considering an interchange at that location. He said, "We can want it all we want, but Federal Highway ultimately will come back and say we're not ready for that yet."

Commissioner Hansen said then #2 on this list, the Northeast connector, goes from St. Francis, to Oshara is number 2 on the list at the moment.

Mr. Wilson said yes.

Chair Maestas asked if it wouldn't be at the discretion of the State.

Mr. Wilson said no, it is the County.

Councilor Trujillo said there was a exit which was stopped because it was going through the neighborhood on. He said he wants to discuss this further.

Commissioner Hansen said she thinks it is a priority to get Richards all the way across from Cerrillos to Rodeo.

Councilor Trujillo said there were issues because Game and Fish owned part of the land, it would cross an arroyo and it would have been a failed intersection. *[Most of Councilor Trujillo's remarks here are inaudible].*

Mr. Wilson said there was a conceptual roadway alignment, which the Policy Board removed based on the comments received, and identified a potential arroyo crossing between Zafarano and Camino de las Campanas. He said Councilor Harris has shown an interest in trying to pursue something there. He said staff is happy to discuss it.

Chair Maestas asked staff to place a discussion on the next Agenda, regarding possible projects to be submitted for funding in the TIP.

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

A copy of *Santa Fe MPO – Transportation Improvement Program (TIP) Project Status Summary*, dated February 20, 2017, is incorporated herewith to these minutes as Exhibit "5."

Councilor Maestas thanked Mr. Wilson for highlighting the changes in Red, commenting it makes it easy to follow.

Councilor Lindell asked if there will be restrooms in the Sheridan Transit Center.

Mr. Wilson said, unfortunately not.

Councilor Lindell said she doesn't know the reason we didn't, because we discussed it at different times. She guesses the design is finalized. She thinks it is a tremendous failure to build without restrooms. She said the City has ongoing continuous discussion about downtown restrooms. This was a perfect opportunity to do that, and she thinks we missed it.

Mr. Wilson said it was evaluated, but there was just nowhere along that corridor to do that.

Councilor Lindell asked if there wasn't enough room in the building.

Mr. Wilson said there is no building construction in the project, and all they're doing is widening the sidewalk on one side which is substandard now and renewing the infrastructure along the roadway. He said several months ago, we were asked to look at that before the design was finalized. They looked at the design and concluded there was nowhere within the constraints of the corridor to fit bathrooms.

Chair Maestas said the thing about having public restrooms there is that the bathrooms would be prone to vandalism, however the restrooms definitely are needed.

Mr. Lopez said the status of the Northeast/Southeast Connector says here, it was approved by the DOT, but a formal review has not been done by the DOT for compliance with location study procedures, and NEPA. He said that happened last week, and it was determined that the study has several fatal flaws in it, so they are meeting with the County on Tuesday, to get them to do an addenda to the study to make sure it does comply with the location study procedures and NEPA.

Commissioner Moreno asked if it is a procedural thing.

Mr. Lopez said yes, because the study was funded by the FHWA, it has to meet FHWA standards for compliance with location study procedures at NEPA and it fell short in several categories.

Commissioner Moreno asked what is the next step.

Mr. Lopez said they are meeting with the County on Tuesday to review what needs to be done to bring it to standard for DOT approval. He said the Commissioner can attend that meeting, and he will send him an invitation. He said they have a lot of interest in the study and want to make sure it moves forward so it doesn't fall out of TIP.

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

##### **1. REVIEW OF MPO PLANNING PROCESS AND SFMPO JPA**

A copy of *The Santa Fe MPO Transportation Policy Board and Technical Coordinating Committee Training, Orientation and Reference Manual*, updated February 15, 2016, is incorporated herewith to these minutes as Exhibit "6."

Chair Maestas asked if a presentation is mandated by-laws, and asked if we can have this at the next meeting.

Mr. Tibbetts said they have handed out copies [Exhibit "6"], and there is a power point on the Santa Fe MPO website which is a refresher for current members. He will sit with new members individually and go over the points. He said we have to show that we are handing out these things. He said this is more of a self-educated process.

Chair Maestas said then members can meet with staff and ask questions.

Mr. Tibbetts said there is a requirement for him to present this at the first meeting of the year, and encourage members to go to the website. He said the intent today is not to do a power point, but to inform the Board about this, hand out some of the documents, and to make staff available to sit one-on-one with members of the Board and to answer questions.

Mr. Tibbetts said in the JPA there is a 70:30 local match on all federal funds for planning. He said that had been borne 100% by the City until 2015, when the by-laws were revised. That process is ongoing with the County paying its 30% share. He said this is based on a ratio of the population of planning area.

Chair Maestas asked the basis for the *pro rata*.

Mr. Tibbetts reiterated that it is based on the population of the overall planning area.



Chair Maestas asked if we always recognize the decennial census numbers, or do we use intermediate counts.

Mr. Tibbetts said they are using 2010 census figures.

Chair Maestas said perhaps staff can discuss this on a lighter agenda.

Mr. Tibbetts said there was a request from the November meeting for a sufficiency rating of all bridges, which he has done and which is on an Excel spreadsheet. He said this can be presented at the next meeting. He said staff was asked to get a Google Earth perspective. He said he will do a presentation on this at the next meeting.

Chair Maestas asked staff to prepare one slide that explains how the rating is done – a very basic presentation so the Board understands the sufficiency rating, and how the rating qualifies it for different kinds of bridge improvement money.

Mr. Tibbetts said he can get the bridge inspection reports from District 5 as well.

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

Councilor Trujillo said he won't be attending the next meeting which will be in March 2017, and asked Mr. Tibbetts to contact Councilor Dominguez to attend as his alternate.

Commissioner Moreno said he spoke with Randal Kippenbrock, SWMA, and he is requesting that SWMA and the MPO figure out how to avoid conflict between the two organizations with the November meetings.

Mr. Tibbetts said he will work with Mr. Kippenbrock in this regard.

Chair Maestas said, regarding Intelligent Transportation Systems (ITS), there was a call for projects. He said in terms of capacity building, he would like a presentation on ITS technology that has been integrated into the MPO Transportation System, and what ITS is. He said that is low hanging fruit. He said it is good to maximize getting traffic through safely using ITS.

Mr. Wilson said we should be thinking about other ITS components as part of a project. He said the purpose of ITS is that ultimately it is a certification for a project, and the ITS Bureau has to sign-off on the project. He said there is a good lead time during which we can coordinate with the ITS Bureau for NMDOT about integrating ITS components smoothly into the project.

Chair Maestas asked staff to do a brief ITS presentation to give everyone a general understanding.

Ms. Haas asked if there is an ITS Plan for the Santa Fe MPO boundary area or architecture.

Mr. Wilson said he believes the District has an ITS Plan.

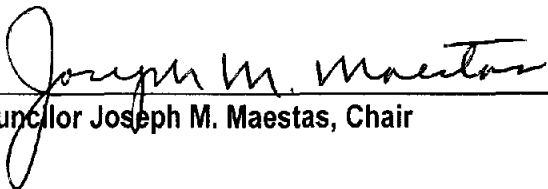
Chair Maestas said we can talk about that at the next meeting, "make it appropriate, not too long, and very condensed."

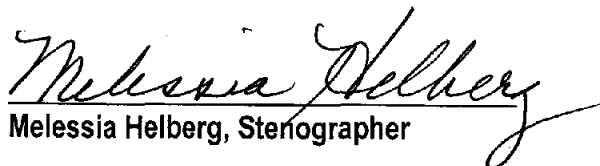
**F. MATTERS FROM THE NMDOT AND FHWA**

There were no matters from the NMDOT and FHWA.

**G. ADJOURNMENT – NEXT SCHEDULED MEETING MARCH 23, 2017.**

There was no further business to come before the Committee, and the meeting was adjourned at approximately 6:40 p.m.

  
Councillor Joseph M. Maestas, Chair

  
Melessia Helberg, Stenographer

STAFF MEMORANDUM

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Date: February 20, 2017  
From: MPO Staff  
To: Transportation Policy Board Members  
Re: February 23, 2017 Transportation Policy Board Meeting Agenda

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**B. PUBLIC HEARING**

1. Approval of Amendment 5 to the FFY2016-2021 Transportation Improvement Program – *MPO Staff*

This item requires action by the Policy Board. It can be reviewed at the following link:

[Amendment 5 FFY2016-2021 TIP](#)

**C. ITEMS for DISCUSSION and POSSIBLE ACTION:**

1. Approval of the Draft Pre-Teen and Teen Independent Transit and Mobility Plan – *Erick Aune, AICP*

Below is a draft Santa Fe MPO Pre-Teen and Teen Independent Transit and Mobility Plan that has been now vetted, modified and recommended for your approval by the Santa Fe TCC today, Monday February 20<sup>th</sup> during their regularly scheduled meeting.

It is the intent of staff to provide a brief presentation regarding the background of the FTA funded project, content, and recommendations this Thursday. Our goal is to have you formally adopt the plan, however if any member of the Policy Board would like additional time to review the work product there are no specific deadlines.



2017-01-03\_SFTeen  
MobilityPlanHighRes C

2. Update on the Status of the Safety Improvements on NM599 at County Road 70 (Via Veteranos) – NMDOT District 5

The presentation of the proposed interim safety measures can be viewed at the link below:

[Proposed Safety Improvements on NM599 at Via Veteranos](#)

3. Update on the Call for Projects for the FFY 2018-2023 MPO Transportation Improvement Program – *MPO Staff*

Staff memo and details of the Call for Projects can be viewed at the following link:  
[Call for Projects for the FFY 2018-2023 TIP](#)

4. Update on Transportation Improvement Program (TIP) projects – *MPO Staff*

*Exhibit "1"*

**NOTICE OF PUBLIC COMMENT PERIOD**  
**ON DRAFT AMENDMENT 5 TO THE**  
**TRANSPORTATION IMPROVEMENT PROGRAM**  
**Federal Fiscal Years 2016–2021**  
**Public Comment Period 02/03/17 – 02/17/17**  
**Updated on 02/10/17 (See Below\*)**  
**TCC Review and Recommendation 02/20/17**  
**TPB Public Hearing and Approval 02/23/17**

**PROPOSED CHANGES TO EXISTING PROJECTS**

**S100340 – NM466 (St. Michaels Dr.) Pedestrian ADA Improvements [NMDOT Lead]**

Move Project and \$323,629 in FFY2019 Funding to S100440 (see below) and delete this Control Number.

**S100430 – NM599/US84-285 Ramp Modifications [NMDOT Lead]**

Add \$404,184 to existing \$395,816 in FFY2018 Funding for a new project total of \$800,000 to match the latest Engineers Estimate for the project.

**S100440 – St Francis Dr./St Michaels Dr. Interchange Improvements [NMDOT Lead]**

The following changes are intended to consolidate a number of existing and newly proposed study and design projects located along St. Michaels Drive to ensure coordination and streamline the process.

- Change Project Name to “St. Michaels Dr. Corridor Improvements”
- Add the \$285,000 in FFY2017 Design Funding from S100470 and add “Rail Trail Underpass Design” to the Scope of Work.
- Add the \$323,629 in FFY2019 Design Funding from S100340 and add “Pedestrian ADA Improvements” to the Scope of Work.
- Delete the \$500,000 in FFY2019 Design Funding in S100440 for the Interchange Improvements. This funding will be programmed once a preferred alternative is selected from the current Study underway which was funded in FFY2016 under this control number.
- Add “Road Diet Study” to the Scope of Work.

