



Santa Fe Metropolitan Planning Organization

"Promoting Interconnected Transportation Options"



CITY CLERK'S OFFICE

DATE 4-19-17 TIME 3:31pm

SERVED BY Mark S. Tibbets

RECEIVED BY Carmelina Spears

Santa Fe MPO Technical Coordinating Committee

Monday, April 24, 2017

1:30 P.M.

*City of Santa Fe Offices @ Market Station
500 Market Street, Suite 200, Santa Fe, NM
(Map: <http://tinyurl.com/l6kejeq>)*

AGENDA

- ◆ Call to Order
- ◆ Roll Call
- ◆ Approval of Agenda
- ◆ Approval of Meeting Minutes from March 20, 2017

1. Communications from the Public

2. Items for Discussion and Possible Action:

- a. Review and Release for Public Review of Amendment 7 to the FFY2016-2021 Transportation Improvement Program – MPO Staff
- b. Development of Project List for the FFY 2018-2023 MPO Transportation Improvement Program – MPO Staff
- c. Updated New Mexico Population Projections from UNM GPS – Kendra Montanari, MRCOG
- d. Update on Transportation Improvement Program projects – MPO Staff

3. Matters from the MPO Staff

4. Matters from TCC Members

5. Adjourn - Next TCC Meeting: Monday May 22, 2017

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

**SUMMARY OF ACTION
SANTA FE MPO TECHNICAL COORDINATING COMMITTEE
CITY OF SANTA FE OFFICES @ MARKET STATION
500 MARKET STREET, SUITE 200
MONDAY, APRIL 24, 2017**

<u>ITEM</u>	<u>ACTION</u>	<u>PAGE</u>
CALL TO ORDER		1
ROLL CALL	QUORUM	1-2
APPROVAL OF AGENDA	APPROVED	2
APPROVAL OF MINUTES	APPROVED	2
COMMUNICATIONS FROM THE PUBLIC	NONE	2
 <u>ITEMS FOR DISCUSSION AND POSSIBLE ACTION</u>		
REVIEW AND RELEASE FOR PUBLIC REVIEW OF AMENDMENT 6 TO THE FFY2016-2021 TRANSPORTATION IMPROVEMENT PROGRAM	APPROVED	2-3
DEVELOPMENT OF PROJECT LIST FOR THE FFY 2018-2023 MPO TRANSPORTATION IMPROVEMENT PROGRAM	APPROVED	3-5
UPDATED NEW MEXICO POPULATION PROJECTIONS FROM UNM GPS	INFORMATION/DISCUSSION	5-6
UPDATE ON TRANSPORTATION IMPROVEMENT PROGRAM PROJECTS	INFORMATION/DISCUSSION	6
MATTERS FROM MPO STAFF	INFORMATION/DISCUSSION	6

MATTERS FROM TCC MEMBERS	NONE	6
NEXT MEETING	MAY 22, 2017	6
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**SANTA FE MPO TECHNICAL COORDINATING COMMITTEE
CITY OF SANTA FE OFFICES @ MARKET STATION
500 MARKET STREET, SUITE 200
MONDAY, APRIL 24, 2017, 1:30 pm**

1. CALL TO ORDER

The meeting of the Santa Fe MPO Technical Coordinating Committee was called to order by John Romero, Chair, at 1:30 pm, on Monday, April 24, 2017, at the City of Santa Fe Offices @ Market Station, 500 Market Street, Suite 200, Santa Fe, New Mexico.

2. ROLL CALL

MEMBERS PRESENT

John Romero, Chair
Paul Cavanagh, County of Santa Fe
Dave Quintana, City of Santa Fe
James Martinez, City of Santa Fe
Thomas Martinez, Santa Fe Trails
Paul Brasher, NMDOT
Diego Gomez, Santa Fe County
Erik Aaboe, Santa Fe County
Anthony Mortillaro
Ray Matthew

MEMBERS ABSENT

Richard MacPherson, City of Santa Fe
Edward Escudero, Pueblo of Tesuque

OTHERS PRESENT

Patrick Romero, NMDOT
Justin Reese, Santa Fe County
Wade Patterson, NMDOT Liaison
Desiree Valdez, NM Department of Health
Lisa Martinez, City of Santa Fe, Land Use
Matt O'Rielly, City of Santa Fe
Kendra Montanari, MRCOG
Mark Tibbetts, MPO Officer
Keith Wilson, MPO Senior Planner
Eric Aune, MPO Transportation Planner

Elizabeth Martin, Stenographer

3. APPROVAL OF AGENDA

Mr. Tibbetts said on the agenda, the amendment to TIP is not 7 it is 6.

MOTION A motion was made by Mr. Gomez, seconded by Mr. Quintana, to approve the agenda as amended.

VOTE The motion passed unanimously by voice vote.

4. APPROVAL OF MINUTES

MOTION A motion was made by Mr. Aaboe, seconded by Mr. Martinez, to approve the minutes as presented.

VOTE The motion passed unanimously by voice vote.

5. COMMUNICATIONS FROM THE PUBLIC

None.

6. ITEMS FOR DISCUSSION AND POSSIBLE ACTION

A. REVIEW AND RELEASE FOR PUBLIC REVIEW OF AMENDMENT 6 TO THE FFY2016-2021 TRANSPORTATION IMPROVEMENT PROGRAM

Mr. Wilson said there is a handout in front of you. The narrative page clearly outlines the change. This is our quarterly amendment cycle. He reviewed the handout which is incorporated herewith into these minutes as Exhibit "1".

QUESTIONS FROM THE COMMITTEE WERE AS FOLLOWS:

S100440

Mr. Aaboe asked are the funding needs elsewhere within the MPO.

Mr. Wilson said they are within District 5.

Mr. Brasher said it will be moved to make up shortages in various years within the State after projects are funded.

Mr. Wilson asked the money is staying within the District.

Mr. Brasher said so far yes.

Mr. Quintana said he understands that the FHWA is on board with this. We were required to upgrade the existing ramps to ADA standards.

Mr. Brasher said it looks like there will be a road transfer or exchange agreement. He does not know if the FHWA has been communicated with. They have been tied to this. This follows some improvements the District made to the corridor a few years ago. They are ADA and structural improvements.

Mr. Quintana said he was with the District when they programmed this project. It was prior to bringing up any road exchange agreement.

Chair Romero said the City has a strong ADA advocacy group and they filed a complaint against us with DOJ. DOJ said any time we do mill and fill alternations we are required to update all our intersections.

Mr. Brasher said he is not saying it is not required. It may not be planned but it is destined. A road transfer agreement is coming soon.

S100440

Mr. Aaboe said on the matrix you need to correct the spelling of preservation.

S100530

Mr. Aaboe said Canyoncito is misspelled.

S100470

No Questions.

Mr. Wilson said we are looking for permission to release this for a 15 day public review.

MOTION A motion was made by Mr. Martinez, seconded by Mr. Aaboe, to allow this item to proceed to a 15 day public review.

VOTE The motion passed unanimously by voice vote.

B. DEVELOPMENT OF PROJECT LIST FOR THE FFY 2018-2023 MPO

TRANSPORTATION IMPROVEMENT PROGRAM

Mr. Wilson said we are working off 2 TIPs. We are looking for project proposals for projects for 2018 to 2023. The deadline for submission has passed. The project identification form was handed out and is incorporated herewith into these minutes as Exhibit "2".

Mr. Wilson said he took a stab at scoring the projects that were submitted using the criteria. He reviewed the project list which is herewith incorporated into these minutes as Exhibit "3" and the map of projects which is herewith incorporated into these minutes as Exhibit "4". He would like to know if the Committee concurs with the scoring he has done. They are in order of highest score to lowest. The Project entitled I-25/La Cienega has been withdrawn for more information.

Mr. Matthews said we would like to withdraw the project entitled Richards Avenue Bike Lanes. It is in our draft infrastructure study. The design will include off road bike lanes. We ask to withdraw the project.

Mr. Wilson said Los Suenos Trail is probably not eligible for funding this year. He recommends not carrying it forward at this time.

Mr. Matthews said we can bring that back to management.

Mr. Wilson said the next step is to sit down with the District and the STIP Coordinator to discuss funding possibilities. Then we will develop a proposed draft TIP. It will then go out for a 30 day public review and then back to this Committee. We would like your concurrence now with the prioritization as presented.

Mr. Aaboe said on the bottom table, S100230, you have amendment amounts but it is deleted in the list.

Mr. Wilson said they are going out for public review and modification in May. That will be reflected in the draft.

Mr. Brasher said he disagrees with the priority funding that puts the interchange at the top of the list. That assumes that the results of the study will show it as a priority.

Mr. Wilson said he can put an asterick on the item that says it's priority is pending the outcome of the study.

Mr. Brasher said he would have put NE connector first. The study will be complete in November. We are gathering information at this time.

Chair Romero said these numbers are part of an already approved plan. We are tasked with going with our current plan. It scored first. It went through a well vetted process. This is a representation of what this Committee feels are the priorities of the region. He does not see that the corridor study would change that, other than the high amount of crashes which would indicate the high priority.

There was further discussion on this

It was decided that the asterisk and note as described previously would be added to the priority list.

MOTION A motion was made by Mr. Brasher, seconded by Mr. Quintana, to concur with the prioritization list with the asterisk and note included and with the removal of the I-25/La Cienega project, the Los Suenos Trail project and the Richards Avenue Bike Lanes project.

VOTE The motion passed unanimously by voice vote.

C. UPDATED NEW MEXICO POPULATION PROJECTIONS FROM UNM GPS

Mr. Tibbetts introduced Kendra Montanari, Mid Region of the Council of Governments, who will give a presentation on the population projections from the UNM GPS.

Ms. Montanari handed out a copy of her presentation which is incorporated herewith into these minutes as Exhibit "5". She proceeded with her presentation.

QUESTIONS FROM THE COMMITTEE WERE AS FOLLOWS:

Mr. Mortillaro asked regarding the migration shown for Santa Fe County, do you know what age group is causing that migration.

Ms. Montanari said we looked at the State as a whole. It was young working professionals ages 20 to 35.

Mr. Brasher asked you said they use the census as a benchmark.

Ms. Montanari said yes, and estimates every year between the census.

Mr. Brasher asked how much further broken down are these numbers.

Ms. Montanari said it is simple data from the census. It can be as detailed as you want.

Mr. Brasher asked do the projections have how many vehicles are owned and other vehicle information.

Ms. Montanari said no, the is data by age, race and gender.

Chair Romero thanked Ms. Montanari for her presentation and information.

D. UPDATE ON TRANSPORTATION IMPROVEMENT PROGRAM PROJECTS

Mr. Wilson handed out the update on the Transportation Improvement Program Projects which is incorporated herewith as Exhibit "6". He said he will send out the list for updates and we will go over them at the next meeting.

7. MATTERS FROM MPO STAFF

Mr. Tibbetts said the Zia Station finally opened today. He wants to acknowledge Mr. Wilson as he has spent the last 3 years facilitating this.

Mr. Wilson said it has been 7 years.

Chair Romero thanked Mr. Wilson.

Mr. Tibbetts said the train first came to Santa Fe in December of 2008 and the TCC recommended that Zia station be opened. It sat until 2010 before anything happened. Then Keith and the MPO asked to help get it open. Now it is done. It remains to be seen how many people will actually use that station.

Mr. Wilson said it was one step forward and 2 steps back for a lot of it. Please call him if anyone sees any issues. He has to report back to Council in 6 months.

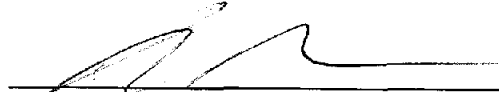
8. MATTERS FROM TCC MEMBERS

None.


9. NEXT MEETING MAY 22, 2017

10. ADJOURN

There being no further business before the Committee the meeting adjourned at 2:30 pm.