**S100470 – Rail Trail Underpass at NM466 (St. Michaels Dr.) [NMDOT Lead]**

Move Design Scope for Project and \$285,000 in FFY2017 Funding to S100440 (see above). \$2,850,000 in FFY2019 Construction Funding to remain with this Control Number.

**S100520 – I-25 Pavement Preservation – MP290-294 [Eldorado to Canoncito Interchanges] [NMDOT Lead]**

The \$7,500,000 in FFY2016 Funding were obligated (Sept 2016) to this project, but the project was unable to be let for construction. We are unable to change the TIP after the end of the Federal Fiscal Year, so these funds cannot be removed. The FFY2016 Funds are to deobligated and reprogrammed as follows:

- Add \$7,150,000 in Funding to FFY2018 based on Engineers Cost Estimate

*Exhibit "2"*

## **PROPOSED NEW PROJECTS TO BE ADDED**

### **S100540 – Bridge Preventative Maintenance on Bridge #9423 (I-25/La Cienega Interchange) and Bridge #7366 (NM466/US84-285 Interchange) [NMDOT Lead]**

Add a New Project with \$450,000 in FFY2019 Funding to conduct Preventative Maintenance on 2 Bridges.

- #9423 at the I-25/ La Cienega Interchange and
- #7366 at the NM466 (St Michaels Dr.)/US84-285 (St Francis Dr.) Interchange.

### **\*9900724 – US84-285 Safety Maintenance Project [NMDOT Lead]\* Added to Amendment on 02/10/17**

Add a New Project with \$600,000 in FFY2017 Highway Safety Improvement Program Maintenance Funding for Concrete Wall Barrier Replacement from MP165.5 to MP166.5 [Note: This project was added to the Amendment on February 10th at the request of NMDOT after they received notification of the award of funding for this Safety Project. A notification was sent out via email and the updated information was posted on the MPO Website. This project cannot wait until the next Amendment Cycle as it is scheduled to be put out to Bid in April and be constructed before project S100430 (see above) goes to construction in FFY2018. It will be at the discretion of the MPO Policy Board to approve the addition of this project with a reduced public review period.]

## FFY2016-2021 Transportation Improvement Program Summary AMENDMENT 5 - DRAFT

### ROADWAY PROJECTS

Page	STIP CN	Project	PROGRAMMED FUNDS					INFORMATIONAL YEARS	
			FFY2016	FFY2017	FFY2018	FFY2019	4yr Total	FFY2020	FFY2021
1	S100121	NE Connector (I-25 Frontage Rd) from Richards to St Francis Dr	\$ 419,000	\$ -	\$ 3,232,644	\$ -	\$3,651,644	\$ -	\$ -
2	S100122	SE Connector from NE Connector to Richards Ave	\$ 985,000	\$ -	\$ 5,790,000	\$ -	\$6,775,000	\$ -	\$ -
3	S100230	NM14 ADA Feasibility Study and ROW Acquisition. MM53 to MM56	\$ -	\$ -	\$ 250,000	\$ 1,000,000	\$0	\$ -	\$ -
4	S100250	Interstate Pavement Preservation	\$ -	\$ -	\$ -	\$ -	\$0	\$ 6,000,000	\$ 4,000,000
5	S100340	NM466 (St Michaels Dr) Pedestrian ADA Improvements	Move Project and FFY2019 Funding to S100440			<del>\$ 323,629</del>	\$0	\$ -	\$ -
6	S100350	Guadalupe Street Bridge (#6487) Off Ramp Rehabilitation	\$ -	\$ 1,500,000	\$ -	\$ -	\$1,500,000	\$ -	\$ -
7	S100370	Agua Fria St/Cottonwood Drive Intersection Safety	\$ -	\$ -	\$ 1,000,000	\$ -	\$1,000,000	\$ -	\$ -
8	S100420	FR-2098 Arroyo Hondo Bridge Preventative Maintenance	\$ -	\$ 326,831	\$ -	\$ -	\$326,831	\$ -	\$ -
9	S100430	NM599/US84-285 Ramp Modification	\$ -	\$ -	\$ 800,000	\$ -	\$800,000	\$ -	\$ -
		Add \$404,184 to existing \$395,816 FFY2018 funding for New Total of \$800,000							
10	9900724*	US84-285 Safety Maintenance Project*	\$ -	\$ 600,000	\$ -	\$ -	\$600,000	NEW PROJECT	
11	S100440	St Francis Dr/St Michaels Dr Interchange Improvements	\$ 250,000	\$ 285,000	\$ -	<del>\$ 500,000</del>	\$858,629	\$ -	\$ 5,500,000
		St Michaels Drive Corridor Improvements			\$ 323,629				
		Change Project Description: Add St Francis/St Mikes Interchange, Rail Trail Underpass, Pedestrian ADA Improvements and Road Diet Study to Scope		Add FFY2017 Funding from S100470 and add Rail Trail Underpass Design to scope			Delete FFY2019 Design Funding. This funding will be programmed once a preferred alternative is selected for the Interchange. Add FFY2019 funding from S100340.		
12	S100450	Bridge Preventative Maintenance (US 84/285 and NM502) \$810,000 in MPO	\$ -	\$ 3,407,344	\$ -	\$ -	\$3,407,344	\$ -	\$ -
13	L500219	Defouri Street & Guadalupe Street Bridges Project	\$ 1,259,543	\$ -	\$ -	\$ -	\$1,259,543	\$ -	\$ -
14	S100460	Guadalupe Street Reconstruction "Road Diet"	\$ -	\$ 375,000	\$ -	\$ 3,625,000	\$4,000,000	\$ -	\$ -
15	S100480	Old Santa Fe Trail Bike Lanes	\$ 559,063	\$ -	\$ -	\$ -	\$559,063	\$ -	\$ -
16	S100490	NM599 Interchange Reprioritization Study	\$ -	\$ 240,000	\$ -	\$ -	\$240,000	\$ -	\$ -
16	S100520	I-25 Pavement Preservation – M.P. 290 -294 (Eldorado to Canoncito IC)	\$ 7,500,000	\$ -	\$ 4,684,750	\$ 2,465,250	\$14,650,000	\$ -	\$ -
		FFY2016 funding was obligated but project was not let?, Add \$4,684,750 to FFY2018 and \$2,465,250 to FFY2019							
17	S100540	Bridge Preventative Maintenance on I-25/La Cienega (#9423) and NM466/US84/285 (#7366)	\$ -	\$ -	\$ -	\$ 450,000	\$450,000	NEW PROJECT	
		TOTALS	\$ 10,972,606	\$ 6,734,175	\$ 15,757,394	\$ 7,913,879	\$44,052,229	\$ 6,000,000	\$ 9,500,000

FFY - Federal Fiscal Year [e.g. FFY2016 = October 1, 2015 - September 30, 2016]

TRANSIT, RAIL AND NON MOTORIZED PROJECTS ON NEXT PAGE

AMENDMENT 5 - DRAFT for Public Review 02/01/17

\*Note: This project was added to the Amendment on February 10th at the request of NMDOT. It will be at the discretion of the MPO Policy Board to approve the addition of this project with a reduced public review period.

FFY2016-2021 TIP

## FFY2016-2021 Transportation Improvement Program Summary AMENDMENT 5 - DRAFT

### TRANSIT & RAIL PROJECTS

Page	STIP CN	Project	PROGRAMMED FUNDS					INFORMATIONAL YEARS	
			FFY2016	FFY2017	FFY2018	FFY2019	4yr Total	FFY2020	FFY2021
18-23	TS00024 - TS00029	Santa Fe Trails: FTA Ridefinders Funding	\$ 84,004	\$ 84,004	\$ 84,004	\$ 84,004	\$ 336,016	\$ 84,004	\$ 84,004
24-29	TS00082 - TS00087	Santa Fe Trails: FTA Section 5339 Bus and Facilities	\$ 203,500	\$ 203,500	\$ 203,500	\$ 203,500	\$ 814,000	\$ 203,500	\$ 203,500
30	TS00100	Santa Fe Trails: FTA Section 5307 & 5340	\$ 7,982,361	\$ 7,982,361	\$ 7,982,361	\$ 7,982,361	\$ 31,929,444	\$ 7,982,361	\$ 7,982,361
31	TS00110	Downtown Transit Center Sheridan Ave Improvements	\$ 2,340,824	\$ -	\$ -	\$ -	\$ 2,340,824	\$ -	\$ -
32	S100510	Installation of Rail Crossing Lights & Gates at Alta Vista St Crossing For Rail Trail	\$ -	\$ 77,000	\$ 20,000	\$ -	\$ 97,000	\$ -	\$ -
33	S100530	Installation of Rail Crossing Lights & Gates at CR51, BNSF Crossing # 013721M - Canoncito	\$ -	\$ -	\$ 350,000	\$ -	\$ 350,000	\$ -	\$ -
		<b>TOTALS</b>	<b>\$ 10,610,689</b>	<b>\$ 8,346,865</b>	<b>\$ 8,639,865</b>	<b>\$ 8,269,865</b>	<b>\$ 36,217,284</b>	<b>\$ 8,269,865</b>	<b>\$ 8,269,865</b>

### NON MOTORIZED PROJECTS

Page	STIP CN	Project	PROGRAMMED FUNDS					INFORMATIONAL YEARS	
			FFY2016	FFY2017	FFY2018	FFY2019	4yr Total	FFY2020	FFY2021
34	S100390	Acequia Trail/Railyard Crossing Construction	\$ 470,464	\$ -	\$ -	\$ -	\$ 470,464	\$ -	\$ -
35	S100410	El Camino Real Buckman Road Retracement Project	\$ 3,686,000	\$ -	\$ -	\$ -	\$ 3,686,000	\$ -	\$ -
36	S100470	Rail Trail Underpass at NM466 (St Michaels Drive)	\$ -	<del>\$ 285,000</del>	\$ -	\$ 2,850,000	<b>\$2,850,000</b>	Move FFY2017 Design Funding to S100440	
37	S100500	Improvements to Motocross & All Terrain Tracks and Facilities at La Tierra	\$ -	\$ 278,200	\$ -	\$ -	\$278,200		
		<b>TOTALS</b>	<b>\$ 4,156,464</b>	<b>\$ 563,200</b>	<b>\$ -</b>	<b>\$ 2,850,000</b>	<b>\$ 7,284,664</b>	<b>\$ -</b>	<b>\$ -</b>

FFY - Federal Fiscal Year [e.g. FFY2016 = October 1, 2015 - September 30, 2016]

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**From:** Tim Rogers <tim@sfct.org>  
**Sent:** Friday, February 03, 2017 10:48 AM  
**To:** WILSON, KEITH P.  
**Subject:** Re: NOTICE OF PUBLIC COMMENT PERIOD ON DRAFT AMENDMENT 5 TO THE TRANSPORTATION IMPROVEMENT PROG

Thank you Keith, TCC, and TPB. Two comments:

1) I am very pleased to see the strengthened emphasis on transforming St. Michael's Dr. into a more multimodal corridor. I would be very happy to participate in a continuation of planning toward this shared community vision to feed the studies and designs to be developed under S100440 and S100470. I believe the biggest challenge will be to facilitate a smooth transition from NMDOT to City of Santa Fe, in which investment in ADA improvements, for example, does not precede or preclude the pursuit of whatever greater design vision emerges for the corridor. Above all, thank you for seeking to create the process and financial support needed for implementation, and especially for including the Rail Trail underpass, which could be a great starting point for change.