John Romero, Chair



Elizabeth Martin, Stenographer

**PROPOSED DRAFT AMENDMENT 6 TO THE
TRANSPORTATION IMPROVEMENT PROGRAM
Federal Fiscal Years 2016–2021**

**For review by the MPO Technical Coordinating Committee and release for
Public Review**

**Proposed Public Comment Period: 05/01/17 – 05/16/17
TCC Review and Recommendation: 05/22/17
TPB Public Hearing and Approval: 05/25/17**

PROPOSED CHANGES TO EXISTING PROJECTS

S100230 – NM14 ADA Feasibility Study and ROW Acquisition. MM53 to MM56 [NMDOT Lead]

- Delete \$250,000 in FFY2018 Funding for a Feasibility Study
- Delete \$1,000,000 in FFY2019 Funding for ROW Acquisition
- Delete project from the TIP

Justification:

This project is requested to be deleted from the STIP and TIP because the NMDOT does not anticipate the completion of a Road Transfer agreement between the City of Santa Fe and the NMDOT within the timeline of the current NMDOT STIP. The design and construction funding previously identified for this project is needed for the design and construction of District 5 projects needing funding in the FY 2018 and 2019 STIP years

S100440 – St Michaels Drive Corridor Improvements [NMDOT Lead]

- Move Rail Trail Underpass Design Funding (\$285,000) from FFY2017 to FFY2019
- Move Rail Trail Underpass Construction project and funding (\$2,850,000) from S100470 and move funding from FFY2019 to FFY2020
- Add Pavement Preservation to the Scope of Work
- Move Pedestrian ADA Improvements Funding (\$323,629) from FFY2019 to FFY2020 and add \$2,676,371 in funding, for a total of \$3,000,000 for construction of Pedestrian ADA Improvements and Pavement Preservation.
- Increase Construction funding for the St Francis Dr/St Michaels Dr Interchange by \$5,000,000 in FFY2020 and \$5,000,000 in FFY2021 for a new total of \$15,500,000 (FFY2020 = \$5,000,000 and FFY2021 = \$10,500,000)

Note:

Study and Design funding for the Pedestrian ADA Improvements and Pavement Preservation is currently being identified and will be added in a future Amendment.

S100530 – Installation of Rail Crossing Lights & Gates at CR51, BNSF Crossing #01372M, Canioncito [NMDOT Lead]

- Change Project Title from:
 - County Road 51 (Ojo De La Vaca Road) In Canioncito at BNSF Grade Crossing USDOT # 013721mto:
 - CR51 (Ojo De La Vaca Rd) - Railroad Crossing #013721M, Canioncito
- Change Project Scope from:
 - Install New Constant Warning Led Flashing Lights, Gate Arms And Guardrailto:
 - Install New Crossing Flasher Lights And Gate Arms With Constant Warning Train Detection
- Reduce Project Funding from \$350,000 to \$250,000

S100470 - Rail Trail Underpass at NM466 (St Michaels Drive) [NMDOT Lead]

- Move project under S100440 (see above for details)
- Delete Control Number

FFY2016-2021 Transportation Improvement Program Summary AMENDMENT 6 - 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	NM44 ADA Feasibility Study and ROW Acquisition - MM53 to MM56	\$ -	\$ -	\$ 260,000	\$ 1,000,000	\$1,260,000	DELETE PROJECT		
4	S100250	Interstate Pavement Preservation	\$ -	\$ -	\$ -	\$ -	\$0	\$ 6,000,000	\$ 4,000,000	
5	S100350	Guadalupe Street Bridge (#6487) Off Ramp Rehabilitation	\$ -	\$ 1,500,000	\$ -	\$ -	\$1,500,000	\$ -	\$ -	
6	S100370	Agua Fria St/Cottonwood Drive Intersection Safety	\$ -	\$ -	\$ 1,000,000	\$ -	\$1,000,000	\$ -	\$ -	
7	S100420	FR-2098 Arroyo Hondo Bridge Preventative Maintenance	\$ -	\$ 326,831	\$ -	\$ -	\$326,831	\$ -	\$ -	
8	S100430	NM599/US84-285 Ramp Modification	\$ -	\$ -	\$ 800,000	\$ -	\$800,000	\$ -	\$ -	
9	S100440	St Michaels Drive Corridor Improvements	\$ 250,000	\$ 285,000	\$ -	\$ 323,629	\$535,000	\$ -	\$ 5,500,000	
		Move Rail Trail Design Funding to FFY2019				\$ 285,000		\$ 5,000,000	\$ 10,500,000	
								Add \$10M construction funding for St Francis/St Michaels Interchange.		
		Add Pavement Preservation Project to the Scope	Increase construction funding for ADA Improvements and Pavement Preservation projects and move to FFY2020					\$ 3,000,000		
		Add Rail Trail Underpass at NM466 (St Michaels Drive) Construction from S100470	Move Rail Trail Underpass construction funding from FFY2019 to FFY2020					\$ 2,850,000	\$ -	
10	S100450	Bridge Preventative Maintenance (US 84/285 and NM502) \$810,000 in MPO	\$ -	\$ 3,407,344	\$ -	\$ -	\$3,407,344	\$ -	\$ -	
11	L500219	Defouri Street & Guadalupe Street Bridges Project	\$ 1,259,543	\$ -	\$ -	\$ -	\$1,259,543	\$ -	\$ -	
12	S100460	Guadalupe Street Reconstruction "Road Diet"	\$ -	\$ 375,000	\$ -	\$ 3,625,000	\$4,000,000	\$ -	\$ -	
13	S100480	Old Santa Fe Trail Bike Lanes	\$ 559,063	\$ -	\$ -	\$ -	\$559,063	\$ -	\$ -	
14	S100490	NM599 Interchange Reprioritization Study	\$ -	\$ 240,000	\$ -	\$ -	\$240,000	\$ -	\$ -	
15	S100520	I-25 Pavement Preservation – M.P. 290 - 294 (Eldorado to Canoncito IC)	\$ 7,500,000	\$ -	\$ 7,150,000	\$ -	\$14,650,000	\$ -	\$ -	
16	S100540	Bridge Preventative Maintenance on I-25/La Cienega (#9423) and NM466/US84/285 (#7386)	\$ -	\$ -	\$ -	\$ 450,000	\$450,000	\$ -	\$ -	
17	9900724	US84-285 Safety Maintenance Project	\$ -	\$ 600,000	\$ -	\$ -	\$600,000	\$ -	\$ -	
		TOTALS	\$ 10,972,606	\$ 6,449,175	\$ 17,972,644	\$ 4,360,000	\$39,754,425	\$ 16,850,000	\$ 14,500,000	

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

TRANSIT & RAIL AND NON MOTORIZED PROJECTS ON NEXT PAGE

FFY2016-2021 Transportation Improvement Program Summary AMENDMENT 6 - DRAFT

TRANSIT & RAIL PROJECTS

			PROGRAMMED FUNDS					INFORMATIONAL YEARS	
Page	STIP CN	Project	FFY2016	FFY2017	FFY2018	FFY2019	4yr Total	FFY2020	FFY2021
17-22	TS00024 - TS00029	Santa Fe Trails: FTA Ridefinders Funding	\$ 84,004	\$ 84,004	\$ 84,004	\$ 84,004	\$ 336,016	\$ 84,004	\$ 84,004
23-28	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
29	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
30	TS00110	Downtown Transit Center Sheridan Ave Improvements	\$ 2,340,824	\$ -	\$ -	\$ -	\$ 2,340,824	\$ -	\$ -
31	S100510	Installation of Rail Crossing Lights & Gates at Alta Vista St Crossing For Rail Trail	\$ -	\$ 77,000	\$ 20,000	\$ -	\$ 97,000	\$ -	\$ -
32	TS00120	NCRTD: FTA Section 5307 Funding	\$ -	\$ 210,888	\$ 210,888	\$ 210,888	\$ 632,664	\$ 210,888	\$ 210,888
33	S100530	Installation of Rail Crossing Lights & Gates at CR51, BNSF Crossing # 013721M - Canoncito	\$ -	\$ -	\$ 350,000		\$ 350,000		
		Change Project Title to: CR51 (Cjo De La Vaca Rd) - Railroad Crossing #013721M, Canoncito Change Scope to: Install New Crossing Flasher Lights and gate Arms with Constant Warning Train Detection.		Reduce Funding by \$100,000		\$ 250,000	\$ -	\$ 250,000	\$ -
		TOTALS	\$ 10,610,689	\$ 8,557,753	\$ 9,000,753	\$ 8,480,753	\$ 36,649,948	\$ 8,480,753	\$ 8,480,753

NON MOTORIZED PROJECTS

Page	STIP CN	Project	PROGRAMMED FUNDS				4yr Total	INFORMATIONAL YEARS	
			FFY2016	FFY2017	FFY2018	FFY2019		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)	Move Project and FFY2019 Funding to S100440				\$ 2,850,000	\$ 2,850,000	DELETE CONTROL NUMBER
37	S100500	Improvements to Motocross & All Terrain Tracks and Facilities at La Tierra	\$ -	\$ 278,200	\$ -	\$ -	\$ 278,200	\$ -	\$ -
TOTALS			\$ 4,156,464	\$ 278,200	\$ -	\$ -	\$ 4,434,664	\$ -	\$ -

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



PROJECT IDENTIFICATION FORM (PIF)

INSTRUCTIONS: Please complete all sections thoroughly.
See the end of this document for required distribution.

1. **Date of Submittal:** April 12, 2017 2. **Initial or Revised PIF?** Initial PIF.
3. **Is this project phased?** No. If phased: Enter phase number and total # of phases.
4. **Sponsoring public entity:** Santa Fe County 5. **Project Name:** Rabbit Road Safety Study and Improvements
- Note: per MAP-21, Non-Profit Organizations cannot be lead agencies, but they can contribute to projects.*

6. **Is the project on the ICIP?** Yes. If yes, year and priority #: 5 Year CIP ID #1049, year 2018 (NE/SE Connector are both County Bond Projects 2018, construction in 2020. This PIF is for safety improvements not included as part of the NE Connector project.

7. **Is the project in or consistent with a MPO/RTPO/Local planning document?** Yes.
If yes, which document (MTP/SLRP/TTP/etc.): MPO TIP, FY 2016 to 2021, MPO MTP, 2015-2040, Santa Fe County Sustainable Land Development Code, Future Road Network Map, identified as "minor arterial."

8. **Is the project in the TIP/STIP?** No. If yes, year(s): Enter year(s). Control #: Enter CN.

9. **Is the project on the MPO TIP/RTPO RTIPR?** No. If yes, which year(s): Enter year(s).
Notes: Please contact your MPO/RTPO planner if this project is not in any local planning documents; if it is, please include the first page and the page on which the project is listed for any relevant documents.

10. **County:** Santa Fe 11. **US Congressional District:** 3
12. **New Mexico House District:** 47 13. **New Mexico Senate District:** 26

14. **Contact Person and/or PDE:** Ray Matthew, Transportation Planner or Robert Griego, Planning Division Manager

15. **Address:** 102 Grant Ave., Santa Fe, Nm 87504

16. **Phone:** Ray Matthew: 995-2775 Robert Griego: 986-6215 17. **Fax:** 820-1394 18. **E-mail:**
rmatthew@santafecountynm.gov; rgriego@santafecountynm.gov

19. **MPO or RTPO:** Santa Fe MPO 20. **NMDOT District #:** 5

Project Description

21. In the space below, please provide a narrative describing the Project, its Purpose and Need, i.e., the rationale behind the project. If this project has or will go through the NEPA process, the description below should match the NEPA description as closely as possible.

The purpose of this project is to 1) conduct a Rabbit Road Road Safety study, and 2) implement the recommendation for safety improvements that have been identified in the Road Safety study. The

project begins at the intersection of the NE Connector to Rabbit Road and extends east to the Rabbit Road/St. Francis intersection. The need is to address current and projected safety needs once the NE/SE Connector project is constructed. At the public meetings for the NE/SE Connector project there were comments that Rabbit Road needed safety improvements and with the construction of the NE/SE Connector the need would increase. The NE/SE Connector project is expected to be constructed in 2020. ***Please note the Rabbit Road safety improvements may be substantially less than the cost estimate in this PIF (\$1,000,000). The actual cost and type of improvements will be identified in the Rabbit Road Safety study.

22. Select an Improvement Type for the project: 21 Safety

Notes: See FMS Improvement Type Codes for complete improvement descriptions. List additional improvement types here: The Road Safety Audit or similar Safety study will identify specific improvements which could include but not limited to, shoulder improvements, striping, signage.

EXHIBIT

Project Details (fill out where applicable)

23. Route # (or Street) Name: Rabbit Road 24. Length (mi.): approx. 1.5 miles
25. Begin mile post/intersection: Rabbit Road/NE Connector Intersection 26. End mile post/intersect.: Rabbit Road/St. Francis Intersection
27. Directions from nearest major intersection or landmark: From Rabbit Road/NE Connector intersection, proceed east on Rabbit Road to project end at Rabbit Road/St. Francis intersection
28. Google Maps link (see tutorial for help): <http://earth.google.com/rabbit road> (maps attached)
29. Roadway FHWA Functional Classification(s): Minor Arterial

Funding Information

30. Has this project received Federal funding previously? No. If yes, which years? Enter year(s). Which program(s)? This project, the Rabbit Road Safety study and implementation of safety improvements, has not received any federal funding. The construction of NE/SE Connector Project has and is currently listed in the MPO TIP: S100121, S100122, FFY 16 and 18, and includes \$1,000,000 million federal funds for design of NE Connector.

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

	Federal	State	Local*	Tribal	Other	
31. Environmental/Planning	28,479.72	\$Amount t	4,853.61	\$Amount t	\$Amount	
32. Preliminary Engineering	28,479.72	\$Amount t	4,853.61	\$Amount t	\$Amount	
33. Design	28,479.72	\$Amount t	4,853.61	\$Amount t	\$Amount	
34. Right-Of-Way	42,720.00	\$Amount t	7,280.00	\$Amount t	\$Amount	
35. Construction	726,240.00	\$Amount t	123,760.00	\$Amount t	\$Amount	Total
36. Other Process	\$Amount	\$Amount t	\$Amount	\$Amount t	\$Amount	\$1,000,000 0

* Identify the specific local/ city/ county/ tribal government fund(s) source, such as gas tax, sales tax, etc.

Project Readiness

This is a list of certifications, clearances, and other processes that could apply to the project. These steps may not be required at this time, but could be necessary at a later date. Identify the date

that the certification or clearance was received **OR** if a certification/ clearance is under way **OR** will be started in the future **OR** the step is not applicable (N/A). **Do not leave any field blank.**

37. **Public Involvement:** 2022

38. **Right of Way:** 2023

39. **Design:** 2023

40. **Environmental Certification**:** N/A

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

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

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

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

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

Project Planning Factors

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

45. ☒ **Economic Vitality:** promotes the economic well being of the and projected growth of the Community College District which is in a SDA-1 high growth area for the County.

46. ☒ **Safety for Motorized and Non-motorized Users:** Will address current and projected safety needs on Rabbit Road once the NE/SE Connector project is complete. There is limited sight distant on parts of Rabbit Road making driveway access/exit on Rabbit road difficult and a safety concern for these users and through traffic traveling between the Richards Ave./CCD area and St. Francis/I-25.

47. ☐ **Security for Motorized and Non-motorized Users:** Type explanation.

48. ☒ **Accessibility and Mobility of People and Freight:** Rabbit Road and the NE/SE Connector increase accessiblity and moblitiy by providing an alternative route to the Richards Ave. access to Community College District. It also provides access to and from St. Francis Ave.and I-25 via the St. Francis/I-25 interchange.

49. ☐ **Environment, Energy Conservation, Quality of Life:** Type explanation.

50. ☒ **Integration and Connectivity:** The NE/SE Connector and Rabbit Road are an alternative route to the Community College District to the Richards Ave. route and also provides access to and from St. Francis Ave.and I-25 via the St. Francis/I-25 interchange.

51. ☒ **System Management and Operation:** Rabbit Road is currently a NMDOT facility, once the NE/SE Connector project is complete Rabbit Road will be a County facility.








52. ☐ **System Preservation:** Type explanation.

REQUIRED DISTRIBUTION

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

Santa Fe County
Northeast/Southeast Connector
(9 / 24 / 2015)

Legend

-  Santa Fe County
-  Santa Fe Community College District
-  Minor Roads
-  Major Roads
-  Railroad Lines
-  Major Streams and Arroyos
-  City of Santa Fe

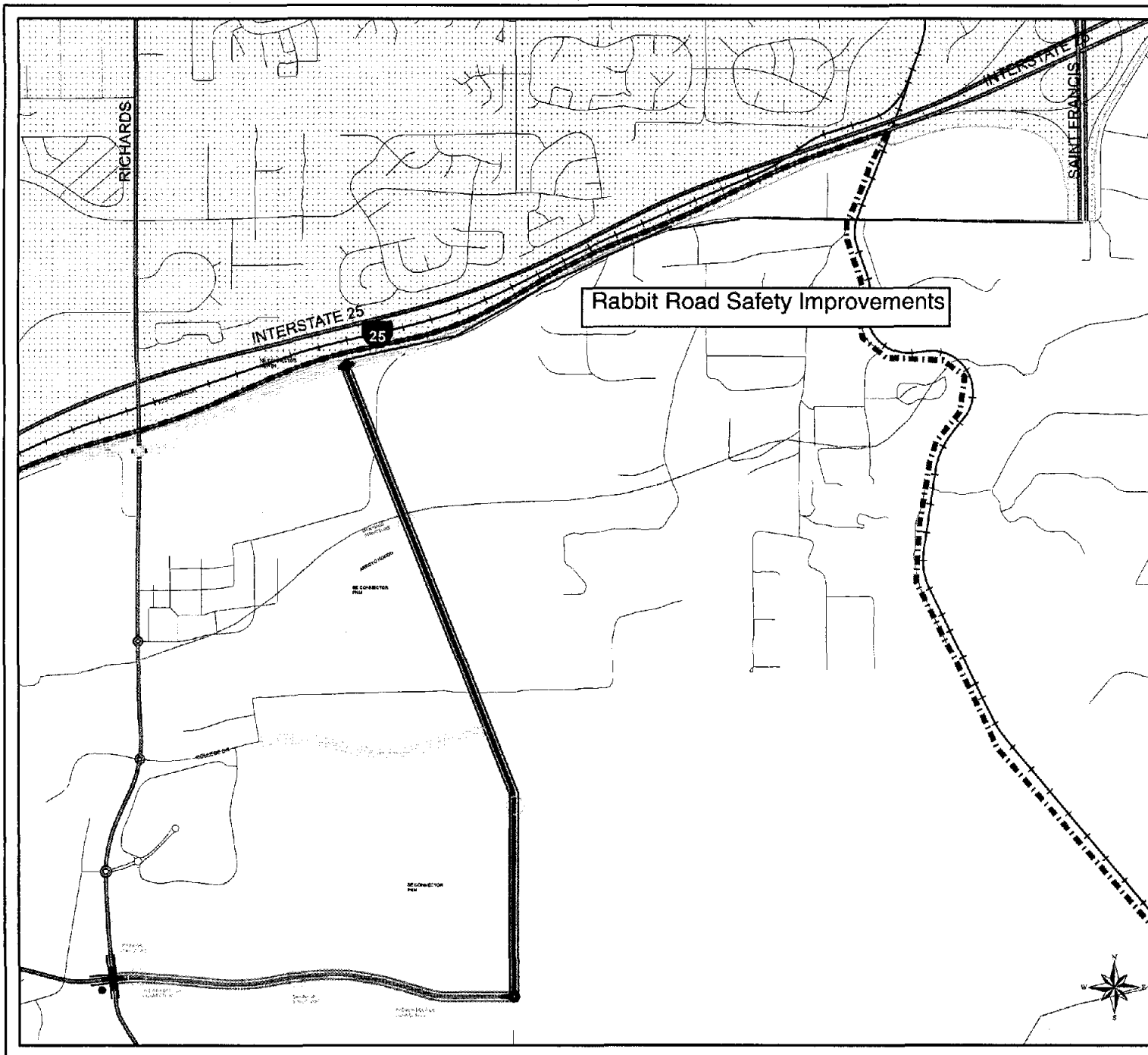
0.25 0.125 0 0.25 Miles

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errors associated with the use of these data.
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data accuracy when necessary.



Santa Fe County
Growth Management
Department
Planning Division

Feb. 6, 2016
NE_SE_Connector.mxd





PROJECT IDENTIFICATION FORM (PIF)

INSTRUCTIONS: Please complete all sections thoroughly.
See the end of this document for required distribution.

1. **Date of Submittal:** Apr. 12, 2017 2. **Initial or Revised PIF?** Initial PIF.
3. **Is this project phased?** No. **If phased:** Enter phase number and total # of phases.
4. **Sponsoring public entity:** Santa Fe County 5. **Project Name:** Avenida Del Sur West Extension
Note: per MAP-21, Non-Profit Organizations cannot be lead agencies, but they can contribute to projects.
-
6. **Is the project on the ICIP?** Yes. **If yes, year and priority #:** 5 Year CIP ID #316, year 2020
construction project
7. **Is the project in or consistent with a MPO/RTPO/Local planning document?** Yes.
If yes, which document (MTP/SLRP/TTP/etc.): MPO MTP, 2015-2040, Table 7-1, Regional Roadway
Priorities, # 11 of 36 projects, Santa Fe County Sustainable Land Development Code, Future Road
Network Map, identified as "minor arterial."
8. **Is the project in the TIP/STIP?** No. **If yes, year(s):** Enter year(s). **Control #:** Enter CN.
9. **Is the project on the MPO TIP/RTPO RTIPR?** No. **If yes, which year(s):** Enter year(s).
*Notes: Please contact your MPO/RTPO planner if this project is not in any local planning documents; if it is,
please include the first page and the page on which the project is listed for any relevant documents.*
-
10. **County:** Santa Fe 11. **US Congressional District:** 3
12. **New Mexico House District:** 47 13. **New Mexico Senate District:** 26
-
14. **Contact Person and/or PDE:** Ray Matthew, Transportation Planner or Robert Griego, Planning
Division Manager
15. **Address:** 102 Grant Ave., Santa Fe, Nm 87504
16. **Phone:** Ray Matthew: 995-2775 Robert Griego: 986-6215 17. **Fax:** 820-1394 18. **E-mail:**
rmatthew@santafecountynm.gov; rgriego@santafecountynm.gov
19. **MPO or RTPO:** Santa Fe MPO 20. **NMDOT District #:** 5
-

Project Description

21. **In the space below, please provide a narrative describing the Project, its Purpose and Need, i.e., the rationale behind the project. If this project has or will go through the NEPA process, the description below should match the NEPA description as closely as possible.**

The purpose of this project is to construct the Avenida Del Sur West extension, a new roadway, from NM 14 east to the Avenida Del Sur/A Van Nu Po intersection. The road provides needed access to the Community College District area from the NM 14/ NM 599 intersection. With the construction of this

project Avenida Del Sur will extend from NM 14, to the SE Connector via the Avenida Del Sur East extension which will be constructed as part of the NE/SE Connector project in 2020

22. Select an Improvement Type for the project: 01 New Construction Roadway

Notes: See FMIS Improvement Type Codes for complete improvement descriptions. List additional improvement types here: Enter improvement type(s), including improvement type number.

Project Details (fill out where applicable)

23. **Route # (or Street) Name:** Avenida Del Sur West Extension (new road) 24. **Length (mi.):**
approx. 1.6 miles
25. **Begin mile post/Intersection:** NM 14/NM599 Intersection 26. **End mile post/intersect.:** Avenida
Del Sur/ A Van Nu Po intersection
27. **Directions from nearest major intersection or landmark:** From NM 14/ NM 599 intersection,
proceed east to Avenida Del Sur/ A Van Nu Po intersection.
28. **Google Maps link (see tutorial for help):** <http://earth.google.com/Avenida Del Sur> (maps attached)
29. **Roadway FHWA Functional Classification(s):** Minor Arterial

Funding Information

30. **Has this project received Federal funding previously? No. If yes, which years? Enter year(s).**
Which program(s)? Enter program(s).

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

	Federal	State	Local*	Tribal	Other	
31. Environmental/Planning	233,333.33	\$Amount	33,973.33	\$Amount	\$Amount	
32. Preliminary Engineering	233,333.33	\$Amount	33,973.33	\$Amount	\$Amount	
33. Design	233,333.34	\$Amount	33,973.34	\$Amount	\$Amount	
34. Right-Of-Way	427,200.00	\$Amount	72,800.00	\$Amount	\$Amount	
35. Construction	4,955,520.00	\$Amount	844,480.00	\$Amount	\$Amount	Total
36. Other Process	\$Amount	\$Amount	\$Amount	\$Amount	\$Amount	\$7,101,919

* Identify the specific local/ city/ county/ tribal government fund(s) source, such as gas tax, sales tax, etc.

Project Readiness

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

37. **Public Involvement:** 2022

- 38. Right of Way: 2022
- 39. Design: 2023
- 40. Environmental Certification**: 2023
- 41. Utility Clearances: 2023
- 42. ITS Clearances: N/A
- 43. Railroad Clearances: N/A
- 44. Other Clearances: N/A

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

Project Planning Factors

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

- 45. ☒ **Economic Vitality:** The Avenida Del Sur West extension promotes the economic well being of existing developments in the Community College District and also the projected growth. This area is designated as SDA-1, a high growth area for the County.
- 46. ☐ **Safety for Motorized and Non-motorized Users:**
- 47. ☐ **Security for Motorized and Non-motorized Users:** Type explanation.
- 48. ☒ **Accessibility and Mobility of People and Freight:** The Avenida Del Sur West extension will provide access to the Community College District area from the NM 14/ NM 599 intersection. With the construction of this project Avenida Del Sur will extend from NM 14, to the SE Connector via the Avenida Del Sur East extension which will be constructed as part of the NE/SE Connector project.
- 49. ☐ **Environment, Energy Conservation, Quality of Life:** Type explanation.
- 50. ☒ **Integration and Connectivity:** Completion of the Avenida Del Sur West extension establishes a road network that provides access from three cardinal directions to the Community College District area. The Avenida Del Sur West extension/ NM 14/NM599 intersection provides access from the west; Richards Ave to Avenida Del Sur provides a northern access from the City of Santa Fe; the east access is St. Francis/I25, Rabbit Road to the NE/SE Connector and Avenida Del Sur. Continuing on Avenida Del Sur to NM 14/NM 599 also provides an east- west through route for the Community College District between St. Francis/ I-25 and NM14/NM 599 .