2) Per previous verbal and written comments on the potential for adding shoulders to part of "NM300," also known as Old Las Vegas Highway, ACA Bike Route 66, Route 66 byway, & the Santa Fe Trail byway: if NMDOT District 5 is unable to integrate a lane reconfiguration on NM300 via restriping into earlier maintenance activities, or otherwise, I strongly urge the MPO to integrate at least targeted pavement preservation on this frontage road into S100520. For what it's worth, as a direct multimodal improvement to the I-25 corridor, this relatively modest investment should qualify for federal Interstate maintenance funding.

I appreciate your work to continue to improve our transportation system.

Regards, Tim

---

**Tim Rogers**  
*Trails Program Manager*  
Santa Fe Conservation Trust

[tim@sfct.org](mailto:tim@sfct.org)  
[www.sfct.org](http://www.sfct.org)

P.O. Box 23985  
Santa Fe, NM 87502

505.989.7019 o  
505.988.1455 f



**The Land Beneath Our Feet, the Skies Above, and the Trails that Connect Our Communities.**



Santa Fe MPO Policy Board

Thursday, Feb. 23<sup>rd</sup>, 2017

- Background
- Purpose
- 4 Youth Mobility Themes
- What we Heard
- Recommendations

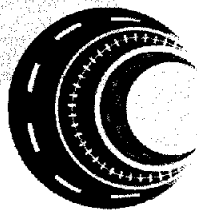
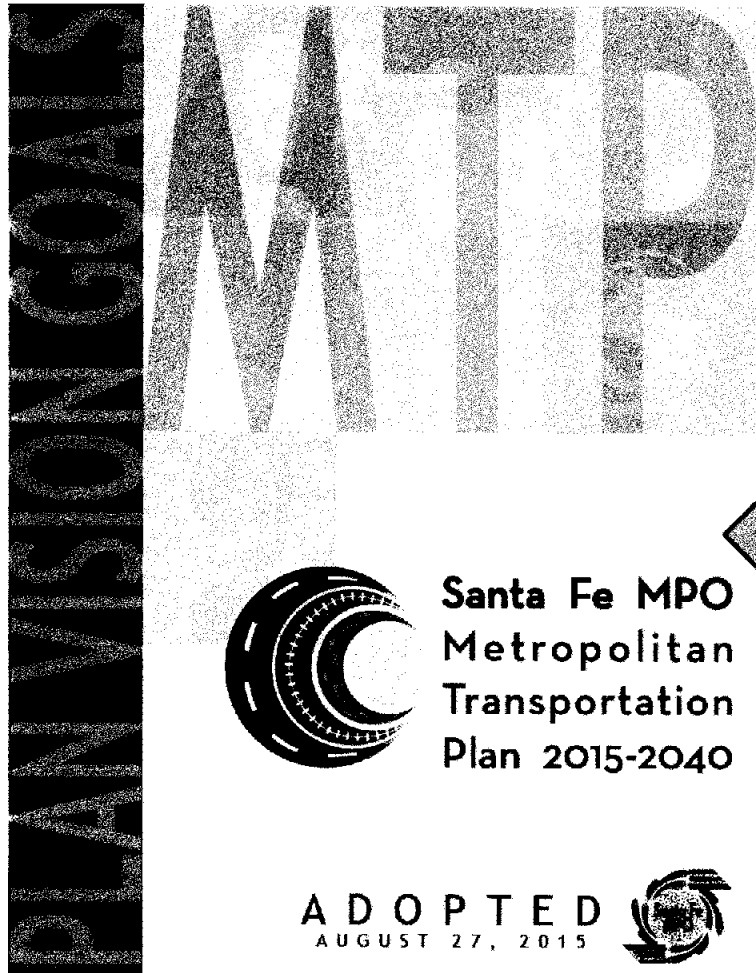


# **SANTA FE MPO**

## **PRE-TEEN AND TEEN INDEPENDENT TRANSIT AND MOBILITY PLAN**

*Draft January 3, 2017*

*Exhibit "3"*



## Santa Fe MPO Metropolitan Transportation Plan 2015-2040

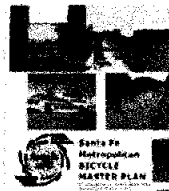
**ADOPTED**  
AUGUST 27, 2015



### THE THREE MUSKETEERS OF THE MPO

Each of these three master plans provide credence, respect and support to the mobility option they represent at the same time honoring a balanced multi-modal system.

#### BICYCLE MASTER PLAN



*The Bicycle Master plan is your commitment to include bicycling as both a key component of all transportation projects and stand alone facilities throughout the metro area.*

The Bicycle Master Plan is comprehensive in scope and details projects, programs, design recommendations pulled together with a strong vision for a bicycle

network.

#### PUBLIC TRANSIT MASTER PLAN

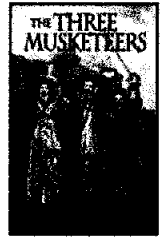
Santa Fe Metropolitan  
Public Transit Master Plan



*Santa Fean's invested in bus service more than twenty years ago since then the metro area includes three different bus service providers and the Rail Runner.*

The Public Transit Master Plan identifies opportunities to maximize network capacity, collaborate amongst service providers and expand the system efficiently in the long-

term.



#### PEDESTRIAN MASTER PLAN

SANTA FE METROPOLITAN  
PEDESTRIAN  
MASTER PLAN



*The Pedestrian Master Plan is your recognition that walking is NOT alternative transportation but a fundamental right to all persons no matter their ability, to both move through and access the metro area without a vehicle.*

The Pedestrian Master Plan details the benefits of walking, supports a pedestrian's point of view in light of all transportation improvements and calls for stand alone pedestrian facilities with dedicated funding sources. Walking never felt so good!

**"ALL FOR ONE... AND ONE FOR ALL!"**

ALEXANDER DUMAS

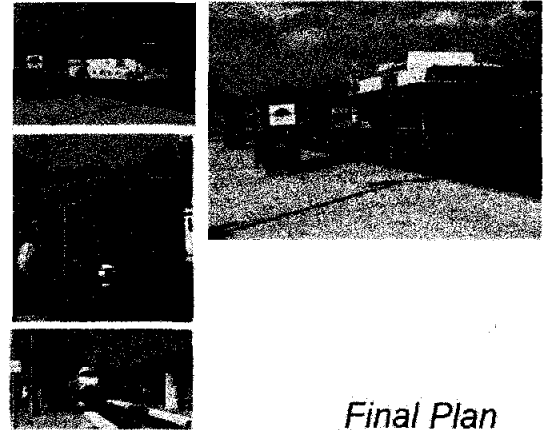
# The Santa Fe Metropolitan Public Transit Master Plan

- Transit Dependence Index
- Based on youth populations

Youth (Aged 10-17)	Count	11,021	13,807
	Percent	9.2%	9.7%

Students – Teenagers and college students are not only a core market for many transit systems, because they are unable to drive due to age, disability or just do not have a car, they also provide the foundation for future commuters and senior riders. Educating them about the mobility transit options offered early in life, can help them become lifelong transit riders.

## Santa Fe Metropolitan Public Transit Master Plan



### Final Plan

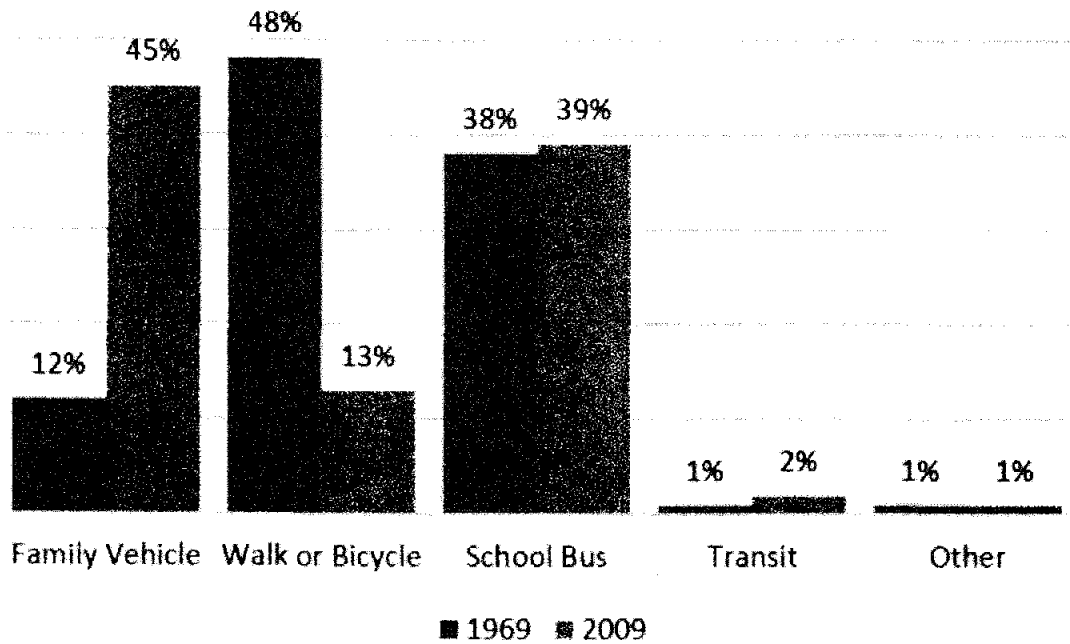
Adopted June 25, 2015

Santa Fe MPO Transportation Policy Board



# Background

FIGURE 1. K-8 MODE CHOICE TO SCHOOL, 1969 -2009



Safe Routes to School, 2011, How Children Get to School.

# Purpose

**This plan seeks to derive a baseline understanding of mobility independence for youth between the ages of 10 to 17 and how their travel patterns are influenced by accessibility factors and national trends.**

# Purpose

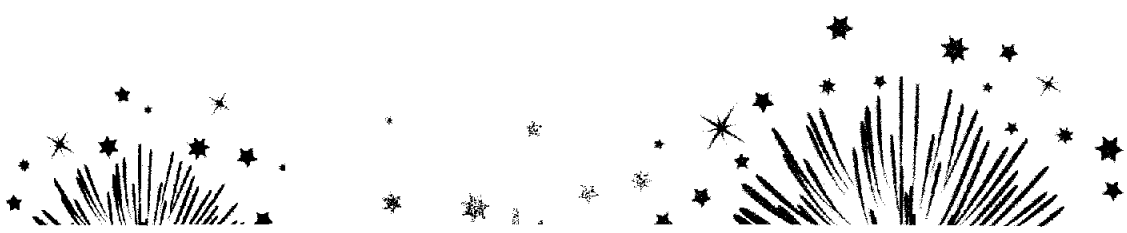
- The plan analyzed factors affecting accessibility and mobility including physical suitability of the transportation network and perceptual factors that affect the qualitative experience of network users.
- The goal is to increase independent mobility options for this age group and help decision makers prioritize projects that can improve youth mobility.