51. ☒ **System Management and Operation:** The Avenida Del Sur West extension will be a County owned and maintained facility, along with the other links of Avenida Del Sur and the NE/SE Connector and Rabbit Road.








52. ☐ **System Preservation:** Type explanation.

REQUIRED DISTRIBUTION

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


Santa Fe County
Northeast/Southeast Connector
(9 / 24 / 2015)

Legend

-  Santa Fe County
-  Santa Fe Community College District
-  Minor Roads
-  Major Roads
-  Railroad Lines
-  Major Streams and Arroyos
-  City of Santa Fe

0.4 0.2 0 0.4 Miles

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Feb. 6, 2016
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Avenida Del Sur
West Extension

RANCHO VIEJO

AVENIDA DEL SUR

A VAN NU PO

RICHARDS

INTERSTATE 25

INTERSTATE 25

CERRILLOS

FOREST

STATE ROAD 14





PROJECT IDENTIFICATION FORM (PIF)

**INSTRUCTIONS: Please complete all sections thoroughly.
See the end of this document for required distribution.**

1. **Date of Submittal:** April 12, 2017 2. **Initial or Revised PIF?** Initial PIF.
3. **Is this project phased?** No. If phased: Enter phase number and total # of phases.
4. **Sponsoring public entity:** Santa Fe County 5. **Project Name:** Rancho Viejo Bike Lanes
Note: per MAP-21, Non-Profit Organizations cannot be lead agencies, but they can contribute to projects.
-
6. **Is the project on the ICIP?** Yes. If yes, year and priority #: 5 Year CIP ID # 321, year 2020
7. **Is the project in or consistent with a MPO/RTPO/Local planning document?** Yes.
If yes, which document (MTP/SLRP/TTP/etc.): SF MPO MTP, 2015-2040 # 28, p. 7-11; Santa Fe County Sustainable Land Development Code, Bikeways Network Map, identified as "On Road Bike Lanes, retro fit through widening, priority 1".
8. **Is the project in the TIP/STIP?** No. If yes, year(s): Enter year(s). **Control #:** Enter CN.
9. **Is the project on the MPO TIP/RTPO RTIPR?** No. If yes, which year(s): Enter year(s).
Notes: Please contact your MPO/RTPO planner if this project is not in any local planning documents; if it is, please include the first page and the page on which the project is listed for any relevant documents.
-
10. **County:** Santa Fe 11. **US Congressional District:** 3
12. **New Mexico House District:** 47 13. **New Mexico Senate District:** 26
-
14. **Contact Person and/or PDE:** Ray Matthew, Transportation Planner or Robert Griego, Planning Division Manager
15. **Address:** 102 Grant Ave., Santa Fe, Nm 87504
16. **Phone:** Ray Matthew: 995-2775 Robert Griego: 986-6215 17. **Fax:** 820-1394 18. **E-mail:**
rmatthew@santafecountynm.gov; rgriego@santafecountynm.gov
-
19. **MPO or RTPO:** Santa Fe MPO 20. **NMDOT District #:** 5
-

Project Description

21. **In the space below, please provide a narrative describing the Project, its Purpose and Need, i.e., the rationale behind the project. If this project has or will go through the NEPA process, the description below should match the NEPA description as closely as possible.**

Construct bike lanes on each side of Rancho Viejo Blvd., 1.75 miles, from NM 14 to Avenida Del Sur, this will require the widening of Rancho Viejo Blvd to accommodate bike lanes. The project will address the need to separate bike travel and motor vehicle travel in the same through lanes. There is limited sight distance on Rancho Viejo Blvd. due to the horizontal and vertical curves. Rancho Viejo Blvd. Bike lanes addresses the need to increase mobility and access to the CCD through an alternative travel mode route

from NM 14 via Rancho Viejo Blvd. and Avenida Del Sur, and the need to promote active forms of transportation.

22. Select an Improvement Type for the project: 28 Facilities for Pedestrians, Bicycles

Notes: See FMIS Improvement Type Codes for complete improvement descriptions. List additional improvement types here: Enter improvement type(s), including improvement type number.

Project Details (fill out where applicable)

23. **Route # (or Street) Name:** Rancho Viejo Boulevard 24. **Length (mi.):** 1.75 miles

25. **Begin mile post/intersection:** NM 14/Rancho Viejo Blvd. intersection 26. **End mile post/intersect.:** Rancho Viejo Blvd./Avenida Del Sur intersection.

27. **Directions from nearest major intersection or landmark:** From NM 14/ Rancho Viejo Blvd. intersection proceed east to Rancho Viejo Blvd./ Avenida Del Sur intersection.

28. **Google Maps link (see tutorial for help):** <http://earth.google.com/Rancho Viejo Blvd.> (google earth map attached w/project noted, SFC GIS map w/project and NE/SE Connector)

29. **Roadway FHWA Functional Classification(s):** Minor Arterial

Funding Information

30. **Has this project received Federal funding previously? No. If yes, which years? Enter year(s).**
Which program(s)? Enter program(s).

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

	Federal	State	Local*	Tribal	Other	
31. Environmental/Planning	28,479.72	\$Amount	4,853.61	\$Amount	\$Amount	
32. Preliminary Engineering	28,479.72	\$Amount	4,853.61	\$Amount	\$Amount	
33. Design	28,480.01	\$Amount	4,853.33	\$Amount	\$Amount	
34. Right-Of-Way	42,720.00	\$Amount	7,280.00	\$Amount	\$Amount	
35. Construction	726,240.00	\$Amount	123,760.00	\$Amount	\$Amount	Total
36. Other Process	\$Amount	\$Amount	\$Amount	\$Amount	\$Amount	\$1,000,000.00

* Identify the specific local/ city/ county/ tribal government fund(s) source, such as gas tax, sales tax, etc.

Project Readiness

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

37. **Public Involvement:** 2022

38. Right of Way: 2022

39. Design: 2022

40. Environmental Certification**: N/A

41. Utility Clearances: N/A

42. ITS Clearances: N/A

43. Railroad Clearances: N/A

44. Other Clearances: N/A

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

Project Planning Factors

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

45. ☒ **Economic Vitality:** Bike lanes are an enhancement to existing and projected development in the Rancho Viejo area and provide an alternative travel mode route from NM 14 to the Community College whose educational programs can aid in employment.

46. ☒ **Safety for Motorized and Non-motorized Users:** The provision of bike lanes will prevent bike travel in the through lanes of Rancho Viejo Blvd. increasing safety for bike users and decreasing conflicts/collisions with bicyclists and vehicles using the same travel lane. The marked bike lanes provide a visual cue and separation of respective spaces for vehicle travel and bike travel.

47. ☒ **Security for Motorized and Non-motorized Users:** Bike lanes can provide the perception of a level of security for bike users relative to unmarked facilities because a marked signed space is reserved for bike use. Bike lanes can also provide some perception of security for motor vehicle travel in the through lanes because motor vehicle/bike conflicts/collisions are reduced by segregated lanes for bike travel.

48. ☒ **Accessibility and Mobility of People and Freight:** Rancho Viejo Blvd. Bike lanes provide an alternative to motor vehicle use, enhancing mobility and also provide another way to access the Community College and neighborhoods and institutions in the area via NM 14/Avenida Del Sur.

49. ☒ **Environment, Energy Conservation, Quality of Life:** Bike travel that would normally be done by motor vehicles reduces vehicle miles traveled which has a corresponding reduction in motor vehicle emissions and decreased use of non-renewable fuels. These are beneficial effects to the environment. In addition, bike travel is an active form of transportation which can also have beneficial health effects.

50. ☒ **Integration and Connectivity:** Rancho Viejo Blvd. Bike lanes are an aid to an alternative travel mode route from NM 14 to the Community College area. The Rancho Viejo Blvd. bike lanes will connect to planned bike lanes on Avenida Del Sur from Rancho Viejo to Richards Ave. When those bike lanes are completed they will connect to the planned bike lanes on Richards Ave. and bikes lanes on the Avenida Del Sur East extension and the SE Connector. The Avenida Del Sur East extension and SE Connector bike lanes will be constructed as part of the NE/SE Connector project in 2020. The completed system will form a bike lane network in the CCD area that can be accessed from Richards or NM 14.

51. ☒ **System Management and Operation:** Rancho Viejo Blvd. is a County owned and maintained facility. Santa Fe County will maintain the Rancho Viejo Blvd. Bike lanes as part of the routine maintenance for Rancho Viejo Blvd.








52. ☐ **System Preservation:** Type explanation.

REQUIRED DISTRIBUTION

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

Santa Fe County
Northeast/Southeast Connector
(9 / 24 / 2015)

Legend

-  Santa Fe County
-  Santa Fe Community College District
-  Minor Roads
-  Major Roads
-  Railroad Lines
-  Major Streams and Arroyos
-  City of Santa Fe

0.4 0.2 0 0.4 Miles

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Rancho Viejo
Bike Lanes

RANCHO VIEJO

AVENIDA DEL SUR

A VAN NU PO

RICHARDS

INTERSTATE 25

AIRPORT

CERRILLOS

STATE ROAD 1



PROJECT IDENTIFICATION FORM (PIF)

**INSTRUCTIONS: Please complete all sections thoroughly.
See the end of this document for required distribution.**

1. **Date of Submittal:** April 13, 2017 2. **Initial or Revised PIF?** Initial PIF.
3. **Is this project phased?** No. If phased: Enter phase number and total # of phases.
4. **Sponsoring public entity:** Santa Fe County 5. **Project Name:** Richards Ave. Bike Lanes
Note: per MAP-21, Non-Profit Organizations cannot be lead agencies, but they can contribute to projects.
-
6. **Is the project on the ICIP?** Yes. If yes, year and priority #: 5 Year CIP ID # 337, year 2021
7. **Is the project in or consistent with a MPO/RTPO/Local planning document?** Yes.
If yes, which document (MTP/SLRP/TTP/etc.): SF MPO MTP, 2015-2040, Bicycle Master Plan Map, p. 5-23, identified as "other on road bikeway"; Santa Fe County Sustainable Land Development Code, Bikeways Network Map, identified as "On Road Bike Lanes, sufficient paved shoulder".
8. **Is the project in the TIP/STIP?** No. If yes, year(s): Enter year(s). Control #: Enter CN.
9. **Is the project on the MPO TIP/RTPO RTIPR?** No. If yes, which year(s): Enter year(s).
Notes: Please contact your MPO/RTPO planner if this project is not in any local planning documents; if it is, please include the first page and the page on which the project is listed for any relevant documents.
-
10. **County:** Santa Fe 11. **US Congressional District:** 3
12. **New Mexico House District:** 47 13. **New Mexico Senate District:** 26
-
14. **Contact Person and/or PDE:** Ray Matthew, Transportation Planner or Robert Griego, Planning Division Manager
15. **Address:** 102 Grant Ave., Santa Fe, Nm 87504
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rmatthew@santafecountynm.gov; rgriego@santafecountynm.gov
19. **MPO or RTPO:** Santa Fe MPO 20. **NMDOT District #:** 5
-

Project Description

21. **In the space below, please provide a narrative describing the Project, its Purpose and Need, i.e., the rationale behind the project. If this project has or will go through the NEPA process, the description below should match the NEPA description as closely as possible.**

Construct bike lanes on each side of Richards Ave. from the Richards Ave. /City of Santa Fe corporate limit south to the Richards Ave./Avenida Del Sur intersection. Richards Ave. is a widely used route to the Community College district, with a significant amount of commuter traffic. The provision of bike lanes will address the need for a safe alternative travel mode and decrease conflicts/collisions from bicyclists and motor vehicles using the same travel lane. The provision of Richards Ave. Bike lanes addresses the

need to increase mobility and access to the CCD through an alternative travel mode and to promote active forms of transportation.

22. Select an Improvement Type for the project: 28 Facilities for Pedestrians, Bicycles

Notes: See FMIS Improvement Type Codes for complete improvement descriptions. List additional improvement types here: Enter improvement type(s), including improvement type number.