TABLE 1. DEMOGRAPHIC COMPARISONS OF SANTA FE TO OTHER CITIES, CENSUS 2010 &amp; ACS 2011-2015

	SANTA FE	ALBUQUERQUE	FLAGSTAFF	BOULDER	GREELEY	BEND, OR
Total Population, 2015	84,112	559,131	70,317	107,342	100,883	87,017
Youth 0-18 Years (%)	20.4%	22.9%	18.9%	11.5%	26.5%	23.2%
10-17 Years (%)	8.8%	10.2%	7.4%	5.6%	12.3%	11.2%
18-24 Years (%)	7.6%	9.6%	33.3%	31.1%	15.8%	6.8%
Median Age	44.1	36	23.9	29	31	37.3
<b>Households with Children</b>						
Total Households	34,179	221,855	22,707	43,447	34,611	36,083
Households with Children	20.4%	25.8%	24.8%	17.6%	33.8%	29.5%
Household Size	2.41	2.49	2.55	2.24	2.75	2.39
<b>Poverty</b>						
Individual Poverty Rate	18.1%	18.5%	24.9%	23.2%	21.1%	13.3%
Under 18 Poverty	30.3%	25.6%	27.7%	12.3%	29.0%	15.7%
<b>Labor Force</b>						
Youth 16-19 % in Labor Force	44.0%	38.6%	45.8%	37.3%	41.2%	41.2%
Youth 16-19 % of total Labor Force	2.3%	2.5%	6.9%	4.7%	4.3%	2.7%
<b>Travel Mode to Work</b>						
Drove alone	72.6%	79.8%	65.5%	52.0%	77.2%	76.2%
Carpooled	11.0%	9.5%	11.4%	6.0%	12.3%	7.9%
Public transportation	1.1%	2.1%	3.0%	8.9%	0.9%	0.7%
Walked	3.5%	2.0%	10.0%	10.1%	3.5%	3.2%
Bicycle	1.8%	1.4%	5.0%	10.1%	1.2%	2.2%
Taxicab, motorcycle, or other means	1.3%	1.4%	0.9%	1.4%	1.1%	0.9%
Worked at home	8.6%	3.8%	4.3%	11.4%	3.8%	8.9%
Mean travel time to work (minutes)	18.3	21.2	15.5	19.2	21.7	16.2

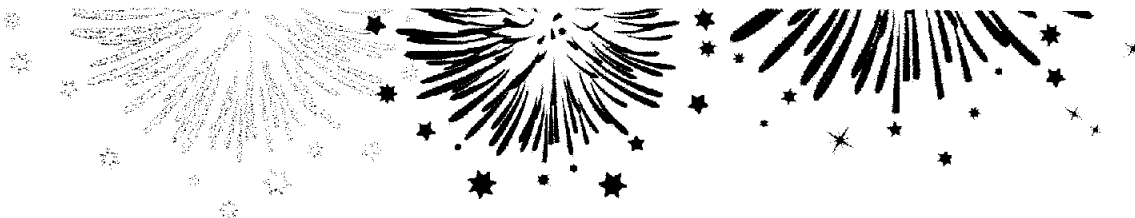
<sup>5</sup> Differences in these percentages are due to different reporting methodologies for who is considered in the labor force, and the type of employment these individuals have.

See American Community Survey, 5 year estimates, 2010-2014, (Table S2103: Employment Status).



ROUTE	TOTAL RIDERSHIP	TEEN RIDERSHIP	% TEEN RIDERS
Route 1 - Agua Fria	107,789	37,308	34.6%
Route 2 - Cerrillos Road	481,641	46,372	9.6%
Route 4 - Southside	113,524	32,416	28.6%
Route 5 - Crossstown	45,762	9,002	19.7%
Route 6 - Rodeo Road	39,963	7,573	19.0%
Route 21 - Community College	15,195	6,383	42.0%
Route 22 - Rancho Viejo	20,042	3,522	17.6%
Route 24 - Country Club	63,196	21,582	34.2%
Route 26 - Santa Fe Place	7,923	1,321	16.7%
Route M - Museum Hill	16,892	5,070	30.0%
<b>Total</b>	<b>911,927</b>	<b>170,549</b>	<b>18.7%</b>

TABLE 3. SANTA FE TRAILS RIDERSHIP TOTALS, JULY 2015 - JULY 2016





My Freedom, My Independence are factors of...  
 The condition of moving freely &  
 The ability to complete some desired or economic transaction

# MOBILITY INDICATORS

INDICATOR	CURRENT STATUS
THEME: STRONG TEENS	
Youth Mode Choices To-and-From School	C
Youth Who Use Alternative Modes Independently	C
Youth Reporting Alternative Modes Are Safe	C
Youth Transit Ridership	B
THEME: STRONG FAMILIES	
Housing & Transportation Costs as a Percentage of Income	D
Travel Mode & Travel Time to Work	C
Percentage of Parents Reporting Alternative Modes Are Safe	B
Annual Transit Trips per Household	C
THEME: STRONG NEIGHBORHOODS	
Transit Access Score by Block Group	C
Pedestrian Deficiency Score by Block Group	C
Bus Connections to Teen Destinations	B
THEME: STRONG REGION	
Percent of Injury and Fatal Crashes per Year	D
Percentage of TIP Funds With a Youth Focus	D

## ACCESSIBILITY

### PHYSICAL FACTORS

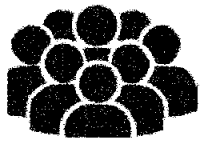
Primarily measure the physical features of a roadway or transportation network.

### PERCEPTUAL FACTORS

Measure the qualitative experience of users, including perceptual, cognitive, and permission issues.

- Teen Ridership of Routes
- Teen Evaluation of Routes
- Perceived Safety/Risk
- Permissions Issues
- User Perception of Route
- User Information of Route
- Convenience
- Availability of Substitutes

# 4 Youth Mobility Themes

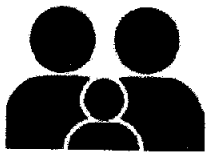


STRONG TEENS

Engaging and connecting youth in Santa Fe.

1. Strong Teens looks at mobility options available to teens, and whether these options are safe, convenient and accessible.

# 4 Youth Mobility Themes



## STRONG FAMILIES

Providing reliable transportation for families to be able to move independently.

2. Youth mobility has a large effect on families, from household transportation costs to the time parents spend driving their children to destinations.

# 4 Youth Mobility Themes



## STRONG NEIGHBORHOODS

Ensuring transportation improvements allow neighborhoods access to desired destinations and enhanced mobility.

3. Neighborhood development patterns (and the underlying transportation networks that serve them) have a profound impact on mobility choices.

# 4 Youth Mobility Themes



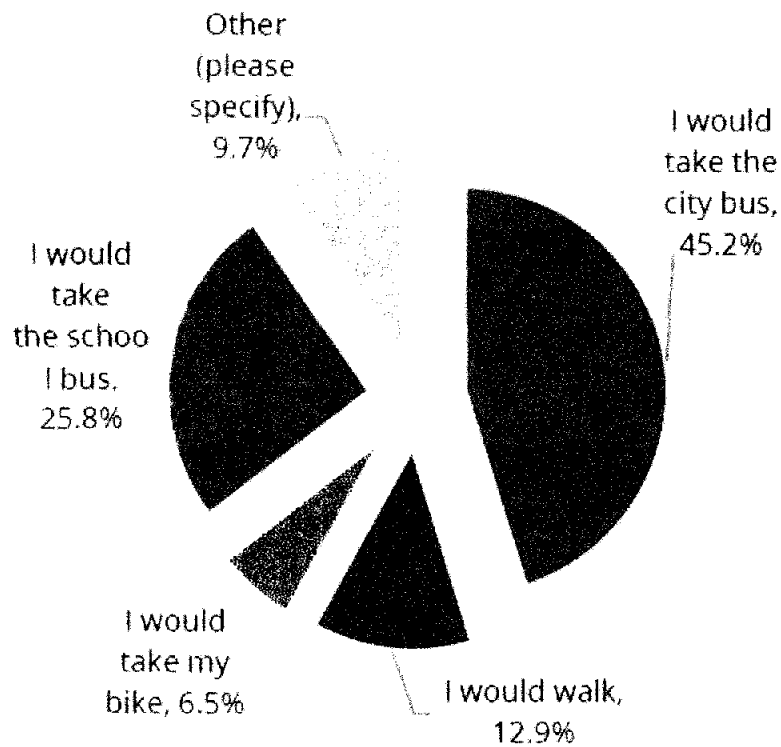
## STRONG REGION

Ensuring regional access and connectivity through all modes of travel to goods and services, and regional recreational opportunities.

4. Neighborhood development patterns (and the underlying transportation networks that serve them) have a profound impact on mobility choices.

# What we Heard

FIGURE 3. IF BEING DRIVEN OR DRIVING A CAR WAS NOT AN OPTION FOR YOU, HOW WOULD YOU GET TO SCHOOL?



**PROJECT 1:**

PEDESTRIAN SYSTEM  
UPGRADES



**PROJECT 2:** BICYCLE  
SYSTEM UPGRADES



**PROJECT 3:** TRANSIT SYSTEM  
UPGRADES



**PROGRAM 1:** BICYCLE  
AND PEDESTRIAN  
PROGRAMS



**PROGRAM 2:** TRANSIT  
PROGRAMS

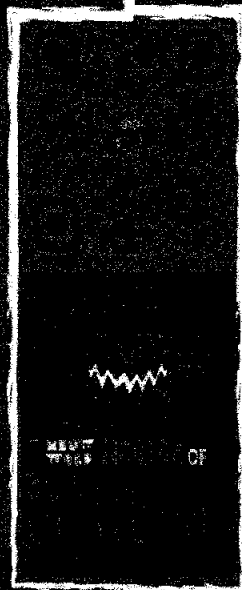


**POLICY 1:** YOUTH REPRESENTATION

**POLICY 2:** FUNDING

MAKE  
YOUR  
MARK

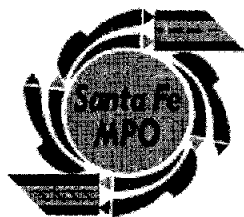
[www.movesantafe.com](http://www.movesantafe.com)



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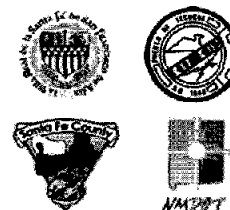
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## Santa Fe Metropolitan Planning Organization

*"Promoting Interconnected Transportation Options"*



### STAFF MEMORANDUM

Date: January 23, 2017  
From: Keith Wilson, MPO Senior Planner  
To: Eligible Agencies for National Highway Performance Program (NHPP) and Surface Transportation Block Grant Program (STBG) funding  
Re: **Federal Fiscal Years 2018-2023 Transportation Improvement Program – Call for Projects**

The Santa Fe MPO is soliciting applications for projects to be considered for funding in the development of the Federal Fiscal Year (FFY) 2018-2023 Transportation Improvement Program (TIP) within the MPO Planning Area. The process for developing a new TIP is outlined in the MPO's Public Participation Plan. The development of the TIP is done in cooperation with NMDOT District 5. At this time District 5 has indicated that the earliest funding would be available is in the Planning Years of FFY2022 and FFY2023 when \$5 to \$15 million could be available to allocate to projects.

This Call for Projects covers projects eligible for National Highway Performance Program (NHPP) and Surface Transportation Block Grant Program (STBG) funding. This Call for Projects **does not** include applications for funding under the Highway Safety Improvement Program (HSIP), Transportation Alternatives Program (TAP), Recreational Trails Program (RTP), and Congestion Management Air Quality (CMAQ) Program as these funds are awarded under separate processes.

#### Funding Eligibility

- NHPP provides support for the condition and performance of the National Highway System (NHS), for the construction of new facilities on the NHS, and to ensure that investments of Federal-aid funds in highway construction are directed to support progress toward the achievement of performance targets established in a State's asset management plan for the NHS. (<https://www.fhwa.dot.gov/fastact/factsheets/nhppfs.cfm>)
- STBG provides flexible funding that may be used by States and localities for projects to preserve and improve conditions and performance on any Federal-aid highway (Collector and above), bridge and tunnel projects on any public road, pedestrian and bicycle infrastructure, and transit capital projects, including intercity bus terminals. (<https://www.fhwa.dot.gov/fastact/factsheets/stbgfs.cfm>)

Both funding programs have a 14.56% match requirement.

Projects must be included in, or consistent with the Metropolitan Transportation Plan 2015-2040. If you have project that you do not see listed in the Metropolitan Transportation Plan, please contact MPO Staff to discuss if the project is eligible.

Project Applications **must** be made by completing a Project Identification Form (PIF) and ITS Project Checklist. Projects listed in the Unfunded Project List (Appendix B) of the FFY2016-2021 TIP must be resubmitted by completing a PIF and ITS Project Checklist if you wish them to be considered in this process.

The deadline to submit project applications is **5:00PM on April 14<sup>th</sup>, 2017**. MPO staff is available to meet or assist with the completion of the Project Applications.

*Exhibit "F"*

MPO Staff will review the eligibility of submitted projects and create an initial ranking using the Regional Roadway Project Evaluation Criteria outlined in Chapter 7 of the Metropolitan Transportation Plan. The list of projects will be presented to the MPO Technical Coordinating Committee (TCC) for discussion at their April 24<sup>th</sup> Meeting (additional meetings will be held if necessary).

NMDOT District 5 in consultation with MPO Staff will review the needs for their whole district in determining the level of funding that will be available for projects in the Santa Fe MPO TIP. The funding available to the Santa Fe MPO area will be allocated based on the finalized prioritized list of projects approved by the TCC. A draft TIP will be developed and presented to the TCC at a May 15<sup>th</sup> Meeting for approval to release for a 30-day Public Review.

A yet to be scheduled Public Input Meeting will be held during this 30-day period (May 17 through June 16) to solicit public input.

The TCC will review public input and make a recommendation on the FFY2018-2023 Transportation Improvement Program to the Transportation Policy Board (TPB) at their June 19<sup>th</sup> Meeting.

The TPB will hold a Public Hearing before taking action on the FFY2018-2023 Transportation Improvement Program at their June 22<sup>nd</sup>, 2017 Meeting.

The Deadline to submit an approved FFY2018-2023 Transportation Improvement Program to NMDOT is June 30, 2017.

#### **Support Documents**

- TIP Development Schedule
- MPO Planning Area Map
- National Highway System (NHS) Map
- Roadway Functional Classification Map
- Metropolitan Transportation Plan 2015-2040 [See Chapter 7: Making Choices]
- FFY2016-2023 TIP Appendix B – Unfunded Project List
- National Highway Performance Program (NHPP) Fact Sheet
- Surface Transportation Block Grant (STBG) Fact Sheet
- Project Identification Form (PIF)
- ITS Checklist
- Santa Fe MPO Public Participation Plan [See Pages 10-13]

#### **MPO Staff Contact**

Keith Wilson  
MPO Senior Planner  
[kpwilson@santafenm.gov](mailto:kpwilson@santafenm.gov) or 505-955-6706



# FFY2018-2023 TIP Development

January

S	M	T	W	T	F	S
1	2	3	4	5	6	7
8	9	10	11	12	13	14
15	16	17	18	19	20	21
22	23	24	25	26	27	28
29	30	31				

Release Call for Projects

Deadline for PIF Submittal

February

S	M	T	W	T	F	S
			1	2	3	4
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26	27	28				

March

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26	27	28	29	30	31	

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16	17	18	19	20	21	22
23	24	25	26	27	28	29
30	31					

TCC PIF Review and  
Project Ranking

TCC Draft TIP Review  
Approve release for  
Public Review. Need  
Special Meeting Date

May

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28	29	30	31			

Release for 30-day  
Public Review

June

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23	24	25	26	27	28	29
30	31					

End 30-day  
Public Review

TPB Public Hearing

TCC Recommendation

August

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23	24	25	26	27	28	29
30	31					

October

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15	16	17	18	19	20	21
22	23	24	25	26	27	28
29	30	31				

November

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12	13	14	15	16	17	18
19	20	21	22	23	24	25
26	27	28	29	30		

December

S	M	T	W	T	F	S
						1
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9	10	11	12	13	14	15
16	17	18	19	20	21	22
23	24	25	26	27	28	29
30	31					

TPB Meeting Dates – Meetings @ 5:00PM

TCC Meeting Dates – Meetings @ 1:30PM

## Notes:

- At least 120 days prior to adoption date Staff shall issue Call for Projects.
- At least 60 days prior to adoption date, Staff shall submit submitted projects to TCC for discussion and review of ranking.
- Minimum of 30-day Public Review during which one formal public input meeting will be held.
- June 30, 2015 Deadline to Submit Approved TIP to NMDOT

# SUBMITTED ROADWAY PROJECTS FOR CONSIDERATION IN DEVELOPMENT OF FFY2016-2021 TIP

Priority Approved by TCC 04/27/15, Updated 05/18/15

TCC Priority	Project Name	Project Description	Lead Agency	Cost Estimate	Time Frame/Need	Multimodal	Mobility and Congestion	Safety	Interconnected Network and Security	Freight and Commerce	Cost	Score <sup>1</sup>	Score Without Cost Factor <sup>2</sup>
1	NM599/Via Vetranos Interchange	Construction of a New Interchange	NMDOT	\$8,000,000	Short/Medium							43	38
2	North-East Connector	Upgrade of existing roadway from St Francis Drive to Oshara	NMDOT	\$2,000,000	Short							44	34
3	Rufina Street Connection	New Roadway from Harison to Camino Carlos Rey	City of Santa Fe	\$450,000	Short							41	31
4	Paseo de Peralta/Delgado St Bridge Improvements	Bridge Rehabilitation	City of Santa Fe	\$2,200,000	Short							39	29
4	Old Taos Hwy CBC/Grant Ave Bridge Improvements	Bridge Rehabilitation	City of Santa Fe	\$2,200,000	Short							39	29

Based on Project Rating System used in the development of the Project Priorities in the MTP 2010-2035

<sup>1</sup> - Does not include Score for Timeframe

<sup>2</sup> - Does not include Score for Timeframe or Cost - This Score was used to Prioritize the Projects

## Scoring

10Pts 7Pts 5Pts 3Pts

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

Control Number	Project Title/Description	Lead Agency	Project Cost/Funding	Status
<b>ROADWAY PROJECTS</b>				
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]	INTERCHANGE CONSTRUCTION COMPLETE Construction of Jaguar Rd Ext Underway Currently Scheduled for Completion Spring 2017 Note: Interchange will not open until Jaguar Connection is completed
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]	NMDOT APPROVAL OF PHASE A/B REPORT RECEIVED OCTOBER 2015 Phase C Environmental Report for NE Connector under Review by NMDOT. Phase C Environmental Report due for completion in early March for SE Connector
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]	AWAITING NMDOT/FHWA APPROVAL OF PHASE C REPORT before moving into Final Design and ROW Acquisition. NMDOT in process of renegotiating a new MOU with the County. Design on hold.
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]	AWAITING NMDOT/FHWA APPROVAL OF PHASE C REPORT County finalizing RFP for release for Design Services.
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]	Construction Started March 2016 Substantially Complete. Landscaping completed in January. Final paving will be completed around May 2017 Project Website: <a href="http://www.cerrillosroad.com">www.cerrillosroad.com</a>
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]	Construction started June 2015. Project Substantially Complete Ribbon Cutting held October 31, 2016 Temperature dependednt items remain and will be completed in Spring 2017. Project Website: <a href="http://www.santafeddi.com">www.santafeddi.com</a>
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]	INTERCHANGE CONSTRUCTION COMPLETE AND OPEN TO TRAFFIC
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]	FUNDED IN FFY2018 & 2019
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]	FUNDED IN FFY2020 & 2021

Elaborated "5"

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

Control Number	Project Title/Description	Lead Agency	Project Cost/Funding	Status
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]	FUNDING OBLIGATED 09/03/15 Installation of new Pedestrian Signal Completed 05/20/16 Project Close out in process
S100340	NM466 (St Michaels Drive) Pedestrian ADA Improvements	NMDOT D5	\$323,629 \$276,509 (Federal) \$47,120 (State) [FFY2019]	FUNDING MOVED TO FFY2019 WITH TIP AMENDMENT 3 Project being proposed to be moved under S100440 with Amendment 5
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 Project out to Bid. Construction expected to begin June 2017.
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 Public Input Meeting Held 09/21/16 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. Construction scheduled to be Let in Jan 2017
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 Proposed to add \$404,184 to project with Amendment 5 to reflect Latest Engineers Estimate.
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 Awarded to Radian Engineering Study underway July 2016. Number of changes proposed with Amendment 5
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	\$3,407,344 \$2,911,235 (Federal) \$ 496,109 (State) [FFY2017]	Project Funding moved to FFY2017 by Admin Mod Additional \$1,198,044 in funding added with Amendment 4 to reflect latest Engineers Estimate.
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]	Construction expected to start March 2017 Guadalupe Bridge work no longer part of the project.
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 Funding Agreement approved by City Council. RFP for Design Services going out 02/24/17 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]	PROJECT COMPLETED MAY 2016

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

Control Number	Project Title/Description	Lead Agency	Project Cost/Funding	Status
S100490	NM599 Interchange Reprioritization Study	NMDOT D5	\$240,000 \$205,056 (Federal) \$ 34,944 (State) [FFY2017]	Project Added with Amendment 4. Contract awarded. Expected completion November 2017
S100520	I-25 Pavement Preservation – M.P. 290 -294 (Eldorado to Canoncito IC)	NMDOT D5	\$7,500,000 \$6,408,000 (Federal) \$1,092,000 (State) [FFY2016]	FFY2016 funding was obligated but project was not let? Updates being proposed with Amendment 5.
<b>TRANSIT &amp; RAIL PROJECTS</b>				
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 Finalized. Awaiting FTA Approval to release funding. Construction expected to start Fall 2017
S100510	Installation of Rail Crossing Lights & Gates at Alta Vista St Crossing For Rail Trail	NMDOT Rail Bureau	\$97,000 \$87,300 (Federal) \$ 9,700 (State) [FFY2017 & FFY2018]	\$20,000 of Funding moved from FFY2017 to FFY2018 by Admin Modification on 02/10/17
S100530	Installation of Rail Crossing Lights & Gates at CR51, BNSF Crossing # 013721M – Canoncito	NMDOT Rail Bureau	\$350,000 \$315,000 (Federal) \$ 35,000 (State) [FFY2018]	New Project added with Amendment 4
<b>NON MOTORIZED PROJECTS</b>				
S100280	Santa Fe River Trail – Connections and Improvements Multi-use Trail connections, crosswalks and trail widening, from Camino de Chelly to Defourin St.	City of Santa Fe	\$439,070 \$250,000 (Federal) \$189,070 (City) [FFY2015]	CONSTRUCTION FUNDING OBLIGATED 09/14/15 Construction started November 2016 Nearing Completion
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 Project Complete Project Close out in process
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 started July 2016 Project substantially completed.
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	\$4,290,463 \$3,665,772 (Federal) \$ 624,691 (City) [FFY2015 & FFY2016]	CONSTRUCTION FUNDING OBLIGATED 09/17/15 Additional \$470,464 in CMAQ-Flex funding added 12/14/15 Construction started October 2016 Construction Suspended for Winter until April 2017.