Project Details (fill out where applicable)

23. Route # (or Street) Name: Richards Avenue 24. Length (mi.): approximately 1.47 miles

25. Begin mile post/intersection: Richards Ave./City of Santa Fe limits 26. End mile post/intersect.: Richards Ave./Avenida Del Sur intersection

27. Directions from nearest major intersection or landmark: from Richards Ave/I-25/City of Santa Fe limits proceed south on Richards Avenue till the Richards Ave./Avenida del Sur intersection.

28. Google Maps link (see tutorial for help): <http://earth.google.com/Richards Ave.> (google earth map attached w/project noted, SFC GIS map w/project and NE/SE Connector)

29. Roadway FHWA Functional Classification(s): Principal Arterial

Funding Information

30. Has this project received Federal funding previously? No. If yes, which years? Enter year(s). Which program(s)? Enter program(s).

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

	Federal	State	Local*	Tribal	Other	
31. Environmental/Planning	28,479.72	\$Amount	4,853.61	\$Amount	\$Amount	
32. Preliminary Engineering	28,479.72	\$Amount	4,853.61	\$Amount	\$Amount	
33. Design	28,480.01	\$Amount	4,853.33	\$Amount	\$Amount	
34. Right-Of-Way	42,720.00	\$Amount	7,280.00	\$Amount	\$Amount	
35. Construction	726,240.00	\$Amount	123,760.00	\$Amount	\$Amount	Total
36. Other Process	\$Amount	\$Amount	\$Amount	\$Amount	\$Amount	\$1,000,000.00

* Identify the specific local/ city/ county/ tribal government fund(s) source, such as gas tax, sales tax, etc.

Project Readiness

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

37. Public Involvement: 2022

38. Right of Way: 2022

39. Design: 2022

40. Environmental Certification**: N/A

41. Utility Clearances: N/A

42. ITS Clearances: N/A

43. Railroad Clearances: N/A

44. Other Clearances: Date completed, under way, to be started, OR N/A

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

Project Planning Factors

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

45. ☒ **Economic Vitality:** Bike lanes are an enhancement to existing and projected development and provide an alternative access to the Community College whose educational programs can aid in employment.

46. ☒ **Safety for Motorized and Non-motorized Users:** The provision of bike lanes will prevent bike travel in the through lanes of Richards Ave. increasing safety for bike users and decreasing conflicts/collisions with bicyclists and vehicles using the same travel lane. The marked bike lanes provide a visual cue and separation of respective spaces for vehicle travel and bike travel.

47. ☒ **Security for Motorized and Non-motorized Users:** Bike lanes can provide the perception of a level of security for bike users relative to unmarked facilities because a marked signed space is reserved for bike use. Bike lanes can also provide some perception of security for motor vehicle travel in the through lanes because motor vehicle/bike conflicts/collisions are reduced by segregated lanes for bike travel.

48. ☒ **Accessibility and Mobility of People and Freight:** Richards Ave. Bike lanes provide an alternative to motor vehicle use, enhancing mobility and also provide another way to access the Community College and neighborhoods and institutions in the area.

49. ☒ **Environment, Energy Conservation, Quality of Life:** Bike travel that would normally be done by motor vehicles reduces vehicle miles traveled which has a corresponding reduction in motor vehicle emissions and decreased use of non-renewable fuels. These are beneficial effects to the environment. Bike travel is an active form of transportation which can also have beneficial health effects.

50. ☒ **Integration and Connectivity:** Richards Avenue Bike lanes will connect to the Avenida Del Sur East extension and the SE Connector bike lanes. The Avenida Del Sur East extension and SE Connector bike lanes are part of the NE/SE Connector project to be constructed in 2020. The Richards Ave. Avenida Del Sur East extension, and the SE Connector form a network of bike lanes in the Community College District area.

51. ☒ **System Management and Operation:** Santa Fe County will maintain the Richards Ave. bike lanes. They are on the segment of Richards Ave. that is a County facility (south of the Richards Ave./CSF corporate limit).








52. ☐ **System Preservation:** Type explanation.

REQUIRED DISTRIBUTION

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


Santa Fe County
Northeast/Southeast Connector
(9 / 24 / 2015)

Legend

-  Santa Fe County
-  Santa Fe Community College District
-  Minor Roads
-  Major Roads
-  Railroad Lines
-  Major Streams and Arroyos
-  City of Santa Fe

0.25 0.125 0 0.25 Miles

This information is for reference only.
Santa Fe County assumes no liability for
errors associated with the use of these data.
Users are solely responsible for confirming
data accuracy when necessary.

 Santa Fe County
Growth Management
Department
Planning Division

Feb. 6, 2016
NE_SE_Connector.mxd

Richards Avenue
Bike Lanes

RANCHO VIEJO

AVENIDA DEL SUR

RICHARDS

INTERSTATE 25

INTERSTATE 25

CERRILLOS



INSTRUCTIONS: Please complete all sections thoroughly.
See the end of this document for required distribution.

- August 2014

22. Select an Improvement Type for the project: 01 New Construction Roadway

Notes: See FMIS Improvement Type Codes for complete improvement descriptions. List additional improvement types here: Enter improvement type(s), including improvement type number.

Project Details (fill out where applicable)

23. **Route # (or Street) Name:** Los Suenos Trail 24. **Length (mi.):** approximately 1.43 miles
25. **Begin mile post/intersection:** Los Suenos Trail/La Vida Drive intersection 26. **End mile post/intersect.:** the planned intersection of Los Suenos Trail Extension and W. Alameda
27. **Directions from nearest major intersection or landmark:** From Los Suenos Trail/La Vida Drive intersection proceed south, crossing the Arroyo de los Frijoles and the Arroyo de los Trampas and connecting to W. Alameda St. (approx. .28 miles west of NM 599 North Frontage Road)
28. **Google Maps link (see tutorial for help):** <http://earth.google.com/Los Suenos Trail> (Los Suenos Trail and Los Suenos Trail Extension project maps are attached)
29. **Roadway FHWA Functional Classification(s):** Minor Collector

Funding Information

30. **Has this project received Federal funding previously? No. If yes, which years?** Enter year(s).
Which program(s)? Enter program(s).

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

	Federal	State	Local*	Tribal	Other	
31. Environmental/Planning	133,333.33	\$Amount t	\$Amount t	\$Amount t	23,333.33	
32. Preliminary Engineering	133,333.33	\$Amount t	\$Amount t	\$Amount t	23,333.33	
33. Design	133,333.34	\$Amount t	\$Amount t	\$Amount t	23,333.34	
34. Right-Of-Way	200,000.00	\$Amount t	\$Amount t	\$Amount t	30,000.00	
35. Construction	3,400,000.00	\$Amount t	\$Amount t	\$Amount t	600,000.00	Total
36. Other Process	\$Amount	\$Amount t	\$Amount t	\$Amount t	\$Amount	\$4,700,000.00

* Identify the specific local/ city/ county/ tribal government fund(s) source, such as gas tax, sales tax, etc.

Project Readiness

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

- 37. Public Involvement: 2022
- 38. Right of Way: 2023
- 39. Design: 2023
- 40. Environmental Certification**: 2023
- 41. Utility Clearances: 2023
- 42. ITS Clearances: N/A
- 43. Railroad Clearances: N/A
- 44. Other Clearances: N/A

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

Project Planning Factors

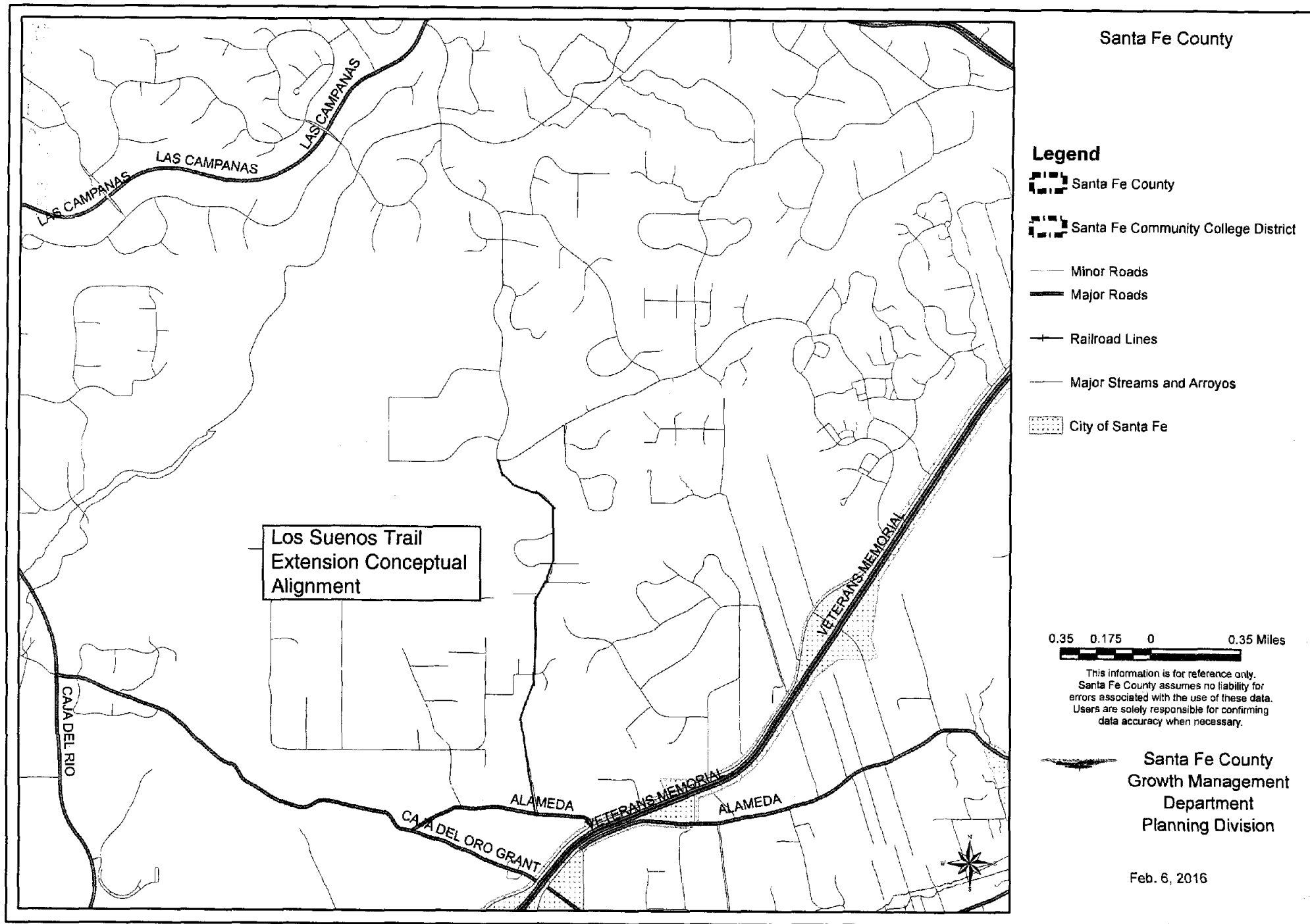
Below are the federally mandated planning factors for all transportation projects. Please check all that apply and provide a brief explanation of how the project addresses the factor. Comment area will expand as needed. **NOTE: if you are applying for TAP or RTP funds, leave this section blank and complete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

- 45. ☒ **Economic Vitality:** Construction of this road can encourage development in the areas adjacent to or near the Los Suenos Trail Extension alignment.
- 46. ☒ **Safety for Motorized and Non-motorized Users:** The Los Suenos Trail extension construction includes an all weather crossing that would provide continuous access through inclement weather for projected development along the alignment and the existing development to the north in the Los Suenos Trail/Cloud March/Las Campanas area.
- 47. ☐ **Security for Motorized and Non-motorized Users:** Type explanation.
- 48. ☒ **Accessibility and Mobility of People and Freight:** The Los Suenos Trail Extension would function as a north-south collector to W. Alameda St. for projected development along the alignment and the existing development to the north in Los Suenos Trail/Cloud March/Las Campanas area.
- 49. ☐ **Environment, Energy Conservation, Quality of Life:** Type explanation.
- 50. ☒ **Integration and Connectivity:** Los Suenos Trail Extension would function as a north-south collector to W. Alameda St. for projected development along the alignment and the existing development to the north in Los Suenos Trail/Cloud March/Las Campanas area. W. Alameda connects to the North Frontage Road/NM 599 and is an east-west route into the City of Santa Fe.
- 51. ☒ **System Management and Operation:** There are currently 66 foot easements for Los Suenos Trail Extension from La Vida Trail to W. Alameda St. If the Los Suenos Trail Extension project receives federal funding the Los Suenos Trail Extension will be a County owned and maintained facility.

52. ☐ **System Preservation:** Type explanation.