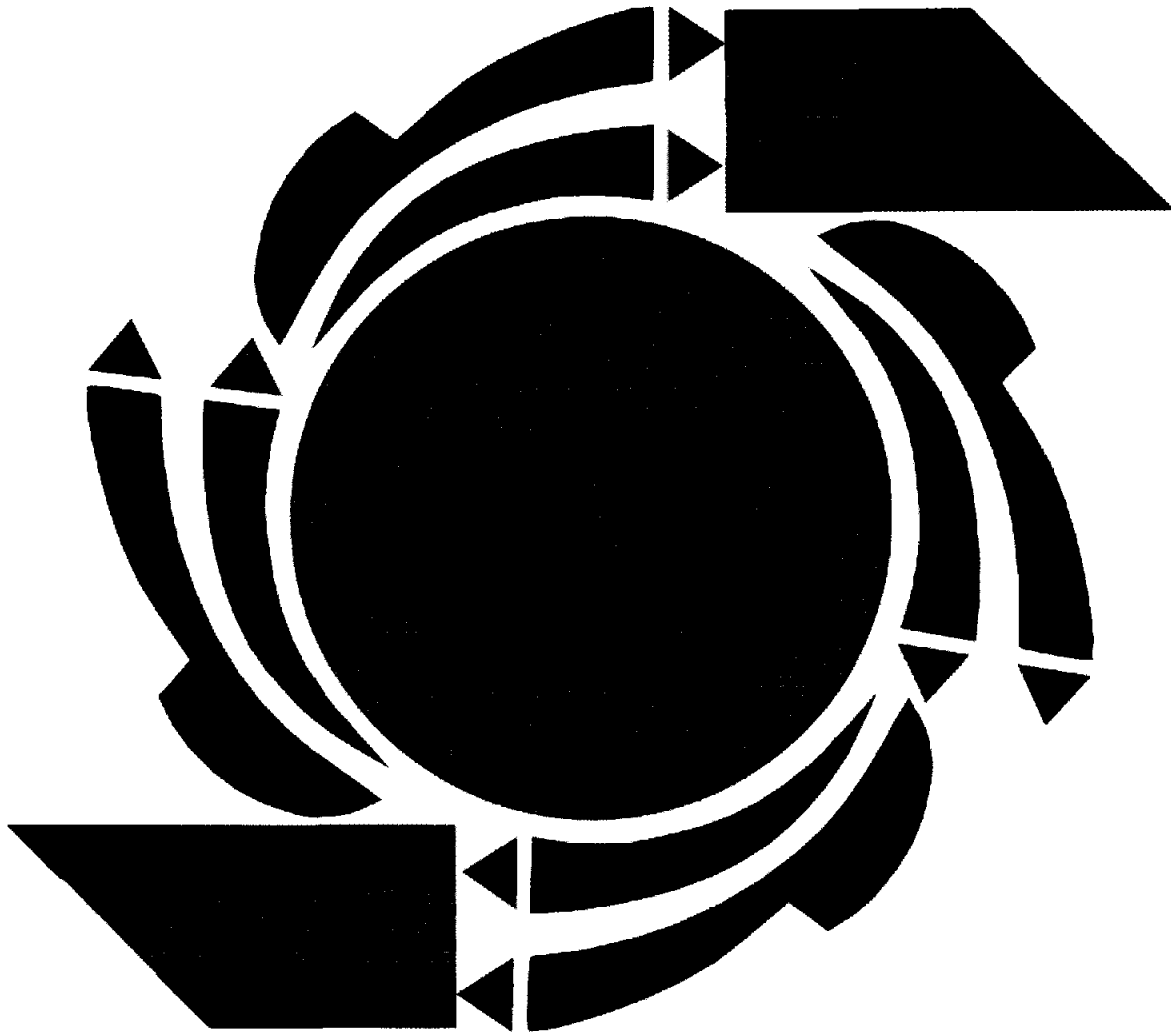
## Santa Fe MPO – Transportation Improvement Program (TIP) Project Status Summary

Control Number	Project Title/Description	Lead Agency	Project Cost/Funding	Status
S100410	<p>El Camino Real Buckman Road Retracement Project (NM FLAP TRAIL 77000(1))</p> <p>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).</p>	Santa Fe County	<p>\$3,311,095</p> <p>\$2,829,000 (Federal)</p> <p>\$482,096 (County/City)</p> <p>[FFY2015 &amp; FFY2016]</p>	<p>Design Phase underway June 2015</p> <p>30% Design Complete. Currently Preparing Environmental Document and Final Design</p> <p>CONSTRUCTION FUNDED IN FFY2016</p>
S100470	<p>Rail Trail Underpass at NM466 (St Michaels Drive)</p> <p>The proposed project identified through the RSA is the following: Design and Construct a Trail Underpass</p>	City of Santa Fe	<p>\$3,135,000</p> <p>\$2,808,504 (Federal)</p> <p>\$ 285,000 (State)</p> <p>\$ 41,496 (State)</p> <p>[FFY2017 &amp; FFY2019]</p>	<p>DESIGN FUNDED IN FFY2017 being proposed to be moved under S100440 with Amendment 5</p> <p>CONSTRUCTION FUNDED IN FFY2019</p> <p>Through Administrative Modification lead agency was changed from City to NMDOT.</p>
S100500	<p>Improvements to Motocross &amp; All Terrain Tracks and Facilities at La Tierra</p>	City of Santa Fe	<p>\$278,200</p> <p>\$236,470 (Federal)</p> <p>\$ 41,730 (City)</p> <p>[FFY2017]</p>	<p>Recreational Trail Program Funding Award</p> <p>Added to TIP by Administrative Modification 04/08/16</p> <p>NMDOT Planning managing process.</p>



# **Santa Fe Metropolitan Planning Organization**

## **Transportation Policy Board and Technical Coordinating Committee Training, Orientation and Reference Manual**



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

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

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

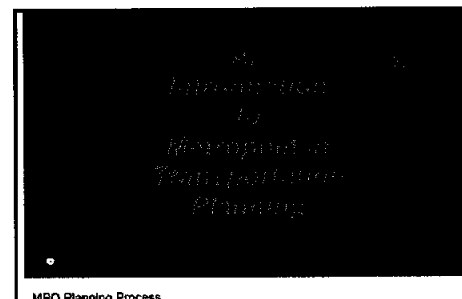
**Updated: 02/15/16**

*Exhibit "6"*

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



## The Santa Fe MPO is...



City of Santa Fe



Santa Fe County



Pueblo of Tesuque



NMDOT

## I. PURPOSE STATEMENT

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

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

### Why Your Job is Important!

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

## II. SANTA FE MPO WEBSITE

### WWW.SANTAFEMPO.ORG

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

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

**Home** | **ABOUT THE MPO** | **COMMITTEES** | **DOCUMENTS** | **STUDIES** | **CONTACT** | **NOT TOPICS**

**SANTA FE MPO - New Mexico**

**MPO ANNOUNCEMENTS**

**TRANSPORTATION POLICY BOARD**  
Thursday August 8th, 2014 @ 4:30PM  
City of Santa Fe Market Station Office  
900 Market Street, Suite 300

**TECHNICAL COORDINATING COMMITTEE**  
Monday July 28th, 2014 @ 1:30PM  
City of Santa Fe Market Station Office  
900 Market Street, Suite 300

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

**PUBLIC TRANSIT MASTER PLAN**

**SANTA FE MPO PUBLIC TRANSIT MASTER PLAN - ON-LINE PUBLIC INPUT**

**NOT TOPICS**

**NEW AND UPDATES**

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

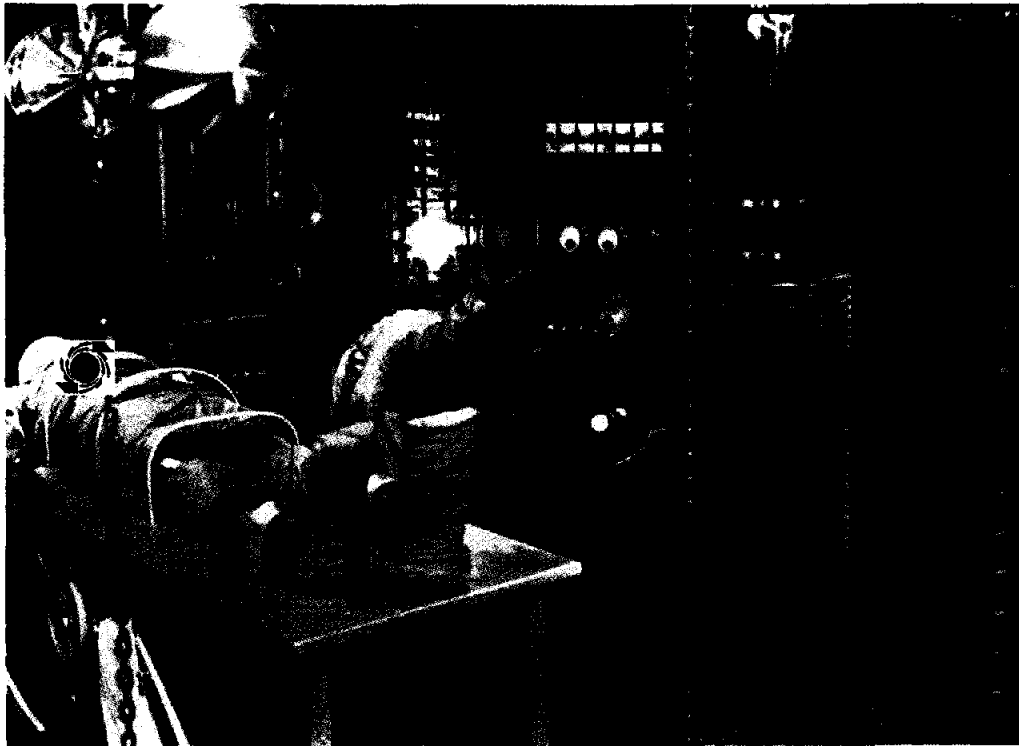
**MEMBER AGENCIES**

- Association of Metropolitan Planning Organizations
- El Paso MPO
- Farmington MPO
- Grants Valley MPO
- Las Vegas CMA MPO
- NMDOT Planning Division

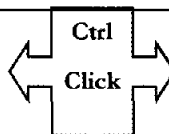
**CONTACT US - 505-833-8800**

- 1-25/Connecticut Interchange Study
- 1-25/2014 (Certificate R)