REQUIRED DISTRIBUTION

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



SUBMITTED ROADWAY PROJECTS FOR CONSIDERATION IN DEVELOPMENT OF FFY2018-2023 TIP

For TCC Review 04/24/17

TCC Priority	Project Name	Project Description	Lead Agency	Current or Future Functional Classification	Cost Estimate	Used in MTP Table 7-17 Time Framework	Safety and Security	System Preservation	Multimodal Mobility & Accessibility	Congestion Relief & System Operations	Freight & Commerce	Commercial & Community Viability	Greenhouse Gas Reduction	Environmental Documentation	Partnership & Funding	Score
	NM599/Via Veteranos Interchange	Construction of a New Interchange	NMDOT	Principal Arterial	\$8,000,000	Yes - Short	10	0	7	7	5	3	3	3	7	45
W/O	I-25/La Cienega Interchange Improvements	Ramp Modification at the Interchange	NMDOT	Interstate	\$3,000,000	No - ?			Awaiting more details on Project							0
	North-East Connector (Rabbit Road) Improvements	Safety Study and Upgrade of existing roadway from St Francis Drive to SE Connector	Santa Fe County	Minor Arterial	\$1,000,000	Yes - shown under programmed	5	0	7	10	5	7	3	0	5	42
	Avenida Del Sur Extension	Design & Construct New road from NM14 east to A van Nu Po	Santa Fe County	Minor Arterial	\$7,101,910	Yes - Short/Medium	5	3	10	7	3	3	3	0	5	39
	Rancho Viejo Blvd Bike Lanes	Construct Bike Lanes between NM14 and Avenida del Sur	Santa Fe County	Minor Arterial	\$1,000,000	Yes - Medium	5	0	10	5	3	3	3	0	7	36
E/O	Richards Avenue Bike Lanes	Construct Bike Lanes along Richards Ave from City Limits to Avenida del Sur Intersection	Santa Fe County	Principal Arterial	\$1,000,000	No - ?	0	0	7	5	3	3	3	0	5	26
	Los Suenos Trail	Construct new Minor Collector between W. Alameda and La Vida Drive	Santa Fe County	Local/Minor Collector	\$4,700,000	No - identified as a Developer Roadway on Map 5-3	0	0	5	5	3	3	3	0	3	22

Scores in BLACK taken from the MTP 2015-2040 Table 7-1
Scores in RED entered by MPO Staff

Scoring (See MTP 2015-2040 Chapter 7 for Scoring Criteria)

10 pts
 7 pts
 5 pts
 3 pts
 0 pts

PROJECTS WITH IDENTIFIED FUNDING FOR FFY2018-2021

STIP CN	Project	FFY2018	FFY2019	FFY2020	FFY2021	TOTAL
S100121	NE Connector (I-25 Frontage Rd) from Richards to St Francis Dr	\$ 3,232,644	\$ -	\$ -	\$ -	\$ 3,232,644
S100122	SE Connector from NE Connector to Richards Ave	\$ 5,790,000	\$ -	\$ -	\$ -	\$ 5,790,000
S100230	NM14 ADA Feasibility Study and ROW Acquisition. MM53 to MM56	\$ 250,000	\$ 1,000,000	\$ -	\$ -	\$ 1,250,000
S100370	Agua Fria St/Cottonwood Drive Intersection Safety	\$ 1,000,000	\$ -	\$ -	\$ -	\$ 1,000,000
S100430	NM599/US84-285 Ramp Modification	\$ 800,000	\$ -	\$ -	\$ -	\$ 800,000
S100440	St Michaels Drive Corridor Improvements	\$ -	\$ 323,629		\$ 5,500,000	\$ 5,823,629
S100460	Guadalupe Street Reconstruction "Road Diet"	\$ -	\$ 3,625,000	\$ -	\$ -	\$ 3,625,000
S100520	I-25 Pavement Preservation - M.P. 290 -294 (Eldorado to Canoncito IC)	\$ 7,150,000	\$ -	\$ -	\$ -	\$ 7,150,000
S100540	Bridge Preventative Maintenance on I-25/La Cienega (#9423) and NM466/US84/285 (#7386)	\$ -	\$ 450,000	\$ -	\$ -	\$ 450,000
	TOTALS	\$18,222,644	\$ 5,398,629	\$ -	\$ 5,500,000	\$ 29,121,273

Projects in RED have changes pending with Amendment 7 of the FFY2016-2021 TIP

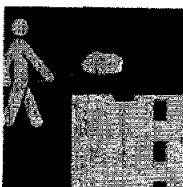
EXHIBIT 3
Continued from FFY2016-2021 TIP/STIP

Goal: A safe and secure transportation system for motorized and non-motorized users.

Evaluation: How well does the project improve safety for all users? Does it alleviate a known issue?

Highest Score Example: A roadway project involving a new grade separated crossing at a location with a crash history showing a high occurrence of severe (injury or fatal) crashes. The project would eliminate the safety problem.

- ☒ Project will resolve a major identified safety issue
- ☒ Project will resolve an identified safety issue
- ☐ Project has no identified safety issue
- ☐ Project will have a negative impact on safety
- ☐ Project will have a major negative impact on safety








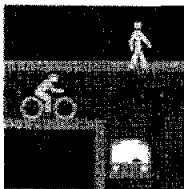
Goal: A well-maintained transportation system.

Evaluation: How well does the project improve the condition of the existing transportation system?

Timely preventive maintenance and preservation are necessary to ensure proper operational performance and safety of the roadways and bridges in our region. By extending the service life of existing infrastructure, the region can better manage resources required for long-term improvements, such as reconstruction and expansion of the network.

Highest Score Example: An interchange reconstruction project that includes replacement of a bridge that is in poor condition.

-  Project will reconstruct infrastructure that is in poor condition
-  Project will repair infrastructure that is in poor condition
-  Project will reconstruct infrastructure that is in fair condition
-  Project will repair infrastructure that is in fair condition or will provide relief to infrastructure in poor condition
-  Project will have no impact on the condition of the existing system



Multimodal Mobility & Accessibility

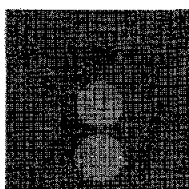
Goal: An accessible, connected, and integrated transportation system.

Evaluation: Does the proposed project allow accommodation and/or availability of transportation options using different modes?

Integrating and enhancing walking, bicycling, and transit into the transportation network provide healthy and sustainable travel choices for residents, workers, and visitors of our region. Providing transportation alternatives helps reduce VMT, thereby reducing congestion and mobile source GHG emissions in our region.

Highest Score Example: A corridor improvement and streetscape project that includes access control improvements, new sidewalks, bike lanes, and bus stop amenities.

- ☒ Project will greatly increase or improve the accommodation and/or availability of two or more travel modes (car/freight, transit/rail, pedestrian, bicycle)
- ☐ Project will increase or improve the accommodation and/or availability of two or more travel modes
- ☐ Project will not change or improve the accommodation or availability of any travel modes other than car/freight
- ☐ Project will reduce the accommodation and/or availability of one or more travel modes
- ☐ Project will greatly reduce the accommodation and/or availability of one or more travel modes



Congestion Relief & System Operations

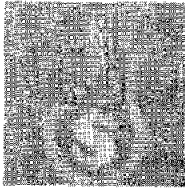
Goal: An efficient and reliable transportation system.

Evaluation: How does the proposed project impact current or projected congestion or the mobility of the targeted mode(s)?

The cost of roadway congestion comes in the form of both time and money and affects the travel of residents, visitors, and businesses alike. By prioritizing the system's operational efficiency, the region can work to reduce congestion and improve travel time reliability for both motorized and non-motorized users.

Highest Score Example: A roadway widening project that will provide relief to a congested corridor and improved travel reliability.

- ☒ Project will resolve a major congestion or mobility issue
- ☐ Project will resolve a congestion or mobility issue
- ☐ Project will have no impact on congestion or mobility
- ☐ Project will have a negative impact on congestion or mobility
- ☐ Project will have a major negative impact on congestion or mobility



Economic & Community Vitality

Goal: A transportation system that supports economic and community vitality.

Evaluation – Part 1 (Freight and Commerce): How well will the proposed project improve the mobility of freight and access to commerce?

An efficient transportation network provides reduced transit times and reliability of the movement of goods locally, regionally, and nationally. Freight-specific investments into the National Highway System provide for less costly freight transportation and can contribute to productivity and the economic growth of our region.

Highest Score Example: A new facility on the National Highway System that will provide more direct routing for freight.

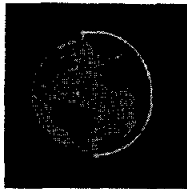
- ☒ Project will make improvements to a freight carrying facility of statewide significance (Interstate or NHS roadway)
- ☒ Project will make improvements to a regional freight carrying facility (non-NHS roadway)
- ☐ Project will have little or no benefit to a freight carrying facility
- ☐ Project will have a negative impact on a freight carrying facility
- ☐ Project will have a major negative impact on a freight carrying facility

Evaluation – Part 2 (Community and Commercial Vitality): Would the proposed project add value to any surrounding commercial uses? Would the proposed project support a more attractive, safe, healthy, and walkable transportation experience for all users?

By using context sensitive solutions in planning our future transportation system, we will support the economy of the Santa Fe metropolitan area, enhance the social activity of residents and visitors, improve public health, and preserve natural and cultural resources, all of which enhance the greater community and commercial vitality of our region.

Highest Score Example: A corridor improvement project along an established commercial corridor that includes access control and urban design improvements (such as raised, landscaped medians), widened sidewalks, streetscape improvements, and bus stop amenities that are fitting with the context of the historic and current land uses.

- ☒ Project significantly adds value to surrounding commercial uses and supports a more attractive, safe, healthy and walkable transportation experience for all users
- ☒ Project moderately adds value to surrounding commercial uses and supports a more attractive, safe, healthy, and walkable transportation experience for all users
- ☐ Project does not enhance or detract from the existing commercial uses or the transportation experience by any users
- ☐ Project moderately reduces the value of surrounding commercial uses and the existing transportation experience (attractive, safe, healthy, and walkable) for all users
- ☐ Project significantly reduces the value of surrounding commercial uses and the existing transportation experience (attractive, safe, healthy, and walkable) for all users.



Environmental Stewardship

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

Evaluation – Part 1 (Greenhouse Gas Reduction): What is the project's potential for reducing mobile source GHG emissions?

Environmental stewardship is an important consideration in developing our transportation network as the two primary contributors to mobile source GHG emissions are running emissions and idling emissions. These GHG emissions can be reduced by lowering VMT and by decreasing stopped delay in our region.

Highest Score Example: An intersection reconstruction project that would significantly reduce congestion and idling time; or a new roadway connection that would eliminate out-of-direction travel resulting in a significant reduction in VMT.

- ☒ Project will result in a significant reduction in VMT or idling time
- ☐ Project will result in some reduction in VMT or idling time
- ☐ Project will have no net impact on VMT and idling time
- ☐ Project will result in some increase in VMT or idling time
- ☐ Project will result in a significant increase in VMT or idling time

Evaluation – Part 2 (Environmental Documentation): What level of environmental documentation is required for the project and how far along is the documentation process?

The purpose of this criterion is to encourage the selection of projects that would have the least detrimental impact on the environment. For this purpose, the level of environmental clearance that the federal government requires is anticipated and then used as an indicator of the likely magnitude of environmental impact. Also, projects whose environmental impact analyses are underway or complete are given higher scores as an indication of either reduced uncertainty or the likelihood of substantial mitigation, or both.

Highest Score Example: A corridor improvement and streetscape project that has a completed Categorical Exclusion.

- ☒ Project requires a Categorical Exclusion, which is in progress or complete
- ☐ Project requires a Categorical Exclusion, which is not yet started
- ☐ Project has a completed Environmental Assessment (EA) or Environmental Impact Statement (EIS)
- ☐ Project requires an EA or EIS, which is in progress
- ☐ Project requires an EA or EIA, which is not yet started

Evaluation: Does the project have strong support from partner agencies and present opportunities for collaborative and/or unique funding approaches? Is the project well implemented (has the project undergone a planning study and preliminary design)?

Highest Score Example: A new interchange that has strong support from the City of Santa Fe, Santa Fe County, and NMDOT; the project is expected to receive funding contributions from a nearby developer, and a planning study and preliminary design have been completed for the interchange.



















































































-  Project has strong support from partner agencies or strong potential for collaborative and/or unique funding approaches, or has undergone a planning study and preliminary design
-  Project has some support from partner agencies or some potential for collaborative and/or unique funding approaches, or has undergone a planning study
-  Project has neither strong support nor opposition from partner agencies
-  Project has some opposition from partner agencies
-  Project has strong opposition from partner agencies

















































































































Table 7-1 identifies the list of prioritized publically-funded Regional Roadway projects. The alignments for the “Future Roads and Extensions” are approximations. All projects listed in **Table 7-1** require further public review and input before moving toward construction. These projects are shown on **Figure 5-3 Future Road Network** on page 5-19.








































































































- Continuity of road design characteristics consistent with “complete streets” across jurisdictions;
- Network connectivity to ensure an efficient and reliable system; and
- Safety and accessibility for all users.

The Regional Roadway Plan may be amended periodically to reflect completed projects or changing status of proposed improvements. All amendments are reviewed by the MPO Technical Coordinating Committee and presented for public comment before the MPO Transportation Policy Board adopts them.

Table 7-1. Regional Roadway Priorities

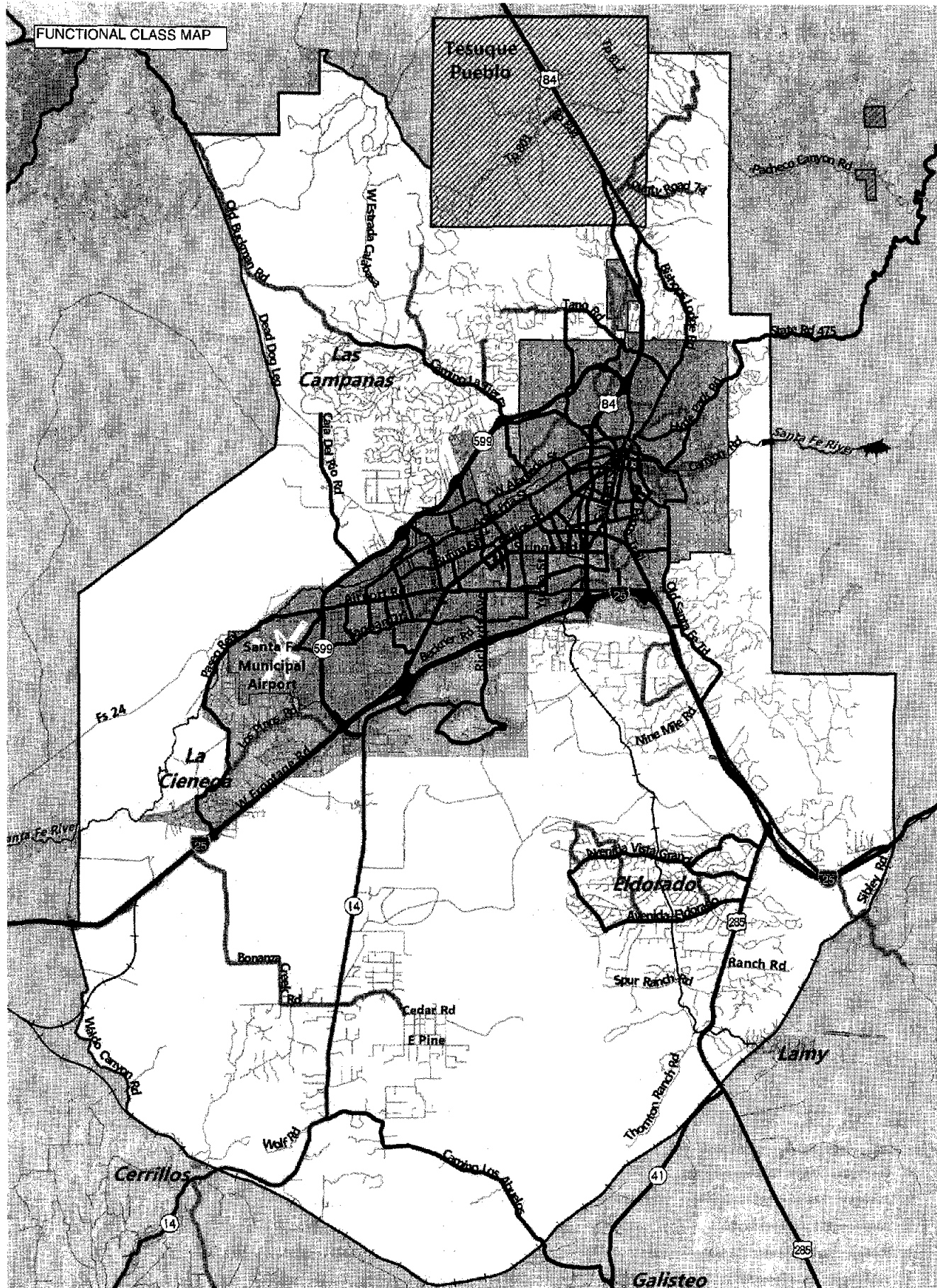
Project Name and Description	Multimodal Elements	Lead Agency	Cost (2015 Dollars)	Evaluation Criteria									Time Frame/ Need
				Safety & Security	System Preservation	Multimodal Mobility & Accessibility	Congestion Relief & System Operations	Freight & Commerce	Commercial & Community Vitality	Greenhouse Gas Reduction	Environmental Documentation	Partnership & Funding	
Sandoval/Montezuma Intersection Improvements: Pedestrian improvements, striping, signage, median reconfiguration		City of Santa Fe	\$550,000										Short
NM599/Via Valeranos (CR 70) Interchange: Construct a new interchange		NMDOT	\$8,000,000										Short
St. Francis Drive: Pedestrian Intersection improvements: Pedestrian improvements at all the intersections along St. Francis Drive		NMDOT/ City of Santa Fe	\$600,000										Short
Agua Fria/South Meadows Intersection Improvements: Reconfigure intersection to include left turn bays on Agua Fria and improve pedestrian crossings and upgrade traffic signals		City of Santa Fe	\$1,400,000										Short
Rehabilitation or Replacement of 3 Downtown Bridges over the Santa Fe River: Galisteo, Don Gaspar, Delgado Street		City of Santa Fe	\$3,000,000										Short
Old Santa Fe Trail Bike Lanes (City): Widen from Zia Road to Mountain Cloud Zen Road to add bike lanes		City of Santa Fe	\$1,000,000										Short
Cerrillos/Sandoval Intersection Improvements: Pedestrian improvements, striping, signage, reconfigure medians		City of Santa Fe	\$1,250,000										Short/ Medium
NM599/I-25 Frontage Road Overpass: Construct an overpass to carry the North Frontage Road over NM599. Reconfigure existing Frontage Road at grade intersection with NM599 to right in/right out only		NMDOT	\$6,000,000										Short/ Medium

Project Name and Description	Multimodal Elements	Lead Agency	Cost (2015 Dollars)	Evaluation Criteria										Time Frame/ Need
				Safety & Security	System Preservation	Multimodal Mobility & Accessibility	Congestion Relief & System Operations	Freight & Commerce	Commercial & Community Vitality	Greenhouse Gas Reduction	Environmental Documentation	Partnership & Funding		
Cerrillos Road Reconstruction (St. Michaels Drive to St. Francis Drive): Reconstruct to add medians, drainage, bike lanes, sidewalks and transit facilities	  	City of Santa Fe	\$12,000,000										Short/ Medium	
Extension of NM599 Frontage Road across SF River: Construct a bridge over Santa Fe River and upgrade roadway on south side to airport road		NMDOT	\$4,300,000										Short/ Medium	
Avenida Del Sur Extension: Construct a new road and upgrade existing roadway from NM14 to A Van Nu Po	 	Santa Fe County	\$2,500,000										Short/ Medium	
Governor Miles Road Bike Lanes: Widen from Richards Avenue to Pueblos del sol to add bike lanes		City of Santa Fe	\$275,000										Short/ Medium	
San Felipe Road Bike Lanes: Widen from Airport Road to Agua Fria Street to add bike lanes		City of Santa Fe	\$165,000										Short/ Medium	
West Alameda Street Bike Lanes (City): Widen from Calle Nopal to Siler Road to add bike lanes and improve drainage		City of Santa Fe	\$6,000,000										Short/ Medium	
West Alameda Street Bike Lanes (County): Widen from Chicoma Vista to Frontage Road to add bike lanes		Santa Fe County	\$1,000,000										Short/ Medium	
Henry Lynch Road Bike Lanes: Widen from Agua Fria to Rufina Street to add bike lanes		City of Santa Fe	\$275,000										Short/ Medium	
Tesuque Village Road Bike Lanes: Widen from US 84/285 interchange to Tesuque Village to add bike lanes		Santa Fe County	\$825,000										Short/ Medium	
Hyde Park Road (NM475) Bike Lanes: Widen from Artist Road to Little Tesuque Creek to add bike lanes		NMDOT	\$1,925,000										Short/ Medium	
Avenida Del Sur Bike Lanes: Widen from Richards Avenue to A Van Nu Po to add bike lanes		Santa Fe County	\$1,000,000										Short/ Medium	

Project Name and Description	Multimodal Elements	Lead Agency	Cost (2015 Dollars)	Evaluation Criteria										Time Frame/ Need
				Safety & Security	System Preservation	Multimodal Mobility & Accessibility	Congestion Relief & System Operations	Freight & Commerce	Commercial & Community Vitality	Greenhouse Gas Reduction	Environmental Documentation	Partnership & Funding		
Rufina Street Connection: New roadway connection between Harrison Road and Camino Carlos Rey		City of Santa Fe	\$450,000										Short/ Medium	
NM599/Airport Road Interchange: Construct a new interchange		NMDOT	\$11,000,000										Medium	
Calle Po Ae Pi Extension: Pave dirt section include sidewalks		City of Santa Fe	\$850,000										Medium	
NM599/Camino de los Montoyas Interchange w/ Frontage Road: Construct a new interchange		NMDOT	\$11,050,000										Medium	
I-25/NM599: Interchange Ramp Improvements: Lengthen on and off ramps		NMDOT	\$2,500,000										Medium	
St. Francis Drive US 84/285 Auxiliary Lane NM599 to Guadalupe: Construct a SB auxiliary lane from NM599 to Guadalupe Exit		NMDOT	\$1,000,000										Medium	
St. Francis Drive (US 84/285)/Guadalupe Interchange Improvements: Reconstruct existing Interchange to replace existing bridge on Guadalupe and possibly convert from a left hand exit to a right hand exit		NMDOT	\$17,000,000										Medium	
Old Santa Fe Trail Bike Lanes (County): Widen from El Gancho Way to Two Trails Road		Santa Fe County	\$1,000,000										Medium	
Rancho Viejo Blvd Bike Lanes (Shoulders): Widen from NM14 to Avenida del Sur to add bike lanes		Santa Fe County	\$1,000,000										Medium	
I-25/NM466: Interchange Improvements: Reconfigure Interchange and lengthen ramp		NMDOT	\$7,200,000										Medium/ Long	
I-25/St. Francis Drive: Interchange Improvements: Reconfigure interchange and lengthen ramp		NMDOT	\$8,300,000										Medium/ Long	

Project Name and Description	Multimodal Elements	Lead Agency	Cost (2015 Dollars)	Evaluation Criteria									Time Frame/Need
				Safety & Security	System Preservation	Multimodal Mobility & Accessibility	Congestion Relief & System Operations	Freight & Commerce	Commercial & Community Vitality	Greenhouse Gas Reduction	Environmental Documentation	Partnership & Funding	
I-25 Auxillary Lanes: NM599 to Cerrillos: Construct a third lane in each direction between interchanges		NMDOT	\$4,000,000										Long
I-25 Auxiliary Lanes: St. Francis Drive to NM466: Construct a third lane in each direction between interchanges		NMDOT	\$2,000,000										Long
I-25 Auxiliary Lanes: Cerrillos to St. Francis Drive: Construct a third lane in each direction between interchanges		NMDOT	\$17,000,000										Long
I-25/Richards Avenue Interchange: Construct a new interchange		NMDOT	\$25,000,000										Long
County Road 62 Realignment and Improvements: NM599 to Caja del Rio		Santa Fe County	\$3,000,000										Long
Connection between Caja del Rio and Airport Road: Construct a new roadway between Caja del Rio to the Santa Fe River, including the construction of a low water crossing. Private developer to complete roadway to Airport Road		Santa Fe County	\$3,000,000										Long

FUNCTIONAL CLASS MAP





Legend

- | | | | |
|--------------------|--------------------|--------------------------------|----------------------------|
| Interstate | Unclassified Roads | Adjusted Urbanized Area [2013] | Santa Fe City Boundary |
| Principal Arterial | Railroads | Agua Fria Traditional Village | MPO Planning Area Boundary |
| Minor Arterial | Santa Fe River | Tesuque Pueblo | Santa Fe County Boundary |
| Major Collector | | | |
| Minor Collector | | | |



EXHIBIT "4"



2040 POPULATION PROJECTIONS

Updated by the University of New Mexico's
Geospatial Population Studies Group
In November of 2016