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



#### JOINT POWERS AGREEMENT (JPA)



#### MEMBERSHIP BY-LAWS and OPERATING PROCEDURES

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

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

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

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

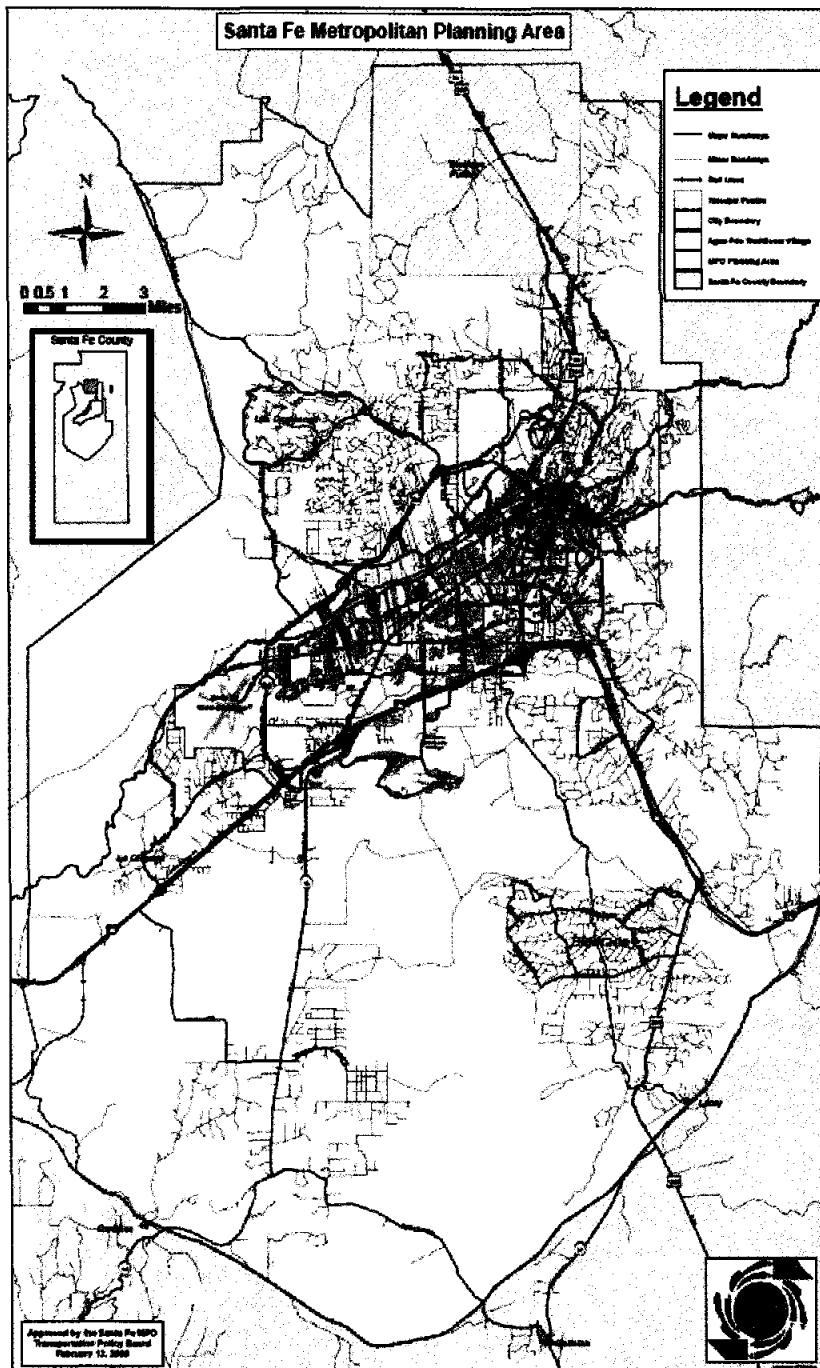
1. Authority; (JPA)
2. Membership/Alternates/Officers;
3. Meetings/Quorum/Voting Procedures;
4. Oversight/Tech Cord Committee/Staff/
5. Amendment Process

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

## IV. SANTA FE MPO BACKGROUND

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

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



## V. PLANNING AREA BOUNDARY:

The Santa Fe MPO Planning Area is a contiguous boundary “likely to become urbanized within the twenty year forecast period covered by the 2015-2040 Santa Fe MPO Metropolitan Transportation Plan.”

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

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

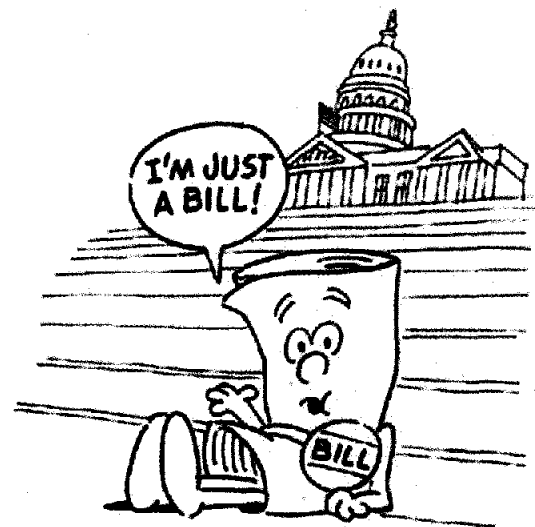
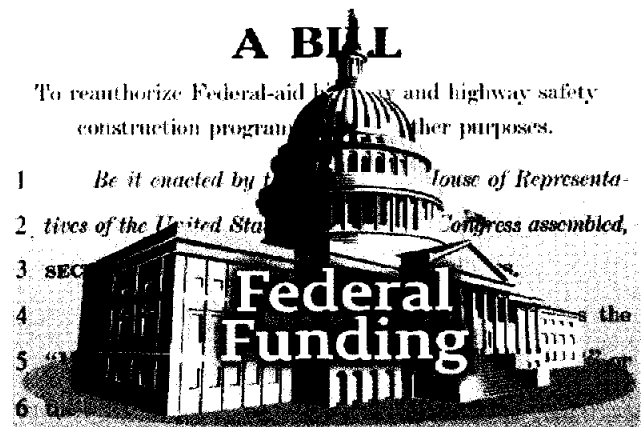
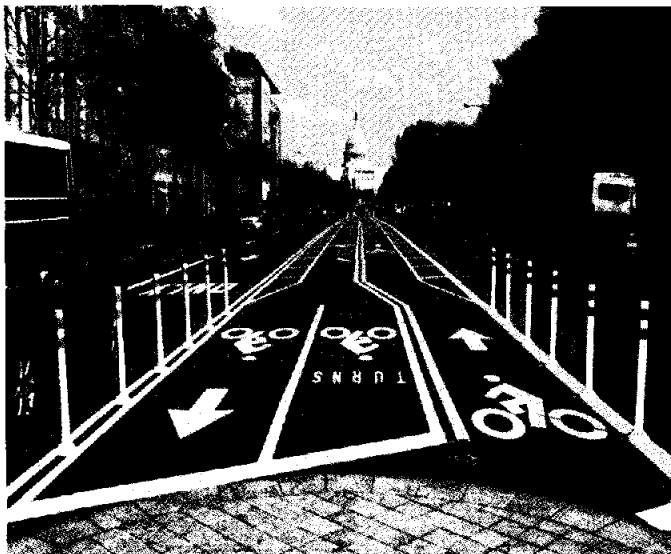
### Why Your Job is Important!

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

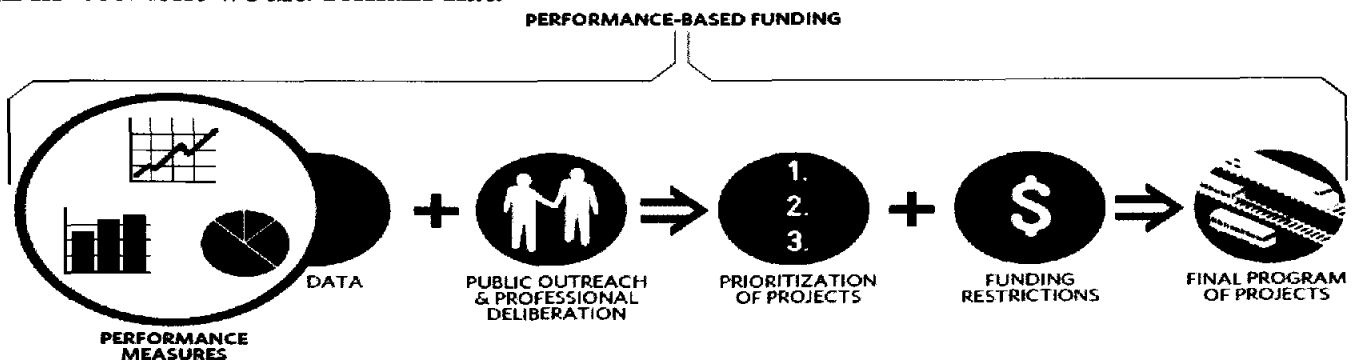
## VI. SURFACE TRANSPORTATION REAUTHORIZATION LEGISLATION: FAST Act and MPOs

“Fixing America’s Surface Transportation Act or the “FAST Act” is the current version of federal legislation that details two important elements for MPOs

1. Funds surface transportation programs.
2. Sets forth the policies and programmatic framework that DOTs and MPOs follow.



The FAST Act, was signed into law by President Obama on December 4, 2015. The FAST Act provides \$305 billion for highway, transit and railway programs. Of that, \$233 billion is for highways, \$49 billion is for transit and \$10 billion is dedicated to federal passenger rail. By the end of the bill’s five-year duration, highway investment would rise by 15%, transit funding would grow by nearly 18%, and federal passenger rail investment would remain flat.



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

## VII. SANTA FE MPO PURPOSE STATEMENT

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

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

This is accomplished by following 5 core functions:

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

### BREAKING DOWN THE PURPOSE

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

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

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

**Why Your Job is Important!**

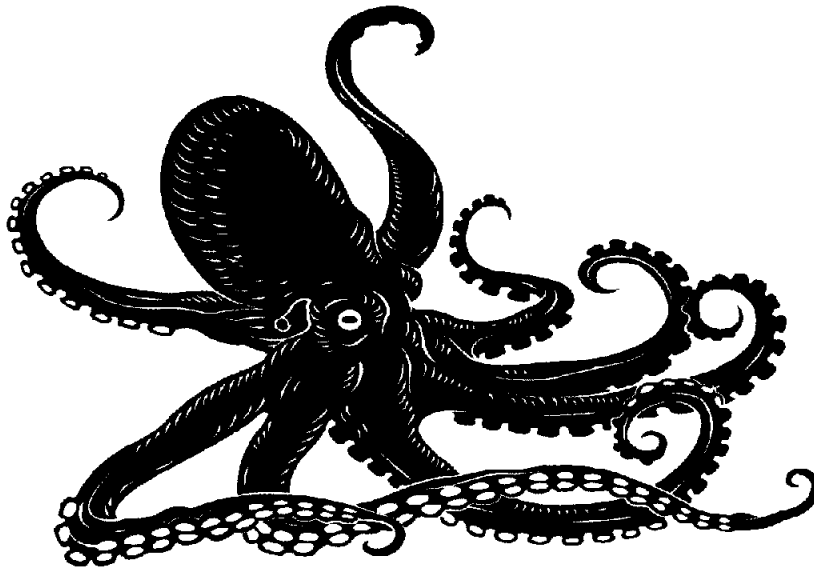
How transportation is defined and measured can affect which solutions are considered best.

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

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

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

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



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

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

Why your job as an MPO Board Member is important!

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

*International Forum for Rural Transport and Development*

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



## IX: THE FOUR HORESMEN OF THE MPO

Each of these four planning initiatives are designed to address the directives, principals, goals and measures detailed by the Federal Highway Administration through the Fast Act.

### 2015-2040 METROPOLITAN TRANSPORTATION PLAN (MTP)

# MTP



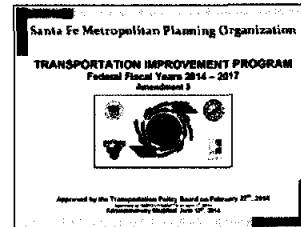
Santa Fe MPO  
Metropolitan  
Transportation  
Plan 2015-2040

ADOPTED  
AUGUST 27, 2015



This is “the” document that strives to incorporate each of the required principals in both the process for development and the implementation thereof. The MTP is at the foundation of your decision making. Do not underestimate the powers of the MTP!

### TRANSPORTATION IMPROVEMENT PROGRAM (TIP)



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

expected to be funded within a four year period.