Kendra Montanari
Socioeconomic Program Manager

Topics

- New Population Projections
- Projection Method
- Projection Comparison
- Metropolitan vs. Non-Metropolitan Counties

POPULATION PROJECTIONS

EXHIBIT 5

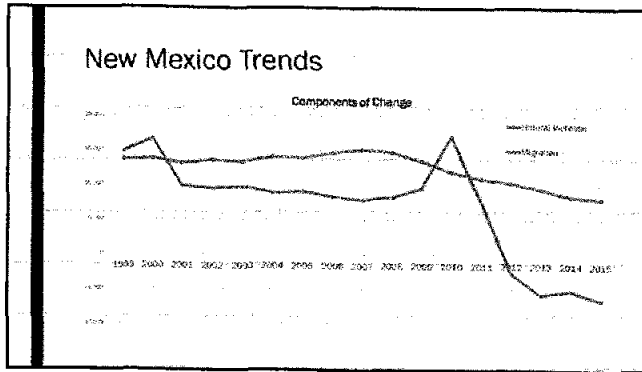
PROJECTION METHODS

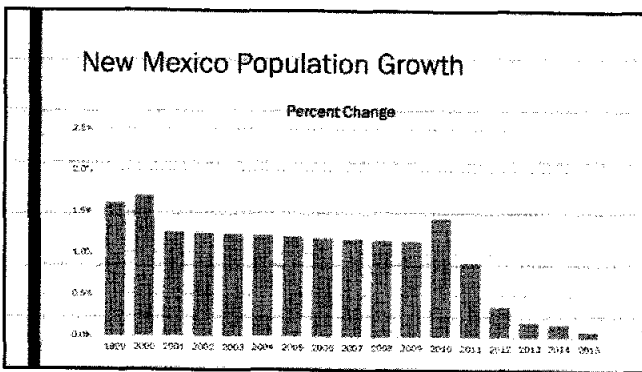
UNM - GPS

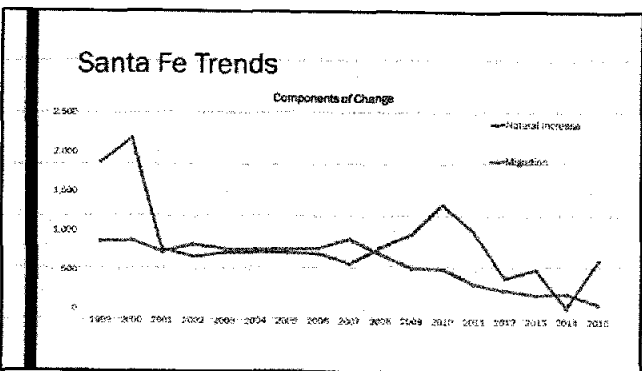
- New Mexico's State Demographer
- Respected source for State Projections
- Produced for all 33 counties
- Updated approximately every 4 years
- Available for use at our own discretion
- Based on Cohort-Component Method

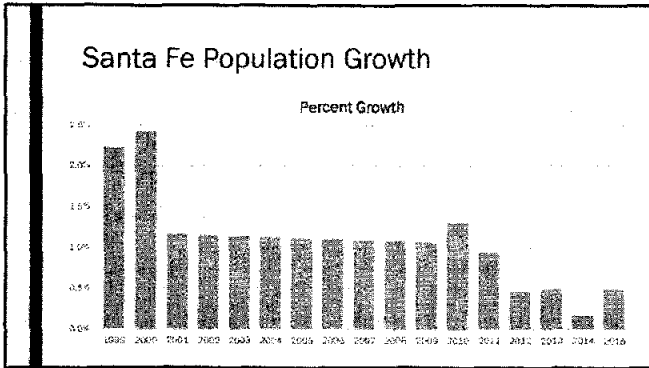
Cohort-Component Method

2040 Population = 2015 Population +
 Natural Increase (*Births - Deaths*) +
 Net Migration (*Movers In - Movers Out*)

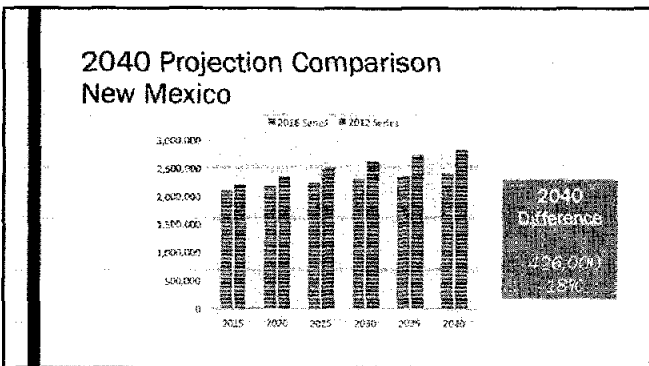




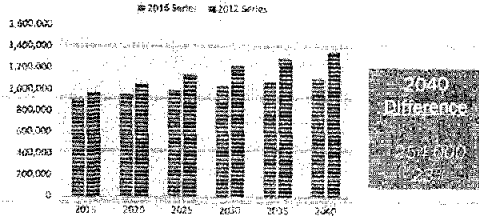




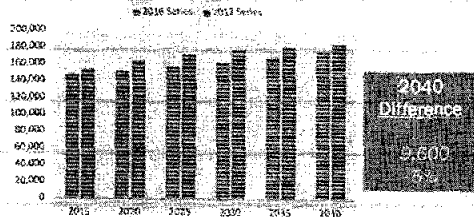




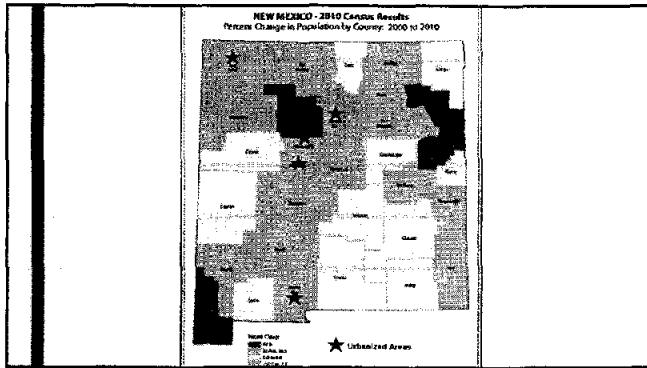
2040 Projection Comparison Albuquerque, MSA

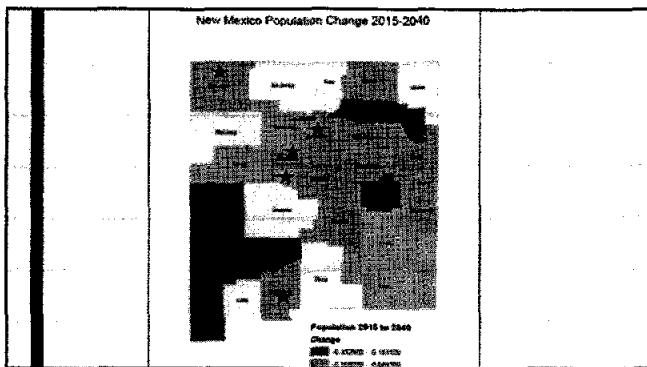


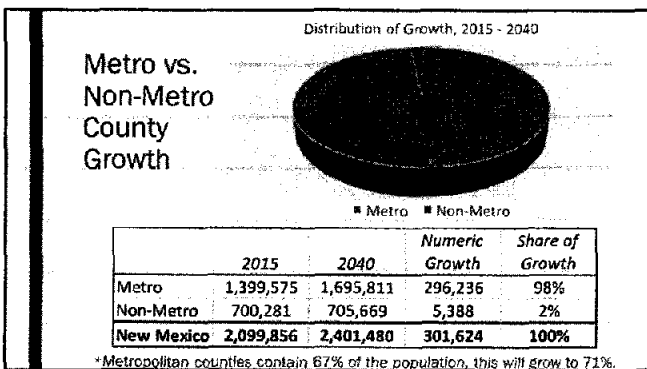
2040 Projection Comparison Santa Fe County

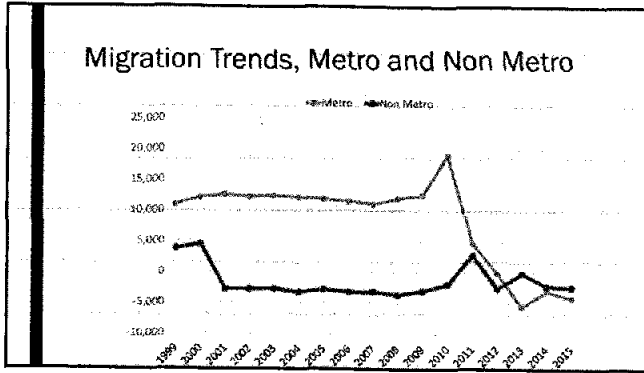


METROPOLITAN VS. NON-
METROPOLITAN COUNTIES

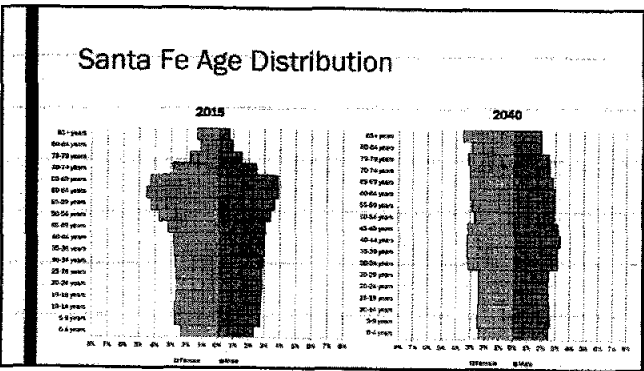


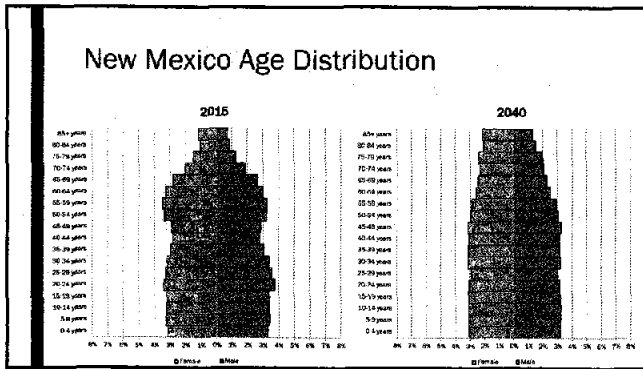












Santa Fe MPO – Transportation Improvement Program (TIP) Project Status Summary

Control Number	Project Title/Description	Lead Agency	Project Cost/Funding	Status
ROADWAY PROJECTS				
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]	PHASE A/B REPORT REVISED and AWAITING NMDOT/FHWA APPROVAL 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: www.cerrillosroad.com
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 depended items remain and will be completed in Spring 2017. Project Website: www.santafeddi.com
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

EXHIBIT 6

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 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 approved 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 started 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 completed, awaiting award of contract 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? Funding to be reobligated in FFY2018 as approved with Amendment 5.
TRANSIT & RAIL PROJECTS				
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
NON MOTORIZED PROJECTS				
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 recommenced in April 2017. September 2017 projected completion.

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

Control Number	Project Title/Description	Lead Agency	Project Cost/Funding	Status
S100410	El Camino Real Buckman Road Retracement Project (NM FLAP TRAIL 77000(1)) Design and Construction;; Segment 1 - 5ft natural surface recreational trail from USFS Headquarters Trail to USFS Dead Dog Trail (9.6 miles). Segment 2 - 10ft Multi Use Trail from Santa Fe River Greenway Trail to USFS Headquarters Trail (4.7 miles).	Santa Fe County	\$3,311,095 \$2,829,000 (Federal) \$482,096 (County/City) [FFY2015 & FFY2016]	Design Phase underway June 2015 30% Design Complete. Currently Preparing Environmental Document and Final Design CONSTRUCTION FUNDED IN FFY2016
S100470	Rail Trail Underpass at NM466 (St Michaels Drive) The proposed project identified through the RSA is the following: Design and Construct a Trail Underpass	City of Santa Fe	\$3,135,000 \$2,808,504 (Federal) \$ 285,000 (State) \$ 41,496 (State) [FFY2017 & FFY2019]	DESIGN FUNDED IN FFY2017 moved under S100440 with Amendment 5 CONSTRUCTION FUNDED IN FFY2019 Through Administrative Modification lead agency was changed from City to NMDOT.
S100500	Improvements to Motocross & All Terrain Tracks and Facilities at La Tierra	City of Santa Fe	\$278,200 \$236,470 (Federal) \$ 41,730 (City) [FFY2017]	Recreational Trail Program Funding Award Added to TIP by Administrative Modification 04/08/16 NMDOT Planning managing process.