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

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

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

### PUBLIC PARTICIPATION PLAN (PPP)

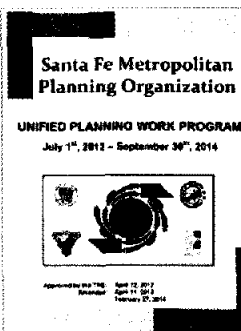


Public Participation Plan

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

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

### Unified Planning Work Program (UPWP)



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

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

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

## X: THE THREE MUSKETEERS OF THE MPO

Each of these three master plans provide credence, respect and support to the mobility option they represent at the same time honoring a balanced multi-modal system.

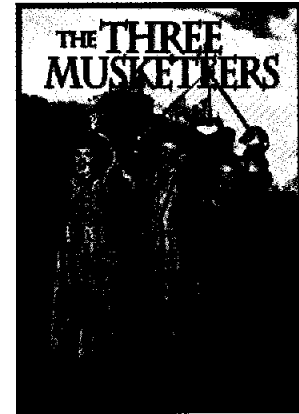
### BICYCLE MASTER PLAN



*The Bicycle Master plan is your commitment to include bicycling as both a key component of all transportation projects and stand alone facilities throughout the metro area.*

The Bicycle Master Plan is comprehensive in scope and details projects, programs, design recommenda-

tions pulled together with as strong vision for a bicycle



### PEDESTRIAN MASTER PLAN

#### SANTA FE METROPOLITAN PEDESTRIAN MASTER PLAN



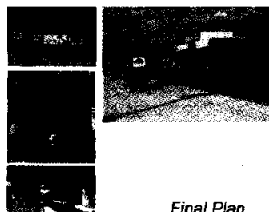
Design Office: AECOM  
August 13, 2013

*The Pedestrian Master Plan is your recognition that walking is NOT alternative transportation but a fundamental right to all persons no matter their ability, to both move through and access the metro area without a vehicle.*

The Pedestrian Master Plan details the benefits of walking, supports a pedestrian's point of view in light of all transportation improvements and calls for stand alone pedestrian facilities with dedicated funding sources. Walking never felt so good!

### PUBLIC TRANSIT MASTER PLAN

#### Santa Fe Metropolitan Public Transit Master Plan



Final Plan  
Adopted June 25, 2015  
Santa Fe MPO Transportation Policy Board



KFH

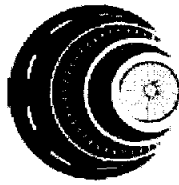
providers and expand the system efficiently in the long-

*Santa Fean's invested in bus service more than twenty years ago since then the metro area includes three different bus service providers and the Rail Runner.*

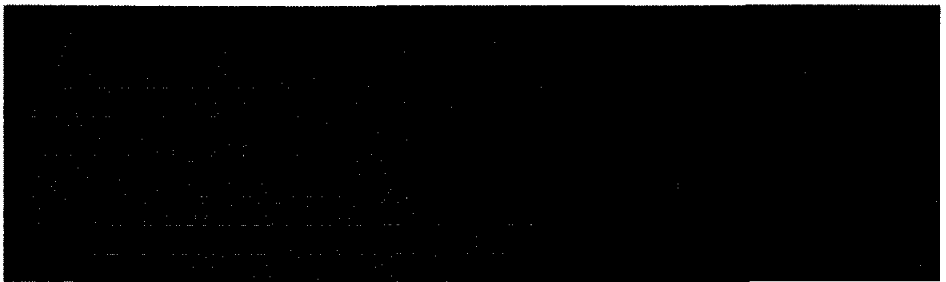
The Public Transit Master Plan identifies opportunities to maximize network capacity, collaborate amongst service

***"ALL FOR ONE... AND ONE FOR ALL!"***

# XI: 2015-2040 MTP EXECUTIVE SUMMARY



**Santa Fe MPO  
Metropolitan  
Transportation  
Plan 2015-2040**



## PLAN



**2010  
CORRIDOR  
STUDIES**



**2012  
METROPOLITAN  
BICYCLE MASTER  
PLAN**



**2015  
METROPOLITAN  
PUBLIC TRANSIT  
MASTER PLAN**



**2015  
METROPOLITAN  
PEDESTRIAN  
MASTER PLAN**



**Santa Fe MPO  
Metropolitan  
Transportation  
Plan 2015-2040**

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

## VISION

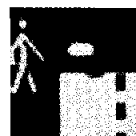
Create and maintain a safe, efficient, and reliable transportation system with viable transportation options accessible for all users.

## GOALS



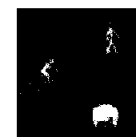
### **SAFETY**

A safe and secure transportation system for motorized and nonmotorized users.



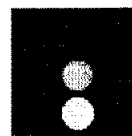
### **SYSTEM PRESERVATION**

A well maintained transportation system.



### **MOBILITY AND ACCESSIBILITY**

An accessible, connected, and integrated transportation system.



### **CONGESTION RELIEF AND SYSTEM OPERATIONS**

Efficient operation and management of the transportation system.



### **ECONOMIC AND COMMUNITY VITALITY**

A transportation system that supports economic and community vitality.



### **ENVIRONMENTAL STEWARDSHIP**

A transportation system that protects and enhances the natural, cultural and built environment.



### **PARTNERSHIP AND FUNDING**

Regional collaboration in transportation planning, funding, and implementation.

ADOPTED AUGUST 27, 2015

# ILLUSTRATIVE PLAN PROJECTS

List of regional project priorities which exceed the funding available between 2015 and 2040. If funding were available, these projects would be included in the fiscally constrained project list.



## PRIORITIZATION

With limited funding available across all transportation modes and an active community desiring context sensitive and complete transportation improvements, the process of prioritizing projects must be comprehensive and strive to identify those projects that will most effectively move our region's transportation system toward fulfilling our vision and achieving our goals. As such, the prioritization process for each transportation mode is linked to the goals, objectives, and performance measures.

### The "Fiscally-Constrained"

project list includes those regional priority projects that are anticipated to be built or implemented with the transportation revenues that are reasonably expected to be available over the next 25 years.

## PERFORMANCE MEASURES

The MPO will track 13 performance measures over time to gauge progress toward meeting our goals and performance targets.

- Mode split
- Housing and Transportation Affordability Index
- Annual transit ridership
- Total crashes per VMT
- Bicycle crashes per 10k daily commuting pedestrians
- Total number of fatalities and serious injuries
- Percent of road, bike, pedestrian, and transit facilities in good or fair condition
- Number of miles of sidewalks, multi-use paths, and on-road bicycle facilities
- Vehicle delay per capita
- Annual tons of mobile source GHG emissions
- Number of projects that incorporate sustainable design
- Total transportation funding by mode

The fiscally constrained roadway plan includes 39 projects to be funded over the next 25 years with the estimated \$232 million in revenue. Priority roadway projects are expected to contribute the greatest toward meeting the overall system performance targets and goals. Consistent with the MPO's Complete Streets Policy, the priority roadway projects are multimodal and are expected to improve the biking, walking, transit riding, and driving experience.

The Santa Fe Metropolitan Public Transit Master Plan (PTMP) includes short, mid and long term strategies to address planning, marketing, infrastructure, and other needs designed to ensure sustainability and growth in transit ridership. Prioritized transit activities include service at Zia Station, construction for Southside and Sheridan Avenue transfer facilities, and quarterly planning meetings, among other ongoing coordination, and enhancement activities.

The Santa Fe Metropolitan Pedestrian Master Plan (PMP) identifies more than 250 locations for pedestrian improvements through public input and data analysis. Roughly a quarter of the locations fall within 10 designated "Areas of Critical Concern" that call for improvements for safe passage for pedestrians, bicycles and vehicles. The plan prioritizes the need for the formation of a pedestrian advocacy committee to help coordinate implementation efforts.

The Santa Fe Metropolitan Bicycle Master Plan (BMP) emphasizes that bikeway planning and development focus on continuing to develop "arterial" trail alignments and on-street and off-street connections to those alignments. Several high priority bike projects have been constructed using the City of Santa Fe and Santa Fe County GO Bond funds, supplemented with Federal funds.



FELSBURG  
HOLT &  
ULLEVIG



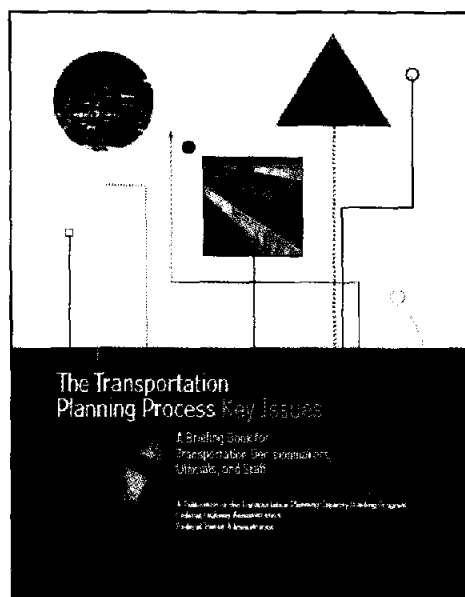
Santa Fe MPO  
Metropolitan  
Transportation  
Plan 2015-2040

## XI. ADDITIONAL RESOURCES SPECIFIC TO MPOS

Click and Go!



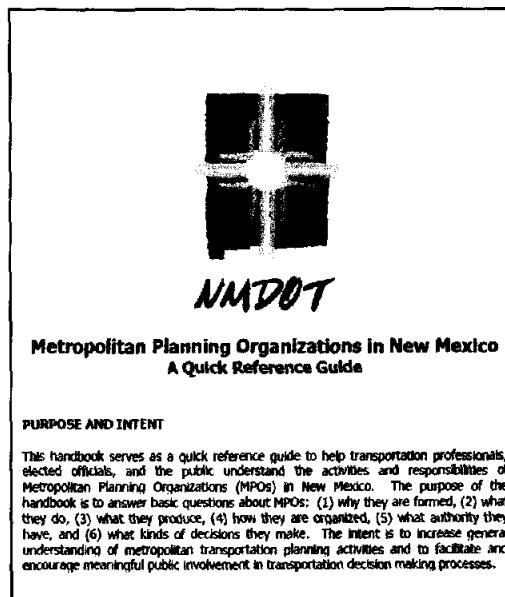
Santa Fe MPO 101 PPT Presentation



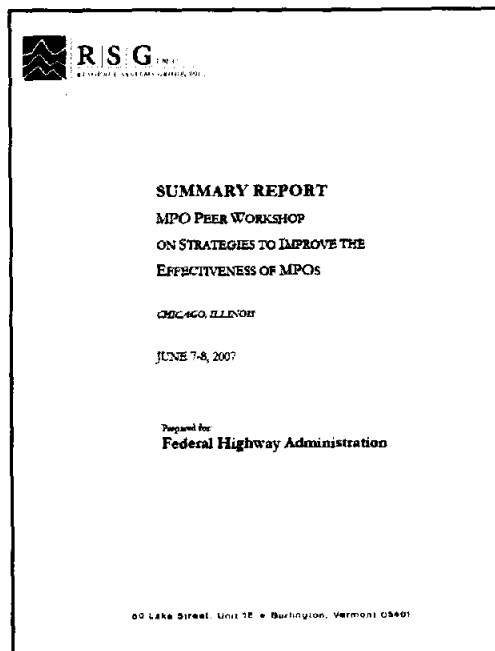
The Transportation Planning Process Key Issues. Federal Highway/Transit Administrations



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



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



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

Why your job is important!

Safety!

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

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